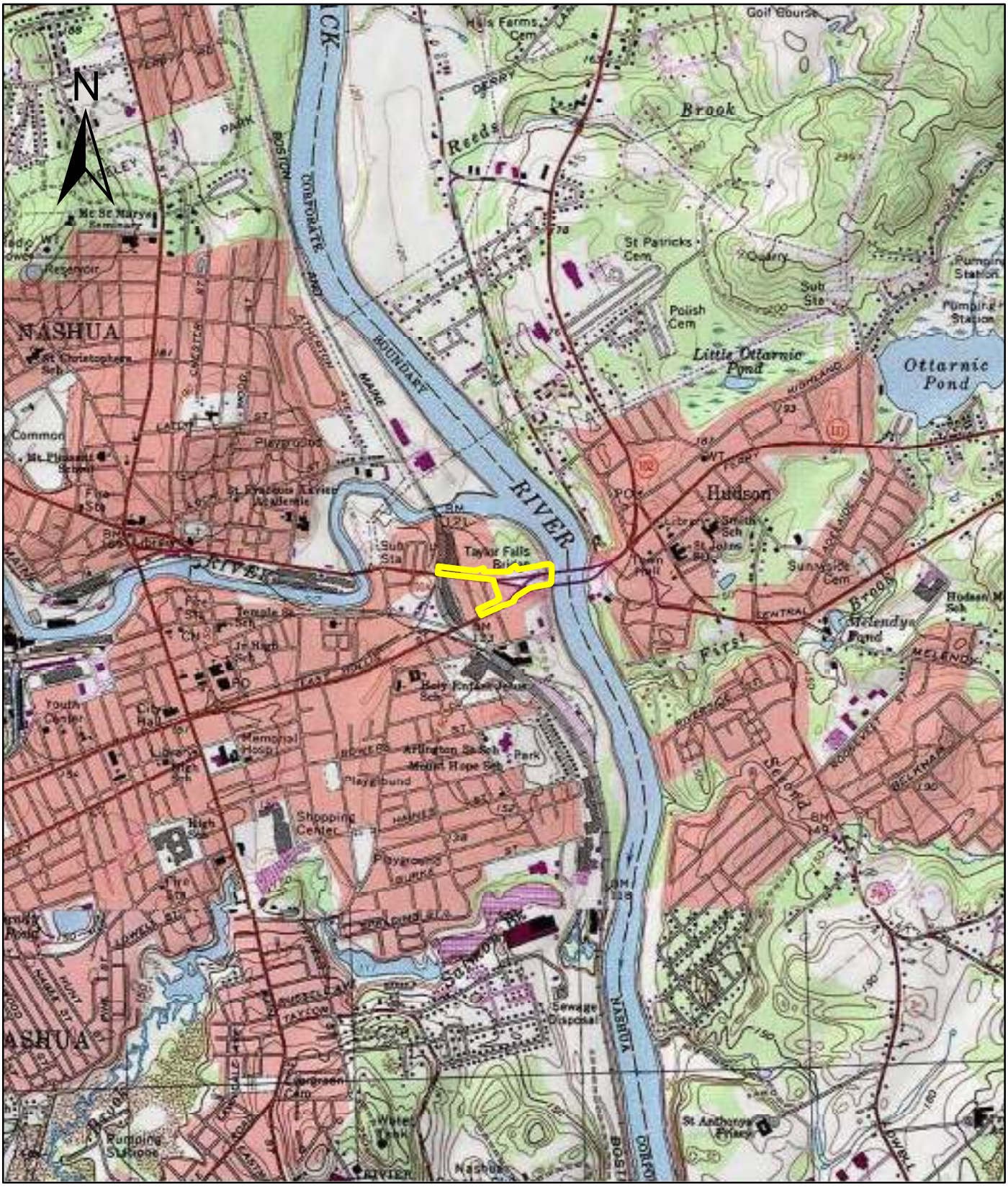
APPENDIX A

Resource Figures



Approximate Project Area

0 2,000 4,000
Feet

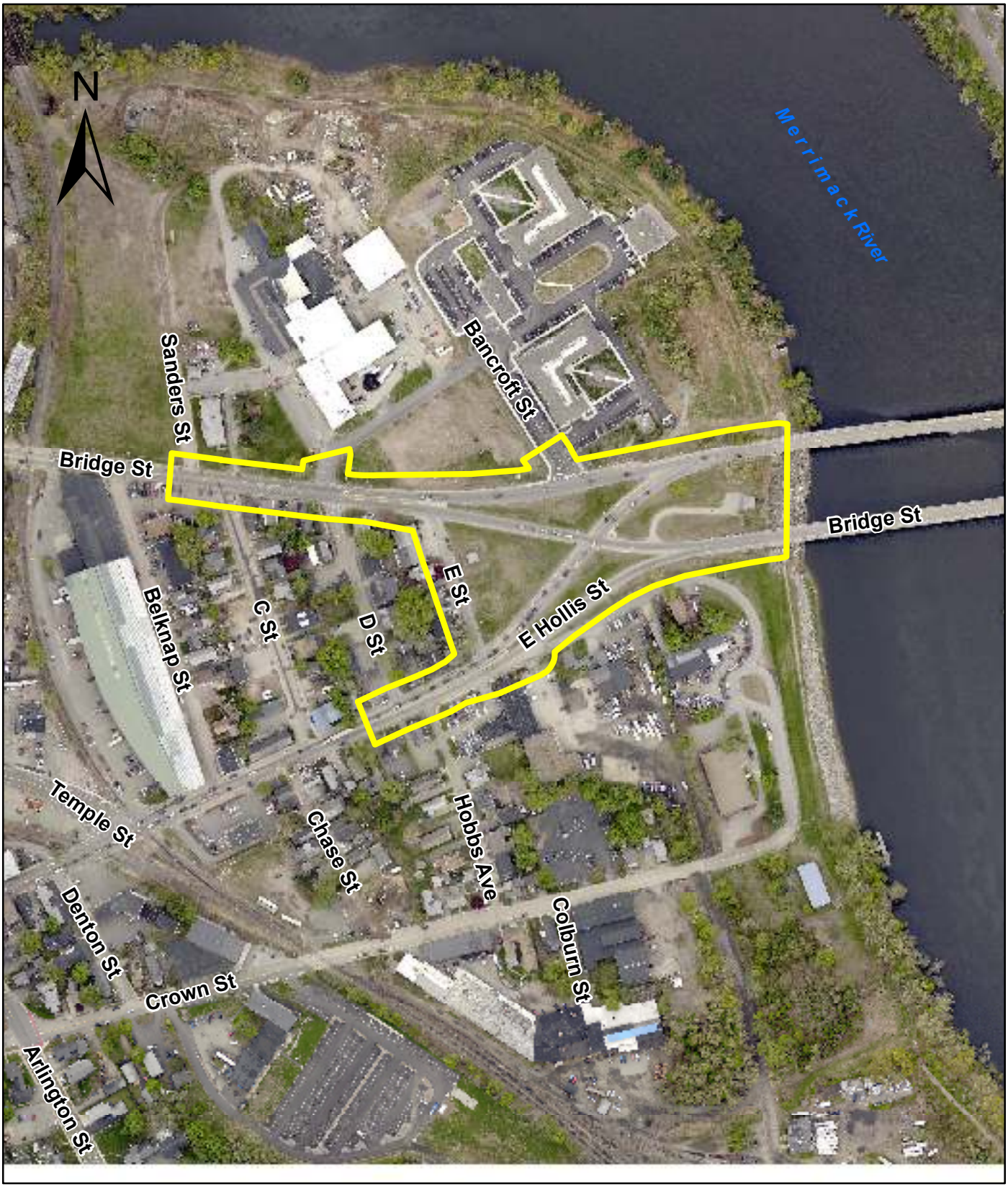
EAST HOLLIS & BRIDGE STREET
INTERSECTION IMPROVEMENT PROJECT
NASHUA - 16314

USGS LOCATION MAP

SCALE :	DATE :	FIGURE :
1 inch = 2,000 feet	NOVEMBER 2018	01

McFarland Johnson

M:\18315.00 Nashua - East Hollis St\Draw\GIS\01 - Nashua East Hollis Street Location Map.mxd



Approximate Project Area

0 300 600
Feet

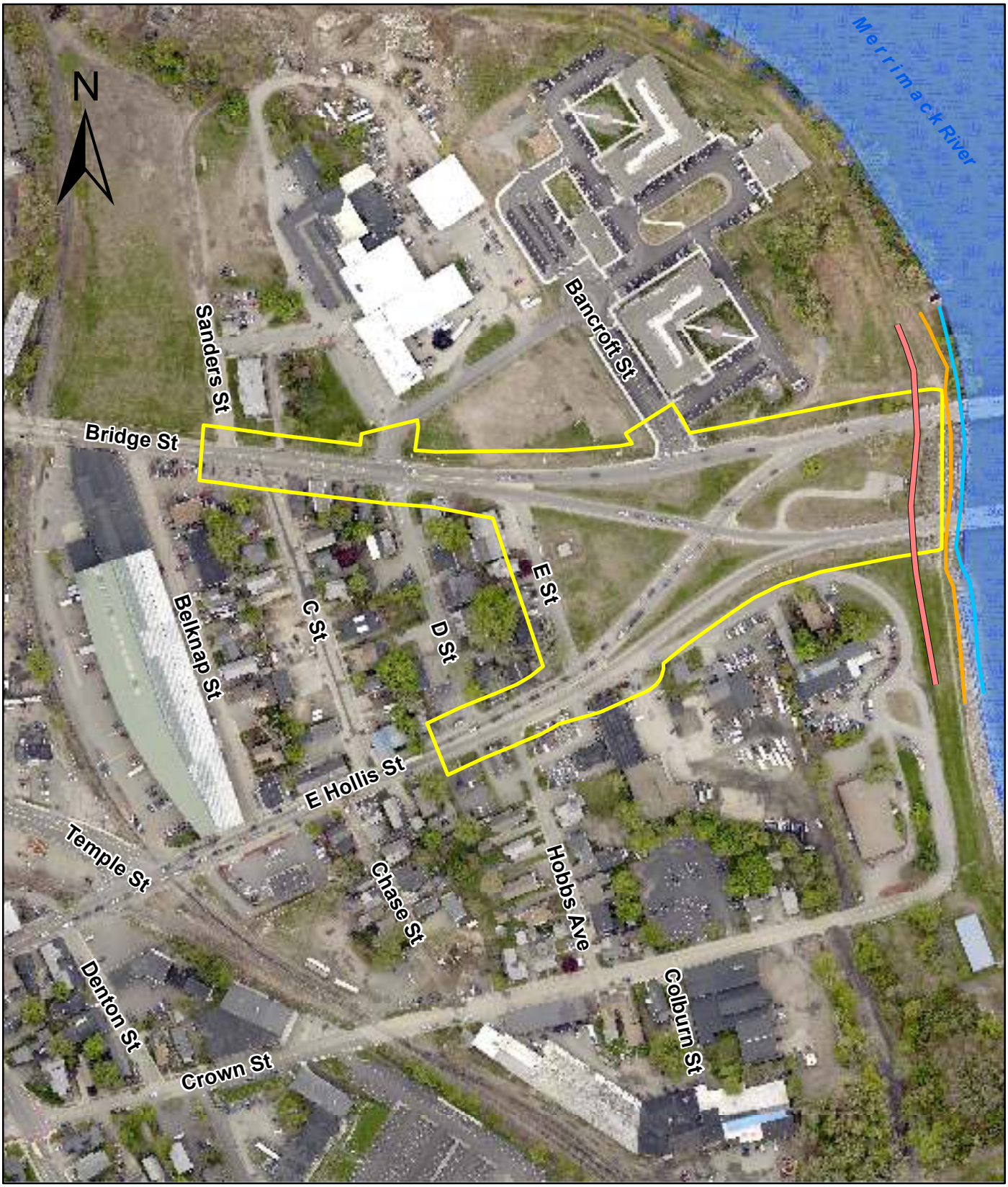
EAST HOLLIS & BRIDGE STREET
INTERSECTION IMPROVEMENT PROJECT
NASHUA - 16314

PROJECT AREA

SCALE :	DATE :	FIGURE :
1 inch = 300 feet	OCTOBER 2019	02

McFarland Johnson

M:\18315.00 Nashua - East Hollis St\Draw\GIS\02 - Nashua East Hollis Street Project Area Aerial.mxd



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

National Hydrography Dataset Areas
National Wetland Inventory
Palustrine
Riverine

0 250 500
Feet

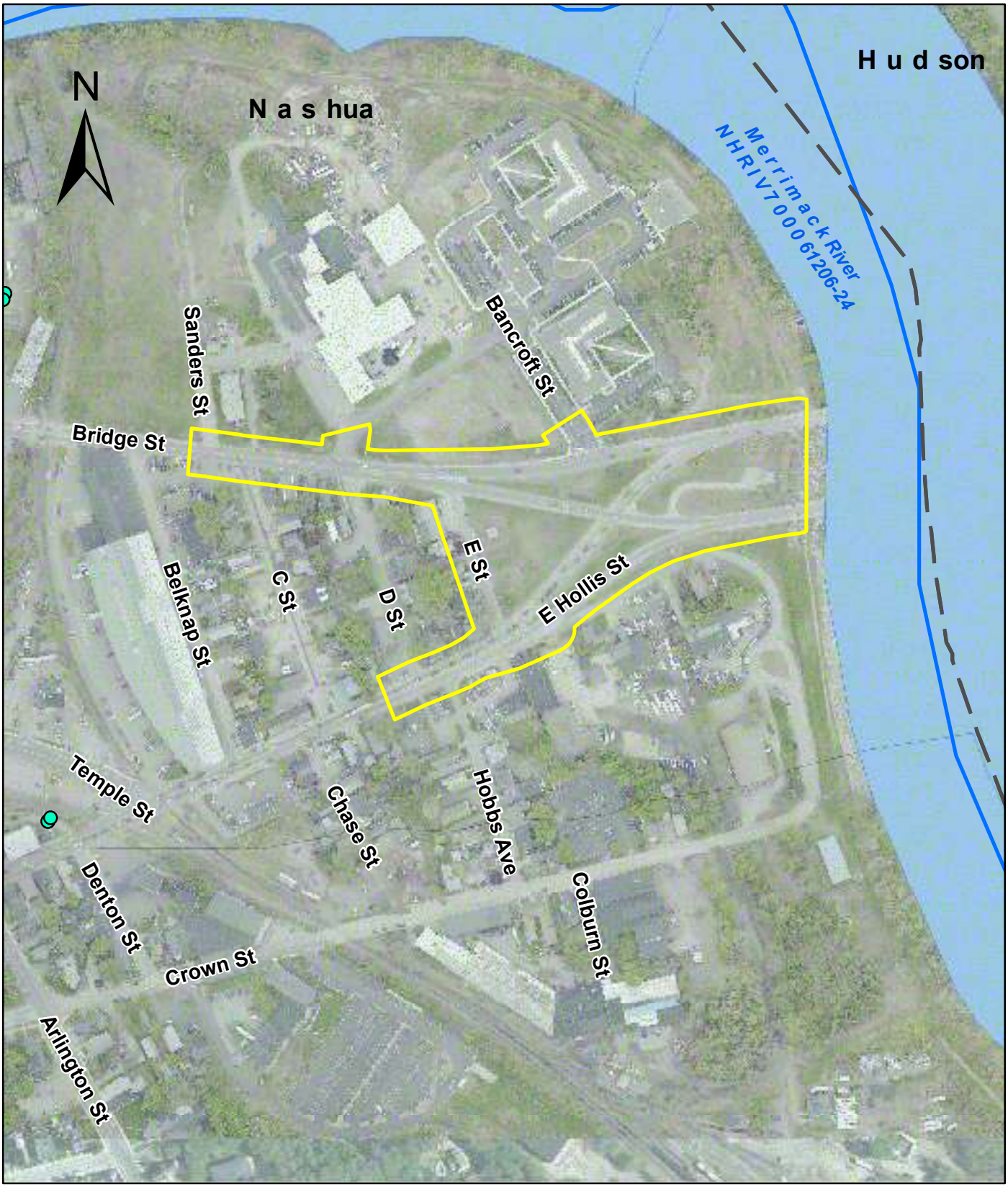
EAST HOLLIS & BRIDGE STREET
INTERSECTION IMPROVEMENT PROJECT
NASHUA - 16314

WETLANDS AND WATERBODIES

SCALE :	DATE :	FIGURE :
1 inch = 250 feet	OCTOBER 2019	03

McFarland Johnson

M:\18315.00 Nashua - East Hollis St\Draw\GIS\03 - Nashua East Hollis Street Wetlands & Waterbodies.mxd



Approximate Project Area
Towns
Streams
Water Well Inventory
Public Water Supply Wells
Wellhead Protection Areas
Groundwater Classification Area GAA
Groundwater Classification Area GA1
Groundwater Classification Areas GA2
Source Water Protection Area
Water Supply Intake Protection Areas

Aquifer Transmissivity
Less than 2,000 feet sq./day
2,000 - 4,000 feet sq./day
Greater than 4,000 feet sq./day

0 300 600
Feet

EAST HOLLIS & BRIDGE STREET
INTERSECTION IMPROVEMENT PROJECT
NASHUA - 16314

WATER QUALITY

SCALE :	DATE :	FIGURE :
1 inch = 300 feet	OCTOBER 2019	04

McFarland Johnson

M:\18315.00 Nashua - East Hollis St\Draw\GIS\04 - Nashua East Hollis Street Water Quality.mxd

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

0 300 600
Feet

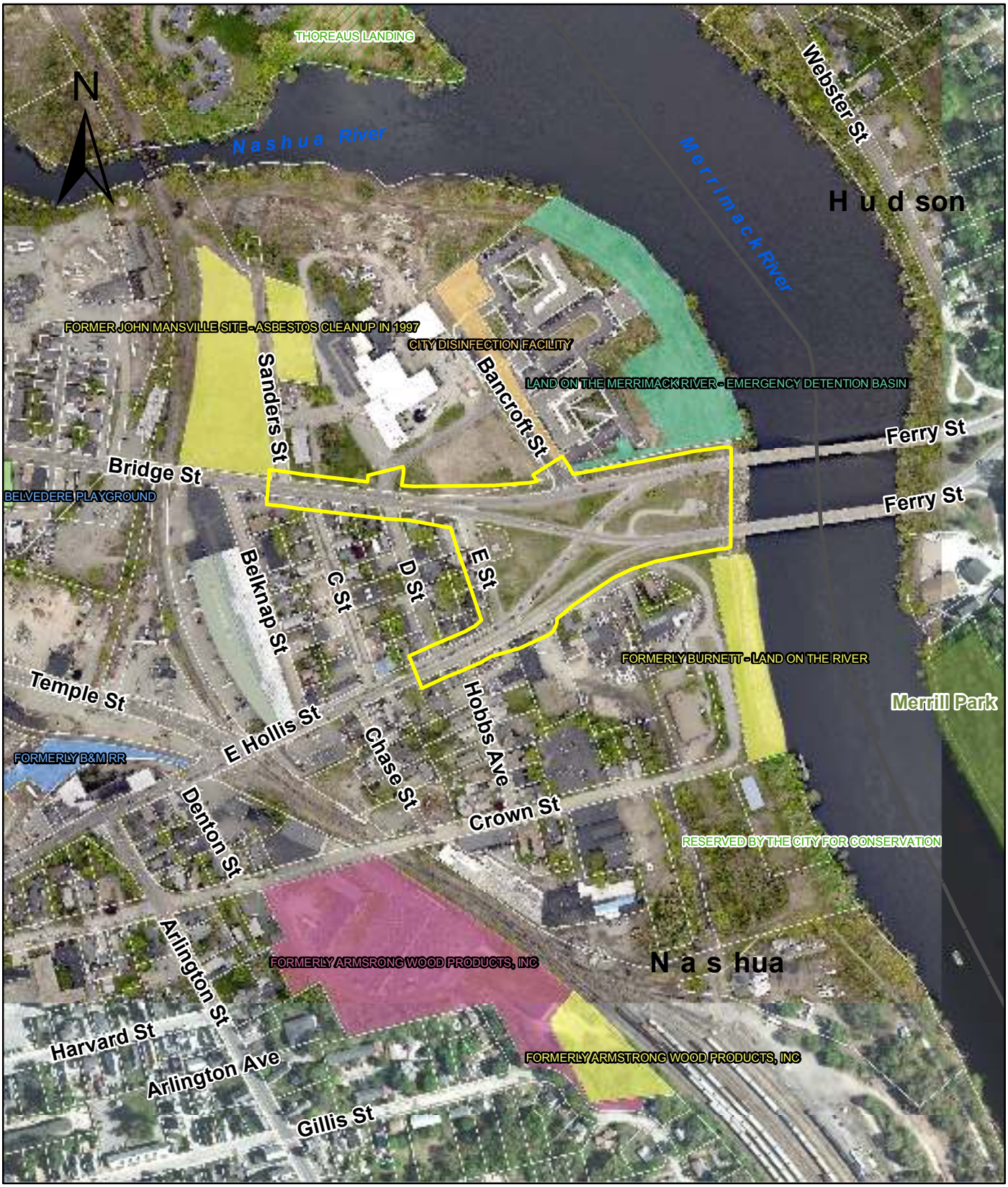
EAST HOLLIS & BRIDGE STREET
INTERSECTION IMPROVEMENT PROJECT
NASHUA - 16314

FLOODPLAINS

SCALE :	DATE :	FIGURE :
1 inch = 300 feet	OCTOBER 2019	05

McFarland Johnson

M:\18315.00 Nashua - East Hollis St\Draw\GIS\05 - Nashua East Hollis Street Floodplains.mxd



Approximate Project Area
Towns
Conservation Lands
Conservation Easements
City Parks

City of Nashua Owned Land

DEDICATED OPEN SPACE
MUNICIPAL BUILDINGS
NON MUNICIPAL BUILDING
PARK RECREATION LAND
VACANT LAND

0 400 800
Feet

EAST HOLLIS & BRIDGE STREET
INTERSECTION IMPROVEMENT PROJECT
NASHUA - 16314

CONSERVATION & PUBLIC LANDS

SCALE :	DATE :	FIGURE :
1 inch = 400 feet	OCTOBER 2019	06

McFarland Johnson

M:\18315.00 Nashua - East Hollis St\Draw\GIS\06 - Nashua East Hollis Street Conservation & Public Lands.mxd

Approximate Project Area

Soils

- All areas are prime farmland
- Farmland of statewide importance
- Farmland of local importance
- Not prime farmland
- Prime farmland if drained
- Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
- Prime farmland if protected from flooding or not frequently flooded during the growing season

0 400 800
Feet

EAST HOLLIS & BRIDGE STREET
INTERSECTION IMPROVEMENT PROJECT
NASHUA - 16314

SOILS

SCALE :	DATE :	FIGURE :
1 inch = 400 feet	OCTOBER 2019	07

McFarland Johnson

M:\18315.00 Nashua - East Hollis St\Draw\GIS\07 - Nashua East Hollis Street Soils.mxd

Approximate Project Area

Invasive Species

NHDOT Type II Invasive - Japanese Knotweed

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

0 250 500

Feet

EAST HOLLIS & BRIDGE STREET
INTERSECTION IMPROVEMENT PROJECT
NASHUA - 16314

INVASIVE PLANT SPECIES

SCALE :	DATE :	FIGURE :
1 inch = 250 feet	OCTOBER 2019	08

McFarland Johnson

M:\18315.00 Nashua - East Hollis St\Draw\GIS\08 - Nashua East Hollis Street Invasives.mxd

APPENDIX B

Traffic Data

- Capacity Analyses
- AM-PM Turning Movement Counts (TMC)
- Automatic Traffic Recorder (ATR) Counts
- Permanent Count Station – Annual Growth
- Traffic Adjustment Factors
- Traffic Calculations

- Capacity Analyses

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	760	30	0	0	0	0
Future Volume (vph)	760	30	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995					
Flt Protected						
Satd. Flow (prot)	1853	0	0	0	0	0
Flt Permitted						
Satd. Flow (perm)	1853	0	0	0	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	256			360	350	
Travel Time (s)	5.8			8.2	8.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	826	33	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	859	0	0	0	0	0
Enter Blocked Intersection	Yes	Yes	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.2%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	SWL	SWR
Lane Configurations								
Traffic Volume (vph)	0	820	0	0	0	30	0	1319
Future Volume (vph)	0	820	0	0	0	30	0	1319
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865		0.865
Flt Protected								
Satd. Flow (prot)	0	1863	0	0	0	1611	0	1611
Flt Permitted								
Satd. Flow (perm)	0	1863	0	0	0	1611	0	1611
Link Speed (mph)		30	30		30		30	
Link Distance (ft)		154	565		350		129	
Travel Time (s)		3.5	12.8		8.0		2.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	891	0	0	0	33	0	1434
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	891	0	0	0	33	0	1434
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right	Left	Right
Median Width(ft)		0	0		0		0	
Link Offset(ft)		0	0		0		0	
Crosswalk Width(ft)		16	16		16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9	15	9
Sign Control		Free	Stop		Stop		Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 91.7%	ICU Level of Service F
Analysis Period (min) 15	

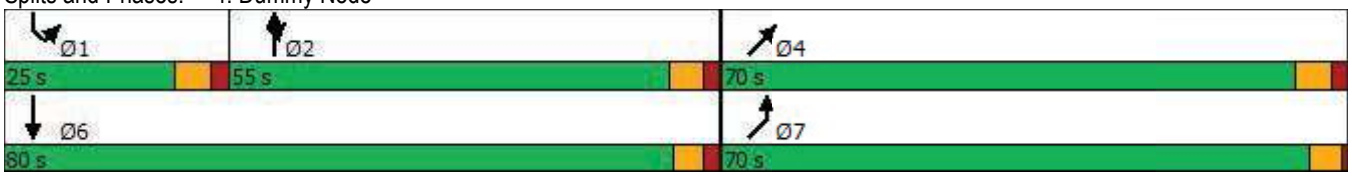
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	700	400	250	500	0	925	700	100	0	0	0
Future Volume (vph)	0	700	400	250	500	0	925	700	100	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.981				
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1863	1583	1770	1863	0	1770	1827	0	0	0	0
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	1863	1583	1770	1863	0	1770	1827	0	0	0	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)								6				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		381			334			1568			348	
Travel Time (s)		8.7			7.6			35.6			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	761	435	272	543	0	1005	761	109	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	761	435	272	543	0	1005	870	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2		1	2				
Detector Template		Thru	Right	Left	Thru		Left	Thru				
Leading Detector (ft)		100	20	20	100		20	100				
Trailing Detector (ft)		0	0	0	0		0	0				
Detector 1 Position(ft)		0	0	0	0		0	0				
Detector 1 Size(ft)		6	20	20	6		20	6				
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type		NA	Prot	Prot	NA		Prot	NA				
Protected Phases		2	2	1	6		7	4				
Permitted Phases												
Detector Phase		2	2	1	6		7	4				
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0		5.0	5.0				

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Split (s)		24.0	24.0	11.0	23.5		9.5	24.0				
Total Split (s)		55.0	55.0	25.0	80.0		70.0	70.0				
Total Split (%)		36.7%	36.7%	16.7%	53.3%		46.7%	46.7%				
Maximum Green (s)		49.0	49.0	19.0	74.5		65.5	64.0				
Yellow Time (s)		4.0	4.0	4.0	3.5		3.5	4.0				
All-Red Time (s)		2.0	2.0	2.0	2.0		1.0	2.0				
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Total Lost Time (s)		6.0	6.0	6.0	5.5		4.5	6.0				
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0				
Recall Mode		Min	Min	None	Min		None	None				
Walk Time (s)		7.0	7.0		7.0			7.0				
Flash Dont Walk (s)		11.0	11.0		11.0			11.0				
Pedestrian Calls (#/hr)		0	0		0			0				
Act Effct Green (s)		49.0	49.0	19.0	74.5		65.5	64.0				
Actuated g/C Ratio		0.33	0.33	0.13	0.50		0.44	0.43				
v/c Ratio		1.25	0.84	1.21	0.59		1.30	1.11				
Control Delay		168.2	62.7	182.9	30.1		180.8	107.4				
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0				
Total Delay		168.2	62.7	182.9	30.1		180.8	107.4				
LOS		F	E	F	C		F	F				
Approach Delay		129.9			81.1			146.7				
Approach LOS		F			F			F				

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.30
Intersection Signal Delay: 127.8 Intersection LOS: F
Intersection Capacity Utilization 115.7% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 4: Dummy Node



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	22	785	1350	10	0	0
Future Volume (vph)	22	785	1350	10	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999			
Flt Protected		0.999				
Satd. Flow (prot)	0	1861	1861	0	0	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	1861	1861	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		231	74		497	
Travel Time (s)		5.3	1.7		11.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	853	1467	11	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	877	1478	0	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 75.0%	ICU Level of Service D
Analysis Period (min) 15	

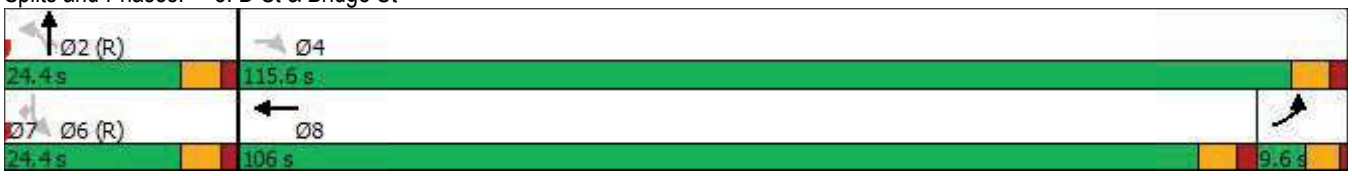
Lane Group	EBL	EBR	WBT	WBR	NBL	NBT	NBR2	SBL	SBR
Lane Configurations									
Traffic Volume (vph)	16	689	1227	9	11	4	22	50	74
Future Volume (vph)	16	689	1227	9	11	4	22	50	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0			0	25
Storage Lanes	1	1		0	0			1	1
Taper Length (ft)	25				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.999				0.850		0.850
Flt Protected	0.950					0.964		0.950	
Satd. Flow (prot)	1770	1583	1861	0	0	1796	1583	1770	1583
Flt Permitted	0.950					0.964		0.747	
Satd. Flow (perm)	1770	1583	1861	0	0	1796	1583	1391	1583
Right Turn on Red				Yes			Yes		Yes
Satd. Flow (RTOR)			1				70		80
Link Speed (mph)			30			30			
Link Distance (ft)			522			497			
Travel Time (s)			11.9			11.3			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	749	1334	10	12	4	24	54	80
Shared Lane Traffic (%)									
Lane Group Flow (vph)	17	749	1344	0	0	16	24	54	80
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)			12			12			
Link Offset(ft)			0			0			
Crosswalk Width(ft)			16			16			
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15		9	15	9
Number of Detectors	1	1	1		1	1	1	1	1
Detector Template	Left	Right	Thru		Left	Thru	Right	Left	Right
Leading Detector (ft)	48	20	48		20	48	20	20	20
Trailing Detector (ft)	2	0	2		0	2	0	0	0
Detector 1 Position(ft)	2	0	2		0	2	0	0	0
Detector 1 Size(ft)	46	20	46		20	46	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Perm	NA		Perm	NA	Perm	Perm	Perm
Protected Phases	7		8			2			
Permitted Phases		4			2		2	6	6
Detector Phase	7	4	8		2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	11.0	11.0		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	24.0
Total Split (s)	9.6	115.6	106.0		24.4	24.4	24.4	24.4	24.4

Lane Group	EBL	EBR	WBT	WBR	NBL	NBT	NBR2	SBL	SBR
Total Split (%)	6.9%	82.6%	75.7%		17.4%	17.4%	17.4%	17.4%	17.4%
Maximum Green (s)	5.1	109.6	100.0		18.4	18.4	18.4	18.4	18.4
Yellow Time (s)	3.5	4.0	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	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	Lag		Lead						
Lead-Lag Optimize?	Yes		Yes						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None		C-Min	C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)	5.5	109.5	105.6			18.5	18.5	18.5	18.5
Actuated g/C Ratio	0.04	0.78	0.75			0.13	0.13	0.13	0.13
v/c Ratio	0.25	0.61	0.96			0.07	0.09	0.29	0.29
Control Delay	74.1	8.5	32.1			56.5	0.6	61.4	14.4
Queue Delay	0.0	0.0	0.0			0.0	0.0	0.0	0.0
Total Delay	74.1	8.5	32.1			56.5	0.6	61.4	14.4
LOS	E	A	C			E	A	E	B
Approach Delay			32.1			23.0			
Approach LOS			C			C			

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBL, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 24.6 Intersection LOS: C
Intersection Capacity Utilization 88.9% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 8: D St & Bridge St

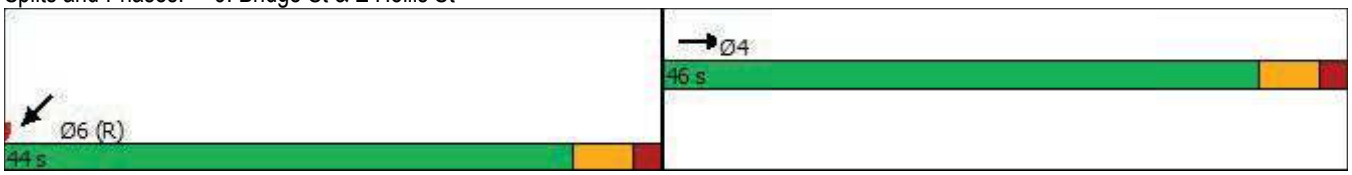


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	760	0	0	0	0	0	0	0	0	1319	0
Future Volume (vph)	0	760	0	0	0	0	0	0	0	0	1319	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1863	0	0	0	0	0	0	0	0	3539	0
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	0	0	0	0	0	0	3539	0
Right Turn on Red			Yes			Yes			Yes	No		Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		360			234			249			308	
Travel Time (s)		8.2			5.3			5.7			7.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	826	0	0	0	0	0	0	0	0	1434	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	826	0	0	0	0	0	0	0	0	1434	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2									1	
Detector Template		Thru									Thru	
Leading Detector (ft)		100									48	
Trailing Detector (ft)		0									2	
Detector 1 Position(ft)		0									2	
Detector 1 Size(ft)		6									46	
Detector 1 Type		Cl+Ex									Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0									0.0	
Detector 1 Queue (s)		0.0									0.0	
Detector 1 Delay (s)		0.0									0.0	
Detector 2 Position(ft)		94										
Detector 2 Size(ft)		6										
Detector 2 Type		Cl+Ex										
Detector 2 Channel												
Detector 2 Extend (s)		0.0										
Turn Type		NA									NA	
Protected Phases		4									6	
Permitted Phases												
Detector Phase		4									6	
Switch Phase												
Minimum Initial (s)		11.0									11.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Split (s)		29.0									24.0	
Total Split (s)		46.0									44.0	
Total Split (%)		51.1%									48.9%	
Maximum Green (s)		40.0									38.0	
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?												
Vehicle Extension (s)		3.0									3.0	
Recall Mode		None									C-Min	
Act Effct Green (s)		40.0									38.0	
Actuated g/C Ratio		0.44									0.42	
v/c Ratio		1.00									0.96	
Control Delay		57.4									41.8	
Queue Delay		0.0									0.0	
Total Delay		57.4									41.8	
LOS		E									D	
Approach Delay		57.4									41.8	
Approach LOS		E									D	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2: and 6:SWT, Start of Green, Master Intersection	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 47.5	Intersection LOS: D
Intersection Capacity Utilization 117.7%	ICU Level of Service H
Analysis Period (min) 15	

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



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	789	0	0	1349	14	37
Future Volume (vph)	789	0	0	1349	14	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.902	
Flt Protected					0.987	
Satd. Flow (prot)	1863	0	0	1863	1658	0
Flt Permitted					0.987	
Satd. Flow (perm)	1863	0	0	1863	1658	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	74			154	346	
Travel Time (s)	1.7			3.5	7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	858	0	0	1466	15	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	858	0	0	1466	55	0
Enter Blocked Intersection	Yes	No	No	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 81.0%		ICU Level of Service D	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	661	13	11	1313	10	16	1	18	28	21	21
Future Volume (vph)	15	661	13	11	1313	10	16	1	18	28	21	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.999			0.929			0.959	
Flt Protected		0.999						0.978			0.981	
Satd. Flow (prot)	0	1855	0	0	1861	0	0	1692	0	0	1752	0
Flt Permitted		0.999						0.978			0.981	
Satd. Flow (perm)	0	1855	0	0	1861	0	0	1692	0	0	1752	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1160			232			618			411	
Travel Time (s)		26.4			5.3			14.0			9.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	718	14	12	1427	11	17	1	20	30	23	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	748	0	0	1450	0	0	38	0	0	76	0
Enter Blocked Intersection	No	No	No	Yes	Yes	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 86.5%	ICU Level of Service E
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	20	807	1342	10	0	51
Future Volume (vph)	20	807	1342	10	0	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.865	
Flt Protected		0.999				
Satd. Flow (prot)	0	1861	1861	0	1611	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	1861	1861	0	1611	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		76	231		618	
Travel Time (s)		1.7	5.3		14.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	877	1459	11	0	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	899	1470	0	55	0
Enter Blocked Intersection	No	No	No	Yes	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 81.2%	ICU Level of Service D
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	1319	1251	0	0
Future Volume (vph)	0	0	1319	1251	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt						
Flt Protected			0.950	0.995		
Satd. Flow (prot)	0	0	1681	1761	0	0
Flt Permitted			0.950	0.995		
Satd. Flow (perm)	0	0	1681	1761	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	351			1336	308	
Travel Time (s)	8.0			30.4	7.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1434	1360	0	0
Shared Lane Traffic (%)			10%			
Lane Group Flow (vph)	0	0	1291	1503	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Stop			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 117.7% ICU Level of Service H
Analysis Period (min) 15

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1244	5	0	1
Future Volume (vph)	0	0	1244	5	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	0	1863	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	1863	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		522	351		311	
Travel Time (s)		11.9	8.0		7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1352	5	0	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1357	0	0	1
Enter Blocked Intersection	No	No	Yes	Yes	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Stop	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 75.8%	ICU Level of Service D
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	825	41	41	1352	0	0
Future Volume (vph)	825	41	41	1352	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994					
Flt Protected				0.999		
Satd. Flow (prot)	1852	0	0	1861	0	0
Flt Permitted				0.999		
Satd. Flow (perm)	1852	0	0	1861	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1191			76	274	
Travel Time (s)	27.1			1.7	6.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	897	45	45	1470	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	942	0	0	1515	0	0
Enter Blocked Intersection	No	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 107.6%	ICU Level of Service G
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	760	0	0	0	0	820
Future Volume (vph)	760	0	0	0	0	820
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	1863	0	0	0	0	1611
Flt Permitted						
Satd. Flow (perm)	1863	0	0	0	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	234			1568	565	
Travel Time (s)	5.3			35.6	12.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	826	0	0	0	0	891
Shared Lane Traffic (%)						
Lane Group Flow (vph)	826	0	0	0	0	891
Enter Blocked Intersection	Yes	No	No	No	No	Yes
Lane Alignment	L NA	Right	Left	Left	Left	R NA
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Stop	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 97.4%		ICU Level of Service F	
Analysis Period (min) 15			

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	4469	4515	4516	4743	4672	4687	4804
Vehs Exited	4340	4357	4334	4601	4518	4501	4619
Starting Vehs	370	333	315	332	338	318	315
Ending Vehs	499	491	497	474	492	504	500
Travel Distance (mi)	2168	2191	2183	2314	2269	2277	2313
Travel Time (hr)	1713.0	1555.4	1536.9	1471.7	1421.4	1431.7	1429.7
Total Delay (hr)	1632.5	1473.8	1456.0	1385.6	1337.2	1347.0	1343.8
Total Stops	8799	8638	8848	8677	8579	8778	9095
Fuel Used (gal)	446.2	410.6	406.3	395.2	382.7	385.1	385.7

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	4732	4628	4598	4588	4631
Vehs Exited	4601	4441	4422	4405	4467
Starting Vehs	368	323	323	312	329
Ending Vehs	499	510	499	495	489
Travel Distance (mi)	2283	2216	2198	2205	2238
Travel Time (hr)	1574.9	1421.3	1540.5	1408.6	1500.5
Total Delay (hr)	1490.2	1339.0	1458.7	1326.4	1417.3
Total Stops	8926	8230	8392	9179	8741
Fuel Used (gal)	417.7	381.1	407.4	378.2	399.7

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1169	1232	1250	1266	1279	1245	1231
Vehs Exited	1117	1165	1167	1199	1210	1175	1182
Starting Vehs	370	333	315	332	338	318	315
Ending Vehs	422	400	398	399	407	388	364
Travel Distance (mi)	566	611	608	622	623	621	612
Travel Time (hr)	211.9	180.9	185.9	169.6	164.6	162.0	157.3
Total Delay (hr)	190.8	158.1	163.1	146.5	141.5	138.9	134.5
Total Stops	2330	2276	2299	2204	2308	2156	2135
Fuel Used (gal)	62.6	57.1	58.0	55.0	54.2	53.2	52.0

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Build Conditions Alternative 1	Avg
Vehs Entered	1232	1258	1242	1217	1242
Vehs Exited	1163	1227	1178	1175	1177
Starting Vehs	368	323	323	312	329
Ending Vehs	437	354	387	354	390
Travel Distance (mi)	599	620	610	603	609
Travel Time (hr)	191.0	167.9	176.5	163.2	175.5
Total Delay (hr)	168.8	144.9	153.8	140.7	152.9
Total Stops	2308	2118	2407	2494	2279
Fuel Used (gal)	59.0	54.8	56.2	53.1	55.9

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1080	1113	1103	1168	1128	1189	1317
Vehs Exited	1016	1045	1041	1128	1094	1074	1206
Starting Vehs	422	400	398	399	407	388	364
Ending Vehs	486	468	460	439	441	503	475
Travel Distance (mi)	485	525	515	575	551	545	600
Travel Time (hr)	365.9	312.6	328.4	302.6	289.5	285.0	296.6
Total Delay (hr)	347.8	293.0	309.3	281.2	269.0	264.7	274.4
Total Stops	2081	2237	2139	2143	1941	2207	2509
Fuel Used (gal)	95.6	84.5	88.0	83.8	80.0	78.6	83.1

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	1208	1178	1216	1203	1173
Vehs Exited	1164	1141	1137	1129	1107
Starting Vehs	437	354	387	354	390
Ending Vehs	481	391	466	428	456
Travel Distance (mi)	561	596	561	567	553
Travel Time (hr)	334.1	290.0	304.4	277.3	307.8
Total Delay (hr)	313.4	267.9	283.6	256.2	287.3
Total Stops	2223	2190	2029	2291	2183
Fuel Used (gal)	90.5	81.5	83.5	77.5	84.3

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1122	1091	1084	1164	1139	1111	1122
Vehs Exited	1097	1056	1051	1146	1109	1090	1085
Starting Vehs	486	468	460	439	441	503	475
Ending Vehs	511	503	493	457	471	524	512
Travel Distance (mi)	557	523	528	569	555	540	537
Travel Time (hr)	518.1	474.3	457.1	440.2	426.1	435.7	435.6
Total Delay (hr)	497.5	454.9	437.6	418.9	405.5	415.6	415.6
Total Stops	2223	2173	2383	2173	2206	2200	2251
Fuel Used (gal)	132.7	121.6	117.9	114.8	111.4	113.2	113.0

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	1173	1118	1069	1059	1115
Vehs Exited	1149	1026	1020	1029	1077
Starting Vehs	481	391	466	428	456
Ending Vehs	505	483	515	458	490
Travel Distance (mi)	550	498	498	512	533
Travel Time (hr)	467.3	413.0	461.5	417.5	449.7
Total Delay (hr)	446.8	394.5	442.9	398.4	429.8
Total Stops	2000	1877	2105	2266	2169
Fuel Used (gal)	120.6	106.6	117.8	108.6	116.2

Interval #4 Information

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1098	1079	1079	1145	1126	1142	1134
Vehs Exited	1110	1091	1075	1128	1105	1162	1146
Starting Vehs	511	503	493	457	471	524	512
Ending Vehs	499	491	497	474	492	504	500
Travel Distance (mi)	559	532	532	549	541	571	565
Travel Time (hr)	617.1	587.7	565.6	559.3	541.2	549.0	540.2
Total Delay (hr)	596.4	567.9	546.0	539.0	521.1	527.8	519.2
Total Stops	2165	1952	2027	2157	2124	2215	2200
Fuel Used (gal)	155.2	147.4	142.4	141.6	137.0	140.0	137.7

Interval #4 Information

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	1119	1074	1071	1109	1104
Vehs Exited	1125	1047	1087	1072	1105
Starting Vehs	505	483	515	458	490
Ending Vehs	499	510	499	495	489
Travel Distance (mi)	573	502	529	523	543
Travel Time (hr)	582.5	550.5	598.1	550.5	567.4
Total Delay (hr)	561.2	531.7	578.4	531.0	547.2
Total Stops	2395	2045	1851	2128	2110
Fuel Used (gal)	147.6	138.1	149.9	139.0	143.3

Build Conditions Alternative 1

Intersection: 1: E St & E Hollis St

Movement	EB
Directions Served	TR
Maximum Queue (ft)	240
Average Queue (ft)	189
95th Queue (ft)	257
Link Distance (ft)	162
Upstream Blk Time (%)	35
Queuing Penalty (veh)	264
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: E St & Bridge St

Movement	EB	SB	SW	B24
Directions Served	T	R	R	T
Maximum Queue (ft)	205	58	56	43
Average Queue (ft)	125	18	2	2
95th Queue (ft)	254	46	26	30
Link Distance (ft)	108	288	74	170
Upstream Blk Time (%)	61		0	0
Queuing Penalty (veh)	500		4	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Dummy Node

Movement	NB	NB	SB	SB	NE	NE
Directions Served	T	R	L	T	L	TR
Maximum Queue (ft)	364	342	304	259	1628	1631
Average Queue (ft)	339	239	272	80	1553	1554
95th Queue (ft)	357	391	348	259	1753	1750
Link Distance (ft)	323	323	279	279	1482	1482
Upstream Blk Time (%)	64	14	55	2	66	73
Queuing Penalty (veh)	0	0	0	0	524	579
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 7: D St

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	260	52
Average Queue (ft)	150	4
95th Queue (ft)	305	28
Link Distance (ft)	177	19
Upstream Blk Time (%)	21	1
Queuing Penalty (veh)	172	12
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: D St & Bridge St

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	L	R	TR	LT	>	L	R
Maximum Queue (ft)	56	178	512	75	48	166	57
Average Queue (ft)	11	169	228	13	19	90	36
95th Queue (ft)	38	184	516	49	49	177	67
Link Distance (ft)	154	154	435	412		140	
Upstream Blk Time (%)		46	6			14	
Queuing Penalty (veh)		161	76			0	
Storage Bay Dist (ft)					25		25
Storage Blk Time (%)				12	25	63	11
Queuing Penalty (veh)				3	4	47	6

Intersection: 9: Bridge St & E Hollis St

Movement	EB	SW	SW
Directions Served	T	T	T
Maximum Queue (ft)	370	364	264
Average Queue (ft)	343	339	151
95th Queue (ft)	371	354	297
Link Distance (ft)	281	172	172
Upstream Blk Time (%)	61	72	24
Queuing Penalty (veh)	463	475	160
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10:

Movement	EB	WB	NB
Directions Served	T	T	LR
Maximum Queue (ft)	118	46	322
Average Queue (ft)	61	2	183
95th Queue (ft)	128	28	390
Link Distance (ft)	19	108	316
Upstream Blk Time (%)	42	0	40
Queuing Penalty (veh)	330	4	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: C St & Bridge St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	1166	166	292	384
Average Queue (ft)	849	14	132	335
95th Queue (ft)	1463	84	301	471
Link Distance (ft)	1119	154	529	370
Upstream Blk Time (%)	49	1		76
Queuing Penalty (veh)	0	14		0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: C St

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	103	203	70
Average Queue (ft)	48	21	20
95th Queue (ft)	98	106	51
Link Distance (ft)	39	177	529
Upstream Blk Time (%)	21	1	
Queuing Penalty (veh)	175	13	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Bridge St

Movement	WB	WB
Directions Served	L	LT
Maximum Queue (ft)	1362	1362
Average Queue (ft)	1331	1331
95th Queue (ft)	1351	1351
Link Distance (ft)	1308	1308
Upstream Blk Time (%)	94	94
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Bridge St & Bancroft St

Movement	WB	SB
Directions Served	TR	R
Maximum Queue (ft)	303	21
Average Queue (ft)	31	1
95th Queue (ft)	181	10
Link Distance (ft)	204	268
Upstream Blk Time (%)	2	
Queuing Penalty (veh)	23	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: E Hollis St

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	1162	52
Average Queue (ft)	606	11
95th Queue (ft)	1474	43
Link Distance (ft)	1163	39
Upstream Blk Time (%)	34	2
Queuing Penalty (veh)	0	24
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 21:

Movement	EB	NE
Directions Served	T	R
Maximum Queue (ft)	246	495
Average Queue (ft)	185	388
95th Queue (ft)	326	690
Link Distance (ft)	151	481
Upstream Blk Time (%)	25	21
Queuing Penalty (veh)	194	169
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 4394

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1132	10	0	0	0	0
Future Volume (vph)	1132	10	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999					
Flt Protected						
Satd. Flow (prot)	1861	0	0	0	0	0
Flt Permitted						
Satd. Flow (perm)	1861	0	0	0	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	256			360	350	
Travel Time (s)	5.8			8.2	8.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1258	11	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1269	0	0	0	0	0
Enter Blocked Intersection	Yes	Yes	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 63.5%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	SWL	SWR
Lane Configurations								
Traffic Volume (vph)	0	1462	0	0	0	18	0	911
Future Volume (vph)	0	1462	0	0	0	18	0	911
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88
Frt						0.865		0.850
Flt Protected								
Satd. Flow (prot)	0	1863	0	0	0	1611	0	2787
Flt Permitted								
Satd. Flow (perm)	0	1863	0	0	0	1611	0	2787
Link Speed (mph)		30	30		30		30	
Link Distance (ft)		154	564		350		378	
Travel Time (s)		3.5	12.8		8.0		8.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1624	0	0	0	20	0	1012
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	1624	0	0	0	20	0	1012
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right	Left	Right
Median Width(ft)		0	0		0		0	
Link Offset(ft)		0	0		0		0	
Crosswalk Width(ft)		16	16		16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9	15	9
Sign Control		Free	Stop		Stop		Free	

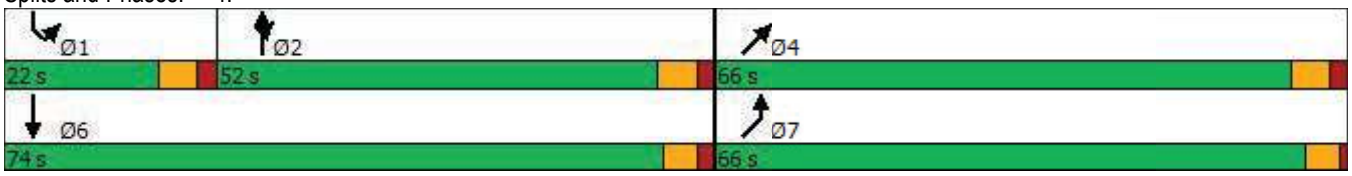
Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 80.3%	ICU Level of Service D
Analysis Period (min) 15	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	600	400	200	400	0	775	600	100	0	0	0
Future Volume (vph)	0	600	400	200	400	0	775	600	100	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.979				
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1863	1583	1770	1863	0	1770	1824	0	0	0	0
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	1863	1583	1770	1863	0	1770	1824	0	0	0	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)								7				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		365			233			1619			295	
Travel Time (s)		8.3			5.3			36.8			6.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	667	444	222	444	0	861	667	111	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	667	444	222	444	0	861	778	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1		1	2				
Detector Template		Thru	Right	Left	Thru		Left	Thru				
Leading Detector (ft)		52	52	52	52		20	100				
Trailing Detector (ft)		2	2	2	2		0	0				
Detector 1 Position(ft)		2	2	2	2		0	0				
Detector 1 Size(ft)		50	50	50	50		20	6				
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Detector 2 Position(ft)								94				
Detector 2 Size(ft)								6				
Detector 2 Type								Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)								0.0				
Turn Type		NA	Prot	Prot	NA		Prot	NA				
Protected Phases		2	2	1	6		7	4				
Permitted Phases												
Detector Phase		2	2	1	6		7	4				
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0		5.0	5.0				

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Split (s)		24.0	24.0	11.0	23.5		9.5	24.0				
Total Split (s)		52.0	52.0	22.0	74.0		66.0	66.0				
Total Split (%)		37.1%	37.1%	15.7%	52.9%		47.1%	47.1%				
Maximum Green (s)		46.0	46.0	16.0	68.5		61.5	60.0				
Yellow Time (s)		4.0	4.0	4.0	3.5		3.5	4.0				
All-Red Time (s)		2.0	2.0	2.0	2.0		1.0	2.0				
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Total Lost Time (s)		6.0	6.0	6.0	5.5		4.5	6.0				
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0				
Recall Mode		Min	Min	None	Min		None	None				
Act Effct Green (s)		46.0	46.0	16.0	68.5		61.5	60.0				
Actuated g/C Ratio		0.33	0.33	0.11	0.49		0.44	0.43				
v/c Ratio		1.09	0.85	1.10	0.49		1.11	0.99				
Control Delay		107.2	60.7	147.9	26.3		103.3	69.4				
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0				
Total Delay		107.2	60.7	147.9	26.3		103.3	69.4				
LOS		F	E	F	C		F	E				
Approach Delay		88.6			66.8			87.2				
Approach LOS		F			E			F				

Intersection Summary	
Area Type: Other	
Cycle Length: 140	
Actuated Cycle Length: 140	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 83.7	Intersection LOS: F
Intersection Capacity Utilization 99.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 4:



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	47	1286	940	4	0	0
Future Volume (vph)	47	1286	940	4	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999			
Flt Protected		0.998				
Satd. Flow (prot)	0	1859	1861	0	0	0
Flt Permitted		0.998				
Satd. Flow (perm)	0	1859	1861	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		231	74		497	
Travel Time (s)		5.3	1.7		11.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	52	1429	1044	4	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1481	1048	0	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 109.0%	ICU Level of Service H
Analysis Period (min) 15	

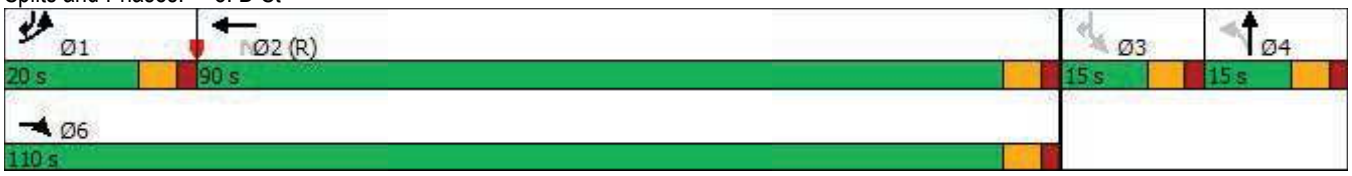
Lane Group	EBL	EBR	WBT	WBR	NBL	NBT	NBR2	SBL	SBR
Lane Configurations									
Traffic Volume (vph)	57	1098	816	50	11	8	8	37	56
Future Volume (vph)	57	1098	816	50	11	8	8	37	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0			0	25
Storage Lanes	1	1		0	0			1	1
Taper Length (ft)	25				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.992				0.850		0.850
Flt Protected	0.950					0.972		0.950	
Satd. Flow (prot)	1770	1583	1848	0	0	1811	1583	1770	1583
Flt Permitted	0.950					0.972		0.460	
Satd. Flow (perm)	1770	1583	1848	0	0	1811	1583	857	1583
Right Turn on Red				Yes			Yes		Yes
Satd. Flow (RTOR)			4				117		70
Link Speed (mph)			30			30			
Link Distance (ft)			522			497			
Travel Time (s)			11.9			11.3			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	63	1220	907	56	12	9	9	41	62
Shared Lane Traffic (%)									
Lane Group Flow (vph)	63	1220	963	0	0	21	9	41	62
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)			12			12			
Link Offset(ft)			0			0			
Crosswalk Width(ft)			16			16			
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15		9	15	9
Number of Detectors	1	1	1		1	1	1	1	1
Detector Template	Left	Right	Thru		Left	Thru	Right	Left	Right
Leading Detector (ft)	48	20	48		20	48	20	20	20
Trailing Detector (ft)	2	0	2		0	2	0	0	0
Detector 1 Position(ft)	2	0	2		0	2	0	0	0
Detector 1 Size(ft)	46	20	46		20	46	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA		Perm	NA	custom	Perm	pm+ov
Protected Phases	1	6	2			4			1
Permitted Phases					4		2	3	3
Detector Phase	1	6	2		4	4	2	3	1
Switch Phase									
Minimum Initial (s)	5.0	11.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	24.0	17.0		15.0	15.0	17.0	15.0	20.0
Total Split (s)	20.0	110.0	90.0		15.0	15.0	90.0	15.0	20.0

Lane Group	EBL	EBR	WBT	WBR	NBL	NBT	NBR2	SBL	SBR
Total Split (%)	14.3%	78.6%	64.3%		10.7%	10.7%	64.3%	10.7%	14.3%
Maximum Green (s)	14.0	104.0	84.0		9.0	9.0	84.0	9.0	14.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	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	Lag	Lead	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	C-Min		Min	Min	C-Min	Min	Min
Act Effct Green (s)	10.2	106.3	90.1			7.0	90.1	8.7	18.9
Actuated g/C Ratio	0.07	0.76	0.64			0.05	0.64	0.06	0.14
v/c Ratio	0.49	1.02	0.81			0.23	0.01	0.77	0.23
Control Delay	74.5	47.9	26.3			69.3	0.0	133.3	8.4
Queue Delay	0.0	0.0	0.0			0.0	0.0	0.0	0.0
Total Delay	74.5	47.9	26.3			69.3	0.0	133.3	8.4
LOS	E	D	C			E	A	F	A
Approach Delay			26.3			48.5			
Approach LOS			C			D			

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 20 (14%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.02
Intersection Signal Delay: 40.3 Intersection LOS: D
Intersection Capacity Utilization 88.8% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 8: D St

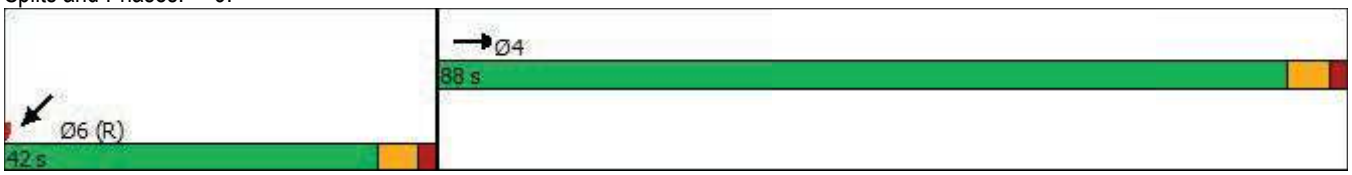


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	1132	0	0	0	0	0	0	0	0	911	0
Future Volume (vph)	0	1132	0	0	0	0	0	0	0	0	911	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1863	0	0	0	0	0	0	0	0	3539	0
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	0	0	0	0	0	0	3539	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		360			236			378			308	
Travel Time (s)		8.2			5.4			8.6			7.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1258	0	0	0	0	0	0	0	0	1012	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1258	0	0	0	0	0	0	0	0	1012	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2									1	
Detector Template		Thru									Thru	
Leading Detector (ft)		100									48	
Trailing Detector (ft)		0									2	
Detector 1 Position(ft)		0									2	
Detector 1 Size(ft)		6									46	
Detector 1 Type		Cl+Ex									Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0									0.0	
Detector 1 Queue (s)		0.0									0.0	
Detector 1 Delay (s)		0.0									0.0	
Detector 2 Position(ft)		94										
Detector 2 Size(ft)		6										
Detector 2 Type		Cl+Ex										
Detector 2 Channel												
Detector 2 Extend (s)		0.0										
Turn Type		NA									NA	
Protected Phases		4									6	
Permitted Phases												
Detector Phase		4									6	
Switch Phase												
Minimum Initial (s)		11.0									11.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Split (s)		29.0									24.0	
Total Split (s)		88.0									42.0	
Total Split (%)		67.7%									32.3%	
Maximum Green (s)		82.0									36.0	
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?												
Vehicle Extension (s)		3.0									3.0	
Recall Mode		None									C-Min	
Act Effct Green (s)		82.0									36.0	
Actuated g/C Ratio		0.63									0.28	
v/c Ratio		1.07									1.03	
Control Delay		72.1									83.3	
Queue Delay		12.6									0.0	
Total Delay		84.8									83.3	
LOS		F									F	
Approach Delay		84.8									83.3	
Approach LOS		F									F	

Intersection Summary	
Area Type: Other	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2: and 6:SWT, Start of Green, Master Intersection	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 84.1	Intersection LOS: F
Intersection Capacity Utilization 116.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 9:



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1286	0	0	944	16	176
Future Volume (vph)	1286	0	0	944	16	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.876	
Flt Protected					0.996	
Satd. Flow (prot)	1863	0	0	1863	1625	0
Flt Permitted					0.996	
Satd. Flow (perm)	1863	0	0	1863	1625	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	74			154	346	
Travel Time (s)	1.7			3.5	7.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1429	0	0	1049	18	196
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1429	0	0	1049	214	0
Enter Blocked Intersection	Yes	No	No	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 86.1%		ICU Level of Service E	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1124	24	31	817	33	8	25	8	21	16	17
Future Volume (vph)	25	1124	24	31	817	33	8	25	8	21	16	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.995			0.974			0.957	
Flt Protected		0.999			0.998			0.990			0.981	
Satd. Flow (prot)	0	1855	0	0	1850	0	0	1796	0	0	1749	0
Flt Permitted		0.999			0.998			0.990			0.981	
Satd. Flow (perm)	0	1855	0	0	1850	0	0	1796	0	0	1749	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1160			232			618			269	
Travel Time (s)		26.4			5.3			14.0			6.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	28	1249	27	34	908	37	9	28	9	23	18	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1304	0	0	979	0	0	46	0	0	60	0
Enter Blocked Intersection	No	No	No	Yes	Yes	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 82.8%	ICU Level of Service E
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	44	1333	932	10	0	52
Future Volume (vph)	44	1333	932	10	0	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.865	
Flt Protected		0.998				
Satd. Flow (prot)	0	1859	1861	0	1611	0
Flt Permitted		0.998				
Satd. Flow (perm)	0	1859	1861	0	1611	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		76	231		618	
Travel Time (s)		1.7	5.3		14.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	49	1481	1036	11	0	58
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1530	1047	0	58	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 115.7%	ICU Level of Service H
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	911	873	0	0
Future Volume (vph)	0	0	911	873	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt						
Flt Protected			0.950	0.995		
Satd. Flow (prot)	0	0	1681	1761	0	0
Flt Permitted			0.950	0.995		
Satd. Flow (perm)	0	0	1681	1761	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	351			1335	308	
Travel Time (s)	8.0			30.3	7.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	1012	970	0	0
Shared Lane Traffic (%)			10%			
Lane Group Flow (vph)	0	0	911	1071	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Stop			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 116.1%	ICU Level of Service H
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	863	13	0	0
Future Volume (vph)	0	0	863	13	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998			
Flt Protected						
Satd. Flow (prot)	0	0	1859	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	0	1859	0	0	1863
Link Speed (mph)		30	30		30	
Link Distance (ft)		522	351		311	
Travel Time (s)		11.9	8.0		7.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	959	14	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	973	0	0	0
Enter Blocked Intersection	No	No	Yes	Yes	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Stop	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 49.5%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1375	22	25	959	0	0
Future Volume (vph)	1375	22	25	959	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998					
Flt Protected				0.999		
Satd. Flow (prot)	1859	0	0	1861	0	0
Flt Permitted				0.999		
Satd. Flow (perm)	1859	0	0	1861	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1191			76	274	
Travel Time (s)	27.1			1.7	6.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1528	24	28	1066	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1552	0	0	1094	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 77.0%	ICU Level of Service D
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1132	0	0	0	0	1462
Future Volume (vph)	1132	0	0	0	0	1462
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	1863	0	0	0	0	1611
Flt Permitted						
Satd. Flow (perm)	1863	0	0	0	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	236			1619	564	
Travel Time (s)	5.4			36.8	12.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1258	0	0	0	0	1624
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1258	0	0	0	0	1624
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	L NA	Right	Left	Left	Left	R NA
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Stop	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 156.8%		ICU Level of Service H	
Analysis Period (min) 15			

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	4:45	4:45	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	5646	5726	5591	5521	5617	5748	5612
Vehs Exited	5568	5662	5509	5526	5540	5631	5444
Starting Vehs	275	307	299	392	312	293	246
Ending Vehs	353	371	381	387	389	410	414
Travel Distance (mi)	2827	2818	2807	2776	2859	2868	2758
Travel Time (hr)	733.9	793.2	903.2	985.9	780.3	809.4	755.8
Total Delay (hr)	627.6	687.1	797.6	881.4	673.0	701.4	652.0
Total Stops	10797	10673	11017	10986	11303	10937	10503
Fuel Used (gal)	243.5	257.1	281.5	300.7	254.9	261.8	247.0

Summary of All Intervals

Run Number	7	8	9	Build Conditions Alternative 1	Avg
Start Time	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60
# of Intervals	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4
Vehs Entered	5685	5616	5584	5506	5623
Vehs Exited	5629	5576	5525	5438	5550
Starting Vehs	306	358	322	244	304
Ending Vehs	362	398	381	312	376
Travel Distance (mi)	2848	2826	2772	2719	2807
Travel Time (hr)	784.2	912.5	834.9	854.9	831.7
Total Delay (hr)	677.0	806.4	730.8	752.7	726.1
Total Stops	10329	11488	10754	9264	10730
Fuel Used (gal)	255.0	284.8	264.5	267.2	265.3

Interval #0 Information Seeding

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1400	1361	1368	1354	1324	1412	1401
Vehs Exited	1392	1380	1331	1446	1367	1380	1337
Starting Vehs	275	307	299	392	312	293	246
Ending Vehs	283	288	336	300	269	325	310
Travel Distance (mi)	704	683	678	719	703	701	699
Travel Time (hr)	103.1	115.2	135.7	139.2	114.4	103.7	92.6
Total Delay (hr)	76.6	89.3	110.2	112.3	88.0	77.3	66.4
Total Stops	2172	2275	2610	2833	2280	2329	2373
Fuel Used (gal)	42.5	44.6	49.1	51.3	44.7	42.4	39.6

Interval #1 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	1383	1410	1374	1421	1382
Vehs Exited	1370	1381	1402	1343	1375
Starting Vehs	306	358	322	244	304
Ending Vehs	319	387	294	322	313
Travel Distance (mi)	705	712	701	697	700
Travel Time (hr)	113.2	132.9	124.2	116.2	117.3
Total Delay (hr)	86.7	106.3	97.8	89.9	91.0
Total Stops	2131	3046	2727	2482	2477
Fuel Used (gal)	44.8	49.7	47.0	45.3	45.5

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1450	1540	1494	1467	1535	1424	1443
Vehs Exited	1364	1446	1399	1382	1394	1380	1360
Starting Vehs	283	288	336	300	269	325	310
Ending Vehs	369	382	431	385	410	369	393
Travel Distance (mi)	686	729	712	705	737	697	680
Travel Time (hr)	169.8	177.0	207.2	212.2	170.1	181.0	161.1
Total Delay (hr)	144.0	149.6	180.4	185.7	142.4	154.8	135.3
Total Stops	2796	2797	3040	3001	3029	2788	2656
Fuel Used (gal)	57.1	59.8	66.5	67.6	58.5	59.7	55.2

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	1512	1406	1504	1428	1473
Vehs Exited	1469	1388	1388	1435	1401
Starting Vehs	319	387	294	322	313
Ending Vehs	362	405	410	315	384
Travel Distance (mi)	749	678	696	716	708
Travel Time (hr)	176.2	204.8	178.5	187.0	184.1
Total Delay (hr)	148.0	179.4	152.4	160.2	157.5
Total Stops	3084	3013	2537	2725	2862
Fuel Used (gal)	60.0	65.1	59.1	61.3	60.9

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1381	1403	1304	1352	1312	1442	1358
Vehs Exited	1449	1388	1342	1323	1396	1442	1361
Starting Vehs	369	382	431	385	410	369	393
Ending Vehs	301	397	393	414	326	369	390
Travel Distance (mi)	722	689	691	664	711	729	690
Travel Time (hr)	224.1	238.4	264.9	289.0	230.9	246.5	227.5
Total Delay (hr)	197.0	212.4	238.9	264.0	204.3	219.1	201.6
Total Stops	2835	2700	2640	2603	2948	2833	2707
Fuel Used (gal)	70.6	73.3	79.1	84.2	72.1	76.0	70.8

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Build Conditions Alternative 1	Avg
Vehs Entered	1345	1371	1342	1313	1354
Vehs Exited	1382	1379	1381	1321	1379
Starting Vehs	362	405	410	315	384
Ending Vehs	325	397	371	307	363
Travel Distance (mi)	672	702	680	644	690
Travel Time (hr)	228.5	277.7	243.8	248.2	247.2
Total Delay (hr)	203.2	251.2	218.2	224.0	221.3
Total Stops	2466	2651	2799	1961	2651
Fuel Used (gal)	70.2	82.5	73.9	73.7	75.1

Interval #4 Information

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1415	1422	1425	1348	1446	1470	1410
Vehs Exited	1363	1448	1437	1375	1383	1429	1386
Starting Vehs	301	397	393	414	326	369	390
Ending Vehs	353	371	381	387	389	410	414
Travel Distance (mi)	715	718	725	688	708	741	690
Travel Time (hr)	237.0	262.7	295.4	345.5	264.9	278.1	274.6
Total Delay (hr)	210.0	235.8	268.0	319.5	238.3	250.2	248.6
Total Stops	2994	2901	2727	2549	3046	2987	2767
Fuel Used (gal)	73.2	79.5	86.9	97.7	79.6	83.6	81.5

Interval #4 Information

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	1445	1429	1364	1344	1410
Vehs Exited	1408	1428	1354	1339	1394
Starting Vehs	325	397	371	307	363
Ending Vehs	362	398	381	312	376
Travel Distance (mi)	722	735	695	662	709
Travel Time (hr)	266.2	297.2	288.5	303.5	283.0
Total Delay (hr)	239.1	269.5	262.4	278.6	256.4
Total Stops	2648	2778	2691	2096	2743
Fuel Used (gal)	80.0	87.5	84.5	87.0	83.7

Intersection: 1: E St

Movement	EB
Directions Served	TR
Maximum Queue (ft)	234
Average Queue (ft)	111
95th Queue (ft)	252
Link Distance (ft)	162
Upstream Blk Time (%)	9
Queuing Penalty (veh)	103
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: E St

Movement	EB	SB	SW	SW
Directions Served	T	R	R	R
Maximum Queue (ft)	204	49	316	328
Average Queue (ft)	121	14	219	238
95th Queue (ft)	247	40	317	330
Link Distance (ft)	108	273	295	295
Upstream Blk Time (%)	30		2	2
Queuing Penalty (veh)	433		8	10
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4:

Movement	NB	NB	SB	SB	NE	NE
Directions Served	T	R	L	T	L	TR
Maximum Queue (ft)	346	329	224	219	551	517
Average Queue (ft)	311	246	174	120	349	327
95th Queue (ft)	369	371	255	240	536	490
Link Distance (ft)	304	304	199	199	1528	1528
Upstream Blk Time (%)	48	13	24	4		
Queuing Penalty (veh)	0	0	0	0		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 7: D St

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	244	88
Average Queue (ft)	157	17
95th Queue (ft)	262	68
Link Distance (ft)	177	19
Upstream Blk Time (%)	16	4
Queuing Penalty (veh)	207	40
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: D St

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	L	R	TR	LT	>	L	R
Maximum Queue (ft)	108	177	543	58	48	150	55
Average Queue (ft)	41	160	446	14	8	59	35
95th Queue (ft)	90	207	669	41	34	131	64
Link Distance (ft)	154	154	435	412		140	
Upstream Blk Time (%)		23	38			3	
Queuing Penalty (veh)		134	331			0	
Storage Bay Dist (ft)					25		25
Storage Blk Time (%)				23	8	52	15
Queuing Penalty (veh)				2	2	29	5

Intersection: 9:

Movement	EB	SW	SW
Directions Served	T	T	T
Maximum Queue (ft)	369	355	329
Average Queue (ft)	317	304	223
95th Queue (ft)	420	414	331
Link Distance (ft)	282	172	172
Upstream Blk Time (%)	22	40	27
Queuing Penalty (veh)	246	183	125
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10:

Movement	EB	WB	NB
Directions Served	T	T	LR
Maximum Queue (ft)	112	162	351
Average Queue (ft)	50	26	321
95th Queue (ft)	120	115	382
Link Distance (ft)	19	108	316
Upstream Blk Time (%)	15	3	96
Queuing Penalty (veh)	192	27	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: C St & Bridge St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	1171	171	156	241
Average Queue (ft)	1136	101	68	219
95th Queue (ft)	1220	227	174	254
Link Distance (ft)	1119	154	529	228
Upstream Blk Time (%)	66	15		84
Queuing Penalty (veh)	0	132		0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: C St

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	78	252	82
Average Queue (ft)	48	76	31
95th Queue (ft)	73	242	67
Link Distance (ft)	39	177	529
Upstream Blk Time (%)	20	6	
Queuing Penalty (veh)	268	58	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Bridge St

Movement	WB	WB
Directions Served	L	LT
Maximum Queue (ft)	1336	1319
Average Queue (ft)	827	840
95th Queue (ft)	1712	1706
Link Distance (ft)	1307	1307
Upstream Blk Time (%)	33	34
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Bancroft St

Movement	WB
Directions Served	TR
Maximum Queue (ft)	395
Average Queue (ft)	285
95th Queue (ft)	521
Link Distance (ft)	204
Upstream Blk Time (%)	32
Queuing Penalty (veh)	284
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 18: E Hollis St

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	1221	56
Average Queue (ft)	1157	20
95th Queue (ft)	1379	60
Link Distance (ft)	1163	39
Upstream Blk Time (%)	52	8
Queuing Penalty (veh)	0	76
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 21:

Movement	NE
Directions Served	R
Maximum Queue (ft)	449
Average Queue (ft)	377
95th Queue (ft)	539
Link Distance (ft)	467
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 2895

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	760	30	0	0	0	0
Future Volume (vph)	760	30	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995					
Flt Protected						
Satd. Flow (prot)	1853	0	0	0	0	0
Flt Permitted						
Satd. Flow (perm)	1853	0	0	0	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	256			360	350	
Travel Time (s)	5.8			8.2	8.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	844	33	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	877	0	0	0	0	0
Enter Blocked Intersection	Yes	Yes	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.2%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	SWL	SWR
Lane Configurations								
Traffic Volume (vph)	0	711	0	0	0	30	0	1266
Future Volume (vph)	0	711	0	0	0	30	0	1266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865		0.865
Flt Protected								
Satd. Flow (prot)	0	1863	0	0	0	1611	0	1611
Flt Permitted								
Satd. Flow (perm)	0	1863	0	0	0	1611	0	1611
Link Speed (mph)		30	30		30		30	
Link Distance (ft)		154	565		350		129	
Travel Time (s)		3.5	12.8		8.0		2.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	790	0	0	0	33	0	1407
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	790	0	0	0	33	0	1407
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right	Left	Right
Median Width(ft)		0	0		0		0	
Link Offset(ft)		0	0		0		0	
Crosswalk Width(ft)		16	16		16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9	15	9
Sign Control		Free	Stop		Stop		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 88.4%		ICU Level of Service E	
Analysis Period (min) 15			

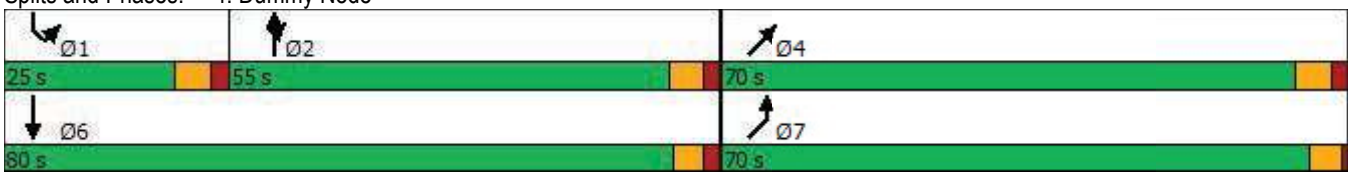
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	700	400	250	500	0	925	700	100	0	0	0
Future Volume (vph)	0	700	400	250	500	0	925	700	100	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.981				
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1863	1583	1770	1863	0	1770	1827	0	0	0	0
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	1863	1583	1770	1863	0	1770	1827	0	0	0	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)								6				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		381			334			1568			348	
Travel Time (s)		8.7			7.6			35.6			7.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	778	444	278	556	0	1028	778	111	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	778	444	278	556	0	1028	889	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2		1	2				
Detector Template		Thru	Right	Left	Thru		Left	Thru				
Leading Detector (ft)		100	20	20	100		20	100				
Trailing Detector (ft)		0	0	0	0		0	0				
Detector 1 Position(ft)		0	0	0	0		0	0				
Detector 1 Size(ft)		6	20	20	6		20	6				
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type		NA	Prot	Prot	NA		Prot	NA				
Protected Phases		2	2	1	6		7	4				
Permitted Phases												
Detector Phase		2	2	1	6		7	4				
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0		5.0	5.0				

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Split (s)		24.0	24.0	11.0	23.5		9.5	24.0				
Total Split (s)		55.0	55.0	25.0	80.0		70.0	70.0				
Total Split (%)		36.7%	36.7%	16.7%	53.3%		46.7%	46.7%				
Maximum Green (s)		49.0	49.0	19.0	74.5		65.5	64.0				
Yellow Time (s)		4.0	4.0	4.0	3.5		3.5	4.0				
All-Red Time (s)		2.0	2.0	2.0	2.0		1.0	2.0				
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Total Lost Time (s)		6.0	6.0	6.0	5.5		4.5	6.0				
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0				
Recall Mode		Min	Min	None	Min		None	None				
Walk Time (s)		7.0	7.0		7.0			7.0				
Flash Dont Walk (s)		11.0	11.0		11.0			11.0				
Pedestrian Calls (#/hr)		0	0		0			0				
Act Effct Green (s)		49.0	49.0	19.0	74.5		65.5	64.0				
Actuated g/C Ratio		0.33	0.33	0.13	0.50		0.44	0.43				
v/c Ratio		1.28	0.86	1.24	0.60		1.33	1.14				
Control Delay		179.2	64.5	192.0	30.5		193.1	116.1				
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0				
Total Delay		179.2	64.5	192.0	30.5		193.1	116.1				
LOS		F	E	F	C		F	F				
Approach Delay		137.6			84.3			157.4				
Approach LOS		F			F			F				

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.33
Intersection Signal Delay: 135.9 Intersection LOS: F
Intersection Capacity Utilization 115.7% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 4: Dummy Node



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	22	676	1297	10	0	0
Future Volume (vph)	22	676	1297	10	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999			
Flt Protected		0.998				
Satd. Flow (prot)	0	1859	1861	0	0	0
Flt Permitted		0.998				
Satd. Flow (perm)	0	1859	1861	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		231	74		497	
Travel Time (s)		5.3	1.7		11.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	24	751	1441	11	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	775	1452	0	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

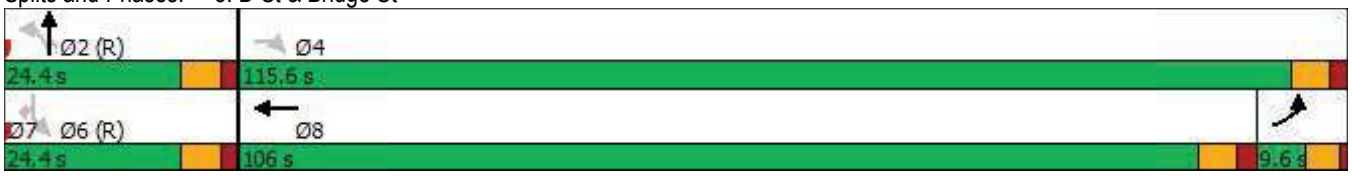
Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 72.2%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBL	EBR	WBT	WBR	NBL	NBT	NBR2	SBL	SBR
Lane Configurations									
Traffic Volume (vph)	16	689	1227	9	11	4	22	50	74
Future Volume (vph)	16	689	1227	9	11	4	22	50	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0			0	25
Storage Lanes	1	1		0	0			1	1
Taper Length (ft)	25				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.999				0.850		0.850
Flt Protected	0.950					0.964		0.950	
Satd. Flow (prot)	1770	1583	1861	0	0	1796	1583	1770	1583
Flt Permitted	0.950					0.964		0.747	
Satd. Flow (perm)	1770	1583	1861	0	0	1796	1583	1391	1583
Right Turn on Red				Yes			Yes		Yes
Satd. Flow (RTOR)			1				70		82
Link Speed (mph)			30			30			
Link Distance (ft)			522			497			
Travel Time (s)			11.9			11.3			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	18	766	1363	10	12	4	24	56	82
Shared Lane Traffic (%)									
Lane Group Flow (vph)	18	766	1373	0	0	16	24	56	82
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)			12			12			
Link Offset(ft)			0			0			
Crosswalk Width(ft)			16			16			
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15		9	15	9
Number of Detectors	1	1	1		1	1	1	1	1
Detector Template	Left	Right	Thru		Left	Thru	Right	Left	Right
Leading Detector (ft)	48	20	48		20	48	20	20	20
Trailing Detector (ft)	2	0	2		0	2	0	0	0
Detector 1 Position(ft)	2	0	2		0	2	0	0	0
Detector 1 Size(ft)	46	20	46		20	46	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Perm	NA		Perm	NA	Perm	Perm	Perm
Protected Phases	7		8			2			
Permitted Phases		4			2		2	6	6
Detector Phase	7	4	8		2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	11.0	11.0		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	24.0
Total Split (s)	9.6	115.6	106.0		24.4	24.4	24.4	24.4	24.4

Lane Group	EBL	EBR	WBT	WBR	NBL	NBT	NBR2	SBL	SBR
Total Split (%)	6.9%	82.6%	75.7%		17.4%	17.4%	17.4%	17.4%	17.4%
Maximum Green (s)	5.1	109.6	100.0		18.4	18.4	18.4	18.4	18.4
Yellow Time (s)	3.5	4.0	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	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	Lag		Lead						
Lead-Lag Optimize?	Yes		Yes						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None		C-Min	C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)	5.3	109.6	105.7			18.4	18.4	18.4	18.4
Actuated g/C Ratio	0.04	0.78	0.76			0.13	0.13	0.13	0.13
v/c Ratio	0.27	0.62	0.98			0.07	0.09	0.31	0.29
Control Delay	75.8	8.8	36.0			56.4	0.6	61.8	14.3
Queue Delay	0.0	0.0	0.0			0.0	0.0	0.0	0.0
Total Delay	75.8	8.8	36.0			56.4	0.6	61.8	14.3
LOS	E	A	D			E	A	E	B
Approach Delay			36.0			23.0			
Approach LOS			D			C			

Intersection Summary	
Area Type: Other	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBL, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 27.0	Intersection LOS: C
Intersection Capacity Utilization 88.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 8: D St & Bridge St

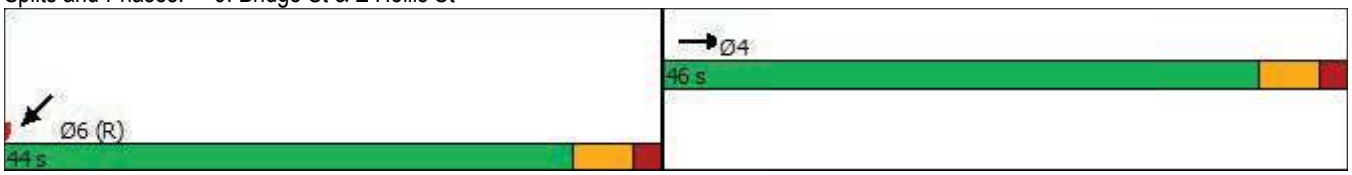


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	760	0	0	0	0	0	0	0	0	1266	0
Future Volume (vph)	0	760	0	0	0	0	0	0	0	0	1266	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1863	0	0	0	0	0	0	0	0	3539	0
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	0	0	0	0	0	0	3539	0
Right Turn on Red			Yes			Yes			Yes	No		Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		360			234			249			308	
Travel Time (s)		8.2			5.3			5.7			7.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	844	0	0	0	0	0	0	0	0	1407	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	844	0	0	0	0	0	0	0	0	1407	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2									1	
Detector Template		Thru									Thru	
Leading Detector (ft)		100									48	
Trailing Detector (ft)		0									2	
Detector 1 Position(ft)		0									2	
Detector 1 Size(ft)		6									46	
Detector 1 Type		Cl+Ex									Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0									0.0	
Detector 1 Queue (s)		0.0									0.0	
Detector 1 Delay (s)		0.0									0.0	
Detector 2 Position(ft)		94										
Detector 2 Size(ft)		6										
Detector 2 Type		Cl+Ex										
Detector 2 Channel												
Detector 2 Extend (s)		0.0										
Turn Type		NA									NA	
Protected Phases		4									6	
Permitted Phases												
Detector Phase		4									6	
Switch Phase												
Minimum Initial (s)		11.0									11.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Split (s)		29.0									24.0	
Total Split (s)		46.0									44.0	
Total Split (%)		51.1%									48.9%	
Maximum Green (s)		40.0									38.0	
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?												
Vehicle Extension (s)		3.0									3.0	
Recall Mode		None									C-Min	
Act Effct Green (s)		40.2									37.8	
Actuated g/C Ratio		0.45									0.42	
v/c Ratio		1.01									0.95	
Control Delay		61.5									39.7	
Queue Delay		0.0									0.0	
Total Delay		61.5									39.7	
LOS		E									D	
Approach Delay		61.5									39.7	
Approach LOS		E									D	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2: and 6:SWT, Start of Green, Master Intersection	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 47.9	Intersection LOS: D
Intersection Capacity Utilization 116.3%	ICU Level of Service H
Analysis Period (min) 15	

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



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	676	0	0	1297	14	37
Future Volume (vph)	676	0	0	1297	14	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.903	
Flt Protected					0.986	
Satd. Flow (prot)	1863	0	0	1863	1659	0
Flt Permitted					0.986	
Satd. Flow (perm)	1863	0	0	1863	1659	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	74			154	346	
Travel Time (s)	1.7			3.5	7.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	751	0	0	1441	16	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	751	0	0	1441	57	0
Enter Blocked Intersection	Yes	No	No	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 78.3%		ICU Level of Service D	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	661	13	11	1313	10	16	1	18	28	21	21
Future Volume (vph)	15	661	13	11	1313	10	16	1	18	28	21	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.999			0.931			0.960	
Flt Protected		0.999						0.977			0.980	
Satd. Flow (prot)	0	1857	0	0	1861	0	0	1694	0	0	1752	0
Flt Permitted		0.999						0.977			0.980	
Satd. Flow (perm)	0	1857	0	0	1861	0	0	1694	0	0	1752	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1160			232			618			411	
Travel Time (s)		26.4			5.3			14.0			9.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	17	734	14	12	1459	11	18	1	20	31	23	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	765	0	0	1482	0	0	39	0	0	77	0
Enter Blocked Intersection	No	No	No	Yes	Yes	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 86.5%	ICU Level of Service E
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	20	698	1289	10	0	51
Future Volume (vph)	20	698	1289	10	0	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.865	
Flt Protected		0.999				
Satd. Flow (prot)	0	1861	1861	0	1611	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	1861	1861	0	1611	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		76	231		618	
Travel Time (s)		1.7	5.3		14.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	22	776	1432	11	0	57
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	798	1443	0	57	0
Enter Blocked Intersection	No	No	No	Yes	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 78.4%	ICU Level of Service D
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	1266	1251	0	0
Future Volume (vph)	0	0	1266	1251	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt						
Flt Protected			0.950	0.995		
Satd. Flow (prot)	0	0	1681	1761	0	0
Flt Permitted			0.950	0.995		
Satd. Flow (perm)	0	0	1681	1761	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	351			1336	308	
Travel Time (s)	8.0			30.4	7.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	1407	1390	0	0
Shared Lane Traffic (%)			10%			
Lane Group Flow (vph)	0	0	1266	1531	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Stop			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 116.3%	ICU Level of Service H
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1244	5	0	1
Future Volume (vph)	0	0	1244	5	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999			0.865
Flt Protected						
Satd. Flow (prot)	0	0	1861	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	1861	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		522	351		311	
Travel Time (s)		11.9	8.0		7.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	1382	6	0	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1388	0	0	1
Enter Blocked Intersection	No	No	Yes	Yes	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Stop	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 75.8%	ICU Level of Service D
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	716	41	41	1299	0	0
Future Volume (vph)	716	41	41	1299	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993					
Flt Protected				0.998		
Satd. Flow (prot)	1850	0	0	1859	0	0
Flt Permitted				0.998		
Satd. Flow (perm)	1850	0	0	1859	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1191			76	274	
Travel Time (s)	27.1			1.7	6.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	796	46	46	1443	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	842	0	0	1489	0	0
Enter Blocked Intersection	No	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 104.8%		ICU Level of Service G	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	760	0	0	0	0	711
Future Volume (vph)	760	0	0	0	0	711
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	1863	0	0	0	0	1611
Flt Permitted						
Satd. Flow (perm)	1863	0	0	0	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	234			1568	565	
Travel Time (s)	5.3			35.6	12.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	844	0	0	0	0	790
Shared Lane Traffic (%)						
Lane Group Flow (vph)	844	0	0	0	0	790
Enter Blocked Intersection	Yes	No	No	No	No	Yes
Lane Alignment	L NA	Right	Left	Left	Left	R NA
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Stop	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 90.7%	ICU Level of Service E
Analysis Period (min) 15	

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	4700	4549	4634	4885	4707	4578	4760
Vehs Exited	4631	4476	4503	4803	4634	4484	4639
Starting Vehs	316	344	317	323	346	306	296
Ending Vehs	385	417	448	405	419	400	417
Travel Distance (mi)	2345	2219	2258	2473	2328	2251	2329
Travel Time (hr)	1293.4	1387.9	1549.1	1181.6	1392.2	1269.6	1325.5
Total Delay (hr)	1206.1	1305.2	1465.3	1089.9	1305.6	1185.8	1239.2
Total Stops	8529	8012	8426	8895	8028	8104	8290
Fuel Used (gal)	355.1	373.6	411.4	334.6	377.8	347.8	362.7

Summary of All Intervals

Run Number	7	8	9	Build Conditions Alternative 1	Avg
Start Time	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60
# of Intervals	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4
Vehs Entered	4521	4768	4784	4690	4688
Vehs Exited	4369	4642	4688	4541	4582
Starting Vehs	322	324	349	310	317
Ending Vehs	474	450	445	459	428
Travel Distance (mi)	2197	2340	2375	2260	2307
Travel Time (hr)	1520.8	1340.9	1338.9	1336.6	1357.9
Total Delay (hr)	1439.1	1254.1	1250.7	1252.4	1272.1
Total Stops	8270	8975	8855	8138	8414
Fuel Used (gal)	403.0	366.1	367.3	362.9	369.3

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1190	1186	1171	1161	1190	1223	1246
Vehs Exited	1203	1186	1120	1167	1221	1192	1217
Starting Vehs	316	344	317	323	346	306	296
Ending Vehs	303	344	368	317	315	337	325
Travel Distance (mi)	611	613	605	589	603	613	624
Travel Time (hr)	155.6	170.0	191.9	154.6	190.6	137.1	161.1
Total Delay (hr)	132.7	147.2	169.4	132.6	168.2	114.3	137.9
Total Stops	2155	2287	2170	2038	2094	2149	2216
Fuel Used (gal)	51.8	54.9	59.5	51.1	59.6	47.4	53.2

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Build Conditions Alternative 1	Avg
Vehs Entered	1236	1168	1205	1296	1202
Vehs Exited	1185	1168	1209	1250	1193
Starting Vehs	322	324	349	310	317
Ending Vehs	373	324	345	356	331
Travel Distance (mi)	612	602	611	629	610
Travel Time (hr)	170.6	163.9	161.9	149.9	164.3
Total Delay (hr)	147.8	141.5	139.2	126.5	141.6
Total Stops	2216	2253	2235	2295	2194
Fuel Used (gal)	55.1	53.5	53.5	51.0	53.7

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1288	1216	1202	1253	1229	1235	1197
Vehs Exited	1220	1140	1128	1213	1171	1157	1151
Starting Vehs	303	344	368	317	315	337	325
Ending Vehs	371	420	442	357	373	415	371
Travel Distance (mi)	640	571	572	628	618	594	595
Travel Time (hr)	262.9	278.2	327.0	256.3	281.4	253.0	267.0
Total Delay (hr)	239.1	257.0	305.9	233.1	258.4	230.9	245.0
Total Stops	2389	2127	2121	2278	2145	2175	2142
Fuel Used (gal)	76.1	77.8	89.1	75.0	80.1	72.9	76.1

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	7	8	9	Build Conditions Alternative 1	Avg
Vehs Entered	1169	1308	1303	1181	1232
Vehs Exited	1087	1223	1253	1154	1172
Starting Vehs	373	324	345	356	331
Ending Vehs	455	409	395	383	397
Travel Distance (mi)	532	632	649	577	601
Travel Time (hr)	303.3	276.7	271.0	256.6	275.8
Total Delay (hr)	283.5	253.3	246.9	235.1	253.5
Total Stops	1965	2341	2393	1983	2190
Fuel Used (gal)	82.8	79.3	78.4	73.1	78.2

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1081	1085	1175	1290	1154	1051	1170
Vehs Exited	1078	1093	1149	1269	1120	1052	1124
Starting Vehs	371	420	442	357	373	415	371
Ending Vehs	374	412	468	378	407	414	417
Travel Distance (mi)	536	527	557	661	545	500	562
Travel Time (hr)	384.5	406.8	457.9	347.6	406.9	386.0	399.2
Total Delay (hr)	364.6	387.2	437.2	323.3	386.7	367.4	378.3
Total Stops	1999	1896	2125	2575	1994	1827	2162
Fuel Used (gal)	101.3	106.3	118.7	96.9	106.9	101.0	105.5

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Build Conditions Alternative 1	Avg
Vehs Entered	1074	1154	1143	1099	1132
Vehs Exited	1074	1132	1114	1070	1117
Starting Vehs	455	409	395	383	397
Ending Vehs	455	431	424	412	417
Travel Distance (mi)	533	552	556	525	550
Travel Time (hr)	459.1	398.9	396.1	405.0	404.4
Total Delay (hr)	439.3	378.5	375.4	385.5	383.9
Total Stops	2040	2159	2094	1936	2072
Fuel Used (gal)	118.0	105.0	104.7	105.7	106.4

Interval #4 Information

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1141	1062	1086	1181	1134	1069	1147
Vehs Exited	1130	1057	1106	1154	1122	1083	1147
Starting Vehs	374	412	468	378	407	414	417
Ending Vehs	385	417	448	405	419	400	417
Travel Distance (mi)	557	508	524	594	562	544	548
Travel Time (hr)	490.4	532.8	572.3	423.0	513.2	493.4	498.3
Total Delay (hr)	469.7	513.9	552.8	401.0	492.3	473.2	478.0
Total Stops	1986	1702	2010	2004	1795	1953	1770
Fuel Used (gal)	125.9	134.5	144.1	111.6	131.2	126.4	127.9

Interval #4 Information

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	1042	1138	1133	1114	1112
Vehs Exited	1023	1119	1112	1067	1101
Starting Vehs	455	431	424	412	417
Ending Vehs	474	450	445	459	428
Travel Distance (mi)	520	555	559	528	545
Travel Time (hr)	587.8	501.4	509.8	525.0	513.4
Total Delay (hr)	568.5	480.8	489.1	505.3	493.1
Total Stops	2049	2222	2133	1924	1958
Fuel Used (gal)	147.2	128.3	130.8	133.1	131.0

Intersection: 1: E St & E Hollis St

Movement	EB
Directions Served	TR
Maximum Queue (ft)	228
Average Queue (ft)	180
95th Queue (ft)	266
Link Distance (ft)	162
Upstream Blk Time (%)	29
Queuing Penalty (veh)	220
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: E St & Bridge St

Movement	EB	SB	SW
Directions Served	T	R	R
Maximum Queue (ft)	142	62	31
Average Queue (ft)	40	21	1
95th Queue (ft)	157	52	15
Link Distance (ft)	108	288	74
Upstream Blk Time (%)	15		0
Queuing Penalty (veh)	108		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Dummy Node

Movement	NB	NB	SB	SB	NE	NE
Directions Served	T	R	L	T	L	TR
Maximum Queue (ft)	364	344	312	215	1623	1621
Average Queue (ft)	340	228	285	45	1485	1489
95th Queue (ft)	354	387	338	188	1776	1779
Link Distance (ft)	323	323	279	279	1482	1482
Upstream Blk Time (%)	66	10	68	1	47	52
Queuing Penalty (veh)	0	0	0	0	346	381
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 7: D St

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	201	55
Average Queue (ft)	60	3
95th Queue (ft)	194	27
Link Distance (ft)	177	19
Upstream Blk Time (%)	5	0
Queuing Penalty (veh)	33	5
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: D St & Bridge St

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	L	R	TR	LT	>	L	R
Maximum Queue (ft)	67	177	526	76	50	159	56
Average Queue (ft)	13	167	271	15	21	77	35
95th Queue (ft)	43	193	571	53	52	170	66
Link Distance (ft)	154	154	435	412		140	
Upstream Blk Time (%)		40	8			13	
Queuing Penalty (veh)		143	103			0	
Storage Bay Dist (ft)					25		25
Storage Blk Time (%)				14	26	58	11
Queuing Penalty (veh)				3	4	43	5

Intersection: 9: Bridge St & E Hollis St

Movement	EB	SW	SW
Directions Served	T	T	T
Maximum Queue (ft)	374	367	270
Average Queue (ft)	342	339	148
95th Queue (ft)	380	353	299
Link Distance (ft)	281	172	172
Upstream Blk Time (%)	55	69	22
Queuing Penalty (veh)	416	439	136
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10:

Movement	EB	WB	NB
Directions Served	T	T	LR
Maximum Queue (ft)	61	44	155
Average Queue (ft)	16	2	58
95th Queue (ft)	71	29	181
Link Distance (ft)	19	108	316
Upstream Blk Time (%)	9	0	5
Queuing Penalty (veh)	62	2	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: C St & Bridge St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	1136	162	158	390
Average Queue (ft)	652	12	61	302
95th Queue (ft)	1323	75	150	491
Link Distance (ft)	1119	154	529	370
Upstream Blk Time (%)	26	0		59
Queuing Penalty (veh)	0	7		0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: C St

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	65	209	65
Average Queue (ft)	20	27	21
95th Queue (ft)	62	118	52
Link Distance (ft)	39	177	529
Upstream Blk Time (%)	5	1	
Queuing Penalty (veh)	33	10	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Bridge St

Movement	WB	WB
Directions Served	L	LT
Maximum Queue (ft)	1365	1366
Average Queue (ft)	1332	1332
95th Queue (ft)	1353	1354
Link Distance (ft)	1308	1308
Upstream Blk Time (%)	92	92
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Bridge St & Bancroft St

Movement	WB	SB
Directions Served	TR	R
Maximum Queue (ft)	358	14
Average Queue (ft)	51	1
95th Queue (ft)	235	8
Link Distance (ft)	204	268
Upstream Blk Time (%)	2	
Queuing Penalty (veh)	28	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: E Hollis St

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	335	51
Average Queue (ft)	48	15
95th Queue (ft)	227	49
Link Distance (ft)	1163	39
Upstream Blk Time (%)		2
Queuing Penalty (veh)		24
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 21:

Movement	EB	NE
Directions Served	T	R
Maximum Queue (ft)	244	474
Average Queue (ft)	135	211
95th Queue (ft)	316	543
Link Distance (ft)	151	481
Upstream Blk Time (%)	17	6
Queuing Penalty (veh)	130	43
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 2725

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1132	10	0	0	0	0
Future Volume (vph)	1132	10	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999					
Flt Protected						
Satd. Flow (prot)	1861	0	0	0	0	0
Flt Permitted						
Satd. Flow (perm)	1861	0	0	0	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	256			360	350	
Travel Time (s)	5.8			8.2	8.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1258	11	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1269	0	0	0	0	0
Enter Blocked Intersection	Yes	Yes	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 63.5%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	SWL	SWR
Lane Configurations								
Traffic Volume (vph)	0	1353	0	0	0	18	0	858
Future Volume (vph)	0	1353	0	0	0	18	0	858
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88
Frt						0.865		0.850
Flt Protected								
Satd. Flow (prot)	0	1863	0	0	0	1611	0	2787
Flt Permitted								
Satd. Flow (perm)	0	1863	0	0	0	1611	0	2787
Link Speed (mph)		30	30		30		30	
Link Distance (ft)		154	564		350		378	
Travel Time (s)		3.5	12.8		8.0		8.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1503	0	0	0	20	0	953
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	1503	0	0	0	20	0	953
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right	Left	Right
Median Width(ft)		0	0		0		0	
Link Offset(ft)		0	0		0		0	
Crosswalk Width(ft)		16	16		16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9	15	9
Sign Control		Free	Stop		Stop		Free	

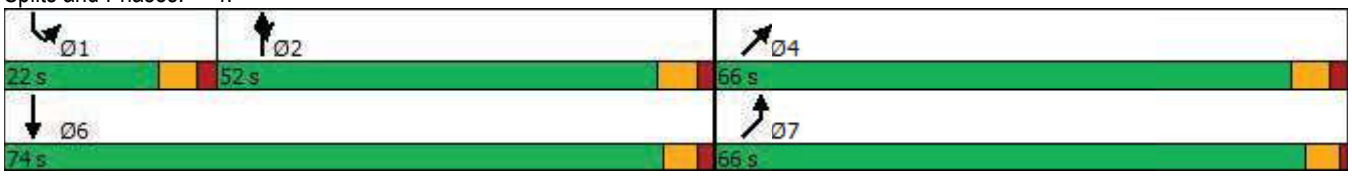
Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 74.5%	ICU Level of Service D
Analysis Period (min) 15	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	600	400	200	400	0	775	600	100	0	0	0
Future Volume (vph)	0	600	400	200	400	0	775	600	100	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.979				
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1863	1583	1770	1863	0	1770	1824	0	0	0	0
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	1863	1583	1770	1863	0	1770	1824	0	0	0	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)								7				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		365			233			1619			295	
Travel Time (s)		8.3			5.3			36.8			6.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	667	444	222	444	0	861	667	111	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	667	444	222	444	0	861	778	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1		1	2				
Detector Template		Thru	Right	Left	Thru		Left	Thru				
Leading Detector (ft)		52	52	52	52		20	100				
Trailing Detector (ft)		2	2	2	2		0	0				
Detector 1 Position(ft)		2	2	2	2		0	0				
Detector 1 Size(ft)		50	50	50	50		20	6				
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Detector 2 Position(ft)								94				
Detector 2 Size(ft)								6				
Detector 2 Type								Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)								0.0				
Turn Type		NA	Prot	Prot	NA		Prot	NA				
Protected Phases		2	2	1	6		7	4				
Permitted Phases												
Detector Phase		2	2	1	6		7	4				
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0		5.0	5.0				

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Split (s)		24.0	24.0	11.0	23.5		9.5	24.0				
Total Split (s)		52.0	52.0	22.0	74.0		66.0	66.0				
Total Split (%)		37.1%	37.1%	15.7%	52.9%		47.1%	47.1%				
Maximum Green (s)		46.0	46.0	16.0	68.5		61.5	60.0				
Yellow Time (s)		4.0	4.0	4.0	3.5		3.5	4.0				
All-Red Time (s)		2.0	2.0	2.0	2.0		1.0	2.0				
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Total Lost Time (s)		6.0	6.0	6.0	5.5		4.5	6.0				
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0				
Recall Mode		Min	Min	None	Min		None	None				
Act Effct Green (s)		46.0	46.0	16.0	68.5		61.5	60.0				
Actuated g/C Ratio		0.33	0.33	0.11	0.49		0.44	0.43				
v/c Ratio		1.09	0.85	1.10	0.49		1.11	0.99				
Control Delay		107.2	60.7	147.9	26.3		103.3	69.4				
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0				
Total Delay		107.2	60.7	147.9	26.3		103.3	69.4				
LOS		F	E	F	C		F	E				
Approach Delay		88.6			66.8			87.2				
Approach LOS		F			E			F				

Intersection Summary	
Area Type: Other	
Cycle Length: 140	
Actuated Cycle Length: 140	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 83.7	Intersection LOS: F
Intersection Capacity Utilization 99.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 4:



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	47	177	887	4	0	0
Future Volume (vph)	47	177	887	4	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999			
Flt Protected		0.990				
Satd. Flow (prot)	0	1844	1861	0	0	0
Flt Permitted		0.990				
Satd. Flow (perm)	0	1844	1861	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		231	74		497	
Travel Time (s)		5.3	1.7		11.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	52	197	986	4	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	249	990	0	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 53.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBR	WBT	WBR	NBL	NBT	NBR2	SBL	SBR
Lane Configurations									
Traffic Volume (vph)	57	1090	816	50	11	8	8	37	56
Future Volume (vph)	57	1090	816	50	11	8	8	37	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0			0	25
Storage Lanes	1	1		0	0			1	1
Taper Length (ft)	25				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.992				0.850		0.850
Flt Protected	0.950					0.972		0.950	
Satd. Flow (prot)	1770	1583	1848	0	0	1811	1583	1770	1583
Flt Permitted	0.950					0.972		0.460	
Satd. Flow (perm)	1770	1583	1848	0	0	1811	1583	857	1583
Right Turn on Red				Yes			Yes		Yes
Satd. Flow (RTOR)			4				117		70
Link Speed (mph)			30			30			
Link Distance (ft)			522			497			
Travel Time (s)			11.9			11.3			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	63	1211	907	56	12	9	9	41	62
Shared Lane Traffic (%)									
Lane Group Flow (vph)	63	1211	963	0	0	21	9	41	62
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)			12			12			
Link Offset(ft)			0			0			
Crosswalk Width(ft)			16			16			
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15		9	15	9
Number of Detectors	1	1	1		1	1	1	1	1
Detector Template	Left	Right	Thru		Left	Thru	Right	Left	Right
Leading Detector (ft)	48	20	48		20	48	20	20	20
Trailing Detector (ft)	2	0	2		0	2	0	0	0
Detector 1 Position(ft)	2	0	2		0	2	0	0	0
Detector 1 Size(ft)	46	20	46		20	46	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA		Perm	NA	custom	Perm	pm+ov
Protected Phases	1	6	2			4			1
Permitted Phases					4		2	3	3
Detector Phase	1	6	2		4	4	2	3	1
Switch Phase									
Minimum Initial (s)	5.0	11.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	24.0	17.0		15.0	15.0	17.0	15.0	20.0
Total Split (s)	20.0	110.0	90.0		15.0	15.0	90.0	15.0	20.0

Lane Group	EBL	EBR	WBT	WBR	NBL	NBT	NBR2	SBL	SBR
Total Split (%)	14.3%	78.6%	64.3%		10.7%	10.7%	64.3%	10.7%	14.3%
Maximum Green (s)	14.0	104.0	84.0		9.0	9.0	84.0	9.0	14.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	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	Lag	Lead	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	C-Min		Min	Min	C-Min	Min	Min
Act Effct Green (s)	10.2	106.3	90.1			7.0	90.1	8.7	18.9
Actuated g/C Ratio	0.07	0.76	0.64			0.05	0.64	0.06	0.14
v/c Ratio	0.49	1.01	0.81			0.23	0.01	0.77	0.23
Control Delay	74.5	45.9	26.3			69.3	0.0	133.3	8.4
Queue Delay	0.0	0.0	0.0			0.0	0.0	0.0	0.0
Total Delay	74.5	45.9	26.3			69.3	0.0	133.3	8.4
LOS	E	D	C			E	A	F	A
Approach Delay			26.3			48.5			
Approach LOS			C			D			

Intersection Summary	
Area Type: Other	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 20 (14%), Referenced to phase 2:WBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 39.3	Intersection LOS: D
Intersection Capacity Utilization 88.3%	ICU Level of Service E
Analysis Period (min) 15	

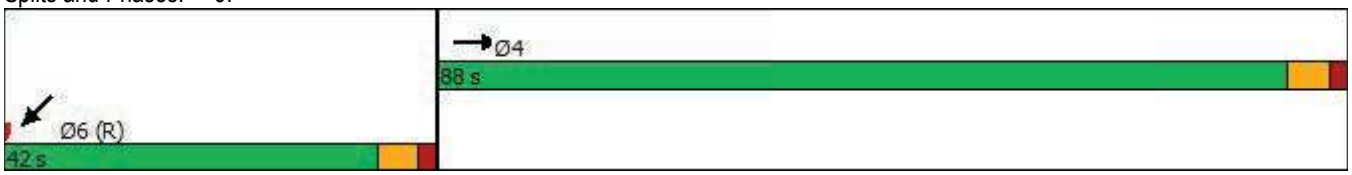
Splits and Phases: 8: D St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	1132	0	0	0	0	0	0	0	0	858	0
Future Volume (vph)	0	1132	0	0	0	0	0	0	0	0	858	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1863	0	0	0	0	0	0	0	0	3539	0
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	0	0	0	0	0	0	3539	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		360			236			378			308	
Travel Time (s)		8.2			5.4			8.6			7.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1258	0	0	0	0	0	0	0	0	953	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1258	0	0	0	0	0	0	0	0	953	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2									1	
Detector Template		Thru									Thru	
Leading Detector (ft)		100									48	
Trailing Detector (ft)		0									2	
Detector 1 Position(ft)		0									2	
Detector 1 Size(ft)		6									46	
Detector 1 Type		Cl+Ex									Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0									0.0	
Detector 1 Queue (s)		0.0									0.0	
Detector 1 Delay (s)		0.0									0.0	
Detector 2 Position(ft)		94										
Detector 2 Size(ft)		6										
Detector 2 Type		Cl+Ex										
Detector 2 Channel												
Detector 2 Extend (s)		0.0										
Turn Type		NA									NA	
Protected Phases		4									6	
Permitted Phases												
Detector Phase		4									6	
Switch Phase												
Minimum Initial (s)		11.0									11.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Split (s)		29.0									24.0	
Total Split (s)		88.0									42.0	
Total Split (%)		67.7%									32.3%	
Maximum Green (s)		82.0									36.0	
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?												
Vehicle Extension (s)		3.0									3.0	
Recall Mode		None									C-Min	
Act Effct Green (s)		82.0									36.0	
Actuated g/C Ratio		0.63									0.28	
v/c Ratio		1.07									0.97	
Control Delay		72.1									69.4	
Queue Delay		12.6									0.0	
Total Delay		84.8									69.4	
LOS		F									E	
Approach Delay		84.8									69.4	
Approach LOS		F									E	

Intersection Summary	
Area Type: Other	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2: and 6:SWT, Start of Green, Master Intersection	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 78.1	Intersection LOS: E
Intersection Capacity Utilization 116.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 9:



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	177	0	0	887	16	176
Future Volume (vph)	177	0	0	887	16	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.876	
Flt Protected					0.996	
Satd. Flow (prot)	1863	0	0	1863	1625	0
Flt Permitted					0.996	
Satd. Flow (perm)	1863	0	0	1863	1625	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	74			154	346	
Travel Time (s)	1.7			3.5	7.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	197	0	0	986	18	196
Shared Lane Traffic (%)						
Lane Group Flow (vph)	197	0	0	986	214	0
Enter Blocked Intersection	Yes	No	No	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.1%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1124	24	31	817	33	8	25	8	21	16	17
Future Volume (vph)	25	1124	24	31	817	33	8	25	8	21	16	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.995			0.974			0.957	
Flt Protected		0.999			0.998			0.990			0.981	
Satd. Flow (prot)	0	1855	0	0	1850	0	0	1796	0	0	1749	0
Flt Permitted		0.999			0.998			0.990			0.981	
Satd. Flow (perm)	0	1855	0	0	1850	0	0	1796	0	0	1749	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1160			232			618			269	
Travel Time (s)		26.4			5.3			14.0			6.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	28	1249	27	34	908	37	9	28	9	23	18	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1304	0	0	979	0	0	46	0	0	60	0
Enter Blocked Intersection	No	No	No	Yes	Yes	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 82.8%	ICU Level of Service E
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	44	1224	879	10	0	52
Future Volume (vph)	44	1224	879	10	0	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.865	
Flt Protected		0.998				
Satd. Flow (prot)	0	1859	1859	0	1611	0
Flt Permitted		0.998				
Satd. Flow (perm)	0	1859	1859	0	1611	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		76	231		618	
Travel Time (s)		1.7	5.3		14.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	49	1360	977	11	0	58
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1409	988	0	58	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 110.0%	ICU Level of Service H
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	911	875	0	0
Future Volume (vph)	0	0	911	875	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt						
Flt Protected			0.950	0.995		
Satd. Flow (prot)	0	0	1681	1761	0	0
Flt Permitted			0.950	0.995		
Satd. Flow (perm)	0	0	1681	1761	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	351			1427	308	
Travel Time (s)	8.0			32.4	7.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	1012	972	0	0
Shared Lane Traffic (%)			10%			
Lane Group Flow (vph)	0	0	911	1073	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Stop			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 116.1%	ICU Level of Service H
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	863	13	0	0
Future Volume (vph)	0	0	863	13	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998			
Flt Protected						
Satd. Flow (prot)	0	0	1859	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	0	1859	0	0	1863
Link Speed (mph)		30	30		30	
Link Distance (ft)		522	351		311	
Travel Time (s)		11.9	8.0		7.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	959	14	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	973	0	0	0
Enter Blocked Intersection	No	No	Yes	Yes	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Stop	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 49.5%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1266	22	25	906	0	0
Future Volume (vph)	1266	22	25	906	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998					
Flt Protected				0.999		
Satd. Flow (prot)	1859	0	0	1861	0	0
Flt Permitted				0.999		
Satd. Flow (perm)	1859	0	0	1861	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1191			76	274	
Travel Time (s)	27.1			1.7	6.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1407	24	28	1007	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1431	0	0	1035	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 71.3%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1132	0	0	0	0	1353
Future Volume (vph)	1132	0	0	0	0	1353
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	1863	0	0	0	0	1611
Flt Permitted						
Satd. Flow (perm)	1863	0	0	0	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	236			1619	564	
Travel Time (s)	5.4			36.8	12.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1258	0	0	0	0	1503
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1258	0	0	0	0	1503
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	L NA	Right	Left	Left	Left	R NA
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Stop	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 150.0%		ICU Level of Service H	
Analysis Period (min) 15			

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	4:45	4:45	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	6669	6669	6746	6703	6684	6722	6795
Vehs Exited	6604	6636	6709	6539	6640	6558	6736
Starting Vehs	217	276	296	221	277	232	266
Ending Vehs	282	309	333	385	321	396	325
Travel Distance (mi)	2870	2845	2893	2786	2843	2859	2904
Travel Time (hr)	598.9	613.2	642.7	749.4	674.7	649.0	571.2
Total Delay (hr)	491.1	505.9	533.9	644.6	567.5	541.4	461.7
Total Stops	9431	9707	11403	10699	9933	10885	9700
Fuel Used (gal)	214.2	217.2	224.6	247.8	231.3	225.9	209.0

Summary of All Intervals

Run Number	7	8	9		Avg
		Build Conditions Alternative 1			
Start Time	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60
# of Intervals	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4
Vehs Entered	6695	6802	6783	6695	6723
Vehs Exited	6652	6697	6697	6544	6637
Starting Vehs	240	270	287	268	258
Ending Vehs	283	375	373	419	342
Travel Distance (mi)	2891	2882	2860	2823	2860
Travel Time (hr)	621.3	677.5	694.5	743.1	657.8
Total Delay (hr)	512.4	568.7	586.5	636.7	550.0
Total Stops	8787	11649	9680	10985	10260
Fuel Used (gal)	218.9	233.9	237.0	246.8	227.9

Interval #0 Information Seeding

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1605	1634	1681	1661	1648	1615	1635
Vehs Exited	1584	1620	1639	1584	1603	1602	1658
Starting Vehs	217	276	296	221	277	232	266
Ending Vehs	238	290	338	298	322	245	243
Travel Distance (mi)	698	703	719	699	697	692	698
Travel Time (hr)	93.9	97.4	106.1	109.7	103.4	92.1	87.4
Total Delay (hr)	67.6	70.8	79.1	83.4	77.0	66.0	61.1
Total Stops	2085	2111	2909	2262	2366	2026	2101
Fuel Used (gal)	40.7	41.1	43.4	43.8	42.6	39.6	38.8

Interval #1 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg
		Build Conditions Alternative 1		
Vehs Entered	1676	1711	1660	1638	1651
Vehs Exited	1669	1633	1654	1569	1618
Starting Vehs	240	270	287	268	258
Ending Vehs	247	348	293	337	292
Travel Distance (mi)	711	718	693	693	702
Travel Time (hr)	91.2	110.0	116.5	101.0	100.8
Total Delay (hr)	64.4	82.9	90.2	74.9	74.3
Total Stops	2011	2811	2075	2469	2290
Fuel Used (gal)	39.8	44.6	45.8	42.0	42.0

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1742	1698	1673	1751	1651	1815	1847
Vehs Exited	1681	1704	1605	1667	1681	1637	1752
Starting Vehs	238	290	338	298	322	245	243
Ending Vehs	299	284	406	382	292	423	338
Travel Distance (mi)	741	729	707	707	710	735	772
Travel Time (hr)	135.4	135.6	168.0	169.9	161.4	151.1	132.5
Total Delay (hr)	107.5	108.1	141.6	143.3	134.6	123.5	103.5
Total Stops	2508	2469	2929	3053	2495	2963	2731
Fuel Used (gal)	50.8	50.7	57.6	58.3	56.1	54.3	51.0

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	1723	1740	1749	1686	1732
Vehs Exited	1659	1696	1756	1661	1683
Starting Vehs	247	348	293	337	292
Ending Vehs	311	392	286	362	342
Travel Distance (mi)	732	715	747	687	726
Travel Time (hr)	145.2	152.5	160.1	171.8	153.0
Total Delay (hr)	117.6	125.5	131.9	145.9	125.7
Total Stops	2208	2907	2227	2659	2651
Fuel Used (gal)	52.4	54.6	56.9	58.0	54.6

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1650	1662	1670	1636	1652	1617	1650
Vehs Exited	1655	1594	1767	1724	1643	1692	1688
Starting Vehs	299	284	406	382	292	423	338
Ending Vehs	294	352	309	294	301	348	300
Travel Distance (mi)	708	677	738	713	704	718	727
Travel Time (hr)	175.4	183.2	180.1	217.9	194.0	186.2	160.5
Total Delay (hr)	148.7	157.7	152.4	191.1	167.5	159.3	133.0
Total Stops	2195	2703	2853	3053	2235	2876	2413
Fuel Used (gal)	59.0	60.4	61.3	70.0	63.5	62.3	56.1

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Build Conditions Alternative 1	Avg
Vehs Entered	1675	1652	1637	1680	1653
Vehs Exited	1698	1741	1630	1691	1685
Starting Vehs	311	392	286	362	342
Ending Vehs	288	303	293	351	308
Travel Distance (mi)	726	754	699	733	718
Travel Time (hr)	178.0	200.0	197.4	222.4	190.5
Total Delay (hr)	150.7	171.7	170.9	195.0	163.5
Total Stops	2206	3019	2438	2769	2613
Fuel Used (gal)	60.2	66.5	64.4	70.7	63.1

Interval #4 Information

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1672	1675	1722	1655	1733	1675	1663
Vehs Exited	1684	1718	1698	1564	1713	1627	1638
Starting Vehs	294	352	309	294	301	348	300
Ending Vehs	282	309	333	385	321	396	325
Travel Distance (mi)	722	735	729	667	732	714	708
Travel Time (hr)	194.3	197.0	188.4	251.9	215.8	219.6	190.8
Total Delay (hr)	167.2	169.4	160.9	226.8	188.3	192.6	164.0
Total Stops	2643	2424	2712	2331	2837	3020	2455
Fuel Used (gal)	63.7	65.0	62.3	75.6	69.1	69.7	63.1

Interval #4 Information

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Build Conditions Alternative 1	Avg
Vehs Entered	1621	1699	1737	1691	1685
Vehs Exited	1626	1627	1657	1623	1650
Starting Vehs	288	303	293	351	308
Ending Vehs	283	375	373	419	342
Travel Distance (mi)	722	695	721	710	714
Travel Time (hr)	206.9	215.0	220.6	248.0	213.5
Total Delay (hr)	179.7	188.7	193.4	221.0	186.5
Total Stops	2362	2912	2940	3088	2705
Fuel Used (gal)	66.5	68.3	70.0	76.1	68.1

Intersection: 1: E St

Movement	EB
Directions Served	TR
Maximum Queue (ft)	224
Average Queue (ft)	106
95th Queue (ft)	247
Link Distance (ft)	162
Upstream Blk Time (%)	7
Queuing Penalty (veh)	82
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: E St

Movement	EB	SB	SW	SW
Directions Served	T	R	R	R
Maximum Queue (ft)	128	54	309	318
Average Queue (ft)	95	15	222	239
95th Queue (ft)	120	43	305	317
Link Distance (ft)	108	273	295	295
Upstream Blk Time (%)	1		2	2
Queuing Penalty (veh)	4		7	8
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4:

Movement	NB	NB	SB	SB	NE	NE
Directions Served	T	R	L	T	L	TR
Maximum Queue (ft)	347	332	228	211	669	660
Average Queue (ft)	313	249	191	91	425	394
95th Queue (ft)	360	377	258	227	649	637
Link Distance (ft)	304	304	199	199	1528	1528
Upstream Blk Time (%)	51	17	40	3		
Queuing Penalty (veh)	0	0	0	0		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 7: D St

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	195	88
Average Queue (ft)	80	22
95th Queue (ft)	198	78
Link Distance (ft)	177	19
Upstream Blk Time (%)	6	6
Queuing Penalty (veh)	73	54
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: D St

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	L	R	TR	LT	>	L	R
Maximum Queue (ft)	115	177	540	60	44	144	52
Average Queue (ft)	44	164	408	16	9	46	34
95th Queue (ft)	94	200	664	45	33	116	62
Link Distance (ft)	154	154	435	412		140	
Upstream Blk Time (%)	0	23	29			1	
Queuing Penalty (veh)	2	130	251			0	
Storage Bay Dist (ft)					25		25
Storage Blk Time (%)				24	8	43	15
Queuing Penalty (veh)				2	2	24	6

Intersection: 9:

Movement	EB	SW	SW
Directions Served	T	T	T
Maximum Queue (ft)	362	356	334
Average Queue (ft)	320	313	236
95th Queue (ft)	408	401	333
Link Distance (ft)	282	172	172
Upstream Blk Time (%)	20	41	30
Queuing Penalty (veh)	229	187	136
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10:

Movement	WB	NB
Directions Served	T	LR
Maximum Queue (ft)	154	238
Average Queue (ft)	31	79
95th Queue (ft)	125	181
Link Distance (ft)	108	316
Upstream Blk Time (%)	4	1
Queuing Penalty (veh)	36	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: C St & Bridge St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	1172	171	211	238
Average Queue (ft)	1138	94	82	222
95th Queue (ft)	1212	224	181	250
Link Distance (ft)	1119	154	529	228
Upstream Blk Time (%)	65	14		80
Queuing Penalty (veh)	0	124		0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: C St

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	60	252	98
Average Queue (ft)	39	94	32
95th Queue (ft)	73	265	75
Link Distance (ft)	39	177	529
Upstream Blk Time (%)	15	8	
Queuing Penalty (veh)	185	74	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Bridge St

Movement	WB	WB
Directions Served	L	LT
Maximum Queue (ft)	1083	1091
Average Queue (ft)	509	538
95th Queue (ft)	1340	1347
Link Distance (ft)	1314	1314
Upstream Blk Time (%)	10	11
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Bancroft St

Movement	WB
Directions Served	TR
Maximum Queue (ft)	381
Average Queue (ft)	238
95th Queue (ft)	509
Link Distance (ft)	204
Upstream Blk Time (%)	23
Queuing Penalty (veh)	202
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 18: E Hollis St

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	1199	53
Average Queue (ft)	672	25
95th Queue (ft)	1464	65
Link Distance (ft)	1163	39
Upstream Blk Time (%)	17	10
Queuing Penalty (veh)	0	95
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 21:

Movement	NE
Directions Served	R
Maximum Queue (ft)	459
Average Queue (ft)	430
95th Queue (ft)	466
Link Distance (ft)	467
Upstream Blk Time (%)	0
Queuing Penalty (veh)	1
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 1913

Lanes, Volumes, Timings
1: Development Drive/Connector Rd East & E. Hollis St EB

06/03/2019

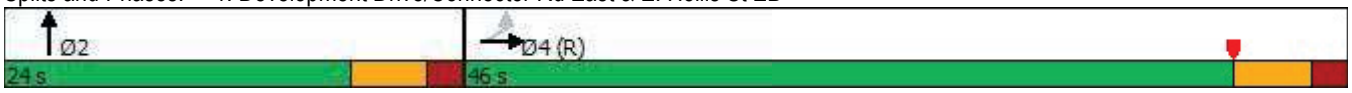
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	1471	131	0	0	0	0	163	109	0	0	0
Future Volume (vph)	18	1471	131	0	0	0	0	163	109	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988						0.946				
Flt Protected		0.999										
Satd. Flow (prot)	0	3493	0	0	0	0	0	1762	0	0	0	0
Flt Permitted		0.999										
Satd. Flow (perm)	0	3493	0	0	0	0	0	1762	0	0	0	0
Right Turn on Red	No		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22						22				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		218			1752			370			272	
Travel Time (s)		5.0			39.8			8.4			6.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	20	1634	146	0	0	0	0	181	121	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1800	0	0	0	0	0	302	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1						2				
Detector Template	Left	Thru						Thru				
Leading Detector (ft)	20	52						100				
Trailing Detector (ft)	0	2						0				
Detector 1 Position(ft)	0	2						0				
Detector 1 Size(ft)	20	50						6				
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0				
Detector 1 Queue (s)	0.0	0.0						0.0				
Detector 1 Delay (s)	0.0	0.0						0.0				
Detector 2 Position(ft)								94				
Detector 2 Size(ft)								6				
Detector 2 Type								Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)								0.0				
Turn Type	Perm	NA						NA				
Protected Phases		4						2				
Permitted Phases	4											

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4						2				
Switch Phase												
Minimum Initial (s)	11.0	11.0						5.0				
Minimum Split (s)	24.0	24.0						24.0				
Total Split (s)	46.0	46.0						24.0				
Total Split (%)	65.7%	65.7%						34.3%				
Maximum Green (s)	40.0	40.0						18.0				
Yellow Time (s)	4.0	4.0						4.0				
All-Red Time (s)	2.0	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?												
Vehicle Extension (s)	3.0	3.0						3.0				
Recall Mode	C-Min	C-Min						Min				
Act Effct Green (s)		42.8						15.2				
Actuated g/C Ratio		0.61						0.22				
v/c Ratio		0.84						0.75				
Control Delay		14.3						35.8				
Queue Delay		0.8						0.0				
Total Delay		15.1						35.8				
LOS		B						D				
Approach Delay		15.1						35.8				
Approach LOS		B						D				

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 4:EBTL, Start of Yellow, Master Intersection
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 18.1 Intersection LOS: B
Intersection Capacity Utilization 70.6% ICU Level of Service C
Analysis Period (min) 15

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

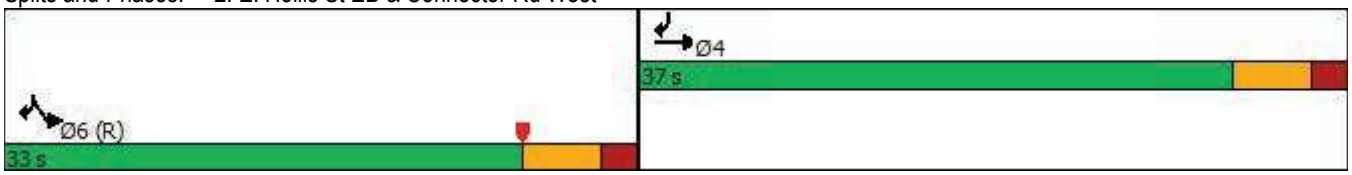


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	769	0	0	851	1409
Future Volume (vph)	0	769	0	0	851	1409
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.97	0.88
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3539	0	0	3433	2787
Flt Permitted					0.950	
Satd. Flow (perm)	0	3539	0	0	3433	2787
Right Turn on Red				Yes	No	Yes
Satd. Flow (RTOR)						
Link Speed (mph)		30	30		30	
Link Distance (ft)		147	218		322	
Travel Time (s)		3.3	5.0		7.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	854	0	0	946	1566
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	854	0	0	946	1566
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors		2			1	1
Detector Template		Thru			Left	Right
Leading Detector (ft)		100			52	52
Trailing Detector (ft)		0			2	2
Detector 1 Position(ft)		0			2	2
Detector 1 Size(ft)		6			50	50
Detector 1 Type		Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)		0.0			0.0	0.0
Detector 1 Queue (s)		0.0			0.0	0.0
Detector 1 Delay (s)		0.0			0.0	0.0
Detector 2 Position(ft)		94				
Detector 2 Size(ft)		6				
Detector 2 Type		Cl+Ex				
Detector 2 Channel						
Detector 2 Extend (s)		0.0				
Turn Type		NA			Prot	custom
Protected Phases		4			6	4 6
Permitted Phases						
Detector Phase		4			6	4 6
Switch Phase						
Minimum Initial (s)		11.0			11.0	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Split (s)		24.0			24.0	
Total Split (s)		37.0			33.0	
Total Split (%)		52.9%			47.1%	
Maximum Green (s)		31.0			27.0	
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?						
Vehicle Extension (s)		3.0			3.0	
Recall Mode		None			C-Min	
Act Effct Green (s)		31.1			26.9	70.0
Actuated g/C Ratio		0.44			0.38	1.00
v/c Ratio		0.54			0.72	0.56
Control Delay		15.9			7.9	4.6
Queue Delay		0.0			50.8	0.0
Total Delay		15.9			58.8	4.6
LOS		B			E	A
Approach Delay		15.9			25.0	
Approach LOS		B			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 30 (43%), Referenced to phase 6:SBL, Start of Yellow	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 22.7	Intersection LOS: C
Intersection Capacity Utilization 55.5%	ICU Level of Service B
Analysis Period (min) 15	

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



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	600	400	200	400	0	750	600	100	0	0	0
Future Volume (vph)	0	600	400	200	400	0	750	600	100	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.979				
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1863	1583	1770	1863	0	1770	1824	0	0	0	0
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	1863	1583	1770	1863	0	1770	1824	0	0	0	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)								8				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		376			283			1752			335	
Travel Time (s)		8.5			6.4			39.8			7.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	667	444	222	444	0	833	667	111	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	667	444	222	444	0	833	778	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1		1	1				
Detector Template		Thru	Right	Left	Thru		Left					
Leading Detector (ft)		52	52	52	52		52	52				
Trailing Detector (ft)		2	2	2	2		2	2				
Detector 1 Position(ft)		2	2	2	2		2	2				
Detector 1 Size(ft)		50	50	50	50		50	50				
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Turn Type		NA	Prot	Prot	NA		Prot	NA				
Protected Phases		2	2	1	6		7	4				
Permitted Phases												
Detector Phase		2	2	1	6		7	4				
Switch Phase												
Minimum Initial (s)		5.0	5.0	4.0	5.0		5.0	5.0				
Minimum Split (s)		24.0	24.0	10.0	24.0		11.0	24.0				
Total Split (s)		49.0	49.0	21.0	70.0		60.0	60.0				
Total Split (%)		37.7%	37.7%	16.2%	53.8%		46.2%	46.2%				
Maximum Green (s)		43.0	43.0	15.0	64.0		54.0	54.0				
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0	4.0				

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
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	0.0				
Total Lost Time (s)		6.0	6.0	6.0	6.0		6.0	6.0				
Lead/Lag		Lead	Lead	Lag								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0				
Recall Mode		Min	Min	None	Min		None	None				
Act Effct Green (s)		43.0	43.0	15.0	64.0		54.0	54.0				
Actuated g/C Ratio		0.33	0.33	0.12	0.49		0.42	0.42				
v/c Ratio		1.08	0.85	1.09	0.48		1.13	1.02				
Control Delay		102.0	57.0	141.3	24.2		112.2	75.4				
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0				
Total Delay		102.0	57.0	141.3	24.2		112.2	75.4				
LOS		F	E	F	C		F	E				
Approach Delay		84.0			63.3			94.4				
Approach LOS		F			E			F				

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Natural Cycle: 140
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 84.9 Intersection LOS: F
Intersection Capacity Utilization 99.2% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 4:

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	16	734	1378	10	0	0
Future Volume (vph)	16	734	1378	10	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999			
Flt Protected		0.999				
Satd. Flow (prot)	0	1861	1861	0	0	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	1861	1861	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		231	74		497	
Travel Time (s)		5.3	1.7		11.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	18	816	1531	11	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	834	1542	0	0	0
Enter Blocked Intersection	Yes	Yes	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 76.5%	ICU Level of Service D
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	728	0	0	1314	1	11	2	22	0	0	10
Future Volume (vph)	15	728	0	0	1314	1	11	2	22	0	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		25	0		0
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt								0.915				0.865
Flt Protected		0.999						0.984				
Satd. Flow (prot)	0	1861	0	0	3539	0	0	1677	0	0	0	1611
Flt Permitted		0.999						0.984				
Satd. Flow (perm)	0	1861	0	0	3539	0	0	1677	0	0	0	1611
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		232			183			497			294	
Travel Time (s)		5.3			4.2			11.3			6.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	17	809	0	0	1460	1	12	2	24	0	0	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	826	0	0	1461	0	0	38	0	0	0	11
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

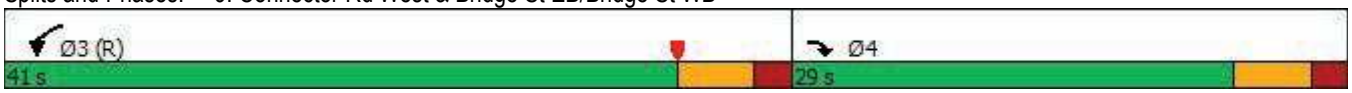
Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 60.3%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	779	1481	1331	0	0
Future Volume (vph)	0	779	1481	1331	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	0		0	0
Storage Lanes		0	2		0	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	0.88	0.97	0.95	1.00	1.00
Frt		0.850				
Flt Protected			0.950			
Satd. Flow (prot)	0	2787	3433	3539	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	2787	3433	3539	0	0
Right Turn on Red		Yes	No			Yes
Satd. Flow (RTOR)		21				
Link Speed (mph)	30			30	30	
Link Distance (ft)	118			234	322	
Travel Time (s)	2.7			5.3	7.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	866	1646	1479	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	866	1646	1479	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	L NA	R NA	Left	Left	Right
Median Width(ft)	24			24	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors		1	1	1		
Detector Template		Right	Left	Thru		
Leading Detector (ft)		52	52	52		
Trailing Detector (ft)		2	2	2		
Detector 1 Position(ft)		2	2	2		
Detector 1 Size(ft)		50	50	50		
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0	0.0		
Detector 1 Queue (s)		0.0	0.0	0.0		
Detector 1 Delay (s)		0.0	0.0	0.0		
Turn Type		Prot	Prot	NA		
Protected Phases		4	3	Free		
Permitted Phases						
Detector Phase		4	3			
Switch Phase						
Minimum Initial (s)		11.0	11.0			
Minimum Split (s)		24.0	17.0			
Total Split (s)		29.0	41.0			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Total Split (%)		41.4%	58.6%			
Maximum Green (s)		23.0	35.0			
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		Lag	Lead			
Lead-Lag Optimize?		Yes	Yes			
Vehicle Extension (s)		3.0	3.0			
Recall Mode		Min	C-Min			
Act Effct Green (s)		22.8	35.2	70.0		
Actuated g/C Ratio		0.33	0.50	1.00		
v/c Ratio		0.94	0.95	0.42		
Control Delay		42.8	16.9	0.6		
Queue Delay		0.0	0.0	0.0		
Total Delay		42.8	16.9	0.6		
LOS		D	B	A		
Approach Delay	42.8			9.2		
Approach LOS	D			A		

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 68 (97%), Referenced to phase 3:WBL, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 16.5	Intersection LOS: B
Intersection Capacity Utilization 77.8%	ICU Level of Service D
Analysis Period (min) 15	

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



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	734	0	0	1377	14	37
Future Volume (vph)	734	0	0	1377	14	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt					0.903	
Flt Protected					0.986	
Satd. Flow (prot)	1863	0	0	3539	1659	0
Flt Permitted					0.986	
Satd. Flow (perm)	1863	0	0	3539	1659	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	74			126	346	
Travel Time (s)	1.7			2.9	7.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	816	0	0	1530	16	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	816	0	0	1530	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.6%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	700	13	11	1321	10	16	1	18	28	21	21
Future Volume (vph)	0	700	13	11	1321	10	16	1	18	28	21	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.999			0.931			0.960	
Flt Protected								0.977			0.980	
Satd. Flow (prot)	0	1859	0	0	1861	0	0	1694	0	0	1752	0
Flt Permitted								0.977			0.980	
Satd. Flow (perm)	0	1859	0	0	1861	0	0	1694	0	0	1752	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1160			232			618			227	
Travel Time (s)		26.4			5.3			14.0			5.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	778	14	12	1468	11	18	1	20	31	23	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	792	0	0	1491	0	0	39	0	0	77	0
Enter Blocked Intersection	No	No	No	Yes	Yes	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 90.3%	ICU Level of Service E
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	20	750	1370	10	0	51
Future Volume (vph)	20	750	1370	10	0	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.865	
Flt Protected		0.999				
Satd. Flow (prot)	0	1861	1861	0	1611	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	1861	1861	0	1611	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		76	231		618	
Travel Time (s)		1.7	5.3		14.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	22	833	1522	11	0	57
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	855	1533	0	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

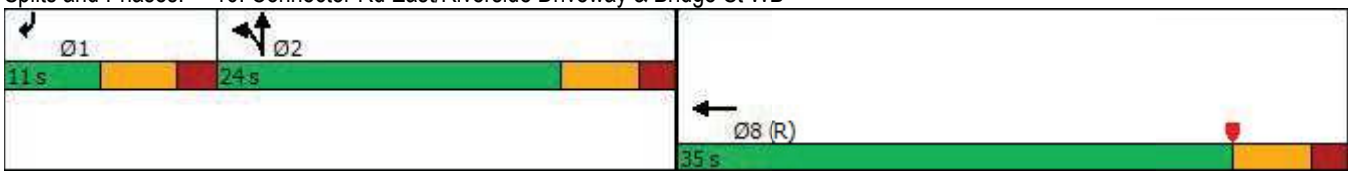
Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 82.7%	ICU Level of Service E
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	2545	13	163	18	0	0	0	114
Future Volume (vph)	0	0	0	0	2545	13	163	18	0	0	0	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		150	0		0	0		0
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.999							0.865
Flt Protected							0.950					
Satd. Flow (prot)	0	0	0	0	6401	0	1770	1863	0	0	0	1611
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	0	0	6401	0	1770	1863	0	0	0	1611
Right Turn on Red			Yes			Yes	No		Yes			Yes
Satd. Flow (RTOR)					2							169
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		234			256			272			287	
Travel Time (s)		5.3			5.8			6.2			6.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	0	2828	14	181	20	0	0	0	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	2842	0	181	20	0	0	0	127
Enter Blocked Intersection	No	No	No	No	Yes	Yes	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					1		1	1				1
Detector Template					Thru		Left	Thru				Right
Leading Detector (ft)					52		52	52				52
Trailing Detector (ft)					2		2	2				2
Detector 1 Position(ft)					2		2	2				2
Detector 1 Size(ft)					50		50	50				50
Detector 1 Type					Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)					0.0		0.0	0.0				0.0
Detector 1 Queue (s)					0.0		0.0	0.0				0.0
Detector 1 Delay (s)					0.0		0.0	0.0				0.0
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)					11.0		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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)					50.0%		34.3%	34.3%				15.7%
Maximum Green (s)					29.0		18.0	18.0				5.0
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
Vehicle Extension (s)					3.0		3.0	3.0				3.0
Recall Mode					C-Min		Min	Min				None
Act Effct Green (s)					36.9		12.3	12.3				5.0
Actuated g/C Ratio					0.53		0.18	0.18				0.07
v/c Ratio					0.84		0.58	0.06				0.47
Control Delay					19.6		12.0	5.4				8.7
Queue Delay					0.1		0.4	0.0				0.2
Total Delay					19.6		12.4	5.4				8.9
LOS					B		B	A				A
Approach Delay					19.6			11.7			8.9	
Approach LOS					B			B			A	

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 66 (94%), Referenced to phase 8:WBT, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 18.7	Intersection LOS: B
Intersection Capacity Utilization 70.6%	ICU Level of Service C
Analysis Period (min) 15	

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



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	768	41	41	1359	0	0
Future Volume (vph)	768	41	41	1359	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993					
Flt Protected				0.999		
Satd. Flow (prot)	1850	0	0	1861	0	0
Flt Permitted				0.999		
Satd. Flow (perm)	1850	0	0	1861	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1191			76	274	
Travel Time (s)	27.1			1.7	6.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	853	46	46	1510	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	899	0	0	1556	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 107.9%		ICU Level of Service G	
Analysis Period (min) 15			

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑			↱
Traffic Volume (vph)	0	769	1377	0	0	0
Future Volume (vph)	0	769	1377	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	3539	0	0	1863
Link Speed (mph)		30	30		30	
Link Distance (ft)		126	147		393	
Travel Time (s)		2.9	3.3		8.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	854	1530	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	854	1530	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 43.8%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	779	0	0	1331	0	0
Future Volume (vph)	779	0	0	1331	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3539	0	0	3539	0	0
Flt Permitted						
Satd. Flow (perm)	3539	0	0	3539	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	183			118	393	
Travel Time (s)	4.2			2.7	8.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	866	0	0	1479	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	866	0	0	1479	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 40.1%	ICU Level of Service A
Analysis Period (min) 15	

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	5589	5649	3788	5291	5870	5945	5455
Vehs Exited	5542	5471	3694	5152	5831	5766	5266
Starting Vehs	370	317	367	303	315	291	328
Ending Vehs	417	495	461	442	354	470	517
Travel Distance (mi)	2932	2947	1624	2615	3090	3093	2793
Travel Time (hr)	756.8	713.4	1219.5	653.0	551.0	526.9	629.8
Total Delay (hr)	651.0	607.2	1160.5	559.1	440.2	415.3	529.3
Total Stops	16199	15867	8663	12507	13504	14816	13468
Fuel Used (gal)	253.5	244.1	324.0	220.7	211.4	205.4	219.4

Summary of All Intervals

Run Number	19\Alt7Development	8 2039 AM Build Alternative 2	9	Avg
Start Time	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	5603	4241	5073	6048	5323
Vehs Exited	5573	4116	4940	5852	5200
Starting Vehs	333	316	351	301	325
Ending Vehs	363	441	484	497	451
Travel Distance (mi)	2906	1930	2550	3227	2701
Travel Time (hr)	709.4	999.3	834.3	512.1	736.9
Total Delay (hr)	605.4	929.6	742.2	396.2	639.6
Total Stops	12461	8835	13901	18149	13491
Fuel Used (gal)	241.4	281.4	260.7	204.9	242.5

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1448	1497	1519	1569	1515	1397	1415
Vehs Exited	1409	1421	1498	1485	1518	1476	1435
Starting Vehs	370	317	367	303	315	291	328
Ending Vehs	409	393	388	387	312	212	308
Travel Distance (mi)	759	778	785	823	812	763	808
Travel Time (hr)	100.2	99.1	107.6	101.7	87.0	72.9	80.4
Total Delay (hr)	72.8	71.0	79.5	72.2	57.6	45.2	51.3
Total Stops	4113	3675	4164	3754	3580	2502	3197
Fuel Used (gal)	43.6	43.9	46.3	45.8	42.2	37.4	40.1

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	19\Alt7Development	82039 AM Build Alternative 2	9	Avg
Vehs Entered	1354	1386	1415	1511	1456
Vehs Exited	1373	1374	1373	1479	1441
Starting Vehs	333	316	351	301	325
Ending Vehs	314	328	393	333	342
Travel Distance (mi)	719	734	721	822	775
Travel Time (hr)	108.0	99.8	94.9	79.8	93.8
Total Delay (hr)	82.4	73.6	69.0	50.3	65.9
Total Stops	2890	3007	3382	3700	3447
Fuel Used (gal)	44.3	42.7	41.1	40.6	42.6

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1512	1403	1317	1545	1532	1628	1609
Vehs Exited	1413	1321	1238	1503	1476	1461	1460
Starting Vehs	409	393	388	387	312	212	308
Ending Vehs	508	475	467	429	368	379	457
Travel Distance (mi)	752	664	631	844	771	807	782
Travel Time (hr)	162.9	153.2	167.1	129.6	118.4	111.2	107.5
Total Delay (hr)	135.6	129.3	144.2	99.2	91.0	82.0	79.3
Total Stops	4412	3629	3639	4559	3022	3924	3510
Fuel Used (gal)	57.8	53.4	55.8	52.4	48.6	47.8	45.7

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	19\Alt7Development	82039 AM Build Alternative 2	9	Avg
Vehs Entered	1559	1675	1446	1686	1538
Vehs Exited	1502	1527	1336	1529	1432
Starting Vehs	314	328	393	333	342
Ending Vehs	371	476	503	490	446
Travel Distance (mi)	812	844	743	866	774
Travel Time (hr)	155.6	152.3	168.3	119.7	140.5
Total Delay (hr)	126.5	121.9	141.6	88.5	112.7
Total Stops	3333	4165	4330	4868	3942
Fuel Used (gal)	57.7	58.0	59.1	50.7	53.3

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1266	1387	528	1399	1447	1436	1285
Vehs Exited	1299	1385	539	1420	1440	1405	1276
Starting Vehs	508	475	467	429	368	379	457
Ending Vehs	475	477	456	408	375	410	466
Travel Distance (mi)	653	773	155	715	787	758	665
Travel Time (hr)	228.5	222.9	342.4	156.5	157.9	156.0	182.4
Total Delay (hr)	205.1	195.1	336.4	131.1	129.7	128.6	158.4
Total Stops	3772	4432	723	3050	4085	4081	3769
Fuel Used (gal)	70.3	72.4	82.8	55.4	58.2	56.2	59.8

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	19\Alt7Development	82039 AM Build Alternative 2	9	Avg
Vehs Entered	1423	784	1385	1482	1258
Vehs Exited	1356	804	1430	1449	1256
Starting Vehs	371	476	503	490	446
Ending Vehs	438	456	458	523	449
Travel Distance (mi)	709	301	770	793	644
Travel Time (hr)	199.9	255.5	241.4	148.2	208.3
Total Delay (hr)	174.6	244.3	213.7	119.8	185.2
Total Stops	3287	1540	4329	4867	3443
Fuel Used (gal)	65.0	67.0	76.3	55.5	65.4

Interval #4 Information

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1363	1362	424	778	1376	1484	1146
Vehs Exited	1421	1344	419	744	1397	1424	1095
Starting Vehs	475	477	456	408	375	410	466
Ending Vehs	417	495	461	442	354	470	517
Travel Distance (mi)	768	732	53	232	720	765	538
Travel Time (hr)	265.2	238.1	602.4	265.2	187.7	186.8	259.6
Total Delay (hr)	237.5	211.8	600.4	256.6	161.9	159.4	240.3
Total Stops	3902	4131	137	1144	2817	4309	2992
Fuel Used (gal)	81.8	74.4	139.1	67.1	62.4	64.0	73.8

Interval #4 Information

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	19\Alt7Development	82039 AM Build Alternative 2	9	Avg
Vehs Entered	1267	396	827	1369	1072
Vehs Exited	1342	411	801	1395	1072
Starting Vehs	438	456	458	523	449
Ending Vehs	363	441	484	497	451
Travel Distance (mi)	666	52	317	745	508
Travel Time (hr)	245.9	491.7	329.7	164.3	294.3
Total Delay (hr)	221.8	489.7	317.9	137.5	275.9
Total Stops	2951	123	1860	4714	2642
Fuel Used (gal)	74.5	113.6	84.3	58.1	81.2

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

Movement	EB	EB	NB
Directions Served	LT	TR	TR
Maximum Queue (ft)	185	203	337
Average Queue (ft)	125	128	218
95th Queue (ft)	235	247	399
Link Distance (ft)	159	159	329
Upstream Blk Time (%)	15	16	39
Queuing Penalty (veh)	120	127	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

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

Movement	EB	EB	SB	SB	SB	SB
Directions Served	T	T	L	L	R	R
Maximum Queue (ft)	136	142	280	297	327	319
Average Queue (ft)	86	86	158	188	253	244
95th Queue (ft)	156	161	337	365	379	375
Link Distance (ft)	99	99	270	270	270	270
Upstream Blk Time (%)	16	16	10	19	24	22
Queuing Penalty (veh)	62	60	58	107	133	123
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 4:

Movement	NB	NB	SB	SB	NE	NE
Directions Served	T	R	L	T	L	TR
Maximum Queue (ft)	356	340	256	248	953	937
Average Queue (ft)	304	227	164	134	491	489
95th Queue (ft)	414	379	272	262	1104	1107
Link Distance (ft)	317	317	230	230	1649	1649
Upstream Blk Time (%)	39	8	8	4	0	0
Queuing Penalty (veh)	0	0	0	0	1	2
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 7: D St

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	253	76
Average Queue (ft)	136	24
95th Queue (ft)	300	58
Link Distance (ft)	177	19
Upstream Blk Time (%)	25	23
Queuing Penalty (veh)	182	315
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: D St/Bancroft St & Bridge St/Bridge St EB

Movement	EB	WB	WB	NB	SB
Directions Served	LT	T	TR	LTR	R
Maximum Queue (ft)	179	145	146	260	72
Average Queue (ft)	156	90	97	131	19
95th Queue (ft)	228	163	171	329	61
Link Distance (ft)	158	118	118	403	251
Upstream Blk Time (%)	56	3	6	1	
Queuing Penalty (veh)	412	21	39	0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

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

Movement	EB	EB	WB	WB	WB	WB
Directions Served	R	R	L	L	T	T
Maximum Queue (ft)	62	65	280	266	156	180
Average Queue (ft)	44	39	220	217	38	49
95th Queue (ft)	74	68	305	294	150	167
Link Distance (ft)	36	36	161	161	161	161
Upstream Blk Time (%)	51	55	51	54	2	3
Queuing Penalty (veh)	199	212	355	378	17	23
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 10: Hobbs Ave & E. Hollis St EB

Movement	EB	WB	WB	NB
Directions Served	T	T	T	LR
Maximum Queue (ft)	98	142	141	323
Average Queue (ft)	50	106	107	280
95th Queue (ft)	111	138	138	387
Link Distance (ft)	19	80	80	316
Upstream Blk Time (%)	25	47	52	58
Queuing Penalty (veh)	182	322	353	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 12: C St/Sanders St & Bridge St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	1166	152	401	202
Average Queue (ft)	830	14	233	187
95th Queue (ft)	1572	82	505	222
Link Distance (ft)	1122	158	541	189
Upstream Blk Time (%)	56	0	7	94
Queuing Penalty (veh)	0	7	2	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: C St

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	96	189	300
Average Queue (ft)	50	109	188
95th Queue (ft)	101	233	389
Link Distance (ft)	39	177	541
Upstream Blk Time (%)	39	22	
Queuing Penalty (veh)	298	301	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

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

Movement	WB	WB	WB	WB	B15	B15	NB	NB	SB
Directions Served	T	T	T	TR	T	T	L	T	R
Maximum Queue (ft)	292	261	267	268	1431	1451	235	46	244
Average Queue (ft)	251	216	179	174	818	928	171	7	207
95th Queue (ft)	314	276	314	303	1807	1910	296	30	276
Link Distance (ft)	192	192	192	192	1417	1417	231	231	215
Upstream Blk Time (%)	44	34	5	6	6	31	38		85
Queuing Penalty (veh)	0	0	0	0	0	0	34		0
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 18: Chase St & E Hollis St

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	1082	61
Average Queue (ft)	576	28
95th Queue (ft)	1395	66
Link Distance (ft)	1163	39
Upstream Blk Time (%)	28	19
Queuing Penalty (veh)	0	263
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 24: E. Hollis St EB & E St

Movement	EB	WB	WB
Directions Served	T	T	T
Maximum Queue (ft)	103	196	176
Average Queue (ft)	53	163	143
95th Queue (ft)	123	196	172
Link Distance (ft)	80	99	99
Upstream Blk Time (%)	11	70	75
Queuing Penalty (veh)	87	491	531
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 26: E St & Bridge St EB

Movement	EB	EB	WB	WB
Directions Served	T	TR	T	T
Maximum Queue (ft)	187	169	50	61
Average Queue (ft)	107	112	12	21
95th Queue (ft)	206	200	44	55
Link Distance (ft)	118	118	36	36
Upstream Blk Time (%)	28	40	1	4
Queuing Penalty (veh)	106	151	9	24
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 6106

Lanes, Volumes, Timings
1: Crown St/Connector Rd East & E. Hollis St EB

06/03/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	2507	131	0	0	0	0	163	109	0	0	0
Future Volume (vph)	45	2507	131	0	0	0	0	163	109	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993						0.946				
Flt Protected		0.999										
Satd. Flow (prot)	0	3511	0	0	0	0	0	1762	0	0	0	0
Flt Permitted		0.999										
Satd. Flow (perm)	0	3511	0	0	0	0	0	1762	0	0	0	0
Right Turn on Red	No		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18						6				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		218			303			370			274	
Travel Time (s)		5.0			6.9			8.4			6.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	50	2786	146	0	0	0	0	181	121	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2982	0	0	0	0	0	302	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1						2				
Detector Template	Left	Thru						Thru				
Leading Detector (ft)	20	52						100				
Trailing Detector (ft)	0	2						0				
Detector 1 Position(ft)	0	2						0				
Detector 1 Size(ft)	20	50						6				
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0				
Detector 1 Queue (s)	0.0	0.0						0.0				
Detector 1 Delay (s)	0.0	0.0						0.0				
Detector 2 Position(ft)								94				
Detector 2 Size(ft)								6				
Detector 2 Type								Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)								0.0				
Turn Type	Perm	NA						NA				
Protected Phases		4						2				
Permitted Phases	4											
Detector Phase	4	4						2				
Switch Phase												
Minimum Initial (s)	11.0	11.0						5.0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	24.0	24.0						15.0				
Total Split (s)	65.0	65.0						15.0				
Total Split (%)	81.3%	81.3%						18.8%				
Maximum Green (s)	59.0	59.0						9.0				
Yellow Time (s)	4.0	4.0						4.0				
All-Red Time (s)	2.0	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?												
Vehicle Extension (s)	3.0	3.0						3.0				
Recall Mode	C-Min	C-Min						Min				
Act Effct Green (s)		59.0						9.0				
Actuated g/C Ratio		0.74						0.11				
v/c Ratio		1.15						1.49				
Control Delay		80.7						273.0				
Queue Delay		0.3						0.0				
Total Delay		81.0						273.0				
LOS		F						F				
Approach Delay		81.0						273.0				
Approach LOS		F						F				

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 4:EBTL, Start of Yellow, Master Intersection	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.49	
Intersection Signal Delay: 98.7	Intersection LOS: F
Intersection Capacity Utilization 100.0%	ICU Level of Service G
Analysis Period (min) 15	

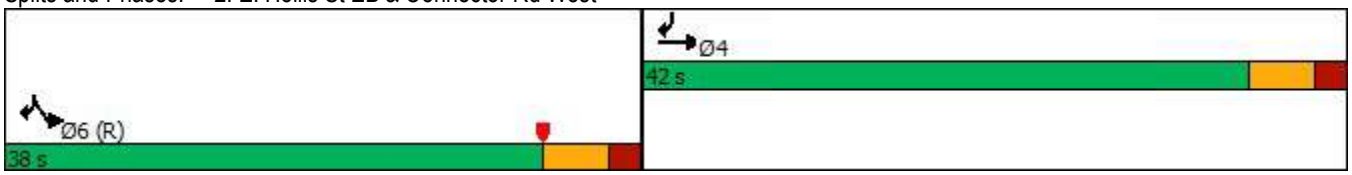
Splits and Phases: 1: Crown St/Connector Rd East & E. Hollis St EB

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1437	0	0	1246	963
Future Volume (vph)	0	1437	0	0	1246	963
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.97	0.88
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3539	0	0	3433	2787
Flt Permitted					0.950	
Satd. Flow (perm)	0	3539	0	0	3433	2787
Right Turn on Red				Yes	No	Yes
Satd. Flow (RTOR)						
Link Speed (mph)		30	30		30	
Link Distance (ft)		164	218		322	
Travel Time (s)		3.7	5.0		7.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1597	0	0	1384	1070
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1597	0	0	1384	1070
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors		2			1	1
Detector Template		Thru			Left	Right
Leading Detector (ft)		100			52	52
Trailing Detector (ft)		0			2	2
Detector 1 Position(ft)		0			2	2
Detector 1 Size(ft)		6			50	50
Detector 1 Type		Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)		0.0			0.0	0.0
Detector 1 Queue (s)		0.0			0.0	0.0
Detector 1 Delay (s)		0.0			0.0	0.0
Detector 2 Position(ft)		94				
Detector 2 Size(ft)		6				
Detector 2 Type		Cl+Ex				
Detector 2 Channel						
Detector 2 Extend (s)		0.0				
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			11.0	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Split (s)		24.0			24.0	
Total Split (s)		42.0			38.0	
Total Split (%)		52.5%			47.5%	
Maximum Green (s)		36.0			32.0	
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?						
Vehicle Extension (s)		3.0			3.0	
Recall Mode		None			C-Min	
Act Effct Green (s)		36.0			32.0	80.0
Actuated g/C Ratio		0.45			0.40	1.00
v/c Ratio		1.00			1.01	0.38
Control Delay		46.8			26.1	3.7
Queue Delay		0.0			32.3	0.0
Total Delay		46.8			58.3	3.7
LOS		D			E	A
Approach Delay		46.8			34.5	
Approach LOS		D			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 40 (50%), Referenced to phase 6:SBL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 39.4	Intersection LOS: D
Intersection Capacity Utilization 85.3%	ICU Level of Service E
Analysis Period (min) 15	

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



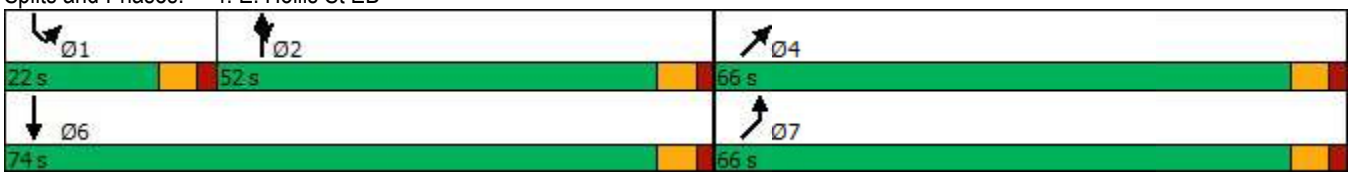
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	600	400	200	400	0	750	600	100	0	0	0
Future Volume (vph)	0	600	400	200	400	0	750	600	100	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.979				
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1863	1583	1770	1863	0	1770	1824	0	0	0	0
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	1863	1583	1770	1863	0	1770	1824	0	0	0	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)								7				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			282			1452			313	
Travel Time (s)		9.0			6.4			33.0			7.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	667	444	222	444	0	833	667	111	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	667	444	222	444	0	833	778	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1		1	1				
Detector Template		Thru	Right	Left	Thru		Left					
Leading Detector (ft)		52	52	52	52		20	52				
Trailing Detector (ft)		2	2	2	2		0	2				
Detector 1 Position(ft)		2	2	2	2		0	2				
Detector 1 Size(ft)		50	50	50	50		20	50				
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Turn Type		NA	Prot	Prot	NA		Prot	NA				
Protected Phases		2	2	1	6		7	4				
Permitted Phases												
Detector Phase		2	2	1	6		7	4				
Switch Phase												
Minimum Initial (s)		5.0	5.0	4.0	5.0		5.0	5.0				
Minimum Split (s)		24.0	24.0	10.0	24.0		11.0	24.0				
Total Split (s)		52.0	52.0	22.0	74.0		66.0	66.0				
Total Split (%)		37.1%	37.1%	15.7%	52.9%		47.1%	47.1%				
Maximum Green (s)		46.0	46.0	16.0	68.0		60.0	60.0				
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0	4.0				

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
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	0.0				
Total Lost Time (s)		6.0	6.0	6.0	6.0		6.0	6.0				
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0				
Recall Mode		Min	Min	None	Min		None	None				
Act Effct Green (s)		46.0	46.0	16.0	68.0		60.0	60.0				
Actuated g/C Ratio		0.33	0.33	0.11	0.49		0.43	0.43				
v/c Ratio		1.09	0.85	1.10	0.49		1.10	0.99				
Control Delay		107.2	60.7	147.9	26.7		101.1	69.4				
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0				
Total Delay		107.2	60.7	147.9	26.7		101.1	69.4				
LOS		F	E	F	C		F	E				
Approach Delay		88.6			67.1			85.8				
Approach LOS		F			E			F				

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Natural Cycle: 140
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.10
Intersection Signal Delay: 83.0 Intersection LOS: F
Intersection Capacity Utilization 99.2% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 4: E. Hollis St EB



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	1261	982	4	0	0
Future Volume (vph)	12	1261	982	4	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		231	74		497	
Travel Time (s)		5.3	1.7		11.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	13	1401	1091	4	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1414	1095	0	0	0
Enter Blocked Intersection	Yes	Yes	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 79.3%	ICU Level of Service D
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	1137	0	0	898	3	11	2	8	0	0	42
Future Volume (vph)	47	1137	0	0	898	3	11	2	8	0	0	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		25	0		0
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt								0.947				0.865
Flt Protected		0.998						0.975				
Satd. Flow (prot)	0	1859	0	0	3539	0	0	1720	0	0	0	1611
Flt Permitted		0.998						0.975				
Satd. Flow (perm)	0	1859	0	0	3539	0	0	1720	0	0	0	1611
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		232			155			497			218	
Travel Time (s)		5.3			3.5			11.3			5.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	52	1263	0	0	998	3	12	2	9	0	0	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1315	0	0	1001	0	0	23	0	0	0	47
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

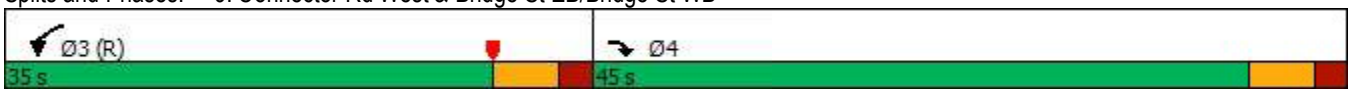
Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 100.7%	ICU Level of Service G
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	1166	1043	899	0	0
Future Volume (vph)	0	1166	1043	899	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	0		0	0
Storage Lanes		0	2		0	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	0.88	0.97	0.95	1.00	1.00
Frt		0.850				
Flt Protected			0.950			
Satd. Flow (prot)	0	2787	3433	3539	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	2787	3433	3539	0	0
Right Turn on Red		Yes	No			Yes
Satd. Flow (RTOR)		24				
Link Speed (mph)	30			30	30	
Link Distance (ft)	147			235	322	
Travel Time (s)	3.3			5.3	7.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1296	1159	999	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1296	1159	999	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	L NA	R NA	Left	Left	Right
Median Width(ft)	24			24	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors		1	1	1		
Detector Template		Right	Left	Thru		
Leading Detector (ft)		52	52	52		
Trailing Detector (ft)		2	2	2		
Detector 1 Position(ft)		2	2	2		
Detector 1 Size(ft)		50	50	50		
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0	0.0		
Detector 1 Queue (s)		0.0	0.0	0.0		
Detector 1 Delay (s)		0.0	0.0	0.0		
Turn Type		Prot	Prot	NA		
Protected Phases		4	3	Free		
Permitted Phases						
Detector Phase		4	3			
Switch Phase						
Minimum Initial (s)		11.0	11.0			
Minimum Split (s)		24.0	17.0			
Total Split (s)		45.0	35.0			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Total Split (%)		56.3%	43.8%			
Maximum Green (s)		39.0	29.0			
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		Lag	Lead			
Lead-Lag Optimize?		Yes	Yes			
Vehicle Extension (s)		3.0	3.0			
Recall Mode		Min	C-Min			
Act Effct Green (s)		38.7	29.3	80.0		
Actuated g/C Ratio		0.48	0.37	1.00		
v/c Ratio		0.95	0.92	0.28		
Control Delay		36.4	33.2	0.2		
Queue Delay		6.7	4.1	0.0		
Total Delay		43.1	37.3	0.2		
LOS		D	D	A		
Approach Delay	43.1			20.1		
Approach LOS	D			C		

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 70 (88%), Referenced to phase 3:WBL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 28.7	Intersection LOS: C
Intersection Capacity Utilization 78.9%	ICU Level of Service D
Analysis Period (min) 15	

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



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1261	0	0	986	16	176
Future Volume (vph)	1261	0	0	986	16	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt					0.876	
Flt Protected					0.996	
Satd. Flow (prot)	1863	0	0	3539	1625	0
Flt Permitted					0.996	
Satd. Flow (perm)	1863	0	0	3539	1625	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	74			110	346	
Travel Time (s)	1.7			2.5	7.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1401	0	0	1096	18	196
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1401	0	0	1096	214	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 84.8%		ICU Level of Service E	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1153	24	16	900	33	8	25	8	21	16	17
Future Volume (vph)	25	1153	24	16	900	33	8	25	8	21	16	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.995			0.974			0.957	
Flt Protected		0.999			0.999			0.990			0.981	
Satd. Flow (prot)	0	1855	0	0	1852	0	0	1796	0	0	1749	0
Flt Permitted		0.999			0.999			0.990			0.981	
Satd. Flow (perm)	0	1855	0	0	1852	0	0	1796	0	0	1749	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1155			232			618			227	
Travel Time (s)		26.3			5.3			14.0			5.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	28	1281	27	18	1000	37	9	28	9	23	18	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1336	0	0	1055	0	0	46	0	0	60	0
Enter Blocked Intersection	No	No	No	Yes	Yes	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 87.9%	ICU Level of Service E
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	34	1273	974	10	0	37
Future Volume (vph)	34	1273	974	10	0	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.865	
Flt Protected		0.999				
Satd. Flow (prot)	0	1861	1861	0	1611	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	1861	1861	0	1611	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		76	231		618	
Travel Time (s)		1.7	5.3		14.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	38	1414	1082	11	0	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1452	1093	0	41	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

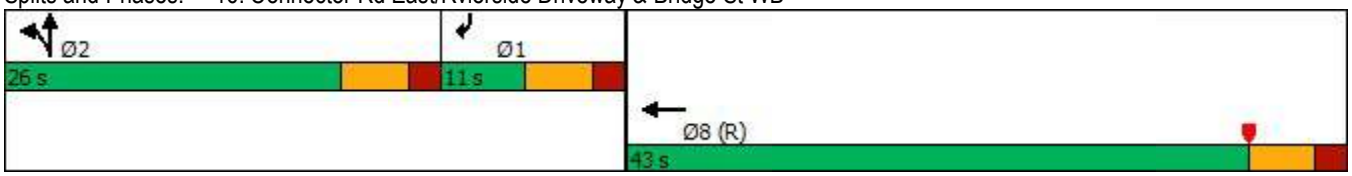
Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 104.4%	ICU Level of Service G
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1727	60	163	45	0	0	0	51
Future Volume (vph)	0	0	0	0	1727	60	163	45	0	0	0	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		150	0		0	0		0
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.995							0.865
Flt Protected							0.950					
Satd. Flow (prot)	0	0	0	0	6376	0	1770	1863	0	0	0	1611
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	0	0	6376	0	1770	1863	0	0	0	1611
Right Turn on Red			Yes			Yes	No		Yes			Yes
Satd. Flow (RTOR)					11							152
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		235			323			274			287	
Travel Time (s)		5.3			7.3			6.2			6.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	0	1919	67	181	50	0	0	0	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1986	0	181	50	0	0	0	57
Enter Blocked Intersection	No	No	No	No	1 veh	1 veh	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					1		1	2				1
Detector Template					Thru		Left	Thru				Right
Leading Detector (ft)					52		20	100				52
Trailing Detector (ft)					2		0	0				2
Detector 1 Position(ft)					2		0	0				2
Detector 1 Size(ft)					50		20	6				50
Detector 1 Type					Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)					0.0		0.0	0.0				0.0
Detector 1 Queue (s)					0.0		0.0	0.0				0.0
Detector 1 Delay (s)					0.0		0.0	0.0				0.0
Detector 2 Position(ft)								94				
Detector 2 Size(ft)								6				
Detector 2 Type								Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)								0.0				
Turn Type					NA		Split	NA				Prot
Protected Phases					8		2	2				1
Permitted Phases												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase					8		2	2				1
Switch Phase												
Minimum Initial (s)					11.0		5.0	5.0				5.0
Minimum Split (s)					24.0		24.0	24.0				11.0
Total Split (s)					43.0		26.0	26.0				11.0
Total Split (%)					53.8%		32.5%	32.5%				13.8%
Maximum Green (s)					37.0		20.0	20.0				5.0
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
Vehicle Extension (s)					3.0		3.0	3.0				3.0
Recall Mode					C-Min		Min	Min				None
Act Effct Green (s)					47.8		13.4	13.4				5.4
Actuated g/C Ratio					0.60		0.17	0.17				0.07
v/c Ratio					0.52		0.61	0.16				0.23
Control Delay					11.5		20.1	12.1				2.1
Queue Delay					0.0		0.6	0.0				0.2
Total Delay					11.6		20.7	12.1				2.4
LOS					B		C	B				A
Approach Delay					11.6			18.8			2.4	
Approach LOS					B			B			A	

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 10 (13%), Referenced to phase 8:WBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 12.1	Intersection LOS: B
Intersection Capacity Utilization 100.0%	ICU Level of Service G
Analysis Period (min) 15	

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



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1315	22	25	986	0	0
Future Volume (vph)	1315	22	25	986	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998					
Flt Protected				0.999		
Satd. Flow (prot)	1859	0	0	1861	0	0
Flt Permitted				0.999		
Satd. Flow (perm)	1859	0	0	1861	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1191			76	274	
Travel Time (s)	27.1			1.7	6.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1461	24	28	1096	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1485	0	0	1124	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 75.3%	ICU Level of Service D
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1166	0	0	899	0	0
Future Volume (vph)	1166	0	0	899	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3539	0	0	3539	0	0
Flt Permitted						
Satd. Flow (perm)	3539	0	0	3539	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	155			147	404	
Travel Time (s)	3.5			3.3	9.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1296	0	0	999	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1296	0	0	999	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 35.6%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑			↱
Traffic Volume (vph)	0	1437	981	0	0	8
Future Volume (vph)	0	1437	981	0	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	1863	3539	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	1863	3539	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		110	164		404	
Travel Time (s)		2.5	3.7		9.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1597	1090	0	0	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1597	1090	0	0	9
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 79.0%	ICU Level of Service D
Analysis Period (min) 15	

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	4:45	4:45	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	5403	5766	5807	2161	5775	5623	5722
Vehs Exited	5384	5783	5789	2063	5784	5552	5711
Starting Vehs	294	306	322	365	349	310	307
Ending Vehs	313	289	340	463	340	381	318
Travel Distance (mi)	2783	2976	3006	417	2963	2869	2921
Travel Time (hr)	1013.8	773.8	916.2	2652.1	868.5	915.7	898.8
Total Delay (hr)	913.0	665.9	807.1	2636.2	761.0	812.0	792.6
Total Stops	11555	12086	12145	1592	12084	12250	12214
Fuel Used (gal)	308.0	258.6	291.7	617.5	279.6	285.8	285.8

Summary of All Intervals

Run Number	19\Alt7Development	8 2039 PM Build	9 Alternative 2		Avg
Start Time	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60
# of Intervals	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4
Vehs Entered	5576	5669	5778	5927	5383
Vehs Exited	5517	5586	5744	5800	5338
Starting Vehs	307	332	291	296	314
Ending Vehs	366	415	325	423	363
Travel Distance (mi)	2810	2887	2966	3018	2692
Travel Time (hr)	1065.8	955.4	828.9	769.9	1059.9
Total Delay (hr)	964.2	851.1	720.8	660.2	962.2
Total Stops	13169	12409	12393	12981	11351
Fuel Used (gal)	320.3	297.3	270.6	258.9	315.8

Interval #0 Information Seeding

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1445	1463	1363	789	1391	1478	1349
Vehs Exited	1385	1450	1382	707	1410	1476	1304
Starting Vehs	294	306	322	365	349	310	307
Ending Vehs	354	319	303	447	330	312	352
Travel Distance (mi)	740	756	686	231	727	773	671
Travel Time (hr)	115.1	106.9	136.1	215.1	125.0	109.7	150.0
Total Delay (hr)	88.4	79.3	111.2	206.4	98.6	81.7	125.7
Total Stops	3309	2864	2629	1062	3207	2880	3040
Fuel Used (gal)	46.7	45.0	50.2	55.7	48.5	46.0	52.8

Interval #1 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	19\Alt7Development	82039 PM Build Alternative 2	9	Avg
Vehs Entered	1516	1317	1432	1462	1362
Vehs Exited	1429	1320	1417	1468	1340
Starting Vehs	307	332	291	296	314
Ending Vehs	394	329	306	290	339
Travel Distance (mi)	765	671	739	759	683
Travel Time (hr)	123.8	148.1	108.7	114.1	132.1
Total Delay (hr)	95.9	124.0	81.8	86.5	107.2
Total Stops	3285	2947	2720	3412	2848
Fuel Used (gal)	48.9	52.1	44.9	46.8	48.9

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1237	1594	1538	493	1505	1505	1525
Vehs Exited	1220	1522	1483	472	1489	1431	1515
Starting Vehs	354	319	303	447	330	312	352
Ending Vehs	371	391	358	468	346	386	362
Travel Distance (mi)	598	778	774	64	758	728	803
Travel Time (hr)	222.3	174.1	216.5	509.7	197.0	182.8	212.3
Total Delay (hr)	200.7	145.9	188.5	507.2	169.4	156.6	183.1
Total Stops	2325	3459	3313	186	3168	3279	3390
Fuel Used (gal)	66.7	61.0	70.6	118.4	65.8	61.1	70.2

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	19\Alt7Development	82039 PM Build Alternative 2	9	Avg
Vehs Entered	1366	1472	1487	1567	1388
Vehs Exited	1309	1469	1438	1504	1348
Starting Vehs	394	329	306	290	339
Ending Vehs	451	332	355	353	379
Travel Distance (mi)	615	728	732	798	671
Travel Time (hr)	224.2	216.9	176.3	165.7	227.1
Total Delay (hr)	202.1	190.5	149.6	136.7	202.8
Total Stops	3410	2963	3131	3339	2905
Fuel Used (gal)	67.8	69.3	60.5	59.7	70.1

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1270	1348	1400	429	1373	1241	1448
Vehs Exited	1319	1424	1417	438	1402	1275	1499
Starting Vehs	371	391	358	468	346	386	362
Ending Vehs	322	315	341	459	317	352	311
Travel Distance (mi)	686	723	756	59	696	661	744
Travel Time (hr)	325.4	228.8	261.7	817.9	251.8	282.9	257.2
Total Delay (hr)	300.5	202.6	234.3	815.5	226.6	259.0	230.0
Total Stops	2819	2854	3189	166	2544	2865	3002
Fuel Used (gal)	93.1	72.4	80.3	188.5	76.5	82.1	79.5

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	19\Alt7Development	82039 PM Build Alternative 2	9	Avg
Vehs Entered	1196	1404	1466	1471	1277
Vehs Exited	1306	1384	1469	1476	1310
Starting Vehs	451	332	355	353	379
Ending Vehs	341	352	352	348	343
Travel Distance (mi)	642	740	772	765	659
Travel Time (hr)	334.7	279.8	250.0	224.1	319.5
Total Delay (hr)	311.7	253.0	221.9	196.4	295.6
Total Stops	3250	3218	3501	3090	2771
Fuel Used (gal)	94.4	84.4	78.3	72.4	91.1

Interval #4 Information

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1451	1361	1506	450	1506	1399	1400
Vehs Exited	1460	1387	1507	446	1483	1370	1393
Starting Vehs	322	315	341	459	317	352	311
Ending Vehs	313	289	340	463	340	381	318
Travel Distance (mi)	759	720	790	63	782	707	703
Travel Time (hr)	350.9	264.0	301.8	1109.5	294.6	340.3	279.3
Total Delay (hr)	323.4	238.0	273.3	1107.0	266.4	314.7	253.8
Total Stops	3102	2909	3014	178	3165	3226	2782
Fuel Used (gal)	101.4	80.2	90.6	255.0	88.7	96.6	83.3

Interval #4 Information

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	19\Alt7Development	82039 PM Build Alternative 2	9	Avg
Vehs Entered	1498	1476	1393	1427	1349
Vehs Exited	1473	1413	1420	1352	1334
Starting Vehs	341	352	352	348	343
Ending Vehs	366	415	325	423	363
Travel Distance (mi)	789	747	722	697	680
Travel Time (hr)	383.1	310.6	293.8	266.1	381.3
Total Delay (hr)	354.5	283.5	267.5	240.7	356.6
Total Stops	3224	3281	3041	3140	2824
Fuel Used (gal)	109.3	91.5	86.8	80.0	105.8

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

Movement	EB	EB	NB
Directions Served	LT	TR	TR
Maximum Queue (ft)	180	214	365
Average Queue (ft)	155	155	296
95th Queue (ft)	207	236	424
Link Distance (ft)	159	159	329
Upstream Blk Time (%)	15	12	62
Queuing Penalty (veh)	211	160	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

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

Movement	EB	EB	SB	SB	SB	SB
Directions Served	T	T	L	L	R	R
Maximum Queue (ft)	152	166	281	311	291	292
Average Queue (ft)	113	121	178	215	100	103
95th Queue (ft)	174	191	335	347	305	304
Link Distance (ft)	116	116	271	271	271	271
Upstream Blk Time (%)	30	32	5	14	11	11
Queuing Penalty (veh)	219	229	28	78	62	62
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 4: E. Hollis St EB

Movement	NB	NB	SB	SB	NE	NE	B27
Directions Served	T	R	L	T	L	TR	T
Maximum Queue (ft)	374	362	241	239	507	494	5
Average Queue (ft)	308	213	141	116	279	252	0
95th Queue (ft)	447	378	241	240	496	456	5
Link Distance (ft)	341	341	224	224	1367	1367	233
Upstream Blk Time (%)	30	4	5	2			
Queuing Penalty (veh)	0	0	0	0			
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 7: D St

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	281	75
Average Queue (ft)	231	32
95th Queue (ft)	309	70
Link Distance (ft)	177	19
Upstream Blk Time (%)	41	21
Queuing Penalty (veh)	520	205
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: D St/Bancroft St & Bridge St EB

Movement	EB	WB	WB	NB	SB
Directions Served	LT	T	TR	LTR	R
Maximum Queue (ft)	182	118	123	103	94
Average Queue (ft)	172	55	59	36	29
95th Queue (ft)	204	119	124	130	76
Link Distance (ft)	161	87	87	396	170
Upstream Blk Time (%)	38	5	6		0
Queuing Penalty (veh)	450	22	27		0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

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

Movement	EB	EB	WB	WB	WB	WB
Directions Served	R	R	L	L	T	T
Maximum Queue (ft)	105	106	215	222	112	126
Average Queue (ft)	75	81	190	190	10	13
95th Queue (ft)	109	107	235	235	64	74
Link Distance (ft)	67	67	164	164	164	164
Upstream Blk Time (%)	38	47	45	45	0	0
Queuing Penalty (veh)	224	277	219	222	1	1
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 10: Hobbs Ave & E. Hollis St EB

Movement	EB	WB	WB	NB
Directions Served	T	T	T	LR
Maximum Queue (ft)	113	110	108	345
Average Queue (ft)	80	77	77	325
95th Queue (ft)	108	103	101	338
Link Distance (ft)	19	62	62	316
Upstream Blk Time (%)	42	34	34	100
Queuing Penalty (veh)	532	168	170	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 12: C St/Sanders St & Bridge St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	1169	175	321	201
Average Queue (ft)	1087	45	156	185
95th Queue (ft)	1385	159	366	203
Link Distance (ft)	1117	161	541	189
Upstream Blk Time (%)	64	5	2	83
Queuing Penalty (veh)	0	51	1	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: C St

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	118	190	117
Average Queue (ft)	84	103	44
95th Queue (ft)	121	243	113
Link Distance (ft)	39	177	541
Upstream Blk Time (%)	47	20	
Queuing Penalty (veh)	617	192	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

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

Movement	WB	WB	WB	WB	B15	B15	NB	NB	SB
Directions Served	T	T	T	TR	T	T	L	T	R
Maximum Queue (ft)	330	316	215	219	438	508	245	76	211
Average Queue (ft)	206	196	113	117	157	157	169	15	126
95th Queue (ft)	346	329	210	214	843	847	288	51	262
Link Distance (ft)	259	259	259	259	1414	1414	233	233	216
Upstream Blk Time (%)	15	14	0	0	8	8	31		33
Queuing Penalty (veh)	0	0	0	0	0	0	32		0
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 18: Chase St & E Hollis St

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	1215	53
Average Queue (ft)	1185	27
95th Queue (ft)	1208	66
Link Distance (ft)	1163	39
Upstream Blk Time (%)	76	21
Queuing Penalty (veh)	0	214
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 25: E St & Bridge St EB

Movement	EB	EB	WB	WB
Directions Served	T	TR	T	T
Maximum Queue (ft)	159	151	75	84
Average Queue (ft)	94	104	16	20
95th Queue (ft)	158	147	60	70
Link Distance (ft)	87	87	67	67
Upstream Blk Time (%)	25	34	2	3
Queuing Penalty (veh)	144	197	9	13
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 26: E. Hollis St EB & E St

Movement	EB	WB	WB	SB
Directions Served	T	T	T	R
Maximum Queue (ft)	93	203	185	51
Average Queue (ft)	69	131	124	14
95th Queue (ft)	105	230	206	53
Link Distance (ft)	62	116	116	
Upstream Blk Time (%)	30	34	34	
Queuing Penalty (veh)	428	162	164	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

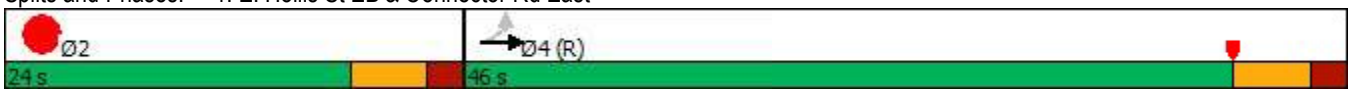
Network wide Queuing Penalty: 6311

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	18	1471	0	0	0	0	
Future Volume (vph)	18	1471	0	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	100			0	0	0	
Storage Lanes	0			0	0	0	
Taper Length (ft)	25				25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	
Frt							
Flt Protected		0.999					
Satd. Flow (prot)	0	3536	0	0	0	0	
Flt Permitted		0.999					
Satd. Flow (perm)	0	3536	0	0	0	0	
Right Turn on Red	No			Yes		Yes	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		218	1752		272		
Travel Time (s)		5.0	39.8		6.2		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	20	1634	0	0	0	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	1654	0	0	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		0	0		0		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	1					
Detector Template	Left	Thru					
Leading Detector (ft)	20	52					
Trailing Detector (ft)	0	2					
Detector 1 Position(ft)	0	2					
Detector 1 Size(ft)	20	50					
Detector 1 Type	Cl+Ex	Cl+Ex					
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0					
Detector 1 Queue (s)	0.0	0.0					
Detector 1 Delay (s)	0.0	0.0					
Turn Type	Perm	NA					
Protected Phases		4					2
Permitted Phases	4						
Detector Phase	4	4					
Switch Phase							
Minimum Initial (s)	11.0	11.0					5.0
Minimum Split (s)	24.0	24.0					24.0
Total Split (s)	46.0	46.0					24.0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2
Total Split (%)	65.7%	65.7%					34%
Maximum Green (s)	40.0	40.0					18.0
Yellow Time (s)	4.0	4.0					4.0
All-Red Time (s)	2.0	2.0					2.0
Lost Time Adjust (s)		0.0					
Total Lost Time (s)		6.0					
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0					3.0
Recall Mode	C-Min	C-Min					Min
Act Effct Green (s)		52.5					
Actuated g/C Ratio		0.75					
v/c Ratio		0.62					
Control Delay		2.8					
Queue Delay		0.3					
Total Delay		3.0					
LOS		A					
Approach Delay		3.0					
Approach LOS		A					

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 0 (0%), Referenced to phase 4:EBTL, Start of Yellow, Master Intersection	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 3.0	Intersection LOS: A
Intersection Capacity Utilization 62.6%	ICU Level of Service B
Analysis Period (min) 15	

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

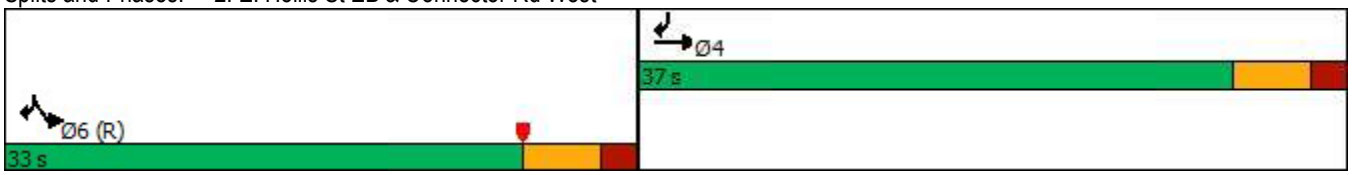


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	729	0	0	760	1328
Future Volume (vph)	0	729	0	0	760	1328
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.97	0.88
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3539	0	0	3433	2787
Flt Permitted					0.950	
Satd. Flow (perm)	0	3539	0	0	3433	2787
Right Turn on Red				Yes	No	Yes
Satd. Flow (RTOR)						
Link Speed (mph)		30	30		30	
Link Distance (ft)		147	218		322	
Travel Time (s)		3.3	5.0		7.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	810	0	0	844	1476
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	810	0	0	844	1476
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors		2			1	1
Detector Template		Thru			Left	Right
Leading Detector (ft)		100			52	52
Trailing Detector (ft)		0			2	2
Detector 1 Position(ft)		0			2	2
Detector 1 Size(ft)		6			50	50
Detector 1 Type		Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)		0.0			0.0	0.0
Detector 1 Queue (s)		0.0			0.0	0.0
Detector 1 Delay (s)		0.0			0.0	0.0
Detector 2 Position(ft)		94				
Detector 2 Size(ft)		6				
Detector 2 Type		Cl+Ex				
Detector 2 Channel						
Detector 2 Extend (s)		0.0				
Turn Type		NA			Prot	custom
Protected Phases		4			6	4 6
Permitted Phases						
Detector Phase		4			6	4 6
Switch Phase						
Minimum Initial (s)		11.0			11.0	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Split (s)		24.0			24.0	
Total Split (s)		37.0			33.0	
Total Split (%)		52.9%			47.1%	
Maximum Green (s)		31.0			27.0	
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?						
Vehicle Extension (s)		3.0			3.0	
Recall Mode		None			C-Min	
Act Effct Green (s)		30.7			27.3	70.0
Actuated g/C Ratio		0.44			0.39	1.00
v/c Ratio		0.52			0.63	0.53
Control Delay		15.7			6.6	3.8
Queue Delay		0.0			0.2	0.0
Total Delay		15.7			6.8	3.8
LOS		B			A	A
Approach Delay		15.7			4.9	
Approach LOS		B			A	

Intersection Summary	
Area Type: Other	
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 30 (43%), Referenced to phase 6:SBL, Start of Yellow	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 7.7	Intersection LOS: A
Intersection Capacity Utilization 51.8%	ICU Level of Service A
Analysis Period (min) 15	

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



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	600	400	200	400	0	750	600	100	0	0	0
Future Volume (vph)	0	600	400	200	400	0	750	600	100	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.979				
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1863	1583	1770	1863	0	1770	1824	0	0	0	0
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	1863	1583	1770	1863	0	1770	1824	0	0	0	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)								8				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		376			283			1752			335	
Travel Time (s)		8.5			6.4			39.8			7.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	667	444	222	444	0	833	667	111	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	667	444	222	444	0	833	778	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1		1	1				
Detector Template		Thru	Right	Left	Thru		Left					
Leading Detector (ft)		52	52	52	52		52	52				
Trailing Detector (ft)		2	2	2	2		2	2				
Detector 1 Position(ft)		2	2	2	2		2	2				
Detector 1 Size(ft)		50	50	50	50		50	50				
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Turn Type		NA	Prot	Prot	NA		Prot	NA				
Protected Phases		2	2	1	6		7	4				
Permitted Phases												
Detector Phase		2	2	1	6		7	4				
Switch Phase												
Minimum Initial (s)		5.0	5.0	4.0	5.0		5.0	5.0				
Minimum Split (s)		24.0	24.0	10.0	24.0		11.0	24.0				
Total Split (s)		49.0	49.0	21.0	70.0		60.0	60.0				
Total Split (%)		37.7%	37.7%	16.2%	53.8%		46.2%	46.2%				
Maximum Green (s)		43.0	43.0	15.0	64.0		54.0	54.0				
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0	4.0				

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
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	0.0				
Total Lost Time (s)		6.0	6.0	6.0	6.0		6.0	6.0				
Lead/Lag		Lead	Lead	Lag								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0				
Recall Mode		Min	Min	None	Min		None	None				
Act Effct Green (s)		43.0	43.0	15.0	64.0		54.0	54.0				
Actuated g/C Ratio		0.33	0.33	0.12	0.49		0.42	0.42				
v/c Ratio		1.08	0.85	1.09	0.48		1.13	1.02				
Control Delay		102.0	57.0	141.3	24.2		112.2	75.4				
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0				
Total Delay		102.0	57.0	141.3	24.2		112.2	75.4				
LOS		F	E	F	C		F	E				
Approach Delay		84.0			63.3			94.4				
Approach LOS		F			E			F				

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Natural Cycle: 140
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 84.9 Intersection LOS: F
Intersection Capacity Utilization 99.2% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 4:

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	16	694	1307	10	0	0
Future Volume (vph)	16	694	1307	10	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999			
Flt Protected		0.999				
Satd. Flow (prot)	0	1861	1861	0	0	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	1861	1861	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		231	74		497	
Travel Time (s)		5.3	1.7		11.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	18	771	1452	11	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	789	1463	0	0	0
Enter Blocked Intersection	Yes	Yes	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 72.7%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	689	0	0	1232	1	11	2	22	0	0	10
Future Volume (vph)	15	689	0	0	1232	1	11	2	22	0	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		25	0		0
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt								0.915				0.865
Flt Protected		0.999						0.984				
Satd. Flow (prot)	0	1861	0	0	1863	0	0	1677	0	0	0	1611
Flt Permitted		0.999						0.984				
Satd. Flow (perm)	0	1861	0	0	1863	0	0	1677	0	0	0	1611
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		232			183			497			294	
Travel Time (s)		5.3			4.2			11.3			6.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	17	766	0	0	1369	1	12	2	24	0	0	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	783	0	0	1370	0	0	38	0	0	0	11
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

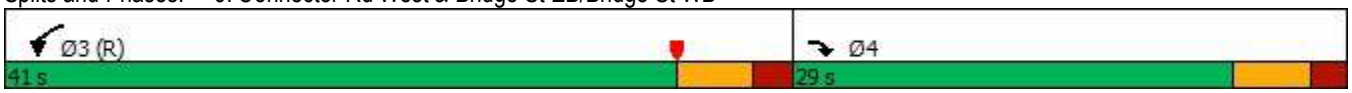
Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 81.6%	ICU Level of Service D
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	740	1348	1249	0	0
Future Volume (vph)	0	740	1348	1249	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	0		0	0
Storage Lanes		0	2		0	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	0.88	0.97	0.95	1.00	1.00
Frt		0.850				
Flt Protected			0.950			
Satd. Flow (prot)	0	2787	3433	3539	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	2787	3433	3539	0	0
Right Turn on Red		Yes	No			Yes
Satd. Flow (RTOR)		32				
Link Speed (mph)	30			30	30	
Link Distance (ft)	118			234	322	
Travel Time (s)	2.7			5.3	7.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	822	1498	1388	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	822	1498	1388	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	L NA	R NA	Left	Left	Right
Median Width(ft)	24			24	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors		1	1	1		
Detector Template		Right	Left	Thru		
Leading Detector (ft)		52	52	52		
Trailing Detector (ft)		2	2	2		
Detector 1 Position(ft)		2	2	2		
Detector 1 Size(ft)		50	50	50		
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0	0.0		
Detector 1 Queue (s)		0.0	0.0	0.0		
Detector 1 Delay (s)		0.0	0.0	0.0		
Turn Type		Prot	Prot	NA		
Protected Phases		4	3	Free		
Permitted Phases						
Detector Phase		4	3			
Switch Phase						
Minimum Initial (s)		11.0	11.0			
Minimum Split (s)		24.0	17.0			
Total Split (s)		29.0	41.0			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Total Split (%)		41.4%	58.6%			
Maximum Green (s)		23.0	35.0			
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		Lag	Lead			
Lead-Lag Optimize?		Yes	Yes			
Vehicle Extension (s)		3.0	3.0			
Recall Mode		Min	C-Min			
Act Effct Green (s)		22.3	35.7	70.0		
Actuated g/C Ratio		0.32	0.51	1.00		
v/c Ratio		0.90	0.86	0.39		
Control Delay		37.0	10.6	0.2		
Queue Delay		0.0	0.0	0.0		
Total Delay		37.0	10.6	0.2		
LOS		D	B	A		
Approach Delay	37.0			5.6		
Approach LOS	D			A		

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 68 (97%), Referenced to phase 3:WBL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 12.6	Intersection LOS: B
Intersection Capacity Utilization 72.7%	ICU Level of Service C
Analysis Period (min) 15	

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



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	694	0	0	1297	14	37
Future Volume (vph)	694	0	0	1297	14	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt					0.903	
Flt Protected					0.986	
Satd. Flow (prot)	1863	0	0	3539	1659	0
Flt Permitted					0.986	
Satd. Flow (perm)	1863	0	0	3539	1659	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	74			126	346	
Travel Time (s)	1.7			2.9	7.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	771	0	0	1441	16	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	771	0	0	1441	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.5%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	661	13	11	1239	10	16	1	14	28	21	21
Future Volume (vph)	0	661	13	11	1239	10	16	1	14	28	21	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.999			0.938			0.960	
Flt Protected								0.975			0.980	
Satd. Flow (prot)	0	1857	0	0	1861	0	0	1704	0	0	1752	0
Flt Permitted								0.975			0.980	
Satd. Flow (perm)	0	1857	0	0	1861	0	0	1704	0	0	1752	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1160			232			618			227	
Travel Time (s)		26.4			5.3			14.0			5.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	734	14	12	1377	11	18	1	16	31	23	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	748	0	0	1400	0	0	35	0	0	77	0
Enter Blocked Intersection	No	No	No	Yes	Yes	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 85.8%	ICU Level of Service E
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	20	710	1289	10	0	51
Future Volume (vph)	20	710	1289	10	0	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.865	
Flt Protected		0.999				
Satd. Flow (prot)	0	1861	1861	0	1611	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	1861	1861	0	1611	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		76	231		618	
Travel Time (s)		1.7	5.3		14.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	22	789	1432	11	0	57
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	811	1443	0	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

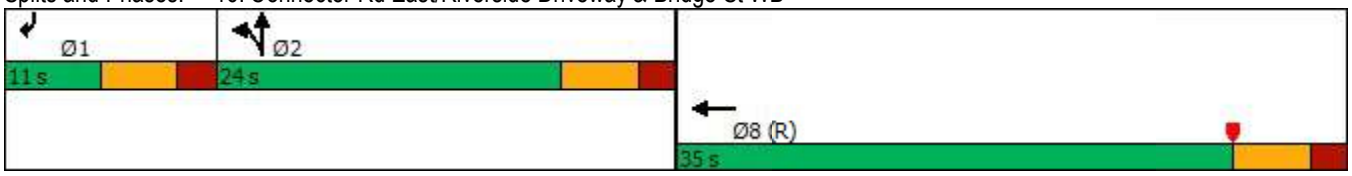
Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 78.4%	ICU Level of Service D
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	2493	13	0	18	0	0	0	114
Future Volume (vph)	0	0	0	0	2493	13	0	18	0	0	0	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		150	0		0	0		0
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.999							0.865
Flt Protected												
Satd. Flow (prot)	0	0	0	0	6401	0	1863	1863	0	0	0	1611
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	6401	0	1863	1863	0	0	0	1611
Right Turn on Red			Yes			Yes	No		Yes			Yes
Satd. Flow (RTOR)					2							418
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		234			256			272			287	
Travel Time (s)		5.3			5.8			6.2			6.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	0	2770	14	0	20	0	0	0	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	2784	0	0	20	0	0	0	127
Enter Blocked Intersection	No	No	No	No	Yes	Yes	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					1		1	1				1
Detector Template					Thru		Left	Thru				Right
Leading Detector (ft)					52		52	52				52
Trailing Detector (ft)					2		2	2				2
Detector 1 Position(ft)					2		2	2				2
Detector 1 Size(ft)					50		50	50				50
Detector 1 Type					Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)					0.0		0.0	0.0				0.0
Detector 1 Queue (s)					0.0		0.0	0.0				0.0
Detector 1 Delay (s)					0.0		0.0	0.0				0.0
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)					11.0		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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)					50.0%		34.3%	34.3%				15.7%
Maximum Green (s)					29.0		18.0	18.0				5.0
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
Vehicle Extension (s)					3.0		3.0	3.0				3.0
Recall Mode					C-Min		Min	Min				None
Act Effct Green (s)					42.9			6.3				5.0
Actuated g/C Ratio					0.61			0.09				0.07
v/c Ratio					0.71			0.12				0.25
Control Delay					11.3			40.9				1.2
Queue Delay					0.1			0.0				0.0
Total Delay					11.4			40.9				1.2
LOS					B			D				A
Approach Delay					11.4			40.9			1.2	
Approach LOS					B			D			A	

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 66 (94%), Referenced to phase 8:WBT, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 11.2	Intersection LOS: B
Intersection Capacity Utilization 62.6%	ICU Level of Service B
Analysis Period (min) 15	

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



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	728	41	41	1299	0	0
Future Volume (vph)	728	41	41	1299	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993					
Flt Protected				0.998		
Satd. Flow (prot)	1850	0	0	1859	0	0
Flt Permitted				0.998		
Satd. Flow (perm)	1850	0	0	1859	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1191			76	274	
Travel Time (s)	27.1			1.7	6.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	809	46	46	1443	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	855	0	0	1489	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 104.8%		ICU Level of Service G	
Analysis Period (min) 15			

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑			↱
Traffic Volume (vph)	0	729	1328	0	0	0
Future Volume (vph)	0	729	1328	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	3539	0	0	1863
Link Speed (mph)		30	30		30	
Link Distance (ft)		126	147		393	
Travel Time (s)		2.9	3.3		8.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	810	1476	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	810	1476	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 41.7%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	740	0	0	1249	0	0
Future Volume (vph)	740	0	0	1249	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3539	0	0	3539	0	0
Flt Permitted						
Satd. Flow (perm)	3539	0	0	3539	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	183			118	393	
Travel Time (s)	4.2			2.7	8.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	822	0	0	1388	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	822	0	0	1388	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 37.9%	ICU Level of Service A
Analysis Period (min) 15	

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	5744	5809	5666	5660	5644	5676	5736
Vehs Exited	5549	5671	5451	5512	5522	5633	5555
Starting Vehs	242	227	246	310	238	238	278
Ending Vehs	437	365	461	458	360	281	459
Travel Distance (mi)	3134	3195	3038	3098	3083	3150	3107
Travel Time (hr)	465.2	359.6	533.2	470.6	404.4	371.1	458.2
Total Delay (hr)	352.5	244.5	423.8	359.5	293.3	257.8	346.2
Total Stops	15413	12146	15141	15699	11577	13321	13700
Fuel Used (gal)	190.6	166.8	203.1	189.6	173.4	170.4	188.4

Summary of All Intervals

Run Number	19\No Crown St	7Development	82039 AM Buil	9d Alternative 2	Avg
Start Time	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60
# of Intervals	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4
Vehs Entered	5812	5754	4213	5768	5588
Vehs Exited	5714	5605	4038	5558	5437
Starting Vehs	254	223	250	203	240
Ending Vehs	352	372	425	413	396
Travel Distance (mi)	3191	3147	1922	3135	3018
Travel Time (hr)	360.5	429.9	794.2	426.4	461.2
Total Delay (hr)	245.3	316.5	724.3	313.5	352.5
Total Stops	11828	12813	7107	13606	12941
Fuel Used (gal)	168.1	181.6	234.4	180.1	186.0

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1396	1407	1424	1360	1285	1365	1428
Vehs Exited	1366	1404	1360	1346	1294	1356	1451
Starting Vehs	242	227	246	310	238	238	278
Ending Vehs	272	230	310	324	229	247	255
Travel Distance (mi)	776	795	774	754	726	766	793
Travel Time (hr)	63.2	63.0	78.3	89.9	62.5	66.1	78.2
Total Delay (hr)	35.1	34.3	50.5	62.8	36.2	38.5	49.7
Total Stops	2545	2500	3072	3209	2224	2897	2617
Fuel Used (gal)	35.2	35.4	38.5	40.7	33.6	35.7	39.7

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	19\No Crown St	7Development	82039 AM Build	9 Alternative 2	Avg
Vehs Entered	1399	1443	1423	1380	1389
Vehs Exited	1413	1368	1430	1321	1374
Starting Vehs	254	223	250	203	240
Ending Vehs	240	298	243	262	266
Travel Distance (mi)	803	775	780	759	773
Travel Time (hr)	59.8	78.7	58.8	64.6	69.4
Total Delay (hr)	30.9	50.7	30.8	37.3	41.5
Total Stops	2443	2962	2368	2508	2667
Fuel Used (gal)	35.7	38.7	34.7	34.8	36.6

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1593	1543	1457	1535	1565	1578	1575
Vehs Exited	1398	1431	1352	1387	1436	1436	1445
Starting Vehs	272	230	310	324	229	247	255
Ending Vehs	467	342	415	472	358	389	385
Travel Distance (mi)	825	837	764	802	838	827	833
Travel Time (hr)	107.6	85.8	116.8	113.2	95.6	92.3	97.6
Total Delay (hr)	78.1	55.8	89.2	84.5	65.4	62.6	67.8
Total Stops	4026	3130	3787	3981	3113	3746	3402
Fuel Used (gal)	46.5	42.1	47.0	47.2	44.0	43.9	44.8

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	19\No Crown St	7Development	82039 AM Build	9 Alternative 2	Avg
Vehs Entered	1590	1494	1543	1564	1549
Vehs Exited	1462	1390	1372	1376	1408
Starting Vehs	240	298	243	262	266
Ending Vehs	368	402	414	450	404
Travel Distance (mi)	838	804	773	806	813
Travel Time (hr)	86.3	104.8	92.4	109.3	100.2
Total Delay (hr)	56.1	75.9	64.6	80.2	70.9
Total Stops	3148	3679	3359	3705	3553
Fuel Used (gal)	42.5	45.4	41.9	46.3	44.7

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1423	1440	1467	1350	1358	1424	1433
Vehs Exited	1378	1423	1396	1352	1400	1487	1378
Starting Vehs	467	342	415	472	358	389	385
Ending Vehs	512	359	486	470	316	326	440
Travel Distance (mi)	764	795	779	760	764	809	763
Travel Time (hr)	144.9	106.4	152.2	129.6	124.3	112.1	126.0
Total Delay (hr)	117.4	77.7	124.2	102.4	96.9	83.1	98.4
Total Stops	4545	3443	4158	4371	3346	3793	3578
Fuel Used (gal)	53.8	45.3	55.5	49.6	48.3	47.7	48.9

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	19\No Crown St	7Development	82039 AM Build	9 Alternative 2	Avg
Vehs Entered	1397	1403	651	1414	1339
Vehs Exited	1416	1451	679	1494	1349
Starting Vehs	368	402	414	450	404
Ending Vehs	349	354	386	370	394
Travel Distance (mi)	767	787	205	805	727
Travel Time (hr)	109.8	122.0	213.5	131.9	133.9
Total Delay (hr)	82.1	93.7	205.8	103.1	107.7
Total Stops	3296	3056	671	4172	3492
Fuel Used (gal)	45.4	48.5	54.9	51.6	50.0

Interval #4 Information

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1332	1419	1318	1415	1436	1309	1300
Vehs Exited	1407	1413	1343	1427	1392	1354	1281
Starting Vehs	512	359	486	470	316	326	440
Ending Vehs	437	365	461	458	360	281	459
Travel Distance (mi)	769	768	721	781	756	748	718
Travel Time (hr)	149.5	104.4	185.9	137.9	121.9	100.7	156.4
Total Delay (hr)	121.9	76.6	159.9	109.8	94.7	73.8	130.4
Total Stops	4297	3073	4124	4138	2894	2885	4103
Fuel Used (gal)	55.1	44.0	62.1	52.1	47.5	43.1	55.1

Interval #4 Information

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	19\No Crown St	7Development	82039 AM Build	9 Alternative 2	Avg
Vehs Entered	1426	1414	596	1410	1305
Vehs Exited	1423	1396	557	1367	1307
Starting Vehs	349	354	386	370	394
Ending Vehs	352	372	425	413	396
Travel Distance (mi)	783	781	165	765	705
Travel Time (hr)	104.6	124.3	429.5	120.6	157.8
Total Delay (hr)	76.3	96.0	423.2	92.9	132.3
Total Stops	2941	3116	709	3221	3229
Fuel Used (gal)	44.4	48.9	102.9	47.5	54.8

Intersection: 1: E. Hollis St EB & Connector Rd East

Movement	EB	EB
Directions Served	LT	T
Maximum Queue (ft)	196	198
Average Queue (ft)	138	141
95th Queue (ft)	230	231
Link Distance (ft)	172	172
Upstream Blk Time (%)	7	8
Queuing Penalty (veh)	52	57
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

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

Movement	EB	EB	SB	SB	SB	SB
Directions Served	T	T	L	L	R	R
Maximum Queue (ft)	136	142	282	292	311	312
Average Queue (ft)	95	94	178	187	185	185
95th Queue (ft)	147	150	283	292	381	387
Link Distance (ft)	99	99	270	270	270	270
Upstream Blk Time (%)	17	17	1	3	10	11
Queuing Penalty (veh)	63	61	6	14	53	55
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 4:

Movement	NB	NB	SB	SB	NE	NE
Directions Served	T	R	L	T	L	TR
Maximum Queue (ft)	360	341	257	253	1595	1606
Average Queue (ft)	324	253	185	166	1186	1190
95th Queue (ft)	379	388	290	275	1947	1965
Link Distance (ft)	317	317	230	230	1652	1652
Upstream Blk Time (%)	55	14	19	7	5	6
Queuing Penalty (veh)	0	0	0	0	38	43
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 7: D St

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	254	85
Average Queue (ft)	121	31
95th Queue (ft)	277	71
Link Distance (ft)	177	19
Upstream Blk Time (%)	16	12
Queuing Penalty (veh)	109	161
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: D St/Bancroft St & Bridge St/Bridge St EB

Movement	EB	WB	NB	SB
Directions Served	LT	TR	LTR	R
Maximum Queue (ft)	178	58	175	49
Average Queue (ft)	102	2	60	11
95th Queue (ft)	219	27	156	37
Link Distance (ft)	158	118	403	265
Upstream Blk Time (%)	14	0		
Queuing Penalty (veh)	96	1		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

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

Movement	EB	EB	WB	WB	WB	WB
Directions Served	R	R	L	L	T	T
Maximum Queue (ft)	66	64	286	274	154	168
Average Queue (ft)	53	47	199	207	60	72
95th Queue (ft)	61	61	337	326	134	148
Link Distance (ft)	36	36	161	161	161	161
Upstream Blk Time (%)	59	57	33	38	0	0
Queuing Penalty (veh)	220	211	218	250	1	2
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 10: Hobbs Ave & E. Hollis St EB

Movement	EB	WB	WB	NB
Directions Served	T	T	T	LR
Maximum Queue (ft)	97	138	142	327
Average Queue (ft)	49	105	108	207
95th Queue (ft)	111	136	141	400
Link Distance (ft)	19	80	80	316
Upstream Blk Time (%)	17	36	39	45
Queuing Penalty (veh)	114	237	259	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 12: C St/Sanders St & Bridge St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	642	122	163	210
Average Queue (ft)	122	10	62	158
95th Queue (ft)	506	61	162	255
Link Distance (ft)	1122	158	541	189
Upstream Blk Time (%)	0	0		58
Queuing Penalty (veh)	0	1		0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: C St

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	92	188	343
Average Queue (ft)	42	94	166
95th Queue (ft)	89	222	368
Link Distance (ft)	39	177	541
Upstream Blk Time (%)	28	11	2
Queuing Penalty (veh)	203	143	1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

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

Movement	WB	WB	WB	WB	B15	B15	NB	SB
Directions Served	T	T	T	TR	T	T	T	R
Maximum Queue (ft)	283	257	218	221	982	1239	73	236
Average Queue (ft)	198	174	119	125	321	364	20	168
95th Queue (ft)	310	269	195	202	1192	1296	62	281
Link Distance (ft)	192	192	192	192	1417	1417	231	215
Upstream Blk Time (%)	23	16	0	0	5	10		52
Queuing Penalty (veh)	0	0	0	0	0	0		0
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 18: Chase St & E Hollis St

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	1008	56
Average Queue (ft)	416	28
95th Queue (ft)	1134	66
Link Distance (ft)	1163	39
Upstream Blk Time (%)	10	12
Queuing Penalty (veh)	0	161
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 24: E. Hollis St EB & E St

Movement	EB	WB	WB
Directions Served	T	T	T
Maximum Queue (ft)	99	198	176
Average Queue (ft)	59	150	134
95th Queue (ft)	125	215	187
Link Distance (ft)	80	99	99
Upstream Blk Time (%)	11	56	58
Queuing Penalty (veh)	78	374	386
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 26: E St & Bridge St EB

Movement	EB	EB	WB	WB
Directions Served	T	TR	T	T
Maximum Queue (ft)	185	175	108	96
Average Queue (ft)	129	124	60	57
95th Queue (ft)	176	173	100	94
Link Distance (ft)	118	118	36	36
Upstream Blk Time (%)	24	24	17	15
Queuing Penalty (veh)	84	86	103	95
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 4035

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	45	2552	0	0	0	0	
Future Volume (vph)	45	2552	0	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	
Frt							
Flt Protected		0.999					
Satd. Flow (prot)	0	3536	0	0	0	0	
Flt Permitted		0.999					
Satd. Flow (perm)	0	3536	0	0	0	0	
Right Turn on Red	No			Yes		Yes	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		218	303		274		
Travel Time (s)		5.0	6.9		6.2		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	50	2836	0	0	0	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	2886	0	0	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		0	0		0		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	1					
Detector Template	Left	Thru					
Leading Detector (ft)	20	52					
Trailing Detector (ft)	0	2					
Detector 1 Position(ft)	0	2					
Detector 1 Size(ft)	20	50					
Detector 1 Type	Cl+Ex	Cl+Ex					
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0					
Detector 1 Queue (s)	0.0	0.0					
Detector 1 Delay (s)	0.0	0.0					
Turn Type	Perm	NA					
Protected Phases		4					2
Permitted Phases	4						
Detector Phase	4	4					
Switch Phase							
Minimum Initial (s)	11.0	11.0					5.0
Minimum Split (s)	24.0	24.0					15.0
Total Split (s)	65.0	65.0					15.0
Total Split (%)	81.3%	81.3%					19%
Maximum Green (s)	59.0	59.0					9.0
Yellow Time (s)	4.0	4.0					4.0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2
All-Red Time (s)	2.0	2.0					2.0
Lost Time Adjust (s)		0.0					
Total Lost Time (s)		6.0					
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0					3.0
Recall Mode	C-Min	C-Min					Min
Act Effct Green (s)		62.5					
Actuated g/C Ratio		0.78					
v/c Ratio		1.04					
Control Delay		33.9					
Queue Delay		23.3					
Total Delay		57.2					
LOS		E					
Approach Delay		57.2					
Approach LOS		E					

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 4:EBTL, Start of Yellow, Master Intersection	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 57.2	Intersection LOS: E
Intersection Capacity Utilization 76.9%	ICU Level of Service D
Analysis Period (min) 15	

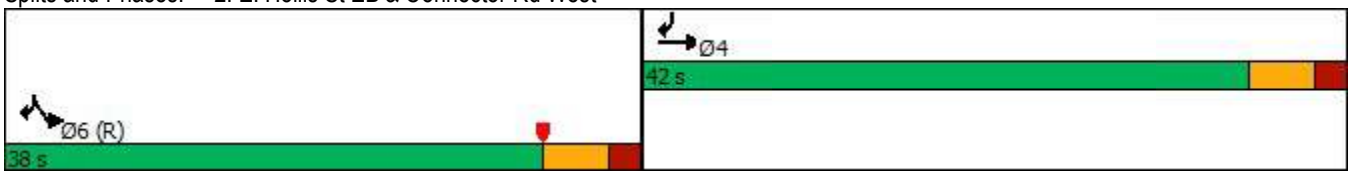
Splits and Phases: 1: E. Hollis St EB & Connector Rd East

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1398	0	0	1154	880
Future Volume (vph)	0	1398	0	0	1154	880
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.97	0.88
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3539	0	0	3433	2787
Flt Permitted					0.950	
Satd. Flow (perm)	0	3539	0	0	3433	2787
Right Turn on Red				Yes	No	Yes
Satd. Flow (RTOR)						
Link Speed (mph)		30	30		30	
Link Distance (ft)		164	218		322	
Travel Time (s)		3.7	5.0		7.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1553	0	0	1282	978
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1553	0	0	1282	978
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors		2			1	1
Detector Template		Thru			Left	Right
Leading Detector (ft)		100			52	52
Trailing Detector (ft)		0			2	2
Detector 1 Position(ft)		0			2	2
Detector 1 Size(ft)		6			50	50
Detector 1 Type		Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)		0.0			0.0	0.0
Detector 1 Queue (s)		0.0			0.0	0.0
Detector 1 Delay (s)		0.0			0.0	0.0
Detector 2 Position(ft)		94				
Detector 2 Size(ft)		6				
Detector 2 Type		Cl+Ex				
Detector 2 Channel						
Detector 2 Extend (s)		0.0				
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			11.0	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Split (s)		24.0			24.0	
Total Split (s)		42.0			38.0	
Total Split (%)		52.5%			47.5%	
Maximum Green (s)		36.0			32.0	
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?						
Vehicle Extension (s)		3.0			3.0	
Recall Mode		None			C-Min	
Act Effct Green (s)		36.0			32.0	80.0
Actuated g/C Ratio		0.45			0.40	1.00
v/c Ratio		0.98			0.93	0.35
Control Delay		40.4			15.2	2.7
Queue Delay		0.0			46.2	0.0
Total Delay		40.4			61.4	2.7
LOS		D			E	A
Approach Delay		40.4			36.0	
Approach LOS		D			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 40 (50%), Referenced to phase 6:SBL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 37.8	Intersection LOS: D
Intersection Capacity Utilization 81.6%	ICU Level of Service D
Analysis Period (min) 15	

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

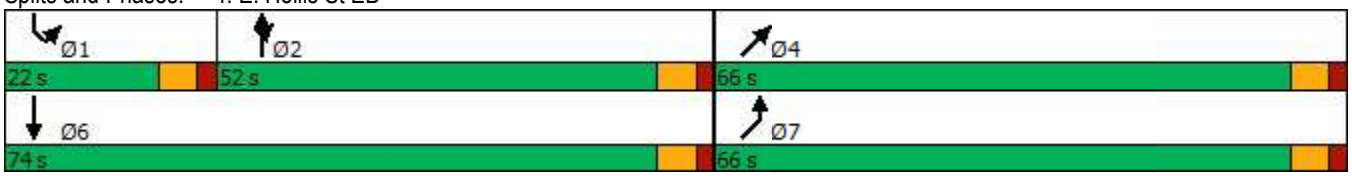


Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	600	400	200	400	0	750	600	100	0	0	0
Future Volume (vph)	0	600	400	200	400	0	750	600	100	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.979				
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1863	1583	1770	1863	0	1770	1824	0	0	0	0
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	1863	1583	1770	1863	0	1770	1824	0	0	0	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)								7				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			282			1452			313	
Travel Time (s)		9.0			6.4			33.0			7.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	667	444	222	444	0	833	667	111	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	667	444	222	444	0	833	778	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1		1	1				
Detector Template		Thru	Right	Left	Thru		Left					
Leading Detector (ft)		52	52	52	52		20	52				
Trailing Detector (ft)		2	2	2	2		0	2				
Detector 1 Position(ft)		2	2	2	2		0	2				
Detector 1 Size(ft)		50	50	50	50		20	50				
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Turn Type		NA	Prot	Prot	NA		Prot	NA				
Protected Phases		2	2	1	6		7	4				
Permitted Phases												
Detector Phase		2	2	1	6		7	4				
Switch Phase												
Minimum Initial (s)		5.0	5.0	4.0	5.0		5.0	5.0				
Minimum Split (s)		24.0	24.0	10.0	24.0		11.0	24.0				
Total Split (s)		52.0	52.0	22.0	74.0		66.0	66.0				
Total Split (%)		37.1%	37.1%	15.7%	52.9%		47.1%	47.1%				
Maximum Green (s)		46.0	46.0	16.0	68.0		60.0	60.0				
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0	4.0				

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
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	0.0				
Total Lost Time (s)		6.0	6.0	6.0	6.0		6.0	6.0				
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0				
Recall Mode		Min	Min	None	Min		None	None				
Act Effct Green (s)		46.0	46.0	16.0	68.0		60.0	60.0				
Actuated g/C Ratio		0.33	0.33	0.11	0.49		0.43	0.43				
v/c Ratio		1.09	0.85	1.10	0.49		1.10	0.99				
Control Delay		107.2	60.7	147.9	26.7		101.1	69.4				
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0				
Total Delay		107.2	60.7	147.9	26.7		101.1	69.4				
LOS		F	E	F	C		F	E				
Approach Delay		88.6			67.1			85.8				
Approach LOS		F			E			F				

Intersection Summary	
Area Type: Other	
Cycle Length: 140	
Actuated Cycle Length: 140	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 83.0	Intersection LOS: F
Intersection Capacity Utilization 99.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 4: E. Hollis St EB



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	1222	901	4	0	0
Future Volume (vph)	12	1222	901	4	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999			
Flt Protected						
Satd. Flow (prot)	0	1863	1861	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1861	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		231	74		497	
Travel Time (s)		5.3	1.7		11.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	13	1358	1001	4	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1371	1005	0	0	0
Enter Blocked Intersection	Yes	Yes	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 77.2%	ICU Level of Service D
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	1098	0	0	814	3	11	2	8	0	0	42
Future Volume (vph)	47	1098	0	0	814	3	11	2	8	0	0	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		25	0		0
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt								0.947				0.865
Flt Protected		0.998						0.975				
Satd. Flow (prot)	0	1859	0	0	1863	0	0	1720	0	0	0	1611
Flt Permitted		0.998						0.975				
Satd. Flow (perm)	0	1859	0	0	1863	0	0	1720	0	0	0	1611
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		232			155			497			218	
Travel Time (s)		5.3			3.5			11.3			5.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	52	1220	0	0	904	3	12	2	9	0	0	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1272	0	0	907	0	0	23	0	0	0	47
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

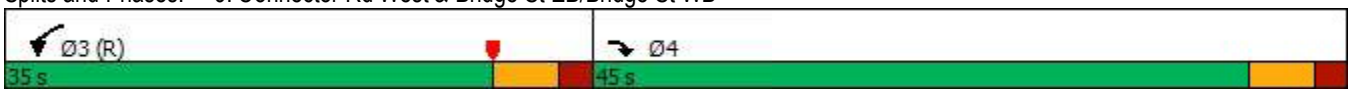
Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 105.9%	ICU Level of Service G
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	1127	909	817	0	0
Future Volume (vph)	0	1127	909	817	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	0		0	0
Storage Lanes		0	2		0	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	0.88	0.97	0.95	1.00	1.00
Frt		0.850				
Flt Protected			0.950			
Satd. Flow (prot)	0	2787	3433	3539	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	2787	3433	3539	0	0
Right Turn on Red		Yes	No			Yes
Satd. Flow (RTOR)		44				
Link Speed (mph)	30			30	30	
Link Distance (ft)	147			235	322	
Travel Time (s)	3.3			5.3	7.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1252	1010	908	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1252	1010	908	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	L NA	R NA	Left	Left	Right
Median Width(ft)	24			24	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors		1	1	1		
Detector Template		Right	Left	Thru		
Leading Detector (ft)		52	52	52		
Trailing Detector (ft)		2	2	2		
Detector 1 Position(ft)		2	2	2		
Detector 1 Size(ft)		50	50	50		
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0	0.0		
Detector 1 Queue (s)		0.0	0.0	0.0		
Detector 1 Delay (s)		0.0	0.0	0.0		
Turn Type		Prot	Prot	NA		
Protected Phases		4	3	Free		
Permitted Phases						
Detector Phase		4	3			
Switch Phase						
Minimum Initial (s)		11.0	11.0			
Minimum Split (s)		24.0	17.0			
Total Split (s)		45.0	35.0			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Total Split (%)		56.3%	43.8%			
Maximum Green (s)		39.0	29.0			
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		Lag	Lead			
Lead-Lag Optimize?		Yes	Yes			
Vehicle Extension (s)		3.0	3.0			
Recall Mode		Min	C-Min			
Act Effct Green (s)		38.2	29.8	80.0		
Actuated g/C Ratio		0.48	0.37	1.00		
v/c Ratio		0.92	0.79	0.26		
Control Delay		31.7	20.7	0.2		
Queue Delay		2.3	0.2	0.0		
Total Delay		33.9	20.9	0.2		
LOS		C	C	A		
Approach Delay	33.9			11.1		
Approach LOS	C			B		

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 70 (88%), Referenced to phase 3:WBL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 20.1	Intersection LOS: C
Intersection Capacity Utilization 73.7%	ICU Level of Service D
Analysis Period (min) 15	

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



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1222	0	0	888	16	176
Future Volume (vph)	1222	0	0	888	16	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt					0.876	
Flt Protected					0.996	
Satd. Flow (prot)	1863	0	0	3539	1625	0
Flt Permitted					0.996	
Satd. Flow (perm)	1863	0	0	3539	1625	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	74			110	346	
Travel Time (s)	1.7			2.5	7.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1358	0	0	987	18	196
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1358	0	0	987	214	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 82.7%		ICU Level of Service E	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1114	24	16	818	33	8	25	8	21	16	17
Future Volume (vph)	25	1114	24	16	818	33	8	25	8	21	16	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.995			0.974			0.957	
Flt Protected		0.999			0.999			0.990			0.981	
Satd. Flow (prot)	0	1855	0	0	1852	0	0	1796	0	0	1749	0
Flt Permitted		0.999			0.999			0.990			0.981	
Satd. Flow (perm)	0	1855	0	0	1852	0	0	1796	0	0	1749	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1145			232			618			227	
Travel Time (s)		26.0			5.3			14.0			5.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	28	1238	27	18	909	37	9	28	9	23	18	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1293	0	0	964	0	0	46	0	0	60	0
Enter Blocked Intersection	No	No	No	Yes	Yes	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 85.4%	ICU Level of Service E
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	34	1234	893	10	0	37
Future Volume (vph)	34	1234	893	10	0	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.865	
Flt Protected		0.999				
Satd. Flow (prot)	0	1861	1861	0	1611	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	1861	1861	0	1611	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		76	231		618	
Travel Time (s)		1.7	5.3		14.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	38	1371	992	11	0	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1409	1003	0	41	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 102.3%	ICU Level of Service G
Analysis Period (min) 15	

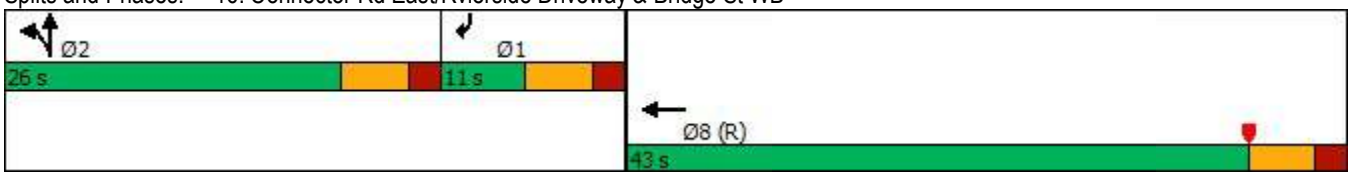
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1674	60	0	45	0	0	0	51
Future Volume (vph)	0	0	0	0	1674	60	0	45	0	0	0	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		150	0		0	0		0
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.995							0.865
Flt Protected												
Satd. Flow (prot)	0	0	0	0	6376	0	1863	1863	0	0	0	1611
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	6376	0	1863	1863	0	0	0	1611
Right Turn on Red			Yes			Yes	No		Yes			Yes
Satd. Flow (RTOR)					11							385
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		235			323			274			287	
Travel Time (s)		5.3			7.3			6.2			6.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	0	1860	67	0	50	0	0	0	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1927	0	0	50	0	0	0	57
Enter Blocked Intersection	No	No	No	No	1 veh	1 veh	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					1		1	2				1
Detector Template					Thru		Left	Thru				Right
Leading Detector (ft)					52		20	100				52
Trailing Detector (ft)					2		0	0				2
Detector 1 Position(ft)					2		0	0				2
Detector 1 Size(ft)					50		20	6				50
Detector 1 Type					Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)					0.0		0.0	0.0				0.0
Detector 1 Queue (s)					0.0		0.0	0.0				0.0
Detector 1 Delay (s)					0.0		0.0	0.0				0.0
Detector 2 Position(ft)								94				
Detector 2 Size(ft)								6				
Detector 2 Type								Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)								0.0				
Turn Type					NA		Split	NA				Prot
Protected Phases					8		2	2				1
Permitted Phases												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase					8		2	2				1
Switch Phase												
Minimum Initial (s)					11.0		5.0	5.0				5.0
Minimum Split (s)					24.0		24.0	24.0				11.0
Total Split (s)					43.0		26.0	26.0				11.0
Total Split (%)					53.8%		32.5%	32.5%				13.8%
Maximum Green (s)					37.0		20.0	20.0				5.0
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
Vehicle Extension (s)					3.0		3.0	3.0				3.0
Recall Mode					C-Min		Min	Min				None
Act Effct Green (s)					53.5			7.6				5.4
Actuated g/C Ratio					0.67			0.10				0.07
v/c Ratio					0.45			0.28				0.12
Control Delay					7.6			39.0				0.5
Queue Delay					0.0			0.0				0.0
Total Delay					7.6			39.0				0.5
LOS					A			D				A
Approach Delay					7.6			39.0			0.5	
Approach LOS					A			D			A	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 10 (13%), Referenced to phase 8:WBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.45
Intersection Signal Delay: 8.2 Intersection LOS: A
Intersection Capacity Utilization 76.9% ICU Level of Service D
Analysis Period (min) 15

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



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1276	22	25	905	0	0
Future Volume (vph)	1276	22	25	905	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998					
Flt Protected				0.999		
Satd. Flow (prot)	1859	0	0	1861	0	0
Flt Permitted				0.999		
Satd. Flow (perm)	1859	0	0	1861	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1191			76	274	
Travel Time (s)	27.1			1.7	6.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1418	24	28	1006	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1442	0	0	1034	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 71.8%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1127	0	0	817	0	0
Future Volume (vph)	1127	0	0	817	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3539	0	0	3539	0	0
Flt Permitted						
Satd. Flow (perm)	3539	0	0	3539	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	155			147	404	
Travel Time (s)	3.5			3.3	9.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1252	0	0	908	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1252	0	0	908	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 34.5%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑			↱
Traffic Volume (vph)	0	1398	880	0	0	8
Future Volume (vph)	0	1398	880	0	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	1863	3539	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	1863	3539	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		110	164		404	
Travel Time (s)		2.5	3.7		9.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1553	978	0	0	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1553	978	0	0	9
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 76.9%	ICU Level of Service D
Analysis Period (min) 15	

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	4:45	4:45	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	5425	5661	5714	5678	5467	5585	5677
Vehs Exited	5280	5661	5660	5626	5418	5558	5630
Starting Vehs	317	284	240	259	323	278	265
Ending Vehs	462	284	294	311	372	305	312
Travel Distance (mi)	2714	2974	2990	2968	2805	2927	2935
Travel Time (hr)	703.0	545.5	657.8	567.2	770.3	684.2	642.2
Total Delay (hr)	604.5	437.9	549.6	459.5	668.3	578.0	535.8
Total Stops	10019	9803	10856	10559	9895	10349	10567
Fuel Used (gal)	233.8	203.7	231.5	209.8	252.6	236.4	225.8

Summary of All Intervals

Run Number	19\No Crown St	7Development	82039 PM Buil	9 Alternative 2	Avg
Start Time	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60
# of Intervals	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4
Vehs Entered	4742	5708	4840	2726	5199
Vehs Exited	4804	5662	4871	2580	5158
Starting Vehs	301	264	283	282	281
Ending Vehs	239	310	252	428	324
Travel Distance (mi)	2347	2995	2429	796	2625
Travel Time (hr)	1005.1	669.1	944.4	1959.8	831.7
Total Delay (hr)	919.0	560.5	855.3	1929.8	736.2
Total Stops	6834	10315	7035	2965	9019
Fuel Used (gal)	293.5	234.2	281.3	469.7	261.1

Interval #0 Information Seeding

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1425	1391	1447	1369	1331	1409	1388
Vehs Exited	1459	1413	1412	1356	1359	1388	1372
Starting Vehs	317	284	240	259	323	278	265
Ending Vehs	283	262	275	272	295	299	281
Travel Distance (mi)	774	732	740	719	729	740	714
Travel Time (hr)	109.4	89.3	106.8	90.2	107.6	98.5	91.8
Total Delay (hr)	81.2	62.7	80.0	64.1	81.2	71.5	65.9
Total Stops	2893	2199	2592	2296	2917	2753	2256
Fuel Used (gal)	45.5	39.6	44.7	39.8	44.4	42.6	40.0

Interval #1 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	19\No Crown St	7Development	82039 PM Build	9 Alternative 2	Avg
Vehs Entered	1309	1432	1251	1144	1351
Vehs Exited	1371	1398	1317	1017	1351
Starting Vehs	301	264	283	282	281
Ending Vehs	239	298	217	409	279
Travel Distance (mi)	663	737	648	456	696
Travel Time (hr)	102.9	101.4	98.3	138.5	103.1
Total Delay (hr)	78.8	74.8	74.7	121.6	77.9
Total Stops	2169	2676	1683	1599	2367
Fuel Used (gal)	41.6	43.0	39.9	43.8	42.3

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1541	1554	1464	1487	1436	1463	1480
Vehs Exited	1467	1481	1415	1462	1442	1431	1454
Starting Vehs	283	262	275	272	295	299	281
Ending Vehs	357	335	324	297	289	331	307
Travel Distance (mi)	795	776	753	766	758	756	748
Travel Time (hr)	150.4	127.1	155.2	123.1	161.3	158.9	148.0
Total Delay (hr)	121.7	99.1	128.0	95.5	133.9	131.5	120.9
Total Stops	2878	2659	2943	2681	2514	2610	2694
Fuel Used (gal)	56.0	49.8	56.0	48.9	57.3	57.0	54.2

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	19\No Crown St	7Development	82039 PM Buil	9d Alternative 2	Avg
Vehs Entered	1198	1451	1287	700	1368
Vehs Exited	1162	1417	1225	662	1328
Starting Vehs	239	298	217	409	279
Ending Vehs	275	332	279	447	327
Travel Distance (mi)	580	748	599	197	680
Travel Time (hr)	192.9	155.8	190.5	347.7	173.7
Total Delay (hr)	171.6	128.5	168.4	340.1	149.0
Total Stops	1644	2471	1857	898	2349
Fuel Used (gal)	59.9	55.8	59.8	85.2	58.2

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1319	1337	1364	1384	1321	1395	1444
Vehs Exited	1389	1419	1372	1393	1308	1427	1438
Starting Vehs	357	335	324	297	289	331	307
Ending Vehs	287	253	316	288	302	299	313
Travel Distance (mi)	708	740	733	735	645	740	756
Travel Time (hr)	196.5	153.5	186.9	159.2	230.6	202.6	188.9
Total Delay (hr)	170.9	126.7	160.4	132.5	206.9	175.9	161.5
Total Stops	2416	2702	2516	2655	2092	2733	2640
Fuel Used (gal)	64.1	55.0	62.4	56.4	70.7	66.6	63.6

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	19\No Crown St	7Development	82039 PM Build	9 Alternative 2	Avg
Vehs Entered	1143	1447	1176	449	1250
Vehs Exited	1153	1482	1191	459	1275
Starting Vehs	275	332	279	447	327
Ending Vehs	265	297	264	437	296
Travel Distance (mi)	546	779	600	83	642
Travel Time (hr)	308.7	195.9	287.0	603.4	246.6
Total Delay (hr)	288.5	167.7	264.9	600.2	223.3
Total Stops	1495	2703	1909	286	2196
Fuel Used (gal)	85.2	66.3	81.8	140.2	73.9

Interval #4 Information

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1140	1379	1439	1438	1379	1318	1365
Vehs Exited	965	1348	1461	1415	1309	1312	1366
Starting Vehs	287	253	316	288	302	299	313
Ending Vehs	462	284	294	311	372	305	312
Travel Distance (mi)	437	726	763	749	673	690	717
Travel Time (hr)	246.8	175.7	208.8	194.7	270.9	224.2	213.4
Total Delay (hr)	230.7	149.4	181.2	167.5	246.4	199.2	187.5
Total Stops	1832	2243	2805	2927	2372	2253	2977
Fuel Used (gal)	68.2	59.2	68.4	64.6	80.1	70.4	68.1

Interval #4 Information

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	19\No Crown St	7Development	82039 PM Build	9 Alternative 2	Avg
Vehs Entered	1092	1378	1126	433	1225
Vehs Exited	1118	1365	1138	442	1204
Starting Vehs	265	297	264	437	296
Ending Vehs	239	310	252	428	324
Travel Distance (mi)	558	731	582	61	608
Travel Time (hr)	400.6	215.9	368.6	870.2	308.2
Total Delay (hr)	380.1	189.4	347.2	867.9	286.0
Total Stops	1526	2465	1586	182	2109
Fuel Used (gal)	106.7	69.0	99.9	200.4	86.8

Intersection: 1: E. Hollis St EB & Connector Rd East

Movement	EB	EB
Directions Served	LT	T
Maximum Queue (ft)	175	190
Average Queue (ft)	108	112
95th Queue (ft)	216	226
Link Distance (ft)	172	172
Upstream Blk Time (%)	1	2
Queuing Penalty (veh)	13	26
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

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

Movement	EB	EB	SB	SB	SB	SB
Directions Served	T	T	L	L	R	R
Maximum Queue (ft)	152	156	232	256	215	235
Average Queue (ft)	92	95	76	101	65	69
95th Queue (ft)	186	193	197	236	245	252
Link Distance (ft)	116	116	271	271	271	271
Upstream Blk Time (%)	21	21	0	7	11	11
Queuing Penalty (veh)	144	148	1	36	57	58
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 4: E. Hollis St EB

Movement	NB	NB	SB	SB	NE	NE	B27
Directions Served	T	R	L	T	L	TR	T
Maximum Queue (ft)	382	362	241	236	570	514	5
Average Queue (ft)	322	239	169	107	325	296	0
95th Queue (ft)	440	409	277	240	563	515	5
Link Distance (ft)	341	341	224	224	1367	1367	234
Upstream Blk Time (%)	37	10	19	2			
Queuing Penalty (veh)	0	0	0	0			
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 7: D St

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	266	82
Average Queue (ft)	222	31
95th Queue (ft)	323	71
Link Distance (ft)	177	19
Upstream Blk Time (%)	47	20
Queuing Penalty (veh)	581	181
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: D St/Bancroft St & Bridge St EB

Movement	EB	WB	NB	SB
Directions Served	LT	TR	LTR	R
Maximum Queue (ft)	182	97	78	85
Average Queue (ft)	168	17	25	27
95th Queue (ft)	215	73	77	69
Link Distance (ft)	161	86	396	182
Upstream Blk Time (%)	25	2		0
Queuing Penalty (veh)	290	19		0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

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

Movement	EB	EB	WB	WB	WB	WB
Directions Served	R	R	L	L	T	T
Maximum Queue (ft)	106	111	214	221	126	135
Average Queue (ft)	77	82	167	173	14	16
95th Queue (ft)	109	106	234	235	74	77
Link Distance (ft)	67	67	164	164	164	164
Upstream Blk Time (%)	34	41	23	25	0	0
Queuing Penalty (veh)	190	232	100	108	1	1
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 10: Hobbs Ave & E. Hollis St EB

Movement	EB	WB	WB	NB
Directions Served	T	T	T	LR
Maximum Queue (ft)	99	101	104	354
Average Queue (ft)	74	71	71	324
95th Queue (ft)	109	100	101	343
Link Distance (ft)	19	62	62	316
Upstream Blk Time (%)	47	28	29	98
Queuing Penalty (veh)	579	126	127	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 12: C St/Sanders St & Bridge St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	1161	173	350	203
Average Queue (ft)	961	44	204	186
95th Queue (ft)	1502	157	482	223
Link Distance (ft)	1107	161	541	190
Upstream Blk Time (%)	45	4	5	92
Queuing Penalty (veh)	0	31	2	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: C St

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	105	187	118
Average Queue (ft)	75	86	46
95th Queue (ft)	114	224	161
Link Distance (ft)	39	177	541
Upstream Blk Time (%)	56	20	
Queuing Penalty (veh)	715	175	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

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

Movement	WB	WB	WB	WB	B15	B15	NB	SB
Directions Served	T	T	T	TR	T	T	T	R
Maximum Queue (ft)	268	261	181	181	306	316	68	158
Average Queue (ft)	132	130	72	73	124	126	22	64
95th Queue (ft)	279	279	152	156	762	768	55	160
Link Distance (ft)	259	259	259	259	1407	1407	233	216
Upstream Blk Time (%)	11	11	0	0	8	8		7
Queuing Penalty (veh)	0	0	0	0	0	0		0
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 18: Chase St & E Hollis St

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	1210	54
Average Queue (ft)	1179	23
95th Queue (ft)	1209	62
Link Distance (ft)	1163	39
Upstream Blk Time (%)	77	20
Queuing Penalty (veh)	0	184
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 25: E St & Bridge St EB

Movement	EB	EB	WB	WB
Directions Served	T	TR	T	T
Maximum Queue (ft)	164	148	104	100
Average Queue (ft)	104	109	34	36
95th Queue (ft)	157	144	90	94
Link Distance (ft)	86	86	67	67
Upstream Blk Time (%)	20	26	4	4
Queuing Penalty (veh)	111	144	15	17
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 26: E. Hollis St EB & E St

Movement	EB	WB	WB	SB
Directions Served	T	T	T	R
Maximum Queue (ft)	82	188	174	45
Average Queue (ft)	53	104	100	15
95th Queue (ft)	108	213	196	69
Link Distance (ft)	62	116	116	
Upstream Blk Time (%)	19	24	25	
Queuing Penalty (veh)	264	104	109	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 4887

Lanes, Volumes, Timings
2: E. Hollis St EB & Connector Rd West

06/03/2019

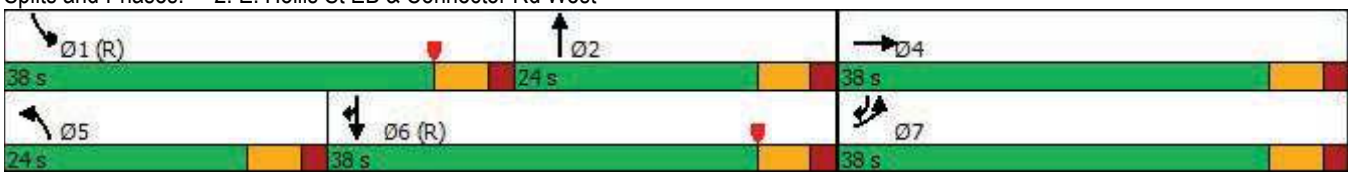
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	769	40	0	0	0	81	82	109	818	91	1328
Future Volume (vph)	18	769	40	0	0	0	81	82	109	818	91	1328
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	0.88
Frt		0.993						0.914				0.850
Flt Protected		0.999					0.950			0.950		
Satd. Flow (prot)	0	3511	0	0	0	0	1770	1703	0	3433	1863	2787
Flt Permitted		0.999					0.950			0.950		
Satd. Flow (perm)	0	3511	0	0	0	0	1770	1703	0	3433	1863	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5						27				1010
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		336			1750			284			232	
Travel Time (s)		7.6			39.8			6.5			5.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	20	854	44	0	0	0	90	91	121	909	101	1476
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	918	0	0	0	0	90	212	0	909	101	1476
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1					1	1		1	1	1
Detector Template	Left	Thru					Left	Thru		Left	Thru	Right
Leading Detector (ft)	52	52					20	52		52	52	20
Trailing Detector (ft)	2	2					0	2		2	2	0
Detector 1 Position(ft)	2	2					0	2		2	2	0
Detector 1 Size(ft)	50	50					20	50		50	50	20
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA					Prot	NA		Prot	NA	pt+ov
Protected Phases	7	4					5	2		1	6	6 7
Permitted Phases												
Detector Phase	7	4					5	2		1	6	6 7
Switch Phase												
Minimum Initial (s)	5.0	11.0					5.0	5.0		11.0	5.0	
Minimum Split (s)	11.0	24.0					24.0	24.0		24.0	24.0	
Total Split (s)	38.0	38.0					24.0	24.0		38.0	38.0	
Total Split (%)	38.0%	38.0%					24.0%	24.0%		38.0%	38.0%	
Maximum Green (s)	32.0	32.0					18.0	18.0		32.0	32.0	
Yellow Time (s)	4.0	4.0					4.0	4.0		4.0	4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	
Vehicle Extension (s)	3.0	3.0					3.0	3.0		3.0	3.0	
Recall Mode	Min	Min					Min	Min		C-Min	C-Min	
Act Effct Green (s)		36.4					10.4	15.0		30.6	35.2	77.6
Actuated g/C Ratio		0.36					0.10	0.15		0.31	0.35	0.78
v/c Ratio		0.72					0.49	0.76		0.86	0.15	0.62
Control Delay		32.2					50.5	53.0		42.5	22.4	2.6
Queue Delay		0.0					0.0	0.0		50.8	0.0	2.5
Total Delay		32.2					50.5	53.0		93.3	22.4	5.1
LOS		C					D	D		F	C	A
Approach Delay		32.2						52.2			38.0	
Approach LOS		C						D			D	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 56 (56%), Referenced to phase 1:SBL and 6:SBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 37.8 Intersection LOS: D
Intersection Capacity Utilization 72.4% ICU Level of Service C
Analysis Period (min) 15

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



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	600	400	200	400	0	750	600	100	0	0	0
Future Volume (vph)	0	600	400	200	400	0	750	600	100	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.979				
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1863	1583	1770	1863	0	1770	1824	0	0	0	0
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	1863	1583	1770	1863	0	1770	1824	0	0	0	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)								7				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		358			277			1750			355	
Travel Time (s)		8.1			6.3			39.8			8.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	667	444	222	444	0	833	667	111	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	667	444	222	444	0	833	778	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1		1	1				
Detector Template		Thru	Right	Left	Thru		Left					
Leading Detector (ft)		52	52	52	52		20	52				
Trailing Detector (ft)		2	2	2	2		0	2				
Detector 1 Position(ft)		2	2	2	2		0	2				
Detector 1 Size(ft)		50	50	50	50		20	50				
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Turn Type		NA	Prot	Prot	NA		Prot	NA				
Protected Phases		2	2	1	6		7	4				
Permitted Phases												
Detector Phase		2	2	1	6		7	4				
Switch Phase												
Minimum Initial (s)		5.0	5.0	4.0	5.0		5.0	5.0				
Minimum Split (s)		24.0	24.0	10.0	24.0		11.0	24.0				
Total Split (s)		52.0	52.0	22.0	74.0		66.0	66.0				
Total Split (%)		37.1%	37.1%	15.7%	52.9%		47.1%	47.1%				
Maximum Green (s)		46.0	46.0	16.0	68.0		60.0	60.0				
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0	4.0				

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
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	0.0				
Total Lost Time (s)		6.0	6.0	6.0	6.0		6.0	6.0				
Lead/Lag		Lead	Lead	Lag								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0				
Recall Mode		Min	Min	None	Min		None	None				
Act Effct Green (s)		46.0	46.0	16.0	68.0		60.0	60.0				
Actuated g/C Ratio		0.33	0.33	0.11	0.49		0.43	0.43				
v/c Ratio		1.09	0.85	1.10	0.49		1.10	0.99				
Control Delay		107.2	60.7	147.9	26.7		101.1	69.4				
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0				
Total Delay		107.2	60.7	147.9	26.7		101.1	69.4				
LOS		F	E	F	C		F	E				
Approach Delay		88.6			67.1			85.8				
Approach LOS		F			E			F				

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Natural Cycle: 140
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.10
Intersection Signal Delay: 83.0 Intersection LOS: F
Intersection Capacity Utilization 99.2% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 4:

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	16	738	1348	10	0	0
Future Volume (vph)	16	738	1348	10	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999			
Flt Protected		0.999				
Satd. Flow (prot)	0	1861	1861	0	0	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	1861	1861	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		231	74		497	
Travel Time (s)		5.3	1.7		11.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	18	820	1498	11	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	838	1509	0	0	0
Enter Blocked Intersection	Yes	Yes	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 74.9%	ICU Level of Service D
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	728	0	0	1314	1	11	2	22	0	0	0
Future Volume (vph)	15	728	0	0	1314	1	11	2	22	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	80		0	0		0	0		25	0		0
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt								0.915				
Flt Protected	0.950							0.984				
Satd. Flow (prot)	1770	1863	0	0	1863	0	0	1677	0	0	0	1863
Flt Permitted	0.950							0.984				
Satd. Flow (perm)	1770	1863	0	0	1863	0	0	1677	0	0	0	1863
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		232			176			497			282	
Travel Time (s)		5.3			4.0			11.3			6.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	17	809	0	0	1460	1	12	2	24	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	809	0	0	1461	0	0	38	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 79.2%	ICU Level of Service D
Analysis Period (min) 15	

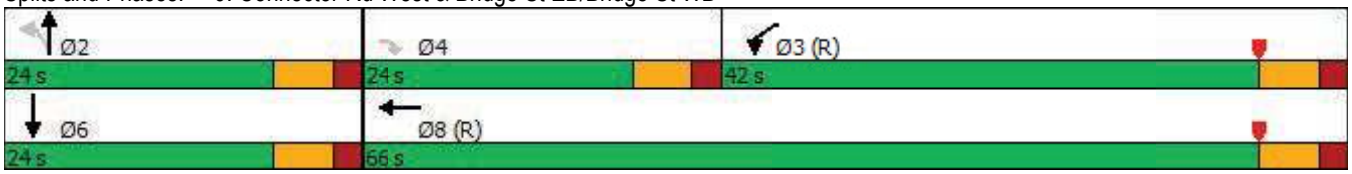
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	779	1318	1227	13	82	18	0	0	82	32
Future Volume (vph)	0	0	779	1318	1227	13	82	18	0	0	82	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	300		0	0		0	0		0
Storage Lanes	0		2	2		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	0.88	0.97	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998						0.962	
Flt Protected				0.950				0.961				
Satd. Flow (prot)	0	0	2787	3433	3532	0	0	1790	0	0	1792	0
Flt Permitted				0.950				0.680				
Satd. Flow (perm)	0	0	2787	3433	3532	0	0	1267	0	0	1792	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			365		2						20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		358			1701			232			200	
Travel Time (s)		8.1			38.7			5.3			4.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	866	1464	1363	14	91	20	0	0	91	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	866	1464	1377	0	0	111	0	0	127	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	L NA	R NA	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors			1	1	1		1	2			2	
Detector Template			Right	Left	Thru		Left	Thru			Thru	
Leading Detector (ft)			52	52	52		52	100			100	
Trailing Detector (ft)			2	2	2		2	0			0	
Detector 1 Position(ft)			2	2	2		2	0			0	
Detector 1 Size(ft)			50	50	50		50	6			6	
Detector 1 Type			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)			0.0	0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)			0.0	0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)			0.0	0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)								94			94	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								0.0			0.0	
Turn Type			Perm	Prot	NA		Perm	NA			NA	
Protected Phases				3	8			2			6	
Permitted Phases			4				2					

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase			4	3	8		2	2			6	
Switch Phase												
Minimum Initial (s)			10.0	11.0	11.0		5.0	5.0			5.0	
Minimum Split (s)			24.0	17.0	24.0		24.0	24.0			24.0	
Total Split (s)			24.0	42.0	66.0		24.0	24.0			24.0	
Total Split (%)			26.7%	46.7%	73.3%		26.7%	26.7%			26.7%	
Maximum Green (s)			18.0	36.0	60.0		18.0	18.0			18.0	
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 Optimize?			Yes	Yes								
Vehicle Extension (s)			3.0	3.0	3.0		3.0	3.0			3.0	
Recall Mode			Min	C-Min	C-Min		Min	Min			Min	
Act Effct Green (s)			22.7	36.4	65.1			12.9			12.9	
Actuated g/C Ratio			0.25	0.40	0.72			0.14			0.14	
v/c Ratio			0.89	1.06	0.54			0.61			0.47	
Control Delay			32.2	68.1	7.1			49.8			34.1	
Queue Delay			0.0	0.0	0.0			0.0			0.0	
Total Delay			32.2	68.1	7.1			49.8			34.1	
LOS			C	E	A			D			C	
Approach Delay		32.2			38.5			49.8			34.1	
Approach LOS		C			D			D			C	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
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: 1.06
Intersection Signal Delay: 37.3 Intersection LOS: D
Intersection Capacity Utilization 86.1% ICU Level of Service E
Analysis Period (min) 15

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



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	734	0	0	1358	14	37
Future Volume (vph)	734	0	0	1358	14	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.903	
Flt Protected					0.986	
Satd. Flow (prot)	1863	0	0	1863	1659	0
Flt Permitted					0.986	
Satd. Flow (perm)	1863	0	0	1863	1659	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	74			161	346	
Travel Time (s)	1.7			3.7	7.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	816	0	0	1509	16	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	816	0	0	1509	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 81.5%		ICU Level of Service D	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	700	13	11	1321	10	16	1	14	28	21	21
Future Volume (vph)	0	700	13	11	1321	10	16	1	14	28	21	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.999			0.938			0.960	
Flt Protected								0.975			0.980	
Satd. Flow (prot)	0	1859	0	0	1861	0	0	1704	0	0	1752	0
Flt Permitted								0.975			0.980	
Satd. Flow (perm)	0	1859	0	0	1861	0	0	1704	0	0	1752	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1160			232			618			187	
Travel Time (s)		26.4			5.3			14.0			4.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	778	14	12	1468	11	18	1	16	31	23	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	792	0	0	1491	0	0	35	0	0	77	0
Enter Blocked Intersection	No	No	No	Yes	Yes	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 90.1%	ICU Level of Service E
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	20	750	1340	10	0	51
Future Volume (vph)	20	750	1340	10	0	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.865	
Flt Protected		0.999				
Satd. Flow (prot)	0	1861	1861	0	1611	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	1861	1861	0	1611	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		76	231		618	
Travel Time (s)		1.7	5.3		14.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	22	833	1489	11	0	57
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	855	1500	0	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 81.1%	ICU Level of Service D
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑			↱
Traffic Volume (vph)	0	769	1377	0	0	0
Future Volume (vph)	0	769	1377	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	3539	0	0	1863
Link Speed (mph)		30	30		30	
Link Distance (ft)		161	336		408	
Travel Time (s)		3.7	7.6		9.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	854	1530	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	854	1530	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 43.8%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	768	41	41	1329	0	0
Future Volume (vph)	768	41	41	1329	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993					
Flt Protected				0.998		
Satd. Flow (prot)	1850	0	0	1859	0	0
Flt Permitted				0.998		
Satd. Flow (perm)	1850	0	0	1859	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1191			76	274	
Travel Time (s)	27.1			1.7	6.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	853	46	46	1477	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	899	0	0	1523	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 106.4%	ICU Level of Service G
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	779	0	0	1331	0	0
Future Volume (vph)	779	0	0	1331	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	3539	0	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	3539	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	176			358	408	
Travel Time (s)	4.0			8.1	9.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	866	0	0	1479	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	866	0	0	1479	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 44.3%	ICU Level of Service A
Analysis Period (min) 15	

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	5709	4010	5662	5667	5596	5906	5699
Vehs Exited	5587	3939	5546	5593	5540	5667	5603
Starting Vehs	284	309	285	258	307	266	294
Ending Vehs	406	380	401	332	363	505	390
Travel Distance (mi)	2904	1713	2838	2877	2858	2969	2893
Travel Time (hr)	730.0	1135.6	809.1	752.2	713.8	585.3	684.5
Total Delay (hr)	624.1	1072.6	705.3	647.0	609.0	476.9	578.8
Total Stops	13299	7920	12967	11679	11985	13657	12973
Fuel Used (gal)	246.4	307.5	263.3	251.1	241.7	215.2	236.4

Summary of All Intervals

Run Number	19\Alt7Development	82039 AM Build Alternative 3	9		Avg
Start Time	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60
# of Intervals	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4
Vehs Entered	5692	5684	5785	5890	5573
Vehs Exited	5689	5622	5757	5792	5483
Starting Vehs	327	326	294	278	290
Ending Vehs	330	388	322	376	382
Travel Distance (mi)	2928	2877	2984	3005	2804
Travel Time (hr)	641.2	727.1	654.9	693.3	738.8
Total Delay (hr)	534.3	622.4	546.1	583.7	636.4
Total Stops	12766	12367	13167	14648	12489
Fuel Used (gal)	227.9	246.5	232.6	240.9	246.3

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1402	1396	1376	1347	1359	1443	1394
Vehs Exited	1393	1385	1325	1343	1391	1443	1423
Starting Vehs	284	309	285	258	307	266	294
Ending Vehs	293	320	336	262	275	266	265
Travel Distance (mi)	721	705	688	681	712	767	714
Travel Time (hr)	98.7	109.7	118.9	100.7	91.6	66.6	83.1
Total Delay (hr)	72.3	83.9	93.8	75.8	65.5	38.5	57.1
Total Stops	2876	3111	3063	2451	2778	2790	2652
Fuel Used (gal)	42.7	44.8	46.4	41.7	40.7	36.2	39.0

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	19\Alt7Development	2039 AM Build Alternative 3			Avg
Vehs Entered	1408	1468	1406	1468	1407
Vehs Exited	1440	1486	1414	1446	1406
Starting Vehs	327	326	294	278	290
Ending Vehs	295	308	286	300	290
Travel Distance (mi)	736	764	723	769	725
Travel Time (hr)	88.8	96.0	94.0	106.1	95.8
Total Delay (hr)	62.0	68.4	67.7	78.2	69.4
Total Stops	3198	3225	3091	3371	2962
Fuel Used (gal)	41.2	43.0	41.9	45.7	42.1

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1514	1481	1440	1510	1501	1563	1509
Vehs Exited	1427	1407	1420	1406	1367	1420	1373
Starting Vehs	293	320	336	262	275	266	265
Ending Vehs	380	394	356	366	409	409	401
Travel Distance (mi)	753	724	741	738	717	744	743
Travel Time (hr)	160.0	180.5	196.3	156.4	149.9	124.3	152.5
Total Delay (hr)	132.5	154.0	169.1	129.5	123.7	97.0	125.4
Total Stops	3359	3303	3196	2900	3158	3470	3270
Fuel Used (gal)	57.1	61.0	65.2	56.0	53.6	48.9	55.2

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	19\Alt7Development	82039 AM Build Alternative 3	9	Avg
Vehs Entered	1517	1485	1465	1499	1497
Vehs Exited	1470	1406	1416	1359	1407
Starting Vehs	295	308	286	300	290
Ending Vehs	342	387	335	440	381
Travel Distance (mi)	777	722	735	710	737
Travel Time (hr)	139.5	164.2	138.8	161.1	156.7
Total Delay (hr)	111.1	137.9	111.9	135.0	129.7
Total Stops	3183	3176	3336	3685	3275
Fuel Used (gal)	53.4	57.6	52.0	56.3	56.0

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1370	734	1461	1408	1307	1483	1378
Vehs Exited	1401	758	1485	1445	1421	1444	1445
Starting Vehs	380	394	356	366	409	409	401
Ending Vehs	349	370	332	329	295	448	334
Travel Distance (mi)	708	232	755	736	712	763	717
Travel Time (hr)	211.9	297.2	230.9	232.1	212.4	189.1	207.8
Total Delay (hr)	186.2	288.5	203.4	205.2	186.3	161.3	181.5
Total Stops	3435	1324	3470	3236	3028	3865	3468
Fuel Used (gal)	67.8	74.9	73.9	73.5	68.4	64.1	67.4

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	19\Alt7Development	82039 AM Build Alternative 3	9	Avg
Vehs Entered	1345	1310	1426	1464	1335
Vehs Exited	1369	1375	1421	1545	1373
Starting Vehs	342	387	335	440	381
Ending Vehs	318	322	340	359	344
Travel Distance (mi)	705	687	739	791	686
Travel Time (hr)	187.0	207.7	204.8	212.1	217.6
Total Delay (hr)	161.3	182.6	177.8	183.4	192.5
Total Stops	3182	2962	3355	3974	3212
Fuel Used (gal)	62.2	66.9	67.3	70.1	68.8

Interval #4 Information

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1423	399	1385	1402	1429	1417	1418
Vehs Exited	1366	389	1316	1399	1361	1360	1362
Starting Vehs	349	370	332	329	295	448	334
Ending Vehs	406	380	401	332	363	505	390
Travel Distance (mi)	723	51	654	722	716	695	719
Travel Time (hr)	259.4	548.3	262.9	263.0	259.8	205.3	241.1
Total Delay (hr)	233.1	546.3	239.0	236.5	233.4	180.0	214.8
Total Stops	3629	182	3238	3092	3021	3532	3583
Fuel Used (gal)	78.8	126.9	77.8	79.9	78.9	66.0	74.8

Interval #4 Information

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	19\Alt7Development	82039 AM Build Alternative 3	9	Avg
Vehs Entered	1422	1421	1488	1459	1334
Vehs Exited	1410	1355	1506	1442	1295
Starting Vehs	318	322	340	359	344
Ending Vehs	330	388	322	376	382
Travel Distance (mi)	710	704	787	735	656
Travel Time (hr)	225.8	259.1	217.3	214.0	268.7
Total Delay (hr)	199.9	233.5	188.7	187.1	244.8
Total Stops	3203	3004	3385	3618	3043
Fuel Used (gal)	71.1	79.1	71.4	68.9	79.4

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

Movement	EB	EB	NB	NB	SB	SB	SB	SB	SB
Directions Served	LT	TR	L	TR	L	L	T	R	R
Maximum Queue (ft)	265	280	160	222	194	208	151	189	193
Average Queue (ft)	172	174	67	102	155	169	69	103	106
95th Queue (ft)	284	297	143	195	206	202	168	226	229
Link Distance (ft)	249	249	243	243	150	150	150	150	150
Upstream Blk Time (%)	3	3	3	1	22	30	5	10	11
Queuing Penalty (veh)	10	13	0	0	96	129	19	44	47
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 4:

Movement	NB	NB	SB	SB	NE	NE
Directions Served	T	R	L	T	L	TR
Maximum Queue (ft)	346	316	257	263	1271	1284
Average Queue (ft)	307	225	199	193	842	845
95th Queue (ft)	365	369	288	299	1487	1512
Link Distance (ft)	298	298	232	232	1653	1653
Upstream Blk Time (%)	55	14	20	13	0	1
Queuing Penalty (veh)	0	0	0	0	3	4
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 7: D St

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	209	31
Average Queue (ft)	74	7
95th Queue (ft)	211	28
Link Distance (ft)	177	19
Upstream Blk Time (%)	11	9
Queuing Penalty (veh)	80	126
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: D St & Bridge St EB

Movement	EB	EB	WB	NB
Directions Served	L	T	TR	LTR
Maximum Queue (ft)	90	164	87	304
Average Queue (ft)	16	116	4	149
95th Queue (ft)	65	217	38	355
Link Distance (ft)		144	113	420
Upstream Blk Time (%)		28	0	6
Queuing Penalty (veh)		210	3	1
Storage Bay Dist (ft)	80			
Storage Blk Time (%)		43		
Queuing Penalty (veh)		6		

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

Movement	EB	EB	WB	WB	WB	WB	NB	SB
Directions Served	R	R	L	L	T	TR	LT	TR
Maximum Queue (ft)	314	321	312	325	1714	1707	163	140
Average Queue (ft)	265	271	309	323	1675	1659	73	75
95th Queue (ft)	330	338	328	328	1797	1814	143	133
Link Distance (ft)	264	264			1664	1664	150	122
Upstream Blk Time (%)	38	43			70	17	2	8
Queuing Penalty (veh)	149	166			0	0	2	0
Storage Bay Dist (ft)			300	300				
Storage Blk Time (%)			8	43	0			
Queuing Penalty (veh)			47	266	4			

Intersection: 10: Hobbs Ave & E. Hollis St EB

Movement	EB	WB	NB
Directions Served	T	T	LR
Maximum Queue (ft)	67	123	178
Average Queue (ft)	7	28	61
95th Queue (ft)	43	109	170
Link Distance (ft)	19	114	316
Upstream Blk Time (%)	2	9	3
Queuing Penalty (veh)	12	119	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: C St & Bridge St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	926	138	215	160
Average Queue (ft)	379	12	83	139
95th Queue (ft)	1041	69	241	186
Link Distance (ft)	1123	144	534	145
Upstream Blk Time (%)	10	0	1	82
Queuing Penalty (veh)	0	5	0	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: C St

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	62	174	118
Average Queue (ft)	32	55	38
95th Queue (ft)	72	171	107
Link Distance (ft)	39	177	534
Upstream Blk Time (%)	18	4	
Queuing Penalty (veh)	140	54	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: E. Hollis St EB

Movement	EB	WB	WB
Directions Served	T	T	T
Maximum Queue (ft)	108	255	256
Average Queue (ft)	16	134	146
95th Queue (ft)	79	236	245
Link Distance (ft)	114	249	249
Upstream Blk Time (%)	1	7	7
Queuing Penalty (veh)	11	46	49
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: Chase St & E Hollis St

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	794	52
Average Queue (ft)	219	21
95th Queue (ft)	745	59
Link Distance (ft)	1163	39
Upstream Blk Time (%)	5	5
Queuing Penalty (veh)	0	77
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Bridge St EB

Movement	EB	WB	WB
Directions Served	TR	T	T
Maximum Queue (ft)	145	198	211
Average Queue (ft)	102	61	69
95th Queue (ft)	177	156	170
Link Distance (ft)	113	264	264
Upstream Blk Time (%)	35		0
Queuing Penalty (veh)	262		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 2199

Lanes, Volumes, Timings
2: Crown St/Connector Rd West & E. Hollis St EB

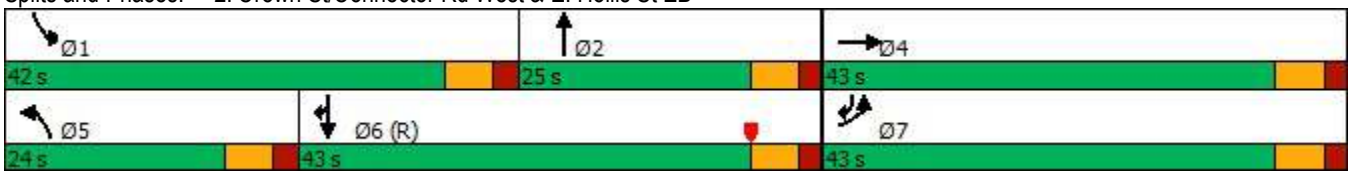
06/15/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	1353	39	0	0	0	81	82	109	1154	92	882
Future Volume (vph)	45	1353	39	0	0	0	81	82	109	1154	92	882
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	0.88
Frt		0.996						0.914				0.850
Flt Protected		0.998					0.950			0.950		
Satd. Flow (prot)	0	3518	0	0	0	0	1770	1703	0	3433	1863	2787
Flt Permitted		0.998					0.950			0.950		
Satd. Flow (perm)	0	3518	0	0	0	0	1770	1703	0	3433	1863	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3						3				947
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		278			1850			284			272	
Travel Time (s)		6.3			42.0			6.5			6.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	50	1503	43	0	0	0	90	91	121	1282	102	980
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1596	0	0	0	0	90	212	0	1282	102	980
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template	Left	Thru					Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100					20	100		52	100	20
Trailing Detector (ft)	0	0					0	0		2	0	0
Detector 1 Position(ft)	0	0					0	0		2	0	0
Detector 1 Size(ft)	20	6					20	6		50	6	20
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Prot	NA					Prot	NA		Prot	NA	pt+ov
Protected Phases	7	4					5	2		1	6	6 7
Permitted Phases												
Detector Phase	7	4					5	2		1	6	6 7
Switch Phase												
Minimum Initial (s)	5.0	11.0					5.0	5.0		11.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	11.0	24.0					11.0	15.0		24.0	24.0	
Total Split (s)	43.0	43.0					24.0	25.0		42.0	43.0	
Total Split (%)	39.1%	39.1%					21.8%	22.7%		38.2%	39.1%	
Maximum Green (s)	37.0	37.0					18.0	19.0		36.0	37.0	
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	
Vehicle Extension (s)	3.0	3.0					3.0	3.0		3.0	3.0	
Recall Mode	Min	Min					None	Min		Min	C-Min	
Act Effct Green (s)		38.9					10.9	17.1		36.0	44.7	90.8
Actuated g/C Ratio		0.35					0.10	0.16		0.33	0.41	0.83
v/c Ratio		1.28					0.51	0.79		1.14	0.13	0.40
Control Delay		164.7					56.6	65.4		109.7	22.6	0.8
Queue Delay		0.0					0.0	0.0		2.3	0.0	0.7
Total Delay		164.7					56.6	65.4		112.0	22.6	1.5
LOS		F					E	E		F	C	A
Approach Delay		164.7						62.8			62.4	
Approach LOS		F						E			E	

Intersection Summary	
Area Type: Other	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 6:SBT, Start of Yellow, Master Intersection	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.28	
Intersection Signal Delay: 100.7	Intersection LOS: F
Intersection Capacity Utilization 98.9%	ICU Level of Service F
Analysis Period (min) 15	

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

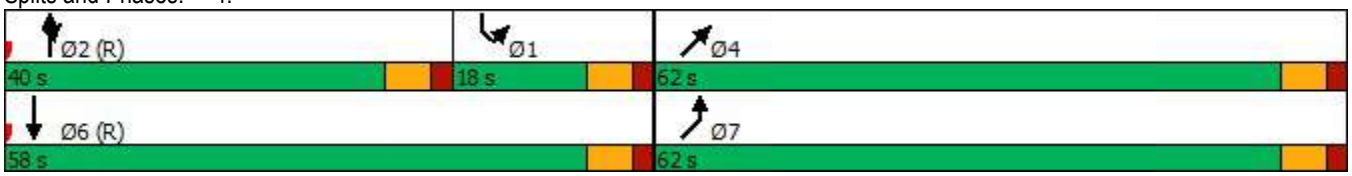


Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	600	400	200	400	0	1100	600	100	0	0	0
Future Volume (vph)	0	600	400	200	400	0	1100	600	100	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.979				
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1863	1583	1770	1863	0	1770	1824	0	0	0	0
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	1863	1583	1770	1863	0	1770	1824	0	0	0	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)								9				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		334			344			1850			335	
Travel Time (s)		7.6			7.8			42.0			7.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	667	444	222	444	0	1222	667	111	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	667	444	222	444	0	1222	778	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1		1	1				
Detector Template		Thru	Right	Left	Thru		Left					
Leading Detector (ft)		52	52	52	52		52	52				
Trailing Detector (ft)		2	2	2	2		2	2				
Detector 1 Position(ft)		2	2	2	2		2	2				
Detector 1 Size(ft)		50	50	50	50		50	50				
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Turn Type		NA	Prot	Prot	NA		Prot	NA				
Protected Phases		2	2	1	6		7	4				
Permitted Phases												
Detector Phase		2	2	1	6		7	4				
Switch Phase												
Minimum Initial (s)		5.0	5.0	4.0	5.0		5.0	5.0				
Minimum Split (s)		24.0	24.0	10.0	24.0		11.0	24.0				
Total Split (s)		40.0	40.0	18.0	58.0		62.0	62.0				
Total Split (%)		33.3%	33.3%	15.0%	48.3%		51.7%	51.7%				
Maximum Green (s)		34.0	34.0	12.0	52.0		56.0	56.0				
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0	4.0				

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
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	0.0				
Total Lost Time (s)		6.0	6.0	6.0	6.0		6.0	6.0				
Lead/Lag		Lead	Lead	Lag								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0				
Recall Mode		C-Min	C-Min	None	C-Min		None	None				
Act Effct Green (s)		34.0	34.0	12.0	52.0		56.0	56.0				
Actuated g/C Ratio		0.28	0.28	0.10	0.43		0.47	0.47				
v/c Ratio		1.27	0.99	1.25	0.55		1.48	0.91				
Control Delay		170.8	83.8	196.2	28.5		250.0	45.5				
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0				
Total Delay		170.8	83.8	196.2	28.5		250.0	45.5				
LOS		F	F	F	C		F	D				
Approach Delay		136.0			84.4			170.5				
Approach LOS		F			F			F				

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 28 (23%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.48	
Intersection Signal Delay: 145.2	Intersection LOS: F
Intersection Capacity Utilization 118.6%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 4:



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	1261	982	4	0	0
Future Volume (vph)	12	1261	982	4	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		228	54		486	
Travel Time (s)		5.2	1.2		11.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	13	1401	1091	4	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1414	1095	0	0	0
Enter Blocked Intersection	Yes	Yes	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 79.3%	ICU Level of Service D
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	1137	0	0	898	3	11	2	8	0	0	42
Future Volume (vph)	47	1137	0	0	898	3	11	2	8	0	0	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	80		0	0		0	0		25	0		0
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt								0.947				0.865
Flt Protected	0.950							0.975				
Satd. Flow (prot)	1770	1863	0	0	1863	0	0	1720	0	0	0	1611
Flt Permitted	0.950							0.975				
Satd. Flow (perm)	1770	1863	0	0	1863	0	0	1720	0	0	0	1611
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		233			223			486			229	
Travel Time (s)		5.3			5.1			11.0			5.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	52	1263	0	0	998	3	12	2	9	0	0	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	1263	0	0	1001	0	0	23	0	0	0	47
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 69.8%	ICU Level of Service C
Analysis Period (min) 15	

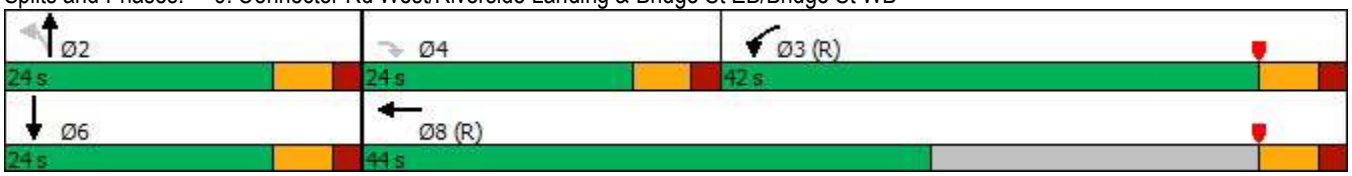
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	1166	911	816	60	82	45	0	0	51	0
Future Volume (vph)	0	0	1166	911	816	60	82	45	0	0	51	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	300		0	0		0	0		0
Storage Lanes	0		2	2		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	0.88	0.97	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.990							
Flt Protected				0.950				0.969				
Satd. Flow (prot)	0	0	2787	3433	3504	0	0	1805	0	0	1863	0
Flt Permitted				0.950				0.770				
Satd. Flow (perm)	0	0	2787	3433	3504	0	0	1434	0	0	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			487		18							
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		289			1734			272			200	
Travel Time (s)		6.6			39.4			6.2			4.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	1296	1012	907	67	91	50	0	0	57	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	1296	1012	974	0	0	141	0	0	57	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	L NA	R NA	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors			1	1	1		1	2			2	
Detector Template			Right	Left	Thru		Left	Thru			Thru	
Leading Detector (ft)			52	52	52		52	100			100	
Trailing Detector (ft)			2	2	2		2	0			0	
Detector 1 Position(ft)			2	2	2		2	0			0	
Detector 1 Size(ft)			50	50	50		50	6			6	
Detector 1 Type			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)			0.0	0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)			0.0	0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)			0.0	0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)								94			94	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								0.0			0.0	
Turn Type			Perm	Prot	NA		Perm	NA			NA	
Protected Phases				3	8			2			6	
Permitted Phases			4				2					

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase			4	3	8		2	2			6	
Switch Phase												
Minimum Initial (s)			10.0	5.0	11.0		5.0	5.0			5.0	
Minimum Split (s)			24.0	11.0	24.0		24.0	24.0			24.0	
Total Split (s)			24.0	42.0	44.0		24.0	24.0			24.0	
Total Split (%)			26.7%	46.7%	48.9%		26.7%	26.7%			26.7%	
Maximum Green (s)			18.0	36.0	38.0		18.0	18.0			18.0	
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 Optimize?			Yes	Yes								
Vehicle Extension (s)			3.0	3.0	3.0		3.0	3.0			3.0	
Recall Mode			Min	C-Min	C-Min		Min	Min			Min	
Act Effct Green (s)			26.0	32.3	64.3			13.7			13.7	
Actuated g/C Ratio			0.29	0.36	0.71			0.15			0.15	
v/c Ratio			1.13	0.82	0.39			0.65			0.20	
Control Delay			90.1	32.2	5.9			49.2			33.4	
Queue Delay			0.0	0.0	0.0			0.0			0.0	
Total Delay			90.1	32.2	5.9			49.2			33.4	
LOS			F	C	A			D			C	
Approach Delay		90.1			19.3			49.2			33.4	
Approach LOS		F			B			D			C	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 84 (93%), Referenced to phase 3:WBL and 8:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 47.1 Intersection LOS: D
Intersection Capacity Utilization 85.9% 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	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1261	0	0	908	16	176
Future Volume (vph)	1261	0	0	908	16	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.876	
Flt Protected					0.996	
Satd. Flow (prot)	1863	0	0	1863	1625	0
Flt Permitted					0.996	
Satd. Flow (perm)	1863	0	0	1863	1625	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	54			139	346	
Travel Time (s)	1.2			3.2	7.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1401	0	0	1009	18	196
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1401	0	0	1009	214	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 84.8%		ICU Level of Service E	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1153	24	16	900	33	8	25	8	21	16	17
Future Volume (vph)	25	1153	24	16	900	33	8	25	8	21	16	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.995			0.974			0.957	
Flt Protected		0.999			0.999			0.990			0.981	
Satd. Flow (prot)	0	1855	0	0	1852	0	0	1796	0	0	1749	0
Flt Permitted		0.999			0.999			0.990			0.981	
Satd. Flow (perm)	0	1855	0	0	1852	0	0	1796	0	0	1749	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1160			233			623			187	
Travel Time (s)		26.4			5.3			14.2			4.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	28	1281	27	18	1000	37	9	28	9	23	18	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1336	0	0	1055	0	0	46	0	0	60	0
Enter Blocked Intersection	No	No	No	Yes	Yes	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 87.9%	ICU Level of Service E
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	34	1273	974	10	0	37
Future Volume (vph)	34	1273	974	10	0	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.865	
Flt Protected		0.999				
Satd. Flow (prot)	0	1861	1861	0	1611	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	1861	1861	0	1611	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		66	228		623	
Travel Time (s)		1.5	5.2		14.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	38	1414	1082	11	0	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1452	1093	0	41	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 104.4%	ICU Level of Service G
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1315	22	25	986	0	0
Future Volume (vph)	1315	22	25	986	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998					
Flt Protected				0.999		
Satd. Flow (prot)	1859	0	0	1861	0	0
Flt Permitted				0.999		
Satd. Flow (perm)	1859	0	0	1861	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1191			66	274	
Travel Time (s)	27.1			1.5	6.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1461	24	28	1096	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1485	0	0	1124	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 75.3%		ICU Level of Service D	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1166	0	0	899	0	0
Future Volume (vph)	1166	0	0	899	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	3539	0	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	3539	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	223			289	384	
Travel Time (s)	5.1			6.6	8.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1296	0	0	999	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1296	0	0	999	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 64.7%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑			↱
Traffic Volume (vph)	0	1437	963	0	0	8
Future Volume (vph)	0	1437	963	0	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	1863	3539	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	1863	3539	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		139	278		384	
Travel Time (s)		3.2	6.3		8.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1597	1070	0	0	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1597	1070	0	0	9
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 79.0%	ICU Level of Service D
Analysis Period (min) 15	

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	4:45	4:45	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	5529	5760	5610	5545	4510	3806	5638
Vehs Exited	5488	5775	5506	5638	4459	3741	5588
Starting Vehs	424	341	315	414	342	330	343
Ending Vehs	465	326	419	321	393	395	393
Travel Distance (mi)	2820	2919	2816	2870	2014	1541	2901
Travel Time (hr)	1085.9	872.9	953.4	1014.1	1223.4	1405.6	987.0
Total Delay (hr)	982.9	766.1	851.1	909.7	1149.5	1348.9	881.0
Total Stops	13394	11793	11714	11833	8846	5792	12357
Fuel Used (gal)	325.4	279.4	294.9	310.4	336.0	362.8	303.2

Summary of All Intervals

Run Number	19\Alt7Development	82039 PM Build	9 Alternative 3	Avg
Start Time	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	5675	5647	5611	5782	5372
Vehs Exited	5675	5635	5545	5745	5345
Starting Vehs	313	315	324	331	342
Ending Vehs	313	327	390	368	372
Travel Distance (mi)	2939	2895	2876	2936	2684
Travel Time (hr)	908.3	955.5	979.9	969.6	1032.3
Total Delay (hr)	800.9	850.0	875.1	862.4	934.3
Total Stops	10926	11064	11679	11756	11012
Fuel Used (gal)	288.4	297.4	302.1	301.2	309.2

Interval #0 Information Seeding

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1342	1440	1412	1374	1351	1347	1420
Vehs Exited	1424	1457	1432	1441	1400	1323	1424
Starting Vehs	424	341	315	414	342	330	343
Ending Vehs	342	324	295	347	293	354	339
Travel Distance (mi)	739	741	723	748	705	687	722
Travel Time (hr)	155.2	125.7	135.9	142.2	139.3	137.4	137.1
Total Delay (hr)	128.2	98.7	109.6	114.9	113.5	112.3	110.7
Total Stops	3447	2827	2767	3006	2566	2586	2715
Fuel Used (gal)	55.9	49.1	50.8	53.0	51.2	49.9	51.2

Interval #1 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	19\Alt7Development	82039 PM Build Alternative 3	9	Avg
Vehs Entered	1421	1378	1370	1411	1387
Vehs Exited	1397	1394	1366	1419	1406
Starting Vehs	313	315	324	331	342
Ending Vehs	337	299	328	323	328
Travel Distance (mi)	716	704	722	716	720
Travel Time (hr)	123.5	140.4	133.2	141.9	137.4
Total Delay (hr)	97.2	114.8	106.9	115.7	111.1
Total Stops	2679	2757	2964	2741	2823
Fuel Used (gal)	47.9	51.4	50.0	51.9	51.1

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1491	1530	1470	1447	1481	1378	1443
Vehs Exited	1426	1477	1384	1431	1318	1323	1422
Starting Vehs	342	324	295	347	293	354	339
Ending Vehs	407	377	381	363	456	409	360
Travel Distance (mi)	749	766	751	708	705	638	749
Travel Time (hr)	227.4	187.2	203.1	219.1	228.7	215.5	218.2
Total Delay (hr)	200.2	159.3	176.0	193.4	203.1	192.3	190.7
Total Stops	3146	2930	2845	2711	3378	2325	3097
Fuel Used (gal)	72.1	63.8	66.6	69.6	71.5	66.5	69.8

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	19\Alt7Development	82039 PM Build Alternative 3	9	Avg
Vehs Entered	1471	1504	1474	1552	1476
Vehs Exited	1435	1430	1436	1480	1415
Starting Vehs	337	299	328	323	328
Ending Vehs	373	373	366	395	386
Travel Distance (mi)	769	761	752	779	739
Travel Time (hr)	194.7	215.4	211.4	218.1	212.6
Total Delay (hr)	166.8	187.7	183.9	189.7	185.7
Total Stops	2827	2923	2926	2934	2912
Fuel Used (gal)	65.4	70.3	68.6	70.9	68.6

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1362	1441	1386	1370	1105	719	1386
Vehs Exited	1314	1465	1432	1353	1139	741	1393
Starting Vehs	407	377	381	363	456	409	360
Ending Vehs	455	353	335	380	422	387	353
Travel Distance (mi)	654	728	720	692	476	170	725
Travel Time (hr)	316.0	249.1	282.5	298.5	331.6	399.3	292.3
Total Delay (hr)	292.1	222.4	256.4	273.2	313.9	392.7	265.8
Total Stops	3271	3026	3239	3046	2287	787	3250
Fuel Used (gal)	90.2	76.7	84.2	86.9	89.5	96.2	85.9

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	19\Alt7Development	82039 PM Build Alternative 3	9	Avg
Vehs Entered	1396	1342	1396	1428	1301
Vehs Exited	1446	1416	1445	1471	1327
Starting Vehs	373	373	366	395	386
Ending Vehs	323	299	317	352	358
Travel Distance (mi)	730	710	734	735	643
Travel Time (hr)	268.7	284.4	286.2	276.2	298.6
Total Delay (hr)	242.0	258.5	259.5	249.4	275.1
Total Stops	2751	2704	2679	2993	2729
Fuel Used (gal)	81.4	84.2	85.4	83.2	85.8

Interval #4 Information

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1334	1349	1342	1354	573	362	1389
Vehs Exited	1324	1376	1258	1413	602	354	1349
Starting Vehs	455	353	335	380	422	387	353
Ending Vehs	465	326	419	321	393	395	393
Travel Distance (mi)	678	684	622	723	129	46	705
Travel Time (hr)	387.3	310.8	331.9	354.4	523.9	653.5	339.4
Total Delay (hr)	362.4	285.8	309.1	328.2	519.0	651.7	313.7
Total Stops	3530	3010	2863	3070	615	94	3295
Fuel Used (gal)	107.2	89.8	93.3	100.9	123.8	150.3	96.3

Interval #4 Information

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	19\Alt7Development	82039 PM Build Alternative 3	9	Avg
Vehs Entered	1387	1423	1371	1391	1209
Vehs Exited	1397	1395	1298	1375	1192
Starting Vehs	323	299	317	352	358
Ending Vehs	313	327	390	368	372
Travel Distance (mi)	724	720	668	706	582
Travel Time (hr)	321.4	315.4	349.1	333.4	383.7
Total Delay (hr)	294.9	289.1	324.9	307.6	362.4
Total Stops	2669	2680	3110	3088	2550
Fuel Used (gal)	93.7	91.6	98.1	95.2	103.6

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

Movement	EB	EB	NB	NB	SB	SB	SB	SB	SB
Directions Served	LT	TR	L	TR	L	L	T	R	R
Maximum Queue (ft)	244	244	175	222	239	250	202	224	228
Average Queue (ft)	187	189	82	116	207	219	80	134	140
95th Queue (ft)	290	295	171	212	277	238	205	263	269
Link Distance (ft)	195	195	242	242	202	202	202	202	202
Upstream Blk Time (%)	25	24	6	4	24	32	1	16	17
Queuing Penalty (veh)	181	169	0	0	102	133	2	68	71
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 4:

Movement	NB	NB	SB	SB	NE	NE
Directions Served	T	R	L	T	L	TR
Maximum Queue (ft)	317	299	336	329	877	805
Average Queue (ft)	284	214	265	220	578	476
95th Queue (ft)	351	349	393	383	1022	957
Link Distance (ft)	275	275	310	310	1748	1748
Upstream Blk Time (%)	64	17	32	15		
Queuing Penalty (veh)	0	0	0	0		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 7: D St

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	272	64
Average Queue (ft)	220	34
95th Queue (ft)	322	68
Link Distance (ft)	173	1
Upstream Blk Time (%)	36	29
Queuing Penalty (veh)	453	267
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: D St & Bridge St EB

Movement	EB	EB	WB	NB	SB
Directions Served	L	T	TR	LTR	R
Maximum Queue (ft)	104	171	169	76	77
Average Queue (ft)	37	158	22	25	29
95th Queue (ft)	106	168	107	68	65
Link Distance (ft)		151	156	408	190
Upstream Blk Time (%)		35	1		
Queuing Penalty (veh)		408	12		
Storage Bay Dist (ft)	80				
Storage Blk Time (%)	0	53			
Queuing Penalty (veh)	4	25			

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

Movement	EB	EB	WB	WB	WB	WB	NB	SB
Directions Served	R	R	L	L	T	TR	LT	TR
Maximum Queue (ft)	248	253	312	324	1384	1363	160	114
Average Queue (ft)	214	221	249	266	597	551	72	47
95th Queue (ft)	238	245	358	368	1718	1627	138	105
Link Distance (ft)	198	198			1699	1699	202	130
Upstream Blk Time (%)	44	50			15	7	0	7
Queuing Penalty (veh)	254	293			0	0	0	0
Storage Bay Dist (ft)			300	300				
Storage Blk Time (%)			3	25	0			
Queuing Penalty (veh)			14	99	3			

Intersection: 10: Hobbs Ave & E. Hollis St EB

Movement	EB	WB	NB
Directions Served	T	T	LR
Maximum Queue (ft)	82	113	344
Average Queue (ft)	57	64	326
95th Queue (ft)	86	139	340
Link Distance (ft)	1	93	317
Upstream Blk Time (%)	30	27	100
Queuing Penalty (veh)	376	258	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: C St & Bridge St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	1180	167	148	160
Average Queue (ft)	1147	31	61	144
95th Queue (ft)	1170	129	159	169
Link Distance (ft)	1123	151	535	145
Upstream Blk Time (%)	84	2		96
Queuing Penalty (veh)	0	24		0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: C St

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	104	201	156
Average Queue (ft)	69	130	62
95th Queue (ft)	115	261	158
Link Distance (ft)	29	173	535
Upstream Blk Time (%)	44	29	
Queuing Penalty (veh)	570	278	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: Chase St & E Hollis St

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	1217	36
Average Queue (ft)	1184	22
95th Queue (ft)	1210	45
Link Distance (ft)	1163	29
Upstream Blk Time (%)	64	31
Queuing Penalty (veh)	0	311
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: E St & Bridge St EB

Movement	EB	WB	WB
Directions Served	TR	T	T
Maximum Queue (ft)	182	128	147
Average Queue (ft)	163	31	37
95th Queue (ft)	179	95	110
Link Distance (ft)	156	198	198
Upstream Blk Time (%)	38		0
Queuing Penalty (veh)	432		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 21: E. Hollis St EB & E St

Movement	EB	WB	WB	SB
Directions Served	T	T	T	R
Maximum Queue (ft)	111	236	236	70
Average Queue (ft)	83	165	175	19
95th Queue (ft)	140	260	263	60
Link Distance (ft)	93	195	195	
Upstream Blk Time (%)	22	25	27	
Queuing Penalty (veh)	316	117	127	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

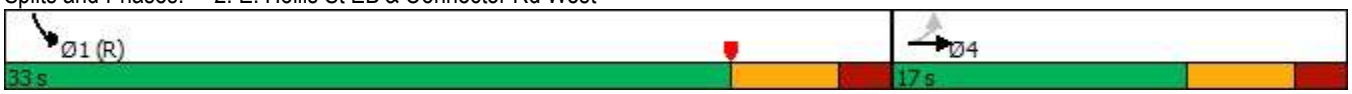
Network wide Queuing Penalty: 5366

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	26	711	0	0	792	1296
Future Volume (vph)	26	711	0	0	792	1296
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	0.97	0.88
Frt						0.850
Flt Protected		0.998			0.950	
Satd. Flow (prot)	0	3532	0	0	3433	2787
Flt Permitted		0.998			0.950	
Satd. Flow (perm)	0	3532	0	0	3433	2787
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						1440
Link Speed (mph)		30	30		30	
Link Distance (ft)		336	1750		232	
Travel Time (s)		7.6	39.8		5.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	29	790	0	0	880	1440
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	819	0	0	880	1440
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	1			1	1
Detector Template	Left	Thru			Left	Right
Leading Detector (ft)	52	52			52	20
Trailing Detector (ft)	2	2			2	0
Detector 1 Position(ft)	2	2			2	0
Detector 1 Size(ft)	50	50			50	20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0	0.0
Turn Type	Perm	NA			Prot	Free
Protected Phases		4			1	
Permitted Phases	4					Free
Detector Phase	4	4			1	
Switch Phase						
Minimum Initial (s)	11.0	11.0			11.0	
Minimum Split (s)	17.0	17.0			17.0	
Total Split (s)	17.0	17.0			33.0	
Total Split (%)	34.0%	34.0%			66.0%	
Maximum Green (s)	11.0	11.0			27.0	
Yellow Time (s)	4.0	4.0			4.0	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
All-Red Time (s)	2.0	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?						
Vehicle Extension (s)	3.0	3.0			3.0	
Recall Mode	Min	Min			C-Min	
Act Effct Green (s)		16.9			21.1	50.0
Actuated g/C Ratio		0.34			0.42	1.00
v/c Ratio		0.68			0.61	0.52
Control Delay		20.3			13.0	0.7
Queue Delay		0.0			0.4	0.0
Total Delay		20.3			13.4	0.7
LOS		C			B	A
Approach Delay		20.3			5.5	
Approach LOS		C			A	

Intersection Summary	
Area Type: Other	
Cycle Length: 50	
Actuated Cycle Length: 50	
Offset: 24 (48%), Referenced to phase 1:SBL, Start of Yellow	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 9.4	Intersection LOS: A
Intersection Capacity Utilization 53.0%	ICU Level of Service A
Analysis Period (min) 15	

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



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	600	400	200	400	0	750	600	100	0	0	0
Future Volume (vph)	0	600	400	200	400	0	750	600	100	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.979				
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1863	1583	1770	1863	0	1770	1824	0	0	0	0
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	1863	1583	1770	1863	0	1770	1824	0	0	0	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)								7				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		358			277			1750			355	
Travel Time (s)		8.1			6.3			39.8			8.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	667	444	222	444	0	833	667	111	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	667	444	222	444	0	833	778	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1		1	1				
Detector Template		Thru	Right	Left	Thru		Left					
Leading Detector (ft)		52	52	52	52		20	52				
Trailing Detector (ft)		2	2	2	2		0	2				
Detector 1 Position(ft)		2	2	2	2		0	2				
Detector 1 Size(ft)		50	50	50	50		20	50				
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Turn Type		NA	Prot	Prot	NA		Prot	NA				
Protected Phases		2	2	1	6		7	4				
Permitted Phases												
Detector Phase		2	2	1	6		7	4				
Switch Phase												
Minimum Initial (s)		5.0	5.0	4.0	5.0		5.0	5.0				
Minimum Split (s)		24.0	24.0	10.0	24.0		11.0	24.0				
Total Split (s)		52.0	52.0	22.0	74.0		66.0	66.0				
Total Split (%)		37.1%	37.1%	15.7%	52.9%		47.1%	47.1%				
Maximum Green (s)		46.0	46.0	16.0	68.0		60.0	60.0				
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0	4.0				

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
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	0.0				
Total Lost Time (s)		6.0	6.0	6.0	6.0		6.0	6.0				
Lead/Lag		Lead	Lead	Lag								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0				
Recall Mode		Min	Min	None	Min		None	None				
Act Effct Green (s)		46.0	46.0	16.0	68.0		60.0	60.0				
Actuated g/C Ratio		0.33	0.33	0.11	0.49		0.43	0.43				
v/c Ratio		1.09	0.85	1.10	0.49		1.10	0.99				
Control Delay		107.2	60.7	147.9	26.7		101.1	69.4				
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0				
Total Delay		107.2	60.7	147.9	26.7		101.1	69.4				
LOS		F	E	F	C		F	E				
Approach Delay		88.6			67.1			85.8				
Approach LOS		F			E			F				

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Natural Cycle: 140
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.10
Intersection Signal Delay: 83.0 Intersection LOS: F
Intersection Capacity Utilization 99.2% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 4:

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	8	694	1297	10	0	0
Future Volume (vph)	8	694	1297	10	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999			
Flt Protected		0.999				
Satd. Flow (prot)	0	1861	1861	0	0	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	1861	1861	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		231	74		497	
Travel Time (s)		5.3	1.7		11.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	9	771	1441	11	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	780	1452	0	0	0
Enter Blocked Intersection	Yes	Yes	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 72.2%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	709	0	0	1257	1	3	2	22	0	0	10
Future Volume (vph)	15	709	0	0	1257	1	3	2	22	0	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	80		0	0		0	0		25	0		0
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt								0.888				0.865
Flt Protected	0.950							0.995				
Satd. Flow (prot)	1770	1863	0	0	1863	0	0	1646	0	0	0	1611
Flt Permitted	0.950							0.995				
Satd. Flow (perm)	1770	1863	0	0	1863	0	0	1646	0	0	0	1611
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		232			176			497			282	
Travel Time (s)		5.3			4.0			11.3			6.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	17	788	0	0	1397	1	3	2	24	0	0	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	788	0	0	1398	0	0	29	0	0	0	11
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 82.9%	ICU Level of Service E
Analysis Period (min) 15	

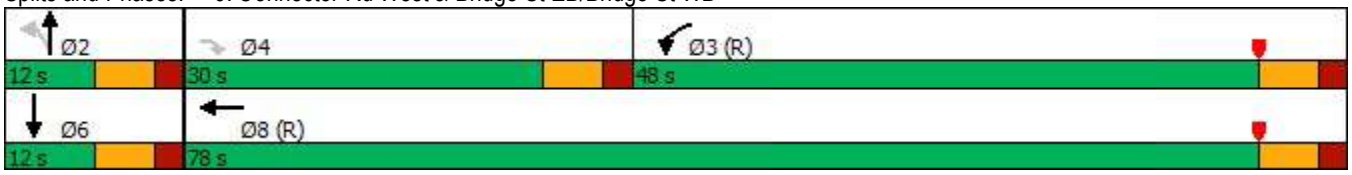
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	740	1266	1227	13	8	18	0	0	82	32
Future Volume (vph)	0	0	740	1266	1227	13	8	18	0	0	82	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	300		0	0		0	0		0
Storage Lanes	0		2	2		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	0.88	0.97	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998						0.962	
Flt Protected				0.950				0.985				
Satd. Flow (prot)	0	0	2787	3433	3532	0	0	1835	0	0	1792	0
Flt Permitted				0.950				0.796				
Satd. Flow (perm)	0	0	2787	3433	3532	0	0	1483	0	0	1792	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109		4						17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		358			1701			232			200	
Travel Time (s)		8.1			38.7			5.3			4.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	822	1407	1363	14	9	20	0	0	91	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	822	1407	1377	0	0	29	0	0	127	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	L NA	R NA	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors			1	1	1		1	2			2	
Detector Template			Right	Left	Thru		Left	Thru			Thru	
Leading Detector (ft)			52	52	52		52	100			100	
Trailing Detector (ft)			2	2	2		2	0			0	
Detector 1 Position(ft)			2	2	2		2	0			0	
Detector 1 Size(ft)			50	50	50		50	6			6	
Detector 1 Type			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)			0.0	0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)			0.0	0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)			0.0	0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)								94			94	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								0.0			0.0	
Turn Type			Perm	Prot	NA		Perm	NA			NA	
Protected Phases				3	8			2			6	
Permitted Phases			4				2					

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase			4	3	8		2	2			6	
Switch Phase												
Minimum Initial (s)			11.0	11.0	11.0		5.0	5.0			5.0	
Minimum Split (s)			17.0	17.0	17.0		11.0	11.0			11.0	
Total Split (s)			30.0	48.0	78.0		12.0	12.0			12.0	
Total Split (%)			33.3%	53.3%	86.7%		13.3%	13.3%			13.3%	
Maximum Green (s)			24.0	42.0	72.0		6.0	6.0			6.0	
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 Optimize?			Yes	Yes								
Vehicle Extension (s)			3.0	3.0	3.0		3.0	3.0			3.0	
Recall Mode			Min	C-Min	C-Min		Min	Min			Min	
Act Effct Green (s)			24.0	42.0	72.0			6.0			6.0	
Actuated g/C Ratio			0.27	0.47	0.80			0.07			0.07	
v/c Ratio			1.00	0.88	0.49			0.30			0.94	
Control Delay			61.2	29.6	3.6			48.2			102.3	
Queue Delay			0.0	0.0	0.0			0.0			0.0	
Total Delay			61.2	29.6	3.6			48.2			102.3	
LOS			E	C	A			D			F	
Approach Delay		61.2			16.7			48.2			102.3	
Approach LOS		E			B			D			F	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
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: 1.00
Intersection Signal Delay: 29.6 Intersection LOS: C
Intersection Capacity Utilization 83.3% ICU Level of Service E
Analysis Period (min) 15

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



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	702	0	0	1297	14	37
Future Volume (vph)	702	0	0	1297	14	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.903	
Flt Protected					0.986	
Satd. Flow (prot)	1863	0	0	1863	1659	0
Flt Permitted					0.986	
Satd. Flow (perm)	1863	0	0	1863	1659	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	74			161	346	
Travel Time (s)	1.7			3.7	7.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	780	0	0	1441	16	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	780	0	0	1441	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 78.3%		ICU Level of Service D	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	661	13	11	1239	10	16	1	18	28	21	21
Future Volume (vph)	0	661	13	11	1239	10	16	1	18	28	21	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.999			0.931			0.960	
Flt Protected								0.977			0.980	
Satd. Flow (prot)	0	1857	0	0	1861	0	0	1694	0	0	1752	0
Flt Permitted								0.977			0.980	
Satd. Flow (perm)	0	1857	0	0	1861	0	0	1694	0	0	1752	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1160			232			618			187	
Travel Time (s)		26.4			5.3			14.0			4.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	734	14	12	1377	11	18	1	20	31	23	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	748	0	0	1400	0	0	39	0	0	77	0
Enter Blocked Intersection	No	No	No	Yes	Yes	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 86.0%	ICU Level of Service E
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	20	710	1289	10	0	51
Future Volume (vph)	20	710	1289	10	0	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.865	
Flt Protected		0.999				
Satd. Flow (prot)	0	1861	1861	0	1611	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	1861	1861	0	1611	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		76	231		618	
Travel Time (s)		1.7	5.3		14.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	22	789	1432	11	0	57
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	811	1443	0	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 78.4%	ICU Level of Service D
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	737	1296	0	0	0
Future Volume (vph)	0	737	1296	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	3539	0	0	1863
Link Speed (mph)		30	30		30	
Link Distance (ft)		161	336		408	
Travel Time (s)		3.7	7.6		9.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	819	1440	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	819	1440	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 42.1%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	728	41	41	1340	0	0
Future Volume (vph)	728	41	41	1340	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993					
Flt Protected				0.999		
Satd. Flow (prot)	1850	0	0	1861	0	0
Flt Permitted				0.999		
Satd. Flow (perm)	1850	0	0	1861	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1191			76	274	
Travel Time (s)	27.1			1.7	6.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	809	46	46	1489	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	855	0	0	1535	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 106.9%		ICU Level of Service G	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	740	0	0	1257	0	0
Future Volume (vph)	740	0	0	1257	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	3539	0	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	3539	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	176			358	408	
Travel Time (s)	4.0			8.1	9.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	822	0	0	1397	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	822	0	0	1397	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.3%		ICU Level of Service A	
Analysis Period (min) 15			

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	5805	5751	5875	5653	5826	5784	5781
Vehs Exited	5711	5531	5757	5588	5685	5680	5746
Starting Vehs	258	240	231	244	221	274	245
Ending Vehs	352	460	349	309	362	378	280
Travel Distance (mi)	3153	3098	3121	2996	3162	3124	3144
Travel Time (hr)	362.8	508.3	370.7	409.4	371.3	392.0	397.2
Total Delay (hr)	247.9	395.9	257.2	300.8	256.6	278.3	283.1
Total Stops	10079	12654	9311	10051	9361	8722	10686
Fuel Used (gal)	167.5	198.5	170.2	176.7	170.6	174.4	176.5

Summary of All Intervals

Run Number	19\No Crown St	7Development	82039 AM Buil	9 Alternative 3	Avg
Start Time	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60
# of Intervals	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4
Vehs Entered	5866	5594	5790	5793	5775
Vehs Exited	5708	5458	5632	5693	5653
Starting Vehs	261	260	306	211	247
Ending Vehs	419	396	464	311	365
Travel Distance (mi)	3142	2937	3110	3123	3101
Travel Time (hr)	456.5	384.2	394.1	324.8	397.4
Total Delay (hr)	342.4	277.6	280.9	211.3	284.7
Total Stops	12470	9317	11742	8975	10304
Fuel Used (gal)	189.3	168.6	173.8	158.2	174.9

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1455	1341	1480	1461	1373	1390	1432
Vehs Exited	1437	1256	1454	1433	1362	1427	1411
Starting Vehs	258	240	231	244	221	274	245
Ending Vehs	276	325	257	272	232	237	266
Travel Distance (mi)	793	706	796	774	744	777	793
Travel Time (hr)	71.0	81.0	64.8	70.1	62.1	67.0	77.9
Total Delay (hr)	42.0	55.3	36.0	42.1	35.1	38.7	49.2
Total Stops	2161	2355	1986	2649	1999	1883	2645
Fuel Used (gal)	37.8	37.1	36.7	37.7	34.2	36.5	39.2

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	19\No Crown St	7Development	82039 AM Build	9 Alternative 3	Avg
Vehs Entered	1412	1440	1396	1403	1415
Vehs Exited	1409	1458	1458	1384	1405
Starting Vehs	261	260	306	211	247
Ending Vehs	264	242	244	230	257
Travel Distance (mi)	754	783	772	764	769
Travel Time (hr)	79.0	63.0	70.8	56.2	69.4
Total Delay (hr)	51.6	34.5	42.8	28.3	41.4
Total Stops	2631	1934	2211	1890	2209
Fuel Used (gal)	38.6	35.8	37.0	33.3	36.7

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1577	1492	1570	1505	1565	1484	1534
Vehs Exited	1485	1394	1462	1454	1448	1432	1440
Starting Vehs	276	325	257	272	232	237	266
Ending Vehs	368	423	365	323	349	289	360
Travel Distance (mi)	845	792	824	821	816	785	816
Travel Time (hr)	91.6	131.7	91.8	86.8	88.5	87.0	97.4
Total Delay (hr)	60.8	103.0	61.9	57.1	58.9	58.1	67.9
Total Stops	2699	3278	2838	2489	2560	2093	2871
Fuel Used (gal)	43.7	51.2	43.6	42.4	42.8	41.1	44.8

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	19\No Crown St	7Development	82039 AM Build	9 Alternative 3	Avg
Vehs Entered	1609	1541	1542	1584	1543
Vehs Exited	1407	1439	1411	1489	1442
Starting Vehs	264	242	244	230	257
Ending Vehs	466	344	375	325	361
Travel Distance (mi)	802	797	817	836	814
Travel Time (hr)	108.0	78.5	85.2	84.8	93.7
Total Delay (hr)	79.0	49.6	55.3	54.5	64.2
Total Stops	2806	2112	2603	2537	2629
Fuel Used (gal)	46.6	40.1	41.6	42.2	43.6

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1379	1432	1393	1463	1409	1500	1426
Vehs Exited	1412	1435	1485	1383	1463	1450	1459
Starting Vehs	368	423	365	323	349	289	360
Ending Vehs	335	420	273	403	295	339	327
Travel Distance (mi)	767	800	762	753	815	820	779
Travel Time (hr)	104.5	150.9	106.9	114.5	105.6	122.8	123.2
Total Delay (hr)	76.6	121.9	79.0	87.5	76.1	93.2	94.8
Total Stops	2769	3428	2539	2677	2467	2581	3105
Fuel Used (gal)	44.2	55.6	45.5	46.9	46.1	50.4	49.2

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	19\No Crown St	7Development	82039 AM Build	9 Alternative 3	Avg
Vehs Entered	1415	1307	1440	1420	1414
Vehs Exited	1481	1357	1414	1433	1434
Starting Vehs	466	344	375	325	361
Ending Vehs	400	294	401	312	344
Travel Distance (mi)	800	690	780	786	777
Travel Time (hr)	136.5	103.9	110.2	95.6	115.9
Total Delay (hr)	107.4	78.7	81.7	67.0	87.6
Total Stops	3462	2478	3241	2275	2814
Fuel Used (gal)	53.1	42.9	46.1	42.6	47.5

Interval #4 Information

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1394	1486	1432	1224	1479	1410	1389
Vehs Exited	1377	1446	1356	1318	1412	1371	1436
Starting Vehs	335	420	273	403	295	339	327
Ending Vehs	352	460	349	309	362	378	280
Travel Distance (mi)	748	800	739	647	787	742	756
Travel Time (hr)	95.7	144.7	107.2	137.9	115.0	115.2	98.6
Total Delay (hr)	68.5	115.7	80.3	114.1	86.4	88.3	71.2
Total Stops	2450	3593	1948	2236	2335	2165	2065
Fuel Used (gal)	41.8	54.5	44.4	49.7	47.6	46.4	43.3

Interval #4 Information

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	19\No Crown St	7Development	82039 AM Build	9 Alternative 3	Avg
Vehs Entered	1430	1306	1412	1386	1390
Vehs Exited	1411	1204	1349	1387	1370
Starting Vehs	400	294	401	312	344
Ending Vehs	419	396	464	311	365
Travel Distance (mi)	786	667	741	737	741
Travel Time (hr)	133.0	138.9	128.0	88.3	118.4
Total Delay (hr)	104.5	114.7	101.1	61.4	91.5
Total Stops	3571	2793	3687	2273	2650
Fuel Used (gal)	51.0	49.8	49.0	40.1	47.1

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

Movement	EB	EB	SB	SB	SB	SB
Directions Served	LT	T	L	L	R	R
Maximum Queue (ft)	282	289	190	191	175	163
Average Queue (ft)	153	150	108	117	78	75
95th Queue (ft)	301	303	198	205	187	184
Link Distance (ft)	263	263	150	150	150	150
Upstream Blk Time (%)	7	7	4	6	4	4
Queuing Penalty (veh)	23	24	22	34	23	21
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 4:

Movement	NB	NB	SB	SB	NE	NE
Directions Served	T	R	L	T	L	TR
Maximum Queue (ft)	336	319	263	261	1482	1489
Average Queue (ft)	309	233	195	194	989	993
95th Queue (ft)	350	364	291	292	1743	1763
Link Distance (ft)	298	298	232	232	1653	1653
Upstream Blk Time (%)	54	12	20	12	3	3
Queuing Penalty (veh)	0	0	0	0	20	21
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 7: D St

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	226	41
Average Queue (ft)	83	11
95th Queue (ft)	237	36
Link Distance (ft)	177	19
Upstream Blk Time (%)	21	7
Queuing Penalty (veh)	148	94
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: D St & Bridge St EB

Movement	EB	EB	WB	NB	SB
Directions Served	L	T	TR	LTR	R
Maximum Queue (ft)	57	62	67	80	61
Average Queue (ft)	11	9	3	25	13
95th Queue (ft)	41	62	32	74	44
Link Distance (ft)		144	113	420	235
Upstream Blk Time (%)		1	0		
Queuing Penalty (veh)		5	1		
Storage Bay Dist (ft)	80				
Storage Blk Time (%)	1	1			
Queuing Penalty (veh)	8	0			

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

Movement	EB	EB	WB	WB	WB	WB	NB	SB
Directions Served	R	R	L	L	T	TR	LT	TR
Maximum Queue (ft)	275	276	312	324	1576	1418	91	152
Average Queue (ft)	178	178	274	289	761	603	24	116
95th Queue (ft)	279	282	368	371	1902	1688	65	174
Link Distance (ft)	270	270			1664	1664	150	122
Upstream Blk Time (%)	3	3			9	3		58
Queuing Penalty (veh)	12	12			0	0		0
Storage Bay Dist (ft)			300	300				
Storage Blk Time (%)			3	15	0			
Queuing Penalty (veh)			20	93	1			

Intersection: 10: Hobbs Ave & E. Hollis St EB

Movement	EB	WB	NB
Directions Served	T	T	LR
Maximum Queue (ft)	61	125	309
Average Queue (ft)	13	37	197
95th Queue (ft)	59	126	391
Link Distance (ft)	19	114	316
Upstream Blk Time (%)	5	7	36
Queuing Penalty (veh)	34	87	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: C St & Bridge St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	133	111	188	167
Average Queue (ft)	13	9	72	139
95th Queue (ft)	134	56	206	201
Link Distance (ft)	1123	144	534	145
Upstream Blk Time (%)		0		75
Queuing Penalty (veh)		2		0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: C St

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	74	186	446
Average Queue (ft)	36	78	233
95th Queue (ft)	77	203	529
Link Distance (ft)	39	177	534
Upstream Blk Time (%)	28	7	5
Queuing Penalty (veh)	204	89	2
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: E. Hollis St EB

Movement	EB	WB	WB
Directions Served	T	T	T
Maximum Queue (ft)	72	301	305
Average Queue (ft)	21	230	242
95th Queue (ft)	95	324	329
Link Distance (ft)	114	263	263
Upstream Blk Time (%)	5	8	12
Queuing Penalty (veh)	33	53	78
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: Chase St & E Hollis St

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	1105	61
Average Queue (ft)	428	29
95th Queue (ft)	1174	67
Link Distance (ft)	1163	39
Upstream Blk Time (%)	13	9
Queuing Penalty (veh)	0	116
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Bridge St EB

Movement	EB	WB	WB
Directions Served	TR	T	T
Maximum Queue (ft)	64	209	226
Average Queue (ft)	11	67	77
95th Queue (ft)	64	173	193
Link Distance (ft)	113	270	270
Upstream Blk Time (%)	1	0	0
Queuing Penalty (veh)	10	0	1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

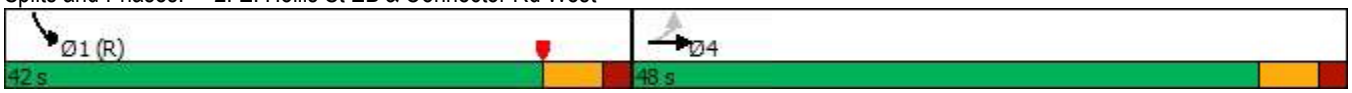
Network wide Queuing Penalty: 1291

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	45	1398	0	0	1154	880
Future Volume (vph)	45	1398	0	0	1154	880
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	0.97	0.88
Frt						0.850
Flt Protected		0.998			0.950	
Satd. Flow (prot)	0	3532	0	0	3433	2787
Flt Permitted		0.998			0.950	
Satd. Flow (perm)	0	3532	0	0	3433	2787
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						651
Link Speed (mph)		30	30		30	
Link Distance (ft)		278	1850		272	
Travel Time (s)		6.3	42.0		6.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	50	1553	0	0	1282	978
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1603	0	0	1282	978
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2			1	1
Detector Template	Left	Thru			Left	Right
Leading Detector (ft)	20	100			52	20
Trailing Detector (ft)	0	0			2	0
Detector 1 Position(ft)	0	0			2	0
Detector 1 Size(ft)	20	6			50	20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0	0.0
Detector 2 Position(ft)		94				
Detector 2 Size(ft)		6				
Detector 2 Type		Cl+Ex				
Detector 2 Channel						
Detector 2 Extend (s)		0.0				
Turn Type	Perm	NA			Prot	Free
Protected Phases		4			1	
Permitted Phases	4					Free
Detector Phase	4	4			1	
Switch Phase						
Minimum Initial (s)	11.0	11.0			11.0	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Split (s)	24.0	24.0			24.0	
Total Split (s)	48.0	48.0			42.0	
Total Split (%)	53.3%	53.3%			46.7%	
Maximum Green (s)	42.0	42.0			36.0	
Yellow Time (s)	4.0	4.0			4.0	
All-Red Time (s)	2.0	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?						
Vehicle Extension (s)	3.0	3.0			3.0	
Recall Mode	Min	Min			C-Min	
Act Effct Green (s)		42.3			35.7	90.0
Actuated g/C Ratio		0.47			0.40	1.00
v/c Ratio		0.97			0.94	0.35
Control Delay		39.5			39.1	3.3
Queue Delay		0.0			45.6	0.0
Total Delay		39.5			84.7	3.3
LOS		D			F	A
Approach Delay		39.5			49.5	
Approach LOS		D			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 36 (40%), Referenced to phase 1:SBL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 45.3	Intersection LOS: D
Intersection Capacity Utilization 82.9%	ICU Level of Service E
Analysis Period (min) 15	

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



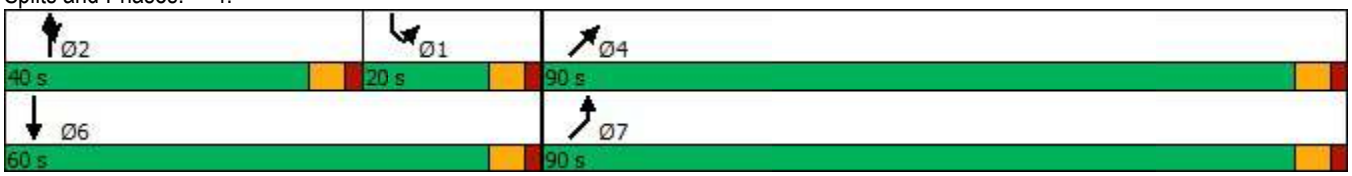
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	600	400	200	400	0	1100	600	100	0	0	0
Future Volume (vph)	0	600	400	200	400	0	1100	600	100	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.979				
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1863	1583	1770	1863	0	1770	1824	0	0	0	0
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	1863	1583	1770	1863	0	1770	1824	0	0	0	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)								9				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		334			344			1850			335	
Travel Time (s)		7.6			7.8			42.0			7.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	667	444	222	444	0	1222	667	111	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	667	444	222	444	0	1222	778	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1		1	1				
Detector Template		Thru	Right	Left	Thru		Left					
Leading Detector (ft)		52	52	52	52		52	52				
Trailing Detector (ft)		2	2	2	2		2	2				
Detector 1 Position(ft)		2	2	2	2		2	2				
Detector 1 Size(ft)		50	50	50	50		50	50				
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0	0.0				
Turn Type		NA	Prot	Prot	NA		Prot	NA				
Protected Phases		2	2	1	6		7	4				
Permitted Phases												
Detector Phase		2	2	1	6		7	4				
Switch Phase												
Minimum Initial (s)		5.0	5.0	4.0	5.0		5.0	5.0				
Minimum Split (s)		24.0	24.0	10.0	24.0		11.0	24.0				
Total Split (s)		40.0	40.0	20.0	60.0		90.0	90.0				
Total Split (%)		26.7%	26.7%	13.3%	40.0%		60.0%	60.0%				
Maximum Green (s)		34.0	34.0	14.0	54.0		84.0	84.0				
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0	4.0				

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
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	0.0				
Total Lost Time (s)		6.0	6.0	6.0	6.0		6.0	6.0				
Lead/Lag		Lead	Lead	Lag								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0				
Recall Mode		Min	Min	None	Min		None	None				
Act Effct Green (s)		34.0	34.0	14.0	54.0		84.0	84.0				
Actuated g/C Ratio		0.23	0.23	0.09	0.36		0.56	0.56				
v/c Ratio		1.58	1.24	1.35	0.66		1.23	0.76				
Control Delay		309.5	176.6	238.8	46.1		144.6	31.0				
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0				
Total Delay		309.5	176.6	238.8	46.1		144.6	31.0				
LOS		F	F	F	D		F	C				
Approach Delay		256.4			110.4			100.4				
Approach LOS		F			F			F				

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.58
Intersection Signal Delay: 148.1 Intersection LOS: F
Intersection Capacity Utilization 118.6% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 4:



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	1222	901	4	0	0
Future Volume (vph)	12	1222	901	4	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999			
Flt Protected						
Satd. Flow (prot)	0	1863	1861	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1861	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		228	54		486	
Travel Time (s)		5.2	1.2		11.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	13	1358	1001	4	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1371	1005	0	0	0
Enter Blocked Intersection	Yes	Yes	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 77.2%	ICU Level of Service D
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	1118	0	0	814	3	11	2	8	0	0	42
Future Volume (vph)	47	1118	0	0	814	3	11	2	8	0	0	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	80		0	0		0	0		25	0		0
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt								0.947				0.865
Flt Protected	0.950							0.975				
Satd. Flow (prot)	1770	1863	0	0	1863	0	0	1720	0	0	0	1611
Flt Permitted	0.950							0.975				
Satd. Flow (perm)	1770	1863	0	0	1863	0	0	1720	0	0	0	1611
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		233			223			486			229	
Travel Time (s)		5.3			5.1			11.0			5.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	52	1242	0	0	904	3	12	2	9	0	0	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	1242	0	0	907	0	0	23	0	0	0	47
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 68.8%	ICU Level of Service C
Analysis Period (min) 15	

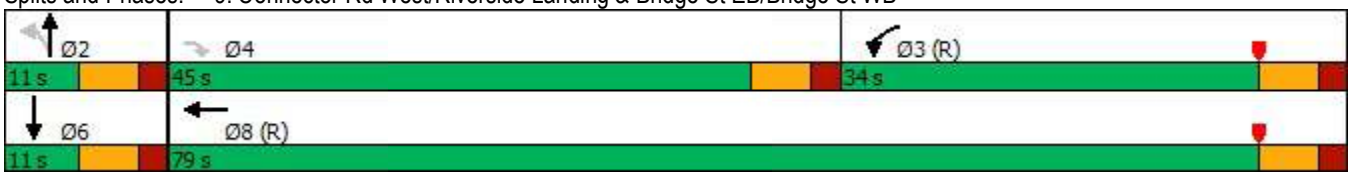
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	1127	858	816	60	0	45	0	0	51	0
Future Volume (vph)	0	0	1127	858	816	60	0	45	0	0	51	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	300		0	0		0	0		0
Storage Lanes	0		2	2		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	0.88	0.97	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.990							
Flt Protected				0.950								
Satd. Flow (prot)	0	0	2787	3433	3504	0	0	1863	0	0	1863	0
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	2787	3433	3504	0	0	1863	0	0	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109		32							
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		289			1734			272			200	
Travel Time (s)		6.6			39.4			6.2			4.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	1252	953	907	67	0	50	0	0	57	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	1252	953	974	0	0	50	0	0	57	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	L NA	R NA	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors			1	1	1		1	2			2	
Detector Template			Right	Left	Thru		Left	Thru			Thru	
Leading Detector (ft)			52	52	52		52	100			100	
Trailing Detector (ft)			2	2	2		2	0			0	
Detector 1 Position(ft)			2	2	2		2	0			0	
Detector 1 Size(ft)			50	50	50		50	6			6	
Detector 1 Type			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)			0.0	0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)			0.0	0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)			0.0	0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)								94			94	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								0.0			0.0	
Turn Type			Perm	Prot	NA			NA			NA	
Protected Phases				3	8			2			6	
Permitted Phases			4				2					

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase			4	3	8		2	2			6	
Switch Phase												
Minimum Initial (s)			11.0	5.0	11.0		5.0	5.0			5.0	
Minimum Split (s)			17.0	11.0	17.0		11.0	11.0			11.0	
Total Split (s)			45.0	34.0	79.0		11.0	11.0			11.0	
Total Split (%)			50.0%	37.8%	87.8%		12.2%	12.2%			12.2%	
Maximum Green (s)			39.0	28.0	73.0		5.0	5.0			5.0	
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 Optimize?			Yes	Yes								
Vehicle Extension (s)			3.0	3.0	3.0		3.0	3.0			3.0	
Recall Mode			Min	C-Min	C-Min		Min	Min			Min	
Act Effct Green (s)			39.4	27.5	72.9			5.1			5.1	
Actuated g/C Ratio			0.44	0.31	0.81			0.06			0.06	
v/c Ratio			0.98	0.91	0.34			0.48			0.54	
Control Delay			44.3	43.9	2.5			34.0			61.3	
Queue Delay			40.3	0.0	0.0			0.0			8.4	
Total Delay			84.6	43.9	2.5			34.0			69.7	
LOS			F	D	A			C			E	
Approach Delay		84.6			23.0			34.0			69.7	
Approach LOS		F			C			C			E	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
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: 0.98
Intersection Signal Delay: 47.4 Intersection LOS: D
Intersection Capacity Utilization 83.1% 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	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1222	0	0	888	16	176
Future Volume (vph)	1222	0	0	888	16	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.876	
Flt Protected					0.996	
Satd. Flow (prot)	1863	0	0	1863	1625	0
Flt Permitted					0.996	
Satd. Flow (perm)	1863	0	0	1863	1625	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	54			139	346	
Travel Time (s)	1.2			3.2	7.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1358	0	0	987	18	196
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1358	0	0	987	214	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 82.7%		ICU Level of Service E	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1136	24	16	818	33	8	25	8	21	16	17
Future Volume (vph)	25	1136	24	16	818	33	8	25	8	21	16	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.995			0.974			0.957	
Flt Protected		0.999			0.999			0.990			0.981	
Satd. Flow (prot)	0	1855	0	0	1852	0	0	1796	0	0	1749	0
Flt Permitted		0.999			0.999			0.990			0.981	
Satd. Flow (perm)	0	1855	0	0	1852	0	0	1796	0	0	1749	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1160			233			623			187	
Travel Time (s)		26.4			5.3			14.2			4.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	28	1262	27	18	909	37	9	28	9	23	18	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1317	0	0	964	0	0	46	0	0	60	0
Enter Blocked Intersection	No	No	No	Yes	Yes	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 86.6%	ICU Level of Service E
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	34	1234	893	10	0	37
Future Volume (vph)	34	1234	893	10	0	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.865	
Flt Protected		0.999				
Satd. Flow (prot)	0	1861	1861	0	1611	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	1861	1861	0	1611	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		66	228		623	
Travel Time (s)		1.5	5.2		14.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	38	1371	992	11	0	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1409	1003	0	41	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 102.3%	ICU Level of Service G
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1276	22	25	905	0	0
Future Volume (vph)	1276	22	25	905	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998					
Flt Protected				0.999		
Satd. Flow (prot)	1859	0	0	1861	0	0
Flt Permitted				0.999		
Satd. Flow (perm)	1859	0	0	1861	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1191			66	274	
Travel Time (s)	27.1			1.5	6.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1418	24	28	1006	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1442	0	0	1034	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 71.8%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1127	0	0	817	0	0
Future Volume (vph)	1127	0	0	817	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	3539	0	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	3539	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	223			289	384	
Travel Time (s)	5.1			6.6	8.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1252	0	0	908	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1252	0	0	908	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 62.6%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑			↱
Traffic Volume (vph)	0	1398	880	0	0	8
Future Volume (vph)	0	1398	880	0	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	1863	3539	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	1863	3539	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		139	278		384	
Travel Time (s)		3.2	6.3		8.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1553	978	0	0	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1553	978	0	0	9
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 76.9%	ICU Level of Service D
Analysis Period (min) 15	

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	4:45	4:45	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	5439	5431	5529	5530	5570	5415	5570
Vehs Exited	5305	5376	5452	5383	5463	5410	5367
Starting Vehs	324	328	287	285	303	353	250
Ending Vehs	458	383	364	432	410	358	453
Travel Distance (mi)	2969	2957	3045	3037	3082	3046	3029
Travel Time (hr)	911.6	904.1	686.6	756.1	715.8	903.6	818.7
Total Delay (hr)	803.7	795.9	576.0	645.6	603.5	792.6	708.4
Total Stops	13600	11542	12369	11131	13077	12455	12374
Fuel Used (gal)	288.2	286.2	237.0	254.5	243.9	286.9	268.3

Summary of All Intervals

Run Number	19\No Crown St	7Development	82039 PM Buil	9d Alternative 3	Avg
Start Time	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60
# of Intervals	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4
Vehs Entered	5454	5041	5282	5510	5431
Vehs Exited	5385	4928	5210	5362	5331
Starting Vehs	321	284	309	273	299
Ending Vehs	390	397	381	421	405
Travel Distance (mi)	3030	2591	2815	3022	2966
Travel Time (hr)	855.3	873.3	805.4	893.6	829.5
Total Delay (hr)	745.2	778.6	702.9	783.7	721.5
Total Stops	13877	10480	10758	13758	12310
Fuel Used (gal)	276.7	266.9	258.8	284.0	268.3

Interval #0 Information Seeding

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1326	1374	1381	1352	1447	1253	1367
Vehs Exited	1263	1351	1395	1308	1394	1269	1349
Starting Vehs	324	328	287	285	303	353	250
Ending Vehs	387	351	273	329	356	337	268
Travel Distance (mi)	738	741	776	744	794	704	738
Travel Time (hr)	123.7	138.2	101.8	106.5	94.7	135.1	93.5
Total Delay (hr)	96.9	111.2	73.5	79.4	65.8	109.3	66.6
Total Stops	2843	2688	2481	2474	2805	2492	1986
Fuel Used (gal)	47.3	51.5	43.3	44.2	42.4	49.7	41.0

Interval #1 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	19\No Crown St	7Development	82039 PM Build	9 Alternative 3	Avg
Vehs Entered	1378	1400	1324	1406	1365
Vehs Exited	1336	1381	1353	1384	1344
Starting Vehs	321	284	309	273	299
Ending Vehs	363	303	280	295	326
Travel Distance (mi)	765	762	729	784	752
Travel Time (hr)	124.2	126.7	108.1	101.6	114.0
Total Delay (hr)	96.4	99.0	81.5	73.0	86.6
Total Stops	3529	2697	2252	2472	2614
Fuel Used (gal)	48.7	48.6	43.9	44.0	45.9

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1442	1385	1514	1372	1451	1474	1449
Vehs Exited	1358	1343	1439	1345	1377	1427	1290
Starting Vehs	387	351	273	329	356	337	268
Ending Vehs	471	393	348	356	430	384	427
Travel Distance (mi)	746	750	808	752	789	817	767
Travel Time (hr)	206.3	202.8	153.6	167.7	159.7	199.5	171.0
Total Delay (hr)	179.4	175.3	124.3	140.2	130.9	169.7	143.3
Total Stops	4071	3000	3237	2684	3557	3260	3068
Fuel Used (gal)	66.7	66.5	56.3	58.7	56.9	67.1	59.4

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	19\No Crown St	7Development	82039 PM Build	9 Alternative 3	Avg
Vehs Entered	1394	1445	1467	1434	1439
Vehs Exited	1321	1330	1342	1262	1350
Starting Vehs	363	303	280	295	326
Ending Vehs	436	418	405	467	413
Travel Distance (mi)	756	800	780	738	773
Travel Time (hr)	185.5	189.3	174.3	192.6	182.0
Total Delay (hr)	158.1	160.2	146.0	165.8	153.9
Total Stops	3789	3310	2895	3513	3309
Fuel Used (gal)	62.2	64.0	60.3	62.9	61.9

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1249	1326	1323	1376	1326	1365	1324
Vehs Exited	1335	1391	1340	1358	1380	1362	1333
Starting Vehs	471	393	348	356	430	384	427
Ending Vehs	385	328	331	374	376	387	418
Travel Distance (mi)	700	728	738	756	747	759	744
Travel Time (hr)	275.3	266.1	194.1	220.2	212.5	262.0	254.2
Total Delay (hr)	249.6	239.5	167.2	192.8	185.3	234.3	227.0
Total Stops	3087	2777	3056	2783	3304	3447	3433
Fuel Used (gal)	82.6	80.5	64.1	70.9	68.2	80.0	78.2

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	19\No Crown St	7Development	82039 PM Build	9 Alternative 3	Avg
Vehs Entered	1310	1350	1369	1320	1326
Vehs Exited	1302	1387	1354	1342	1354
Starting Vehs	436	418	405	467	413
Ending Vehs	444	381	420	445	385
Travel Distance (mi)	721	778	754	733	742
Travel Time (hr)	252.2	234.0	227.4	278.5	243.3
Total Delay (hr)	226.0	205.6	199.9	251.9	216.3
Total Stops	3241	3368	3417	4106	3271
Fuel Used (gal)	77.0	73.7	71.6	83.1	75.4

Interval #4 Information

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1422	1346	1311	1430	1346	1323	1430
Vehs Exited	1349	1291	1278	1372	1312	1352	1395
Starting Vehs	385	328	331	374	376	387	418
Ending Vehs	458	383	364	432	410	358	453
Travel Distance (mi)	785	738	723	785	753	765	781
Travel Time (hr)	306.3	296.9	237.1	261.7	248.9	307.0	299.9
Total Delay (hr)	277.8	270.0	210.9	233.2	221.4	279.2	271.4
Total Stops	3599	3077	3595	3190	3411	3256	3887
Fuel Used (gal)	91.6	87.7	73.3	80.6	76.4	90.2	89.8

Interval #4 Information

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	19\No Crown St	7Development	82039 PM Build	9d Alternative 3	Avg
Vehs Entered	1372	846	1122	1350	1301
Vehs Exited	1426	830	1161	1374	1286
Starting Vehs	444	381	420	445	385
Ending Vehs	390	397	381	421	405
Travel Distance (mi)	787	251	551	766	699
Travel Time (hr)	293.3	323.3	295.6	320.9	290.1
Total Delay (hr)	264.8	313.8	275.6	293.0	264.7
Total Stops	3318	1105	2194	3667	3122
Fuel Used (gal)	88.7	80.5	83.0	94.0	85.1

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

Movement	EB	EB	SB	SB	SB	SB
Directions Served	LT	T	L	L	R	R
Maximum Queue (ft)	256	268	248	251	210	208
Average Queue (ft)	201	202	206	208	82	63
95th Queue (ft)	291	300	257	238	231	203
Link Distance (ft)	209	209	196	196	196	196
Upstream Blk Time (%)	12	12	37	42	6	6
Queuing Penalty (veh)	85	85	189	213	32	28
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 4:

Movement	NB	NB	SB	SB	NE	NE
Directions Served	T	R	L	T	L	TR
Maximum Queue (ft)	320	292	349	347	1625	1631
Average Queue (ft)	285	199	313	261	1086	1026
95th Queue (ft)	335	320	373	394	1842	1869
Link Distance (ft)	275	275	310	310	1748	1748
Upstream Blk Time (%)	69	14	64	21	1	1
Queuing Penalty (veh)	0	0	0	0	7	7
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 7: D St

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	265	58
Average Queue (ft)	173	23
95th Queue (ft)	324	55
Link Distance (ft)	173	1
Upstream Blk Time (%)	21	22
Queuing Penalty (veh)	263	196
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: D St & Bridge St EB

Movement	EB	EB	WB	NB	SB
Directions Served	L	T	TR	LTR	R
Maximum Queue (ft)	104	168	172	135	114
Average Queue (ft)	28	131	39	46	37
95th Queue (ft)	81	222	149	125	96
Link Distance (ft)		151	156	408	190
Upstream Blk Time (%)		15	5		1
Queuing Penalty (veh)		179	40		0
Storage Bay Dist (ft)	80				
Storage Blk Time (%)	0	26			
Queuing Penalty (veh)	0	12			

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

Movement	EB	EB	WB	WB	WB	WB	NB	SB
Directions Served	R	R	L	L	T	TR	LT	TR
Maximum Queue (ft)	272	267	312	324	1394	1353	80	116
Average Queue (ft)	229	232	253	271	588	556	26	48
95th Queue (ft)	272	277	367	374	1688	1641	64	105
Link Distance (ft)	210	210			1699	1699	196	130
Upstream Blk Time (%)	25	29			15	5		3
Queuing Penalty (veh)	143	165			0	0		0
Storage Bay Dist (ft)			300	300				
Storage Blk Time (%)			4	24	1			
Queuing Penalty (veh)			16	97	4			

Intersection: 10: Hobbs Ave & E. Hollis St EB

Movement	EB	WB	NB
Directions Served	T	T	LR
Maximum Queue (ft)	83	104	357
Average Queue (ft)	43	52	324
95th Queue (ft)	91	130	374
Link Distance (ft)	1	93	317
Upstream Blk Time (%)	10	20	96
Queuing Penalty (veh)	123	176	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: C St & Bridge St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	1171	167	338	160
Average Queue (ft)	874	57	174	143
95th Queue (ft)	1563	177	386	169
Link Distance (ft)	1123	151	535	145
Upstream Blk Time (%)	35	8	1	92
Queuing Penalty (veh)	0	71	1	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: C St

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	97	188	139
Average Queue (ft)	53	108	49
95th Queue (ft)	102	248	130
Link Distance (ft)	29	173	535
Upstream Blk Time (%)	33	22	
Queuing Penalty (veh)	416	194	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: Chase St & E Hollis St

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	1214	33
Average Queue (ft)	1068	19
95th Queue (ft)	1515	43
Link Distance (ft)	1163	29
Upstream Blk Time (%)	44	24
Queuing Penalty (veh)	0	223
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: E St & Bridge St EB

Movement	EB	WB	WB
Directions Served	TR	T	T
Maximum Queue (ft)	169	158	168
Average Queue (ft)	142	31	36
95th Queue (ft)	225	130	143
Link Distance (ft)	156	210	210
Upstream Blk Time (%)	18	1	2
Queuing Penalty (veh)	207	4	7
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 21: E. Hollis St EB & E St

Movement	EB	WB	WB	SB
Directions Served	T	T	T	R
Maximum Queue (ft)	122	237	244	58
Average Queue (ft)	68	150	162	12
95th Queue (ft)	143	253	262	43
Link Distance (ft)	93	209	209	
Upstream Blk Time (%)	8	14	16	
Queuing Penalty (veh)	119	62	71	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 3435

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Volume (vph)	0	787	1346	0	0	0
Future Volume (vph)	0	787	1346	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3421	3421	0	0	1801
Flt Permitted						
Satd. Flow (perm)	0	3421	3421	0	0	1801
Link Speed (mph)		30	30		30	
Link Distance (ft)		147	140		325	
Travel Time (s)		3.3	3.2		7.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	874	1496	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	874	1496	0	0	0
Enter Blocked Intersection	No	Yes	Yes	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 40.5%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑↑		
Traffic Volume (vph)	779	0	0	1339	0	0
Future Volume (vph)	779	0	0	1339	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1801	0	0	3421	0	0
Flt Permitted						
Satd. Flow (perm)	1801	0	0	3421	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	277			119	325	
Travel Time (s)	6.3			2.7	7.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	866	0	0	1488	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	866	0	0	1488	0	0
Enter Blocked Intersection	Yes	No	No	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	WBL	WBR	WBR2	SBL2	SBL	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	700	400	250	500	0	875	675	100	0	0	0
Future Volume (vph)	0	700	400	250	500	0	875	675	100	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.88	1.00	0.95	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850						0.981				
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	2694	0	0	3319	0	1711	1766	0	0	0	0
Flt Permitted					0.309		0.950					
Satd. Flow (perm)	0	2694	0	0	1079	0	1711	1766	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		72						7				
Link Speed (mph)	30				30			30			30	
Link Distance (ft)	391				586			1646			377	
Travel Time (s)	8.9				13.3			37.4			8.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	778	444	278	556	0	972	750	111	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1222	0	0	834	0	972	861	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				22			11			11	
Link Offset(ft)	0				0			0			0	
Crosswalk Width(ft)	16				16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9	9	15	15	9	15		9	15		9
Number of Detectors		1		1	1		1	2				
Detector Template		Right		Left	Left		Left	Thru				
Leading Detector (ft)		20		20	20		20	100				
Trailing Detector (ft)		0		0	0		0	0				
Detector 1 Position(ft)		0		0	0		0	0				
Detector 1 Size(ft)		20		20	20		20	6				
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0		0.0	0.0				
Detector 1 Queue (s)		0.0		0.0	0.0		0.0	0.0				
Detector 1 Delay (s)		0.0		0.0	0.0		0.0	0.0				
Detector 2 Position(ft)								94				
Detector 2 Size(ft)								6				
Detector 2 Type								Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)								0.0				
Turn Type		Perm		Perm	Prot		Prot	NA				
Protected Phases					4		5	2				
Permitted Phases		8!		4!								
Detector Phase		8		4	4		5	2				
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0		5.0	5.0				

Lane Group	WBL	WBR	WBR2	SBL2	SBL	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Split (s)		20.0		20.0	20.0		11.0	20.0				
Total Split (s)		67.0		67.0	67.0		83.0	83.0				
Total Split (%)		44.7%		44.7%	44.7%		55.3%	55.3%				
Maximum Green (s)		61.0		61.0	61.0		77.0	77.0				
Yellow Time (s)		4.0		4.0	4.0		4.0	4.0				
All-Red Time (s)		2.0		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-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0				
Recall Mode		None		None	None		None	Min				
Act Effct Green (s)		61.0			61.0		77.0	77.0				
Actuated g/C Ratio		0.41			0.41		0.51	0.51				
v/c Ratio		1.07			1.90		1.11	0.95				
Control Delay		88.6			442.5		99.0	54.1				
Queue Delay		0.0			0.0		0.0	0.0				
Total Delay		88.6			442.5		99.0	54.1				
LOS		F			F		F	D				
Approach Delay	88.6				442.5			77.9				
Approach LOS	F				F			E				
Queue Length 50th (ft)		~728			~642		~1081	775				
Queue Length 95th (ft)		#882			#774		#1343	#1078				
Internal Link Dist (ft)	311				506			1566			297	
Turn Bay Length (ft)												
Base Capacity (vph)		1138			438		878	909				
Starvation Cap Reductn		0			0		0	0				
Spillback Cap Reductn		0			0		0	0				
Storage Cap Reductn		0			0		0	0				
Reduced v/c Ratio		1.07			1.90		1.11	0.95				

Intersection Summary

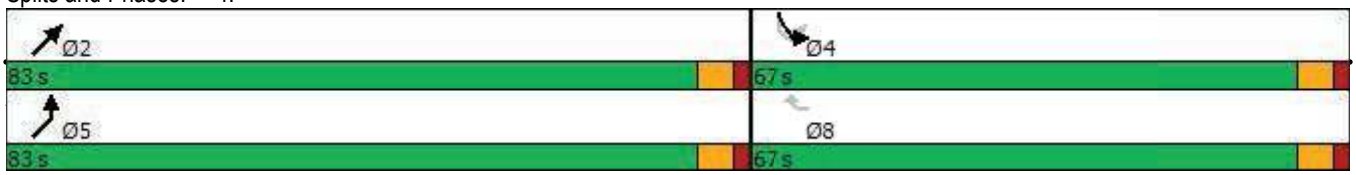
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.90
Intersection Signal Delay: 159.5 Intersection LOS: F
Intersection Capacity Utilization 97.0% ICU Level of Service F
Analysis Period (min) 15

~ 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.

! Phase conflict between lane groups.

Splits and Phases: 4:



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	8	752	1317	10	0	0
Future Volume (vph)	8	752	1317	10	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999			
Flt Protected		0.999				
Satd. Flow (prot)	0	1799	1799	0	0	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	1799	1799	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		179	74		497	
Travel Time (s)		4.1	1.7		11.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	9	836	1463	11	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	845	1474	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 73.3%	ICU Level of Service D
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	728	0	0	1322	1	3	2	22	0	0	10
Future Volume (vph)	6	728	0	0	1322	1	3	2	22	0	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		25	0		25	0		25
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt									0.850			0.865
Flt Protected	0.950							0.971				
Satd. Flow (prot)	1711	1801	0	0	1801	0	0	1748	1531	0	0	1558
Flt Permitted	0.950							0.971				
Satd. Flow (perm)	1711	1801	0	0	1801	0	0	1748	1531	0	0	1558
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		232			277			497			189	
Travel Time (s)		5.3			6.3			11.3			4.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	7	809	0	0	1469	1	3	2	24	0	0	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	809	0	0	1470	0	0	5	24	0	0	11
Enter Blocked Intersection	No	No	No	No	No	No	No	No	Yes	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 86.3%	ICU Level of Service E
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	779	186	1339	0	0
Future Volume (vph)	0	779	186	1339	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.88	0.95	0.95	1.00	1.00
Frt		0.850				
Flt Protected				0.994		
Satd. Flow (prot)	0	2694	0	3401	0	0
Flt Permitted				0.994		
Satd. Flow (perm)	0	2694	0	3401	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	119			203	255	
Travel Time (s)	2.7			4.6	5.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	866	207	1488	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	866	0	1695	0	0
Enter Blocked Intersection	No	No	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)		9	15		15	9
Sign Control	Yield			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 76.3%		ICU Level of Service D	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	752	0	0	1317	14	37
Future Volume (vph)	752	0	0	1317	14	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt					0.903	
Flt Protected					0.986	
Satd. Flow (prot)	1801	0	0	3421	1603	0
Flt Permitted					0.986	
Satd. Flow (perm)	1801	0	0	3421	1603	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	74			147	346	
Travel Time (s)	1.7			3.3	7.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	836	0	0	1463	16	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	836	0	0	1463	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.6%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	700	13	11	1331	10	16	0	9	28	21	21
Future Volume (vph)	0	700	13	11	1331	10	16	0	9	28	21	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.999			0.952			0.960	
Flt Protected								0.969			0.980	
Satd. Flow (prot)	0	1797	0	0	1799	0	0	1661	0	0	1694	0
Flt Permitted								0.969			0.980	
Satd. Flow (perm)	0	1797	0	0	1799	0	0	1661	0	0	1694	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1160			232			616			411	
Travel Time (s)		26.4			5.3			14.0			9.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	778	14	12	1479	11	18	0	10	31	23	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	792	0	0	1502	0	0	28	0	0	77	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 90.2%	ICU Level of Service E
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	10	770	1309	10	0	51
Future Volume (vph)	10	770	1309	10	0	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.865	
Flt Protected		0.999				
Satd. Flow (prot)	0	1799	1799	0	1558	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	1799	1799	0	1558	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		69	179		616	
Travel Time (s)		1.6	4.1		14.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	11	856	1454	11	0	57
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	867	1465	0	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 79.5%	ICU Level of Service D
Analysis Period (min) 15	

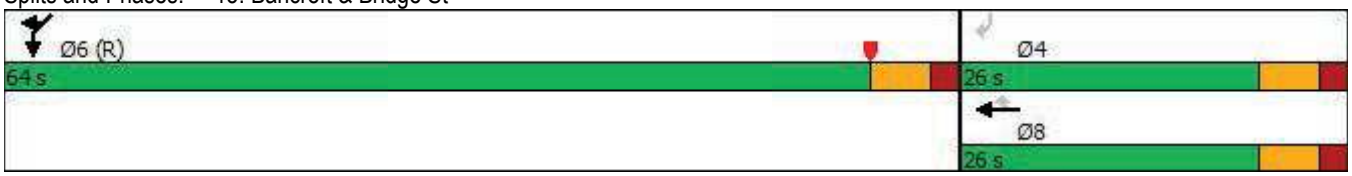
Lane Group	WBT	WBR	SBR	SWL	SWR	SWR2
Lane Configurations						
Traffic Volume (vph)	108	91	114	1318	1240	31
Future Volume (vph)	108	91	114	1318	1240	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	0	0	300	
Storage Lanes		1	1	2	2	
Taper Length (ft)				25		
Lane Util. Factor	1.00	1.00	1.00	0.97	0.88	0.95
Frt		0.850	0.865		0.850	
Flt Protected				0.950		
Satd. Flow (prot)	1801	1531	1558	3319	2694	0
Flt Permitted				0.950		
Satd. Flow (perm)	1801	1531	1558	3319	2694	0
Right Turn on Red			Yes			Yes
Satd. Flow (RTOR)			63		36	
Link Speed (mph)	30			30		
Link Distance (ft)	218			1613		
Travel Time (s)	5.0			36.7		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	120	101	127	1464	1378	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	120	101	127	1464	1412	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Right	Right
Median Width(ft)	0			22		
Link Offset(ft)	0			0		
Crosswalk Width(ft)	16			16		
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)		9	9	15	9	9
Number of Detectors	1	1	1	1	1	
Detector Template	Thru	Right	Right	Left	Right	
Leading Detector (ft)	48	48	48	48	48	
Trailing Detector (ft)	2	2	2	2	2	
Detector 1 Position(ft)	2	2	2	2	2	
Detector 1 Size(ft)	46	46	46	46	46	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Turn Type	NA	Perm	Perm	Prot	Prot	
Protected Phases	8			6	6	
Permitted Phases		8	4		6	
Detector Phase	8	8	4	6	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	
Minimum Split (s)	11.0	11.0	11.0	16.0	16.0	
Total Split (s)	26.0	26.0	26.0	64.0	64.0	

Lane Group	WBT	WBR	SBR	SWL	SWR	SWR2
Total Split (%)	28.9%	28.9%	28.9%	71.1%	71.1%	
Maximum Green (s)	20.0	20.0	20.0	58.0	58.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	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 Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	C-Min	C-Min	
Act Effct Green (s)	11.3	11.3	11.3	66.7	66.7	
Actuated g/C Ratio	0.13	0.13	0.13	0.74	0.74	
v/c Ratio	0.53	0.53	0.51	0.59	0.70	
Control Delay	43.4	43.9	26.4	7.1	9.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	43.4	43.9	26.4	7.1	9.1	
LOS	D	D	C	A	A	
Approach Delay	43.6			8.1		
Approach LOS	D			A		
Queue Length 50th (ft)	57	48	34	161	195	
Queue Length 95th (ft)	m62	m54	84	264	341	
Internal Link Dist (ft)	138			1533		
Turn Bay Length (ft)		100			300	
Base Capacity (vph)	400	340	395	2461	2006	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	58	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.30	0.30	0.32	0.61	0.70	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 12 (13%), Referenced to phase 6:SWL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 11.3 Intersection LOS: B
Intersection Capacity Utilization 72.2% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Bancroft & Bridge St



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	768	41	6	1329	0	0
Future Volume (vph)	768	41	6	1329	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993					
Flt Protected						
Satd. Flow (prot)	1788	0	0	1801	0	0
Flt Permitted						
Satd. Flow (perm)	1788	0	0	1801	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1191			69	324	
Travel Time (s)	27.1			1.6	7.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	853	46	7	1477	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	899	0	0	1484	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 78.0%		ICU Level of Service D	
Analysis Period (min) 15			

Lane Group	WBL	WBR	SEL	SER	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	199	1656
Future Volume (vph)	0	0	0	0	199	1656
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95
Frt					0.882	0.850
Flt Protected					0.990	
Satd. Flow (prot)	0	0	0	0	1572	1454
Flt Permitted					0.990	
Satd. Flow (perm)	0	0	0	0	1572	1454
Link Speed (mph)	30		30		30	
Link Distance (ft)	1646		218		166	
Travel Time (s)	37.4		5.0		3.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	0	221	1840
Shared Lane Traffic (%)						45%
Lane Group Flow (vph)	0	0	0	0	1049	1012
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Right
Median Width(ft)	0		0		11	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9	15	9	15	9
Sign Control	Free		Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 71.7%		ICU Level of Service C	
Analysis Period (min) 15			

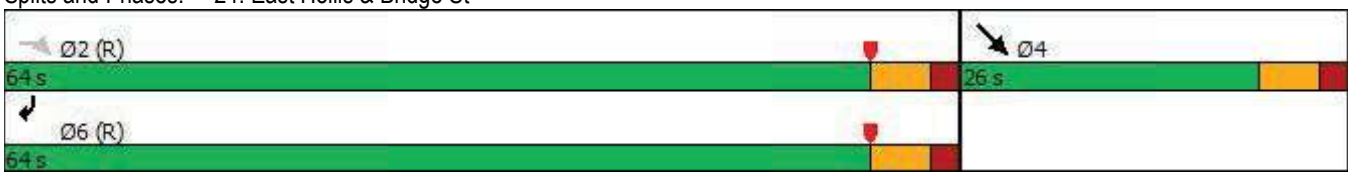
Lane Group	EBL	EBR	SBL	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations										
Traffic Volume (vph)	0	787	0	1318	0	950	56	0	0	0
Future Volume (vph)	0	787	0	1318	0	950	56	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.88	1.00	0.88	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.850		0.850		0.992				
Flt Protected										
Satd. Flow (prot)	0	2694	0	2694	0	3394	0	0	0	0
Flt Permitted										
Satd. Flow (perm)	0	2694	0	2694	0	3394	0	0	0	0
Right Turn on Red		Yes	Yes				Yes			Yes
Satd. Flow (RTOR)		36				6				
Link Speed (mph)	30		30			30			30	
Link Distance (ft)	140		304			255			212	
Travel Time (s)	3.2		6.9			5.8			4.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	874	0	1464	0	1056	62	0	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	874	0	1464	0	1118	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0		0			0			0	
Link Offset(ft)	0		0			0			0	
Crosswalk Width(ft)	16		16			16			16	
Two way Left Turn Lane										
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9	15	9	15		9	15		9
Number of Detectors		1		1		1				
Detector Template		Right		Right		Thru				
Leading Detector (ft)		48		48		48				
Trailing Detector (ft)		2		2		0				
Detector 1 Position(ft)		2		2		0				
Detector 1 Size(ft)		46		46		48				
Detector 1 Type		Cl+Ex		Cl+Ex		Cl+Ex				
Detector 1 Channel										
Detector 1 Extend (s)		0.0		0.0		0.0				
Detector 1 Queue (s)		0.0		0.0		0.0				
Detector 1 Delay (s)		0.0		0.0		0.0				
Turn Type		Perm		Prot		NA				
Protected Phases				6		4				
Permitted Phases		2								
Detector Phase		2		6		4				
Switch Phase										
Minimum Initial (s)		10.0		10.0		10.0				
Minimum Split (s)		16.0		16.0		16.0				
Total Split (s)		64.0		64.0		26.0				
Total Split (%)		71.1%		71.1%		28.9%				
Maximum Green (s)		58.0		58.0		20.0				
Yellow Time (s)		4.0		4.0		4.0				

Lane Group	EBL	EBR	SBL	SBR	SEL	SET	SER	NWL	NWT	NWR
All-Red Time (s)		2.0		2.0		2.0				
Lost Time Adjust (s)		0.0		0.0		0.0				
Total Lost Time (s)		6.0		6.0		6.0				
Lead/Lag										
Lead-Lag Optimize?										
Vehicle Extension (s)		3.0		3.0		3.0				
Recall Mode		C-Min		C-Min		Min				
Act Effct Green (s)		56.8		56.8		21.2				
Actuated g/C Ratio		0.63		0.63		0.24				
v/c Ratio		0.51		0.86		1.39				
Control Delay		9.7		13.9		213.5				
Queue Delay		0.0		0.0		0.0				
Total Delay		9.7		13.9		213.5				
LOS		A		B		F				
Approach Delay	9.7		13.9			213.5				
Approach LOS	A		B			F				
Queue Length 50th (ft)		126		109		~471				
Queue Length 95th (ft)		172		135		#600				
Internal Link Dist (ft)	60		224			175			132	
Turn Bay Length (ft)										
Base Capacity (vph)		1748		1736		804				
Starvation Cap Reductn		0		0		0				
Spillback Cap Reductn		0		0		0				
Storage Cap Reductn		0		0		0				
Reduced v/c Ratio		0.50		0.84		1.39				

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBR and 6:SBR, Start of Yellow, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.39
Intersection Signal Delay: 77.4 Intersection LOS: E
Intersection Capacity Utilization 84.1% ICU Level of Service E
Analysis Period (min) 15
~ 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.

Splits and Phases: 24: East Hollis & Bridge St



Lane Group	EBL	EBR	NBL	NBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	1565	162	0	272	0	0
Future Volume (vph)	1565	162	0	272	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00
Frt	0.986			0.865		
Flt Protected	0.957					
Satd. Flow (prot)	3296	0	0	1558	0	0
Flt Permitted	0.957					
Satd. Flow (perm)	3296	0	0	1558	0	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	212		162		166	
Travel Time (s)	4.8		3.7		3.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1739	180	0	302	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1919	0	0	302	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Right
Median Width(ft)	22		0		0	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9	15	9	15	9
Sign Control	Free		Free		Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 53.1%	ICU Level of Service A
Analysis Period (min) 15	

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	5873	5787	5615	5744	5850	5818	5780
Vehs Exited	5825	5745	5589	5731	5791	5752	5671
Starting Vehs	278	329	334	349	274	269	245
Ending Vehs	326	371	360	362	333	335	354
Travel Distance (mi)	3349	3302	3192	3263	3292	3292	3278
Travel Time (hr)	877.4	922.3	973.7	961.5	885.1	917.5	871.6
Total Delay (hr)	745.9	792.2	848.4	833.3	755.6	788.3	742.9
Total Stops	8699	9378	9955	9233	9142	9152	9154
Fuel Used (gal)	291.3	300.4	310.1	308.8	292.0	299.1	287.7

Summary of All Intervals

Run Number	19 Circular Intersection Alt 4\All Development\2039 AM Circular Intersection SKI 11 ft lane				Avg
Start Time	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60
# of Intervals	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4
Vehs Entered	5842	5787	5794	5634	5775
Vehs Exited	5801	5727	5777	5533	5723
Starting Vehs	322	306	305	335	303
Ending Vehs	363	366	322	436	353
Travel Distance (mi)	3311	3286	3331	3157	3277
Travel Time (hr)	961.3	963.1	964.1	961.1	932.6
Total Delay (hr)	831.0	834.0	833.0	837.5	803.8
Total Stops	9398	9599	9144	10263	9375
Fuel Used (gal)	309.7	309.6	310.4	306.0	302.3

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1469	1374	1439	1410	1459	1391	1394
Vehs Exited	1430	1400	1434	1436	1419	1364	1348
Starting Vehs	278	329	334	349	274	269	245
Ending Vehs	317	303	339	323	314	296	291
Travel Distance (mi)	830	811	817	812	798	787	779
Travel Time (hr)	136.6	136.7	143.4	144.4	128.4	125.2	112.9
Total Delay (hr)	104.0	104.7	111.4	112.6	97.0	94.3	82.3
Total Stops	1997	2179	2413	2186	2192	1791	2205
Fuel Used (gal)	54.1	53.3	55.4	54.9	50.9	49.7	46.4

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	9	8	9	Avg
	2039 AM Circular Intersection Alt 4\All Development\2039 AM Circular Intersection SKI 11 ft lane			
Vehs Entered	1452	1400	1423	1451	1427
Vehs Exited	1459	1394	1394	1449	1412
Starting Vehs	322	306	305	335	303
Ending Vehs	315	312	334	337	313
Travel Distance (mi)	825	802	798	819	807
Travel Time (hr)	136.8	132.7	134.7	141.5	133.9
Total Delay (hr)	104.3	101.1	103.4	109.4	102.2
Total Stops	2230	2424	2091	2433	2194
Fuel Used (gal)	53.8	51.9	52.3	54.6	52.5

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1489	1524	1443	1514	1548	1566	1537
Vehs Exited	1475	1465	1400	1461	1481	1490	1454
Starting Vehs	317	303	339	323	314	296	291
Ending Vehs	331	362	382	376	381	372	374
Travel Distance (mi)	858	853	795	843	855	857	857
Travel Time (hr)	204.9	203.7	207.4	219.5	192.2	205.5	197.8
Total Delay (hr)	171.2	170.2	176.1	186.3	158.6	171.7	164.2
Total Stops	2510	2518	2511	2290	2466	2574	2486
Fuel Used (gal)	70.2	69.5	69.2	73.6	67.5	70.3	68.6

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	9	8	9	Avg
Vehs Entered	1563	1537	1501	1450	1517
Vehs Exited	1466	1455	1447	1400	1453
Starting Vehs	315	312	334	337	313
Ending Vehs	412	394	388	387	380
Travel Distance (mi)	859	845	857	810	845
Travel Time (hr)	214.7	210.7	217.5	207.1	207.3
Total Delay (hr)	180.9	177.4	183.7	175.3	174.2
Total Stops	2518	2504	2404	2689	2498
Fuel Used (gal)	72.6	71.2	72.8	69.5	70.4

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1419	1478	1331	1405	1431	1486	1440
Vehs Exited	1471	1462	1342	1434	1464	1478	1449
Starting Vehs	331	362	382	376	381	372	374
Ending Vehs	279	378	371	347	348	380	365
Travel Distance (mi)	832	829	751	814	829	838	827
Travel Time (hr)	250.3	271.0	280.0	275.6	262.4	268.6	254.8
Total Delay (hr)	217.7	238.4	250.5	243.8	229.7	235.8	222.3
Total Stops	2119	2460	2479	2425	2345	2483	2347
Fuel Used (gal)	79.5	84.7	84.7	85.4	82.5	84.4	80.8

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	19	8	9	Avg
	Circular Intersection Alt 4\All Development\2039 AM Circular Intersection SKI 11 ft lane			
Vehs Entered	1420	1420	1472	1358	1422
Vehs Exited	1462	1483	1493	1343	1443
Starting Vehs	412	394	388	387	380
Ending Vehs	370	331	367	402	357
Travel Distance (mi)	825	833	855	756	817
Travel Time (hr)	280.1	290.1	291.3	274.4	272.6
Total Delay (hr)	247.5	257.4	257.7	244.7	240.5
Total Stops	2358	2064	2493	2526	2374
Fuel Used (gal)	86.4	89.2	89.7	83.3	84.6

Interval #4 Information

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1496	1411	1402	1415	1412	1375	1409
Vehs Exited	1449	1418	1413	1400	1427	1420	1420
Starting Vehs	279	378	371	347	348	380	365
Ending Vehs	326	371	360	362	333	335	354
Travel Distance (mi)	828	809	829	795	811	810	814
Travel Time (hr)	285.6	310.9	342.9	322.0	302.1	318.3	306.1
Total Delay (hr)	253.0	278.9	310.3	290.7	270.3	286.5	274.1
Total Stops	2073	2221	2552	2332	2139	2304	2116
Fuel Used (gal)	87.5	93.0	100.8	94.9	91.1	94.7	91.9

Interval #4 Information

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	9	8	9	11	Avg
Vehs Entered	1407	1430	1398	1375	1411
Vehs Exited	1414	1395	1443	1341	1412
Starting Vehs	370	331	367	402	357
Ending Vehs	363	366	322	436	353
Travel Distance (mi)	801	805	822	772	809
Travel Time (hr)	329.8	329.6	320.6	338.1	318.7
Total Delay (hr)	298.2	298.0	288.2	308.1	286.9
Total Stops	2292	2607	2156	2615	2311
Fuel Used (gal)	96.8	97.3	95.5	98.6	94.8

Intersection: 1: East Hollis

Movement	EB	EB	WB	WB
Directions Served	T	T	T	T
Maximum Queue (ft)	142	118	147	150
Average Queue (ft)	22	19	80	90
95th Queue (ft)	83	77	157	146
Link Distance (ft)	110	110	80	80
Upstream Blk Time (%)	1	0	9	17
Queuing Penalty (veh)	3	1	60	115
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2:

Movement	EB	WB	WB
Directions Served	T	T	T
Maximum Queue (ft)	302	116	137
Average Queue (ft)	256	46	56
95th Queue (ft)	357	113	131
Link Distance (ft)	193	59	59
Upstream Blk Time (%)	56	6	10
Queuing Penalty (veh)	420	39	69
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4:

Movement	WB	WB	SB	SB	NE	NE
Directions Served	R	R>	<L	L	L	TR
Maximum Queue (ft)	373	383	544	503	971	821
Average Queue (ft)	323	338	532	324	552	469
95th Queue (ft)	409	412	544	746	863	766
Link Distance (ft)	346	346	528	528	1578	1578
Upstream Blk Time (%)	13	28	100	54	0	
Queuing Penalty (veh)	0	0	0	0	0	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 7: D St

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	148	92
Average Queue (ft)	24	27
95th Queue (ft)	102	75
Link Distance (ft)	129	21
Upstream Blk Time (%)	2	3
Queuing Penalty (veh)	17	36
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: D St

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	T	TR	LT	R	R
Maximum Queue (ft)	40	184	151	60	48	43
Average Queue (ft)	5	160	11	9	20	10
95th Queue (ft)	24	236	92	51	49	37
Link Distance (ft)	160	160	193	407		148
Upstream Blk Time (%)		46	1			
Queuing Penalty (veh)		169	11			
Storage Bay Dist (ft)					25	
Storage Blk Time (%)				9	17	
Queuing Penalty (veh)				2	1	

Intersection: 9: Bridge St

Movement	EB	EB	WB	WB
Directions Served	R	R	LT	T
Maximum Queue (ft)	143	136	209	222
Average Queue (ft)	111	80	127	139
95th Queue (ft)	152	154	222	267
Link Distance (ft)	59	59	145	145
Upstream Blk Time (%)	53	32	9	20
Queuing Penalty (veh)	208	125	64	149
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10:

Movement	EB	WB	WB	NB
Directions Served	T	T	T	LR
Maximum Queue (ft)	51	200	196	301
Average Queue (ft)	2	160	162	165
95th Queue (ft)	20	213	209	343
Link Distance (ft)	21	110	110	304
Upstream Blk Time (%)	0	43	46	20
Queuing Penalty (veh)	3	286	307	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 12: C St & Bridge St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	1121	121	278	379
Average Queue (ft)	867	12	142	348
95th Queue (ft)	1569	74	304	440
Link Distance (ft)	1121	160	528	372
Upstream Blk Time (%)	55	1		87
Queuing Penalty (veh)	0	9		0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: C St

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	55	143	126
Average Queue (ft)	15	17	43
95th Queue (ft)	43	86	108
Link Distance (ft)	26	129	528
Upstream Blk Time (%)	15	2	
Queuing Penalty (veh)	117	31	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Bancroft & Bridge St

Movement	WB	WB	SB	SW	SW	SW	SW
Directions Served	T	R	R	L	L	R	R>
Maximum Queue (ft)	123	101	154	1550	1551	320	242
Average Queue (ft)	45	47	46	387	503	122	104
95th Queue (ft)	100	89	126	1208	1486	272	195
Link Distance (ft)	113		266	1532	1532		
Upstream Blk Time (%)	1	0		1	2		
Queuing Penalty (veh)	2	0		0	0		
Storage Bay Dist (ft)		100				300	300
Storage Blk Time (%)	2	0			4	0	0
Queuing Penalty (veh)	2	0			47	0	1

Intersection: 18: E Hollis St

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	959	31
Average Queue (ft)	217	4
95th Queue (ft)	773	22
Link Distance (ft)	1165	26
Upstream Blk Time (%)	2	3
Queuing Penalty (veh)	0	35
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 21: Ferry St

Movement	NE	NE
Directions Served	LR	R
Maximum Queue (ft)	122	135
Average Queue (ft)	14	15
95th Queue (ft)	70	82
Link Distance (ft)	129	129
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	2	1
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 24: East Hollis & Bridge St

Movement	EB	EB	SB	SB	SE	SE
Directions Served	R	R	R	R	T	TR
Maximum Queue (ft)	151	144	261	271	290	268
Average Queue (ft)	103	96	207	211	259	240
95th Queue (ft)	170	161	282	289	282	267
Link Distance (ft)	80	80	235	235	194	194
Upstream Blk Time (%)	12	11	14	15	64	58
Queuing Penalty (veh)	48	44	94	100	309	282
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 38: Ferry St

Movement	EB	EB	NB
Directions Served	L	LR	R
Maximum Queue (ft)	89	237	158
Average Queue (ft)	4	20	123
95th Queue (ft)	39	126	172
Link Distance (ft)	141	141	116
Upstream Blk Time (%)	0	0	59
Queuing Penalty (veh)	1	4	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 3218

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Volume (vph)	0	1454	944	0	0	8
Future Volume (vph)	0	1454	944	0	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	3421	3421	0	0	1558
Flt Permitted						
Satd. Flow (perm)	0	3421	3421	0	0	1558
Link Speed (mph)		30	30		30	
Link Distance (ft)		147	140		325	
Travel Time (s)		3.3	3.2		7.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1616	1049	0	0	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1616	1049	0	0	9
Enter Blocked Intersection	No	No	Yes	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 43.5%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1166	0	0	899	0	0
Future Volume (vph)	1166	0	0	899	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1801	0	0	3421	0	0
Flt Permitted						
Satd. Flow (perm)	1801	0	0	3421	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	277			119	325	
Travel Time (s)	6.3			2.7	7.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1296	0	0	999	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1296	0	0	999	0	0
Enter Blocked Intersection	Yes	No	No	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 64.7%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	WBL	WBR	WBR2	SBL2	SBL	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	700	400	250	500	0	875	675	100	0	0	0
Future Volume (vph)	0	700	400	250	500	0	875	675	100	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.88	1.00	0.95	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850						0.981				
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	2694	0	0	3319	0	1711	1766	0	0	0	0
Flt Permitted					0.309		0.950					
Satd. Flow (perm)	0	2694	0	0	1079	0	1711	1766	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		72						7				
Link Speed (mph)	30				30			30			30	
Link Distance (ft)	391				586			1646			377	
Travel Time (s)	8.9				13.3			37.4			8.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	778	444	278	556	0	972	750	111	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1222	0	0	834	0	972	861	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				22			11			11	
Link Offset(ft)	0				0			0			0	
Crosswalk Width(ft)	16				16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9	9	15	15	9	15		9	15		9
Number of Detectors		1		1	1		1	2				
Detector Template		Right		Left	Left		Left	Thru				
Leading Detector (ft)		20		20	20		20	100				
Trailing Detector (ft)		0		0	0		0	0				
Detector 1 Position(ft)		0		0	0		0	0				
Detector 1 Size(ft)		20		20	20		20	6				
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0		0.0	0.0				
Detector 1 Queue (s)		0.0		0.0	0.0		0.0	0.0				
Detector 1 Delay (s)		0.0		0.0	0.0		0.0	0.0				
Detector 2 Position(ft)								94				
Detector 2 Size(ft)								6				
Detector 2 Type								Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)								0.0				
Turn Type		Perm		Perm	Prot		Prot	NA				
Protected Phases					4		5	2				
Permitted Phases		8!		4!								
Detector Phase		8		4	4		5	2				
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0		5.0	5.0				

Lane Group	WBL	WBR	WBR2	SBL2	SBL	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Split (s)		20.0		20.0	20.0		11.0	20.0				
Total Split (s)		67.0		67.0	67.0		83.0	83.0				
Total Split (%)		44.7%		44.7%	44.7%		55.3%	55.3%				
Maximum Green (s)		61.0		61.0	61.0		77.0	77.0				
Yellow Time (s)		4.0		4.0	4.0		4.0	4.0				
All-Red Time (s)		2.0		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-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0				
Recall Mode		None		None	None		None	Min				
Act Effct Green (s)		61.0			61.0		77.0	77.0				
Actuated g/C Ratio		0.41			0.41		0.51	0.51				
v/c Ratio		1.07			1.90		1.11	0.95				
Control Delay		88.6			442.5		99.0	54.1				
Queue Delay		0.0			0.0		0.0	0.0				
Total Delay		88.6			442.5		99.0	54.1				
LOS		F			F		F	D				
Approach Delay	88.6				442.5			77.9				
Approach LOS	F				F			E				
Queue Length 50th (ft)		~728			~642		~1081	775				
Queue Length 95th (ft)		#882			#774		#1343	#1078				
Internal Link Dist (ft)	311				506			1566			297	
Turn Bay Length (ft)												
Base Capacity (vph)		1138			438		878	909				
Starvation Cap Reductn		0			0		0	0				
Spillback Cap Reductn		0			0		0	0				
Storage Cap Reductn		0			0		0	0				
Reduced v/c Ratio		1.07			1.90		1.11	0.95				

Intersection Summary

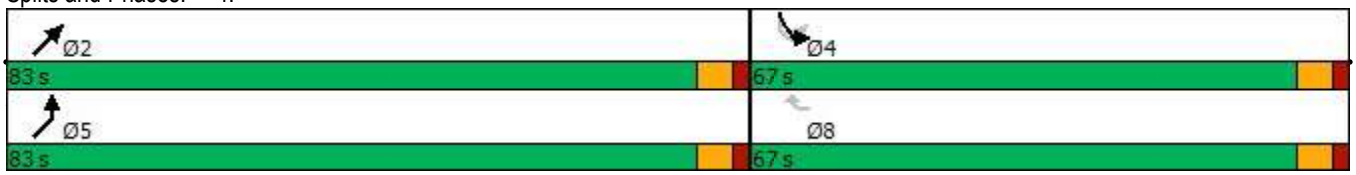
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.90
Intersection Signal Delay: 159.5 Intersection LOS: F
Intersection Capacity Utilization 97.0% ICU Level of Service F
Analysis Period (min) 15

~ 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.

! Phase conflict between lane groups.

Splits and Phases: 4:



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	1278	963	4	0	0
Future Volume (vph)	12	1278	963	4	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999			
Flt Protected						
Satd. Flow (prot)	0	1801	1799	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1801	1799	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		179	74		497	
Travel Time (s)		4.1	1.7		11.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	13	1420	1070	4	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1433	1074	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 80.2%	ICU Level of Service D
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	1137	0	0	898	3	11	2	8	0	0	42
Future Volume (vph)	47	1137	0	0	898	3	11	2	8	0	0	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		25	0		25	0		25
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt									0.850			0.865
Flt Protected	0.950							0.959				
Satd. Flow (prot)	1711	1801	0	0	1801	0	0	1727	1531	0	0	1558
Flt Permitted	0.950							0.959				
Satd. Flow (perm)	1711	1801	0	0	1801	0	0	1727	1531	0	0	1558
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		232			277			497			189	
Travel Time (s)		5.3			6.3			11.3			4.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	52	1263	0	0	998	3	12	2	9	0	0	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	1263	0	0	1001	0	0	14	9	0	0	47
Enter Blocked Intersection	No	No	No	No	No	No	No	No	Yes	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 69.8%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	1166	131	899	0	0
Future Volume (vph)	0	1166	131	899	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.88	0.95	0.95	1.00	1.00
Frt		0.850				
Flt Protected				0.994		
Satd. Flow (prot)	0	2694	0	3401	0	0
Flt Permitted				0.994		
Satd. Flow (perm)	0	2694	0	3401	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	119			203	255	
Travel Time (s)	2.7			4.6	5.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1296	146	999	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1296	0	1145	0	0
Enter Blocked Intersection	No	No	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)		9	15		15	9
Sign Control	Yield			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 76.1%		ICU Level of Service D	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1278	0	0	952	16	176
Future Volume (vph)	1278	0	0	952	16	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt					0.876	
Flt Protected					0.996	
Satd. Flow (prot)	1801	0	0	3421	1571	0
Flt Permitted					0.996	
Satd. Flow (perm)	1801	0	0	3421	1571	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	74			147	346	
Travel Time (s)	1.7			3.3	7.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1420	0	0	1058	18	196
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1420	0	0	1058	214	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 85.7%		ICU Level of Service E	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1153	24	16	900	33	8	6	8	21	16	17
Future Volume (vph)	25	1153	24	16	900	33	8	6	8	21	16	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.995			0.951			0.957	
Flt Protected		0.999			0.999			0.982			0.981	
Satd. Flow (prot)	0	1793	0	0	1790	0	0	1682	0	0	1690	0
Flt Permitted		0.999			0.999			0.982			0.981	
Satd. Flow (perm)	0	1793	0	0	1790	0	0	1682	0	0	1690	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1160			232			616			411	
Travel Time (s)		26.4			5.3			14.0			9.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	28	1281	27	18	1000	37	9	7	9	23	18	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1336	0	0	1055	0	0	25	0	0	60	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 86.3%	ICU Level of Service E
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	17	1273	955	10	0	37
Future Volume (vph)	17	1273	955	10	0	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.865	
Flt Protected		0.999				
Satd. Flow (prot)	0	1799	1799	0	1558	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	1799	1799	0	1558	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		69	179		616	
Travel Time (s)		1.6	4.1		14.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	19	1414	1061	11	0	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1433	1072	0	41	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 90.6%	ICU Level of Service E
Analysis Period (min) 15	

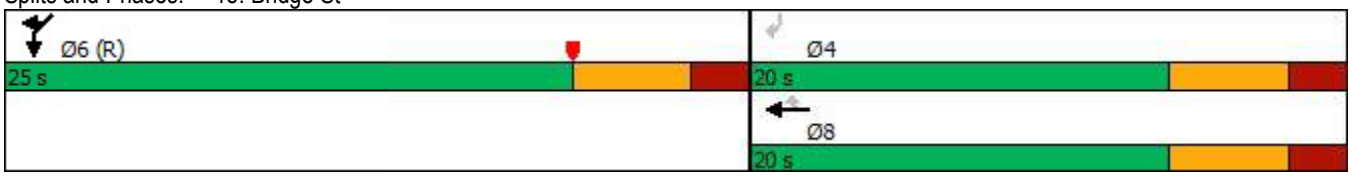
Lane Group	WBT	WBR	SBR	SWL	SWR	SWR2
Lane Configurations						
Traffic Volume (vph)	163	62	51	911	816	60
Future Volume (vph)	163	62	51	911	816	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	0	0	300	
Storage Lanes		1	1	2	2	
Taper Length (ft)				75		
Lane Util. Factor	1.00	1.00	1.00	0.97	0.88	0.95
Frt		0.850	0.865		0.850	
Flt Protected				0.950		
Satd. Flow (prot)	1801	1531	1558	3319	2694	0
Flt Permitted				0.950		
Satd. Flow (perm)	1801	1531	1558	3319	2694	0
Right Turn on Red			Yes			Yes
Satd. Flow (RTOR)			73		73	
Link Speed (mph)	30			30		
Link Distance (ft)	218			1613		
Travel Time (s)	5.0			36.7		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	181	69	57	1012	907	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	181	69	57	1012	974	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Right	Right
Median Width(ft)	0			22		
Link Offset(ft)	0			0		
Crosswalk Width(ft)	16			16		
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)		9	9	15	9	9
Number of Detectors	1	1	1	1	1	
Detector Template	Thru	Right	Right	Left	Right	
Leading Detector (ft)	48	48	48	48	48	
Trailing Detector (ft)	2	2	2	2	2	
Detector 1 Position(ft)	2	2	2	2	2	
Detector 1 Size(ft)	46	46	46	46	46	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Turn Type	NA	Perm	Perm	Prot	Prot	
Protected Phases	8			6	6	
Permitted Phases		8	4		6	
Detector Phase	8	8	4	6	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	
Minimum Split (s)	11.0	11.0	11.0	16.0	16.0	
Total Split (s)	20.0	20.0	20.0	25.0	25.0	

Lane Group	WBT	WBR	SBR	SWL	SWR	SWR2
Total Split (%)	44.4%	44.4%	44.4%	55.6%	55.6%	
Maximum Green (s)	14.0	14.0	14.0	19.0	19.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	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 Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	C-Min	C-Min	
Act Effct Green (s)	9.6	9.6	9.5	27.0	27.0	
Actuated g/C Ratio	0.21	0.21	0.21	0.60	0.60	
v/c Ratio	0.47	0.21	0.15	0.51	0.59	
Control Delay	18.9	15.0	4.2	8.8	10.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	18.9	15.0	4.2	8.8	10.4	
LOS	B	B	A	A	B	
Approach Delay	17.8			9.6		
Approach LOS	B			A		
Queue Length 50th (ft)	41	15	0	81	84	
Queue Length 95th (ft)	75	35	15	152	#213	
Internal Link Dist (ft)	138			1533		
Turn Bay Length (ft)		100			300	
Base Capacity (vph)	560	476	535	1991	1645	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.32	0.14	0.11	0.51	0.59	

Intersection Summary

Area Type: Other
Cycle Length: 45
Actuated Cycle Length: 45
Offset: 0 (0%), Referenced to phase 6:SWL, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 10.4 Intersection LOS: B
Intersection Capacity Utilization 58.4% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: Bridge St



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1315	22	6	986	0	0
Future Volume (vph)	1315	22	6	986	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998					
Flt Protected						
Satd. Flow (prot)	1797	0	0	1801	0	0
Flt Permitted						
Satd. Flow (perm)	1797	0	0	1801	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1191			69	324	
Travel Time (s)	27.1			1.6	7.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1461	24	7	1096	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1485	0	0	1103	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 73.9%	ICU Level of Service D
Analysis Period (min) 15	

Lane Group	WBL	WBR	SEL	SER	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	225	2707
Future Volume (vph)	0	0	0	0	225	2707
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95
Frt					0.873	0.850
Flt Protected					0.992	
Satd. Flow (prot)	0	0	0	0	1559	1454
Flt Permitted					0.992	
Satd. Flow (perm)	0	0	0	0	1559	1454
Link Speed (mph)	30		30		30	
Link Distance (ft)	1646		218		166	
Travel Time (s)	37.4		5.0		3.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	0	250	3008
Shared Lane Traffic (%)						46%
Lane Group Flow (vph)	0	0	0	0	1634	1624
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Right
Median Width(ft)	0		0		11	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9	15	9	15	9
Sign Control	Free		Free		Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 115.1%	ICU Level of Service H
Analysis Period (min) 15	

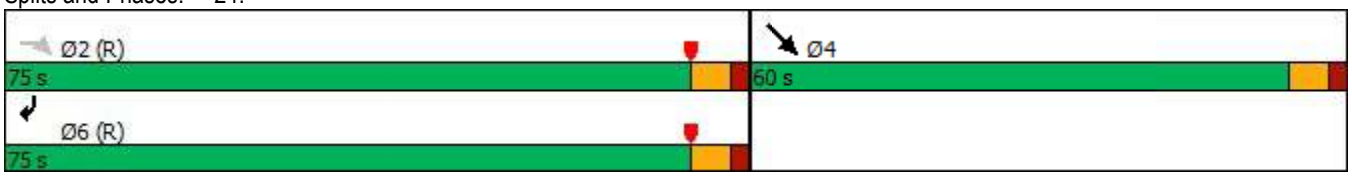
Lane Group	EBL	EBR	SBL	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations										
Traffic Volume (vph)	0	1454	0	911	0	1264	33	0	0	0
Future Volume (vph)	0	1454	0	911	0	1264	33	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.88	1.00	0.88	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.850		0.850		0.996				
Flt Protected										
Satd. Flow (prot)	0	2694	0	2694	0	3408	0	0	0	0
Flt Permitted										
Satd. Flow (perm)	0	2694	0	2694	0	3408	0	0	0	0
Right Turn on Red		Yes	Yes				Yes			Yes
Satd. Flow (RTOR)		24				2				
Link Speed (mph)	30		30			30			30	
Link Distance (ft)	140		304			255			215	
Travel Time (s)	3.2		6.9			5.8			4.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1616	0	1012	0	1404	37	0	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	1616	0	1012	0	1441	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0		0			0			0	
Link Offset(ft)	0		0			0			0	
Crosswalk Width(ft)	16		16			16			16	
Two way Left Turn Lane										
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9	15	9	15		9	15		9
Number of Detectors		1		1		1				
Detector Template		Right		Right		Thru				
Leading Detector (ft)		48		48		48				
Trailing Detector (ft)		2		2		2				
Detector 1 Position(ft)		2		2		2				
Detector 1 Size(ft)		46		46		46				
Detector 1 Type		Cl+Ex		Cl+Ex		Cl+Ex				
Detector 1 Channel										
Detector 1 Extend (s)		0.0		0.0		0.0				
Detector 1 Queue (s)		0.0		0.0		0.0				
Detector 1 Delay (s)		0.0		0.0		0.0				
Turn Type		Perm		Prot		NA				
Protected Phases				6		4				
Permitted Phases		2								
Detector Phase		2		6		4				
Switch Phase										
Minimum Initial (s)		10.0		10.0		10.0				
Minimum Split (s)		16.0		16.0		16.0				
Total Split (s)		75.0		75.0		60.0				
Total Split (%)		55.6%		55.6%		44.4%				
Maximum Green (s)		69.0		69.0		54.0				
Yellow Time (s)		4.0		4.0		4.0				

Lane Group	EBL	EBR	SBL	SBR	SEL	SET	SER	NWL	NWT	NWR
All-Red Time (s)		2.0		2.0		2.0				
Lost Time Adjust (s)		0.0		0.0		0.0				
Total Lost Time (s)		6.0		6.0		6.0				
Lead/Lag										
Lead-Lag Optimize?										
Vehicle Extension (s)		3.0		3.0		3.0				
Recall Mode		C-Min		C-Min		Min				
Act Effct Green (s)		69.0		69.0		54.0				
Actuated g/C Ratio		0.51		0.51		0.40				
v/c Ratio		1.16		0.74		1.06				
Control Delay		113.3		29.9		80.0				
Queue Delay		0.0		50.4		0.0				
Total Delay		113.3		80.2		80.0				
LOS		F		F		E				
Approach Delay	113.3		80.2			80.0				
Approach LOS	F		F			E				
Queue Length 50th (ft)		~950		384		~727				
Queue Length 95th (ft)		#1102		477		#869				
Internal Link Dist (ft)	60		224			175			135	
Turn Bay Length (ft)										
Base Capacity (vph)		1388		1376		1364				
Starvation Cap Reductn		0		568		0				
Spillback Cap Reductn		0		0		0				
Storage Cap Reductn		0		0		0				
Reduced v/c Ratio		1.16		1.25		1.06				

Intersection Summary

Area Type: Other
Cycle Length: 135
Actuated Cycle Length: 135
Offset: 0 (0%), Referenced to phase 2:EBR and 6:SBR, Start of Yellow, Master Intersection
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 93.3 Intersection LOS: F
Intersection Capacity Utilization 96.9% ICU Level of Service F
Analysis Period (min) 15
~ 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.

Splits and Phases: 24:



Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	0	272	2660	58	0	0
Future Volume (vph)	0	272	2660	58	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.865	0.997			
Flt Protected						
Satd. Flow (prot)	0	1558	3411	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1558	3411	0	0	0
Link Speed (mph)	30		30			30
Link Distance (ft)	162		215			166
Travel Time (s)	3.7		4.9			3.8
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	302	2956	64	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	302	3020	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Free		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 98.9%	ICU Level of Service F
Analysis Period (min) 15	

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	3:45	3:45	3:45	3:45	3:45	3:45	3:45
End Time	5:00	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	5343	5315	5290	5254	2034	5316	5324
Vehs Exited	5336	5301	5230	5260	1897	5304	5301
Starting Vehs	316	309	286	300	327	298	293
Ending Vehs	323	323	346	294	464	310	316
Travel Distance (mi)	2973	2949	2915	2932	508	2949	2948
Travel Time (hr)	1296.8	1383.5	1286.5	1257.6	2845.3	1314.7	1267.1
Total Delay (hr)	1179.8	1267.4	1171.7	1142.1	2824.1	1198.9	1151.3
Total Stops	8993	8790	8950	8797	1367	8832	9052
Fuel Used (gal)	376.9	395.2	372.2	365.8	663.8	379.9	369.2

Summary of All Intervals

Run Number	19\Circular Intersection Alt 4	2039 PM Circular Intersection	8	9 SKI 11 ft ln	Avg
Start Time	3:45	3:45	3:45	3:45	3:45
End Time	5:00	5:00	5:00	5:00	5:00
Total Time (min)	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60
# of Intervals	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4
Vehs Entered	5310	5342	5198	5268	5001
Vehs Exited	5333	5289	5210	5258	4973
Starting Vehs	342	307	307	315	309
Ending Vehs	319	360	295	325	330
Travel Distance (mi)	2932	2941	2907	2927	2717
Travel Time (hr)	1213.2	1365.8	1272.6	1345.0	1440.8
Total Delay (hr)	1097.7	1249.9	1158.4	1230.2	1333.8
Total Stops	8853	8828	8693	8956	8191
Fuel Used (gal)	356.4	391.7	369.5	386.3	402.4

Interval #0 Information Seeding

Start Time	3:45
End Time	4:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:00
End Time	4:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1276	1272	1360	1277	868	1267	1331
Vehs Exited	1289	1290	1326	1281	768	1265	1318
Starting Vehs	316	309	286	300	327	298	293
Ending Vehs	303	291	320	296	427	300	306
Travel Distance (mi)	725	708	742	710	309	702	741
Travel Time (hr)	175.1	175.5	168.1	162.2	224.2	166.1	160.8
Total Delay (hr)	146.6	147.5	138.9	134.1	211.9	138.5	131.8
Total Stops	2193	2143	2268	2075	991	2020	2279
Fuel Used (gal)	59.6	59.3	58.5	56.2	59.7	56.9	56.9

Interval #1 Information Recording

Start Time	4:00
End Time	4:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	19\Circular Intersection Alt 4	7\2039 PM Circular Intersection	8	9\On SKI 11 ft In	Avg
Vehs Entered	1335	1328	1286	1273	1262
Vehs Exited	1362	1292	1300	1301	1252
Starting Vehs	342	307	307	315	309
Ending Vehs	315	343	293	287	310
Travel Distance (mi)	749	737	720	696	685
Travel Time (hr)	166.6	181.7	170.6	170.1	174.6
Total Delay (hr)	137.1	152.8	142.3	142.6	147.7
Total Stops	2203	2306	2059	2014	2053
Fuel Used (gal)	58.5	61.3	58.5	57.7	58.5

Interval #2 Information

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1424	1421	1355	1417	461	1388	1407
Vehs Exited	1370	1365	1357	1377	427	1350	1369
Starting Vehs	303	291	320	296	427	300	306
Ending Vehs	357	347	318	336	461	338	344
Travel Distance (mi)	763	776	763	782	82	763	763
Travel Time (hr)	284.7	298.3	275.4	265.8	532.7	289.5	261.5
Total Delay (hr)	254.5	267.8	245.3	235.0	529.0	259.5	231.4
Total Stops	2294	2239	2257	2454	172	2363	2388
Fuel Used (gal)	85.9	89.0	83.6	81.7	124.1	86.6	80.5

Interval #2 Information

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	19\Circular Intersection Alt 4	7\2039 PM Circular Intersection	8	9\n SKI 11 ft In	Avg
Vehs Entered	1418	1396	1334	1384	1311
Vehs Exited	1380	1381	1320	1317	1275
Starting Vehs	315	343	293	287	310
Ending Vehs	353	358	307	354	349
Travel Distance (mi)	758	763	746	752	701
Travel Time (hr)	264.7	299.5	273.6	291.0	303.3
Total Delay (hr)	234.8	269.4	244.1	261.6	275.7
Total Stops	2515	2225	2178	2327	2128
Fuel Used (gal)	81.1	89.0	83.0	86.8	88.3

Interval #3 Information

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1296	1292	1258	1283	345	1339	1276
Vehs Exited	1334	1339	1268	1298	346	1354	1295
Starting Vehs	357	347	318	336	461	338	344
Ending Vehs	319	300	308	321	460	323	325
Travel Distance (mi)	743	728	696	726	58	751	709
Travel Time (hr)	381.4	410.5	378.2	364.8	883.4	390.0	375.6
Total Delay (hr)	352.2	381.8	350.8	336.3	880.8	360.5	347.7
Total Stops	2315	2217	2107	2196	111	2350	2189
Fuel Used (gal)	107.1	113.6	105.2	102.3	203.4	109.6	104.9

Interval #3 Information

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	19\Circular Intersection Alt 4	7\2039 PM Circular Intersection	8	9	11 ft In	Avg
Vehs Entered	1277	1284	1275	1317		1202
Vehs Exited	1332	1331	1275	1344		1230
Starting Vehs	353	358	307	354		349
Ending Vehs	298	311	307	327		321
Travel Distance (mi)	724	711	714	751		665
Travel Time (hr)	350.4	396.6	373.1	397.6		427.4
Total Delay (hr)	322.0	368.5	345.2	368.2		401.3
Total Stops	2146	1951	2175	2324		2008
Fuel Used (gal)	99.7	110.1	104.3	111.2		115.6

Interval #4 Information

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1347	1330	1317	1277	360	1322	1310
Vehs Exited	1343	1307	1279	1304	356	1335	1319
Starting Vehs	319	300	308	321	460	323	325
Ending Vehs	323	323	346	294	464	310	316
Travel Distance (mi)	743	737	714	714	61	734	734
Travel Time (hr)	455.6	499.3	464.8	464.9	1205.0	469.2	469.3
Total Delay (hr)	426.5	470.3	436.6	436.7	1202.3	440.3	440.4
Total Stops	2191	2191	2318	2072	93	2099	2196
Fuel Used (gal)	124.2	133.5	124.9	125.6	276.6	126.9	126.9

Interval #4 Information

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	19\Circular Intersection Alt 4	7\2039 PM Circular Intersection	8	9\on SKI 11 ft In	Avg
Vehs Entered	1280	1334	1303	1294	1223
Vehs Exited	1259	1285	1315	1296	1217
Starting Vehs	298	311	307	327	321
Ending Vehs	319	360	295	325	330
Travel Distance (mi)	700	730	727	728	666
Travel Time (hr)	431.5	487.9	455.4	486.4	535.4
Total Delay (hr)	403.8	459.1	426.8	457.8	509.2
Total Stops	1989	2346	2281	2291	2008
Fuel Used (gal)	117.1	131.3	123.7	130.5	140.1

Intersection: 1:

Movement	EB	EB	WB	WB	SB
Directions Served	T	T	T	T	R
Maximum Queue (ft)	140	155	124	122	44
Average Queue (ft)	113	118	29	43	12
95th Queue (ft)	150	161	95	107	55
Link Distance (ft)	110	110	80	80	
Upstream Blk Time (%)	28	26	2	4	
Queuing Penalty (veh)	203	186	11	20	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2:

Movement	EB	WB	WB
Directions Served	T	T	T
Maximum Queue (ft)	301	91	87
Average Queue (ft)	275	12	10
95th Queue (ft)	320	66	60
Link Distance (ft)	193	59	59
Upstream Blk Time (%)	52	2	3
Queuing Penalty (veh)	596	11	14
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4:

Movement	WB	WB	SB	SB	NE	NE
Directions Served	R	R>	<L	L	L	TR
Maximum Queue (ft)	360	369	549	553	583	507
Average Queue (ft)	275	285	533	396	340	278
95th Queue (ft)	412	437	549	774	566	474
Link Distance (ft)	346	346	528	528	1578	1578
Upstream Blk Time (%)	5	11	100	62		
Queuing Penalty (veh)	0	0	0	0		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 7: D St

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	146	74
Average Queue (ft)	129	31
95th Queue (ft)	182	74
Link Distance (ft)	129	21
Upstream Blk Time (%)	28	3
Queuing Penalty (veh)	357	33
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: D St

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	T	TR	LT	R	R
Maximum Queue (ft)	54	182	220	57	48	95
Average Queue (ft)	16	169	33	14	10	33
95th Queue (ft)	45	203	160	51	37	87
Link Distance (ft)	160	160	193	407		148
Upstream Blk Time (%)		40	3			4
Queuing Penalty (veh)		239	26			0
Storage Bay Dist (ft)					25	
Storage Blk Time (%)				22	17	
Queuing Penalty (veh)				2	2	

Intersection: 9:

Movement	EB	EB	WB	WB
Directions Served	R	R	LT	T
Maximum Queue (ft)	142	112	165	150
Average Queue (ft)	117	35	58	27
95th Queue (ft)	141	106	147	110
Link Distance (ft)	59	59	145	145
Upstream Blk Time (%)	52	9	8	1
Queuing Penalty (veh)	304	54	42	3
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10:

Movement	EB	WB	WB	NB
Directions Served	T	T	T	LR
Maximum Queue (ft)	56	185	182	317
Average Queue (ft)	31	133	138	138
95th Queue (ft)	50	203	209	309
Link Distance (ft)	21	110	110	304
Upstream Blk Time (%)	27	24	26	17
Queuing Penalty (veh)	344	116	126	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 12: C St & Bridge St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	1170	155	81	383
Average Queue (ft)	1141	35	24	344
95th Queue (ft)	1159	140	66	442
Link Distance (ft)	1121	160	528	372
Upstream Blk Time (%)	71	4		83
Queuing Penalty (veh)	0	39		0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: C St

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	48	131	74
Average Queue (ft)	31	22	21
95th Queue (ft)	40	105	59
Link Distance (ft)	26	129	528
Upstream Blk Time (%)	35	3	
Queuing Penalty (veh)	461	30	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Bridge St

Movement	WB	WB	SB	SW	SW	SW	SW
Directions Served	T	R	R	L	L	R	R>
Maximum Queue (ft)	96	69	58	582	585	134	113
Average Queue (ft)	39	21	18	216	210	53	32
95th Queue (ft)	89	54	122	893	906	110	89
Link Distance (ft)	113		266	1532	1532		
Upstream Blk Time (%)	6	0	5	8	8		
Queuing Penalty (veh)	13	0	0	0	0		
Storage Bay Dist (ft)		100				300	300
Storage Blk Time (%)	6	0			8		
Queuing Penalty (veh)	4	0			73		

Intersection: 18: E Hollis St

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	1222	28
Average Queue (ft)	1179	5
95th Queue (ft)	1265	24
Link Distance (ft)	1165	26
Upstream Blk Time (%)	60	3
Queuing Penalty (veh)	0	35
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 21:

Movement	NE	NE
Directions Served	LR	R
Maximum Queue (ft)	64	69
Average Queue (ft)	9	5
95th Queue (ft)	49	34
Link Distance (ft)	129	129
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 24:

Movement	EB	EB	SB	SB	SE	SE
Directions Served	R	R	R	R	T	TR
Maximum Queue (ft)	115	116	250	257	277	254
Average Queue (ft)	92	93	192	196	257	221
95th Queue (ft)	108	111	270	272	276	269
Link Distance (ft)	80	80	235	235	194	194
Upstream Blk Time (%)	40	36	13	14	52	39
Queuing Penalty (veh)	290	265	62	63	336	254
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 38:

Movement	NB	NE	NE
Directions Served	R	T	TR
Maximum Queue (ft)	143	47	40
Average Queue (ft)	117	3	22
95th Queue (ft)	158	23	131
Link Distance (ft)	108	138	138
Upstream Blk Time (%)	91		3
Queuing Penalty (veh)	0		46
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 4658

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑			↱
Traffic Volume (vph)	0	739	1266	0	0	0
Future Volume (vph)	0	739	1266	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1801	3421	0	0	1801
Flt Permitted						
Satd. Flow (perm)	0	1801	3421	0	0	1801
Link Speed (mph)		30	30		30	
Link Distance (ft)		147	140		325	
Travel Time (s)		3.3	3.2		7.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	821	1407	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	821	1407	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 42.2%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	740	0	0	1250	0	0
Future Volume (vph)	740	0	0	1250	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1801	0	0	3421	0	0
Flt Permitted						
Satd. Flow (perm)	1801	0	0	3421	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	277			119	325	
Travel Time (s)	6.3			2.7	7.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	822	0	0	1389	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	822	0	0	1389	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	WBL	WBR	WBR2	SBL2	SBL	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	700	400	250	500	0	875	675	100	0	0	0
Future Volume (vph)	0	700	400	250	500	0	875	675	100	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.88	1.00	0.95	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850						0.981				
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	2694	0	0	3319	0	1711	1766	0	0	0	0
Flt Permitted					0.309		0.950					
Satd. Flow (perm)	0	2694	0	0	1079	0	1711	1766	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		72						7				
Link Speed (mph)	30				30			30			30	
Link Distance (ft)	391				586			1646			377	
Travel Time (s)	8.9				13.3			37.4			8.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	778	444	278	556	0	972	750	111	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1222	0	0	834	0	972	861	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				22			11			11	
Link Offset(ft)	0				0			0			0	
Crosswalk Width(ft)	16				16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9	9	15	15	9	15		9	15		9
Number of Detectors		1		1	1		1	2				
Detector Template		Right		Left	Left		Left	Thru				
Leading Detector (ft)		20		20	20		20	100				
Trailing Detector (ft)		0		0	0		0	0				
Detector 1 Position(ft)		0		0	0		0	0				
Detector 1 Size(ft)		20		20	20		20	6				
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0		0.0	0.0				
Detector 1 Queue (s)		0.0		0.0	0.0		0.0	0.0				
Detector 1 Delay (s)		0.0		0.0	0.0		0.0	0.0				
Detector 2 Position(ft)								94				
Detector 2 Size(ft)								6				
Detector 2 Type								Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)								0.0				
Turn Type		Perm		Perm	Prot		Prot	NA				
Protected Phases					4		5	2				
Permitted Phases		8!		4!								
Detector Phase		8		4	4		5	2				
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0		5.0	5.0				

Lane Group	WBL	WBR	WBR2	SBL2	SBL	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Split (s)		20.0		20.0	20.0		11.0	20.0				
Total Split (s)		67.0		67.0	67.0		83.0	83.0				
Total Split (%)		44.7%		44.7%	44.7%		55.3%	55.3%				
Maximum Green (s)		61.0		61.0	61.0		77.0	77.0				
Yellow Time (s)		4.0		4.0	4.0		4.0	4.0				
All-Red Time (s)		2.0		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-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0				
Recall Mode		None		None	None		None	Min				
Act Effct Green (s)		61.0			61.0		77.0	77.0				
Actuated g/C Ratio		0.41			0.41		0.51	0.51				
v/c Ratio		1.07			1.90		1.11	0.95				
Control Delay		88.6			442.5		99.0	54.1				
Queue Delay		0.0			0.0		0.0	0.0				
Total Delay		88.6			442.5		99.0	54.1				
LOS		F			F		F	D				
Approach Delay	88.6				442.5			77.9				
Approach LOS	F				F			E				
Queue Length 50th (ft)		~728			~642		~1081	775				
Queue Length 95th (ft)		#882			#774		#1343	#1078				
Internal Link Dist (ft)	311				506			1566			297	
Turn Bay Length (ft)												
Base Capacity (vph)		1138			438		878	909				
Starvation Cap Reductn		0			0		0	0				
Spillback Cap Reductn		0			0		0	0				
Storage Cap Reductn		0			0		0	0				
Reduced v/c Ratio		1.07			1.90		1.11	0.95				

Intersection Summary

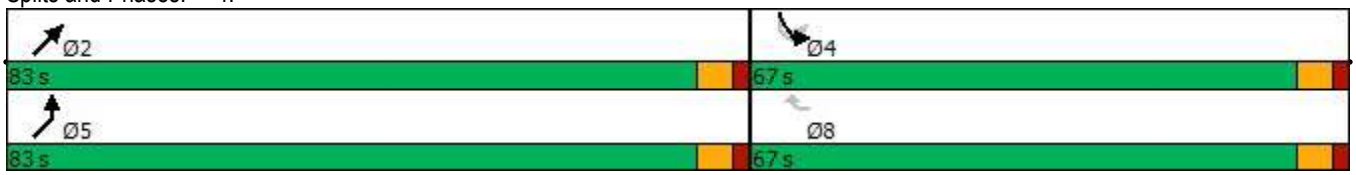
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.90
Intersection Signal Delay: 159.5 Intersection LOS: F
Intersection Capacity Utilization 97.0% ICU Level of Service F
Analysis Period (min) 15

~ 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.

! Phase conflict between lane groups.

Splits and Phases: 4:



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	16	704	1266	10	0	0
Future Volume (vph)	16	704	1266	10	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999			
Flt Protected		0.999				
Satd. Flow (prot)	0	1799	1799	0	0	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	1799	1799	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		179	74		497	
Travel Time (s)		4.1	1.7		11.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	18	782	1407	11	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	800	1418	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 70.6%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	709	0	0	1249	1	11	2	22	0	0	10
Future Volume (vph)	6	709	0	0	1249	1	11	2	22	0	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		25	0		25	0		25
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt									0.850			0.865
Flt Protected	0.950							0.959				
Satd. Flow (prot)	1711	1801	0	0	1801	0	0	1727	1531	0	0	1558
Flt Permitted	0.950							0.959				
Satd. Flow (perm)	1711	1801	0	0	1801	0	0	1727	1531	0	0	1558
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		232			277			497			198	
Travel Time (s)		5.3			6.3			11.3			4.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	7	788	0	0	1388	1	12	2	24	0	0	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	788	0	0	1389	0	0	14	24	0	0	11
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 82.5%	ICU Level of Service E
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	740	93	1250	0	0
Future Volume (vph)	0	740	93	1250	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.88	0.95	0.95	1.00	1.00
Frt		0.850				
Flt Protected				0.997		
Satd. Flow (prot)	0	2694	0	3411	0	0
Flt Permitted				0.997		
Satd. Flow (perm)	0	2694	0	3411	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	119			203	252	
Travel Time (s)	2.7			4.6	5.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	822	103	1389	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	822	0	1492	0	0
Enter Blocked Intersection	No	No	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)		9	15		15	9
Sign Control	Yield			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.8%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	704	0	0	1265	14	37
Future Volume (vph)	704	0	0	1265	14	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt					0.903	
Flt Protected					0.986	
Satd. Flow (prot)	1801	0	0	3421	1603	0
Flt Permitted					0.986	
Satd. Flow (perm)	1801	0	0	3421	1603	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	74			147	346	
Travel Time (s)	1.7			3.3	7.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	782	0	0	1406	16	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	782	0	0	1406	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.1%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	661	13	11	1239	10	16	0	9	28	21	21
Future Volume (vph)	0	661	13	11	1239	10	16	0	9	28	21	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.999			0.952			0.960	
Flt Protected								0.969			0.980	
Satd. Flow (prot)	0	1795	0	0	1799	0	0	1661	0	0	1694	0
Flt Permitted								0.969			0.980	
Satd. Flow (perm)	0	1795	0	0	1799	0	0	1661	0	0	1694	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1160			232			616			411	
Travel Time (s)		26.4			5.3			14.0			9.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	734	14	12	1377	11	18	0	10	31	23	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	748	0	0	1400	0	0	28	0	0	77	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 85.4%	ICU Level of Service E
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	10	720	1258	10	0	51
Future Volume (vph)	10	720	1258	10	0	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.865	
Flt Protected		0.999				
Satd. Flow (prot)	0	1799	1799	0	1558	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	1799	1799	0	1558	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		69	179		616	
Travel Time (s)		1.6	4.1		14.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	11	800	1398	11	0	57
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	811	1409	0	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 76.8%	ICU Level of Service D
Analysis Period (min) 15	

Lane Group	WBT	WBR	SBR	SWL	SWR	SWR2
Lane Configurations						
Traffic Volume (vph)	2	28	114	1266	1227	13
Future Volume (vph)	2	28	114	1266	1227	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	0	0	300	
Storage Lanes		1	1	2	2	
Taper Length (ft)				75		
Lane Util. Factor	1.00	1.00	1.00	0.97	0.88	0.95
Frt		0.850	0.865		0.850	
Flt Protected				0.950		
Satd. Flow (prot)	1801	1531	1558	3319	2694	0
Flt Permitted				0.950		
Satd. Flow (perm)	1801	1531	1558	3319	2694	0
Right Turn on Red			Yes			Yes
Satd. Flow (RTOR)			69		65	
Link Speed (mph)	30			30		
Link Distance (ft)	218			1613		
Travel Time (s)	5.0			36.7		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2	31	127	1407	1363	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	31	127	1407	1377	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Right	Right
Median Width(ft)	0			22		
Link Offset(ft)	0			0		
Crosswalk Width(ft)	16			16		
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)		9	9	15	9	9
Number of Detectors	1	1	1	1	1	
Detector Template	Thru	Right	Right	Left	Right	
Leading Detector (ft)	48	48	48	48	48	
Trailing Detector (ft)	2	2	2	2	2	
Detector 1 Position(ft)	2	2	2	2	2	
Detector 1 Size(ft)	46	46	46	46	46	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Turn Type	NA	Perm	Perm	Prot	Prot	
Protected Phases	8			6	6	
Permitted Phases		8	4		6	
Detector Phase	8	8	4	6	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	
Minimum Split (s)	11.0	11.0	11.0	16.0	16.0	
Total Split (s)	11.0	11.0	11.0	39.0	39.0	

Lane Group	WBT	WBR	SBR	SWL	SWR	SWR2
Total Split (%)	22.0%	22.0%	22.0%	78.0%	78.0%	
Maximum Green (s)	5.0	5.0	5.0	33.0	33.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	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 Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	C-Min	C-Min	
Act Effct Green (s)	5.1	5.1	5.1	36.4	36.4	
Actuated g/C Ratio	0.10	0.10	0.10	0.73	0.73	
v/c Ratio	0.01	0.20	0.57	0.58	0.70	
Control Delay	23.5	22.9	24.7	5.7	7.5	
Queue Delay	0.0	0.0	0.0	0.4	0.0	
Total Delay	23.5	22.9	24.7	6.1	7.5	
LOS	C	C	C	A	A	
Approach Delay	22.9			6.8		
Approach LOS	C			A		
Queue Length 50th (ft)	1	14	16	96	113	
Queue Length 95th (ft)	m1	m21	#74	143	190	
Internal Link Dist (ft)	138			1533		
Turn Bay Length (ft)		100			300	
Base Capacity (vph)	183	155	221	2416	1979	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	447	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.01	0.20	0.57	0.71	0.70	

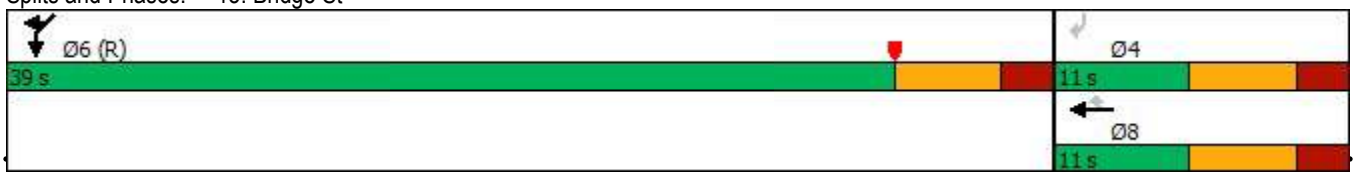
Intersection Summary

Area Type: Other
Cycle Length: 50
Actuated Cycle Length: 50
Offset: 0 (0%), Referenced to phase 6:SWL, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 7.7 Intersection LOS: A
Intersection Capacity Utilization 69.6% ICU Level of Service C
Analysis Period (min) 15

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

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

Splits and Phases: 15: Bridge St



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	728	41	10	1299	0	0
Future Volume (vph)	728	41	10	1299	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993					
Flt Protected						
Satd. Flow (prot)	1788	0	0	1801	0	0
Flt Permitted						
Satd. Flow (perm)	1788	0	0	1801	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1191			69	324	
Travel Time (s)	27.1			1.6	7.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	809	46	11	1443	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	855	0	0	1454	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 79.7%		ICU Level of Service D	
Analysis Period (min) 15			

Lane Group	WBL	WBR	SEL	SER	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	30	1512
Future Volume (vph)	0	0	0	0	30	1512
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95
Frt					0.856	0.850
Flt Protected					0.998	
Satd. Flow (prot)	0	0	0	0	1538	1454
Flt Permitted					0.998	
Satd. Flow (perm)	0	0	0	0	1538	1454
Link Speed (mph)	30		30		30	
Link Distance (ft)	1646		218		351	
Travel Time (s)	37.4		5.0		8.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	0	33	1680
Shared Lane Traffic (%)						49%
Lane Group Flow (vph)	0	0	0	0	856	857
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Right
Median Width(ft)	0		0		11	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9	15	9	15	9
Sign Control	Free		Free		Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 65.7%	ICU Level of Service C
Analysis Period (min) 15	

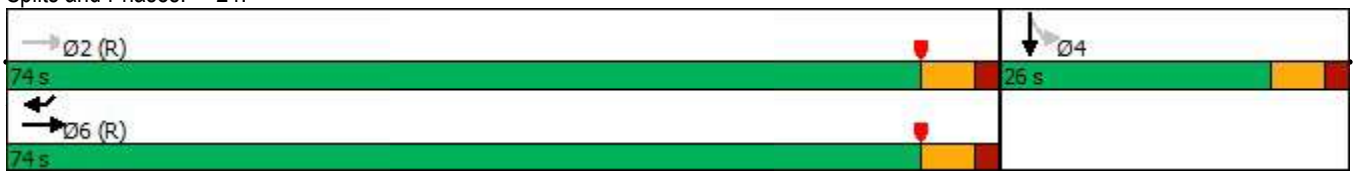
Lane Group	EBT	SBL	SBT	SBR	SWR	Ø2
Lane Configurations						
Traffic Volume (vph)	739	803	31	30	1266	
Future Volume (vph)	739	803	31	30	1266	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	
Lane Util. Factor	0.95	0.95	0.95	1.00	0.88	
Frt			0.990		0.850	
Flt Protected		0.950	0.959			
Satd. Flow (prot)	3421	1625	1624	0	2694	
Flt Permitted		0.950	0.959			
Satd. Flow (perm)	3421	1625	1624	0	2694	
Right Turn on Red				Yes		
Satd. Flow (RTOR)			3			
Link Speed (mph)	30		30			
Link Distance (ft)	140		252			
Travel Time (s)	3.2		5.7			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	821	892	34	33	1407	
Shared Lane Traffic (%)		46%				
Lane Group Flow (vph)	821	482	477	0	1407	
Enter Blocked Intersection	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Right	
Median Width(ft)	0		11			
Link Offset(ft)	0		0			
Crosswalk Width(ft)	16		16			
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	
Turning Speed (mph)		15		9	9	
Number of Detectors	2	1	2		1	
Detector Template	Thru	Left	Thru		Right	
Leading Detector (ft)	100	20	100		48	
Trailing Detector (ft)	0	0	0		2	
Detector 1 Position(ft)	0	0	0		2	
Detector 1 Size(ft)	6	20	6		46	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)	94		94			
Detector 2 Size(ft)	6		6			
Detector 2 Type	Cl+Ex		Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			
Turn Type	NA	Perm	NA		Prot	
Protected Phases	6		4		6	2
Permitted Phases	2	4				
Detector Phase	6	4	4		6	
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0		10.0	10.0

Lane Group	EBT	SBL	SBT	SBR	SWR	Ø2
Minimum Split (s)	16.0	16.0	16.0		16.0	16.0
Total Split (s)	74.0	26.0	26.0		74.0	74.0
Total Split (%)	74.0%	26.0%	26.0%		74.0%	74%
Maximum Green (s)	68.0	20.0	20.0		68.0	68.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	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-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	C-Min	Min	Min		C-Min	C-Min
Act Effct Green (s)	66.7	21.3	21.3		66.7	
Actuated g/C Ratio	0.67	0.21	0.21		0.67	
v/c Ratio	0.36	1.40	1.37		0.78	
Control Delay	7.7	227.9	218.5		12.6	
Queue Delay	0.0	0.0	0.0		19.2	
Total Delay	7.7	227.9	218.5		31.8	
LOS	A	F	F		C	
Approach Delay	7.7		223.3			
Approach LOS	A		F			
Queue Length 50th (ft)	102	~454	~444		302	
Queue Length 95th (ft)	133	#664	#655		359	
Internal Link Dist (ft)	60		172			
Turn Bay Length (ft)						
Base Capacity (vph)	2326	345	347		1831	
Starvation Cap Reductn	0	0	0		458	
Spillback Cap Reductn	0	0	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.35	1.40	1.37		1.02	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBT and 6:EBT, Start of Yellow, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.40
Intersection Signal Delay: 83.2 Intersection LOS: F
Intersection Capacity Utilization 78.3% ICU Level of Service D
Analysis Period (min) 15
~ 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.

Splits and Phases: 24:



Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	7:00	7:00	7:00	7:00	7:00	7:00	7:00
End Time	8:15	8:15	8:15	8:15	8:15	8:15	8:15
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	5576	5321	5479	5507	5330	5460	5430
Vehs Exited	5478	5252	5434	5428	5253	5364	5356
Starting Vehs	259	278	277	284	327	266	272
Ending Vehs	357	347	322	363	404	362	346
Travel Distance (mi)	3258	3067	3162	3187	3041	3141	3133
Travel Time (hr)	914.5	803.2	839.8	941.4	937.6	822.0	849.0
Total Delay (hr)	788.3	684.3	717.1	818.1	819.6	700.2	727.6
Total Stops	9635	10081	8841	9278	10777	8532	9644
Fuel Used (gal)	297.2	266.6	278.3	302.3	296.7	273.1	279.4

Summary of All Intervals

Run Number	7	8	9	no crown	Avg
Start Time	7:00	7:00	7:00	7:00	7:00
End Time	8:15	8:15	8:15	8:15	8:15
Total Time (min)	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60
# of Intervals	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4
Vehs Entered	5483	5416	5453	5492	5450
Vehs Exited	5420	5326	5360	5374	5370
Starting Vehs	271	262	259	243	276
Ending Vehs	334	352	352	361	351
Travel Distance (mi)	3176	3101	3165	3160	3145
Travel Time (hr)	766.9	844.2	858.5	762.1	849.0
Total Delay (hr)	643.7	723.9	735.9	639.7	727.1
Total Stops	8417	8104	8296	9436	9187
Fuel Used (gal)	260.9	277.1	282.5	258.6	279.3

Interval #0 Information Seeding

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1359	1281	1405	1363	1341	1278	1337
Vehs Exited	1338	1284	1395	1339	1338	1320	1311
Starting Vehs	259	278	277	284	327	266	272
Ending Vehs	280	275	287	308	330	224	298
Travel Distance (mi)	789	755	811	767	765	754	774
Travel Time (hr)	122.4	113.7	116.4	131.7	133.8	107.7	114.9
Total Delay (hr)	91.8	84.3	84.9	102.1	104.1	78.3	84.8
Total Stops	2003	2043	1890	2158	2404	1544	2153
Fuel Used (gal)	49.3	46.2	49.1	51.2	51.6	45.1	47.2

Interval #1 Information Recording

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	no crown	Avg
Vehs Entered	1341	1313	1299	1355	1333
Vehs Exited	1347	1298	1311	1315	1325
Starting Vehs	271	262	259	243	276
Ending Vehs	265	277	247	283	281
Travel Distance (mi)	792	758	770	782	774
Travel Time (hr)	110.8	116.3	107.9	101.8	116.1
Total Delay (hr)	80.0	87.0	78.2	71.4	86.1
Total Stops	1836	1849	1795	1923	1963
Fuel Used (gal)	46.6	47.0	45.3	44.2	47.5

Interval #2 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1510	1424	1428	1433	1420	1488	1492
Vehs Exited	1402	1350	1335	1339	1326	1342	1359
Starting Vehs	280	275	287	308	330	224	298
Ending Vehs	388	349	380	402	424	370	431
Travel Distance (mi)	837	794	802	810	789	803	808
Travel Time (hr)	199.6	173.6	192.0	214.4	203.8	175.8	188.7
Total Delay (hr)	167.3	142.9	160.9	183.1	173.2	144.6	157.6
Total Stops	2558	2316	2630	2747	2670	2290	2647
Fuel Used (gal)	68.2	61.1	65.7	71.2	68.1	61.6	65.3

Interval #2 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	7	8	9	no crown	Avg
Vehs Entered	1501	1435	1453	1466	1460
Vehs Exited	1401	1333	1354	1411	1359
Starting Vehs	265	277	247	283	281
Ending Vehs	365	379	346	338	378
Travel Distance (mi)	832	796	803	827	809
Travel Time (hr)	169.1	193.1	185.7	172.7	188.0
Total Delay (hr)	136.9	162.2	154.7	140.8	156.7
Total Stops	2389	2284	2104	2795	2490
Fuel Used (gal)	61.2	65.8	64.4	61.7	64.9

Interval #3 Information

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1346	1291	1314	1362	1250	1371	1300
Vehs Exited	1368	1288	1359	1388	1270	1383	1387
Starting Vehs	388	349	380	402	424	370	431
Ending Vehs	366	352	335	376	404	358	344
Travel Distance (mi)	820	732	765	797	749	805	804
Travel Time (hr)	275.4	234.2	244.1	275.6	272.1	245.6	254.4
Total Delay (hr)	243.5	205.7	214.3	244.8	243.1	214.5	223.2
Total Stops	2639	2916	2310	2014	3083	2400	2490
Fuel Used (gal)	85.2	73.3	76.4	85.0	82.4	78.3	80.1

Interval #3 Information

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	no crown	Avg
Vehs Entered	1312	1320	1354	1336	1320
Vehs Exited	1351	1390	1334	1356	1351
Starting Vehs	365	379	346	338	378
Ending Vehs	326	309	366	318	345
Travel Distance (mi)	782	775	786	787	782
Travel Time (hr)	219.5	249.2	252.1	222.4	249.5
Total Delay (hr)	189.1	219.1	221.5	191.8	219.2
Total Stops	2200	1995	2141	2294	2409
Fuel Used (gal)	71.2	78.1	79.2	71.7	78.3

Interval #4 Information

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1361	1325	1332	1349	1319	1323	1301
Vehs Exited	1370	1330	1345	1362	1319	1319	1299
Starting Vehs	366	352	335	376	404	358	344
Ending Vehs	357	347	322	363	404	362	346
Travel Distance (mi)	812	786	784	814	737	778	746
Travel Time (hr)	317.2	281.8	287.3	319.6	327.9	292.8	290.9
Total Delay (hr)	285.7	251.4	257.0	288.1	299.2	262.7	261.9
Total Stops	2435	2806	2011	2359	2620	2298	2354
Fuel Used (gal)	94.5	85.9	87.1	94.9	94.7	88.1	86.8

Interval #4 Information

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	no crown	Avg
Vehs Entered	1329	1348	1347	1335	1331
Vehs Exited	1321	1305	1361	1292	1327
Starting Vehs	326	309	366	318	345
Ending Vehs	334	352	352	361	351
Travel Distance (mi)	770	772	806	763	779
Travel Time (hr)	267.5	285.6	312.8	265.3	295.3
Total Delay (hr)	237.7	255.6	281.5	235.8	265.2
Total Stops	1992	1976	2256	2424	2318
Fuel Used (gal)	81.8	86.1	93.7	81.0	88.6

Intersection: 1:

Movement	EB	WB	WB
Directions Served	T	T	T
Maximum Queue (ft)	122	155	154
Average Queue (ft)	51	85	90
95th Queue (ft)	138	150	152
Link Distance (ft)	108	85	85
Upstream Blk Time (%)	3	7	11
Queuing Penalty (veh)	23	46	71
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2:

Movement	EB	WB	WB
Directions Served	TR	T	T
Maximum Queue (ft)	212	132	126
Average Queue (ft)	196	31	38
95th Queue (ft)	254	101	116
Link Distance (ft)	192	58	58
Upstream Blk Time (%)	45	6	11
Queuing Penalty (veh)	330	39	68
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4:

Movement	WB	WB	SB	SB	NE	NE
Directions Served	R	R>	<L	L	L	TR
Maximum Queue (ft)	374	382	542	407	1094	1000
Average Queue (ft)	324	341	529	216	679	544
95th Queue (ft)	410	417	543	640	1157	961
Link Distance (ft)	346	346	528	528	1578	1578
Upstream Blk Time (%)	12	27	100	30	0	
Queuing Penalty (veh)	0	0	0	0	0	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 7: D St

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	144	82
Average Queue (ft)	65	34
95th Queue (ft)	166	76
Link Distance (ft)	129	21
Upstream Blk Time (%)	7	3
Queuing Penalty (veh)	53	40
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: D St

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	T	TR	LT	R	R
Maximum Queue (ft)	31	178	132	302	99	39
Average Queue (ft)	4	149	13	130	57	10
95th Queue (ft)	21	224	90	328	114	36
Link Distance (ft)	153	153	192	407		146
Upstream Blk Time (%)		42	1	1		
Queuing Penalty (veh)		149	8	0		
Storage Bay Dist (ft)					25	
Storage Blk Time (%)				16	74	
Queuing Penalty (veh)				3	10	

Intersection: 9:

Movement	EB	EB	WB	WB
Directions Served	R	R	LT	T
Maximum Queue (ft)	91	90	200	221
Average Queue (ft)	68	69	87	101
95th Queue (ft)	98	101	184	254
Link Distance (ft)	58	58	145	145
Upstream Blk Time (%)	42	46	3	27
Queuing Penalty (veh)	156	170	21	180
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10:

Movement	EB	WB	WB	NB
Directions Served	T	T	T	LR
Maximum Queue (ft)	44	166	168	249
Average Queue (ft)	10	130	134	97
95th Queue (ft)	35	169	174	250
Link Distance (ft)	21	108	108	317
Upstream Blk Time (%)	3	16	21	3
Queuing Penalty (veh)	20	105	133	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 12: C St & Bridge St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	1111	149	359	389
Average Queue (ft)	707	17	173	361
95th Queue (ft)	1451	93	380	428
Link Distance (ft)	1121	153	528	372
Upstream Blk Time (%)	36	1	1	86
Queuing Penalty (veh)	0	15	0	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: C St

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	39	143	125
Average Queue (ft)	18	27	46
95th Queue (ft)	43	111	104
Link Distance (ft)	26	129	528
Upstream Blk Time (%)	19	3	
Queuing Penalty (veh)	142	33	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Bridge St

Movement	WB	WB	SB	SW	SW	SW	SW
Directions Served	T	R	R	L	L	R	R>
Maximum Queue (ft)	4	59	250	1440	1553	277	119
Average Queue (ft)	0	15	108	390	473	84	31
95th Queue (ft)	2	41	270	1266	1454	287	93
Link Distance (ft)	113		266	1532	1532		
Upstream Blk Time (%)			10	1	4		
Queuing Penalty (veh)			0	0	0		
Storage Bay Dist (ft)		100				300	300
Storage Blk Time (%)		0			7		
Queuing Penalty (veh)		0			83		

Intersection: 18: E Hollis St

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	946	33
Average Queue (ft)	253	6
95th Queue (ft)	802	26
Link Distance (ft)	1165	26
Upstream Blk Time (%)	3	3
Queuing Penalty (veh)	0	39
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 21:

Movement	NE	NE
Directions Served	LR	R
Maximum Queue (ft)	22	28
Average Queue (ft)	1	1
95th Queue (ft)	13	17
Link Distance (ft)	295	295
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 24:

Movement	EB	EB	SB	SB	SW	SW
Directions Served	T	TR	L	LTR	R	R
Maximum Queue (ft)	112	127	266	248	242	252
Average Queue (ft)	74	75	237	225	208	210
95th Queue (ft)	126	131	256	243	274	267
Link Distance (ft)	85	85	172	172	214	214
Upstream Blk Time (%)	7	6	66	66	16	17
Queuing Penalty (veh)	25	23	276	277	100	111
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 2750

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1420	860	0	0	8
Future Volume (vph)	0	1420	860	0	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt					0.865	
Flt Protected						
Satd. Flow (prot)	0	1801	3421	0	1558	0
Flt Permitted						
Satd. Flow (perm)	0	1801	3421	0	1558	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		147	140		325	
Travel Time (s)		3.3	3.2		7.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1578	956	0	0	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1578	956	0	9	0
Enter Blocked Intersection	No	Yes	Yes	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 84.7%	ICU Level of Service E
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1149	0	0	857	0	0
Future Volume (vph)	1149	0	0	857	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1801	0	0	3421	0	0
Flt Permitted						
Satd. Flow (perm)	1801	0	0	3421	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	277			119	325	
Travel Time (s)	6.3			2.7	7.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1277	0	0	952	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1277	0	0	952	0	0
Enter Blocked Intersection	Yes	No	No	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 63.8%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	WBL	WBR	WBR2	SBL2	SBL	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	700	400	250	500	0	875	675	100	0	0	0
Future Volume (vph)	0	700	400	250	500	0	875	675	100	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.88	1.00	0.95	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850						0.981				
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	2694	0	0	3319	0	1711	1766	0	0	0	0
Flt Permitted					0.309		0.950					
Satd. Flow (perm)	0	2694	0	0	1079	0	1711	1766	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		72						7				
Link Speed (mph)	30				30			30			30	
Link Distance (ft)	391				586			1646			377	
Travel Time (s)	8.9				13.3			37.4			8.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	778	444	278	556	0	972	750	111	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1222	0	0	834	0	972	861	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				22			11			11	
Link Offset(ft)	0				0			0			0	
Crosswalk Width(ft)	16				16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9	9	15	15	9	15		9	15		9
Number of Detectors		1		1	1		1	2				
Detector Template		Right		Left	Left		Left	Thru				
Leading Detector (ft)		20		20	20		20	100				
Trailing Detector (ft)		0		0	0		0	0				
Detector 1 Position(ft)		0		0	0		0	0				
Detector 1 Size(ft)		20		20	20		20	6				
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0		0.0	0.0				
Detector 1 Queue (s)		0.0		0.0	0.0		0.0	0.0				
Detector 1 Delay (s)		0.0		0.0	0.0		0.0	0.0				
Detector 2 Position(ft)								94				
Detector 2 Size(ft)								6				
Detector 2 Type								Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)								0.0				
Turn Type		Perm		Perm	Prot		Prot	NA				
Protected Phases					4		5	2				
Permitted Phases		8!		4!								
Detector Phase		8		4	4		5	2				
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0		5.0	5.0				

Lane Group	WBL	WBR	WBR2	SBL2	SBL	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Split (s)		20.0		20.0	20.0		11.0	20.0				
Total Split (s)		67.0		67.0	67.0		83.0	83.0				
Total Split (%)		44.7%		44.7%	44.7%		55.3%	55.3%				
Maximum Green (s)		61.0		61.0	61.0		77.0	77.0				
Yellow Time (s)		4.0		4.0	4.0		4.0	4.0				
All-Red Time (s)		2.0		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-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0				
Recall Mode		None		None	None		None	Min				
Act Effct Green (s)		61.0			61.0		77.0	77.0				
Actuated g/C Ratio		0.41			0.41		0.51	0.51				
v/c Ratio		1.07			1.90		1.11	0.95				
Control Delay		88.6			442.5		99.0	54.1				
Queue Delay		0.0			0.0		0.0	0.0				
Total Delay		88.6			442.5		99.0	54.1				
LOS		F			F		F	D				
Approach Delay	88.6				442.5			77.9				
Approach LOS	F				F			E				
Queue Length 50th (ft)		~728			~642		~1081	775				
Queue Length 95th (ft)		#882			#774		#1343	#1078				
Internal Link Dist (ft)	311				506			1566			297	
Turn Bay Length (ft)												
Base Capacity (vph)		1138			438		878	909				
Starvation Cap Reductn		0			0		0	0				
Spillback Cap Reductn		0			0		0	0				
Storage Cap Reductn		0			0		0	0				
Reduced v/c Ratio		1.07			1.90		1.11	0.95				

Intersection Summary

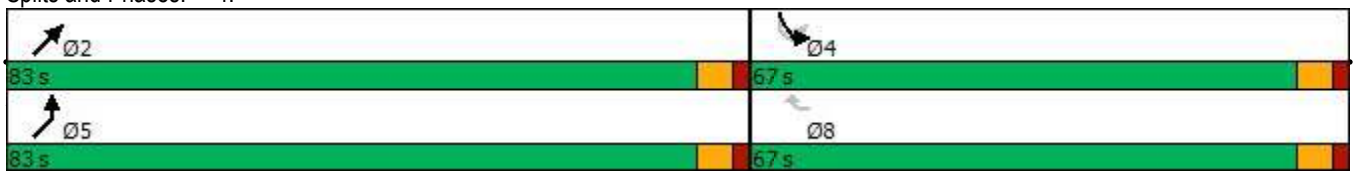
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.90
Intersection Signal Delay: 159.5 Intersection LOS: F
Intersection Capacity Utilization 97.0% ICU Level of Service F
Analysis Period (min) 15

~ 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.

! Phase conflict between lane groups.

Splits and Phases: 4:



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	1244	881	4	0	0
Future Volume (vph)	12	1244	881	4	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999			
Flt Protected						
Satd. Flow (prot)	0	1801	1799	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1801	1799	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		179	74		497	
Travel Time (s)		4.1	1.7		11.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	13	1382	979	4	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1395	983	0	0	0
Enter Blocked Intersection	No	Yes	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 78.4%	ICU Level of Service D
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1140	0	0	854	3	11	2	8	0	0	2
Future Volume (vph)	25	1140	0	0	854	3	11	2	8	0	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		25	0		25	0		25
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt									0.850			0.865
Flt Protected	0.950							0.959				
Satd. Flow (prot)	1711	1801	0	0	1801	0	0	1727	1531	0	0	1558
Flt Permitted	0.950							0.959				
Satd. Flow (perm)	1711	1801	0	0	1801	0	0	1727	1531	0	0	1558
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		232			277			497			189	
Travel Time (s)		5.3			6.3			11.3			4.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	28	1267	0	0	949	3	12	2	9	0	0	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	1267	0	0	952	0	0	14	9	0	0	2
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 70.0%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	1149	51	857	0	0
Future Volume (vph)	0	1149	51	857	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.88	0.95	0.95	1.00	1.00
Frt		0.850				
Flt Protected				0.997		
Satd. Flow (prot)	0	2694	0	3411	0	0
Flt Permitted				0.997		
Satd. Flow (perm)	0	2694	0	3411	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	119			203	255	
Travel Time (s)	2.7			4.6	5.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1277	57	952	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1277	0	1009	0	0
Enter Blocked Intersection	No	No	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)		9	15		15	9
Sign Control	Yield			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 72.0%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1244	0	0	868	16	176
Future Volume (vph)	1244	0	0	868	16	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt					0.876	
Flt Protected					0.996	
Satd. Flow (prot)	1801	0	0	3421	1571	0
Flt Permitted					0.996	
Satd. Flow (perm)	1801	0	0	3421	1571	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	74			147	346	
Travel Time (s)	1.7			3.3	7.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1382	0	0	964	18	196
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1382	0	0	964	214	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 83.9%		ICU Level of Service E	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1136	24	16	818	33	8	3	8	21	16	17
Future Volume (vph)	25	1136	24	16	818	33	8	3	8	21	16	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.995			0.942			0.957	
Flt Protected		0.999			0.999			0.979			0.981	
Satd. Flow (prot)	0	1793	0	0	1790	0	0	1661	0	0	1690	0
Flt Permitted		0.999			0.999			0.979			0.981	
Satd. Flow (perm)	0	1793	0	0	1790	0	0	1661	0	0	1690	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1160			232			616			411	
Travel Time (s)		26.4			5.3			14.0			9.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	28	1262	27	18	909	37	9	3	9	23	18	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1317	0	0	964	0	0	21	0	0	60	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 84.8%	ICU Level of Service E
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	22	1256	873	10	0	37
Future Volume (vph)	22	1256	873	10	0	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.865	
Flt Protected		0.999				
Satd. Flow (prot)	0	1799	1797	0	1558	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	1799	1797	0	1558	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		69	179		616	
Travel Time (s)		1.6	4.1		14.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	24	1396	970	11	0	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1420	981	0	41	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 93.7%	ICU Level of Service F
Analysis Period (min) 15	

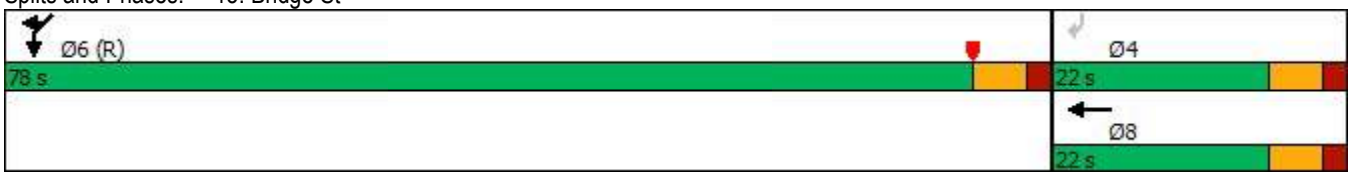
Lane Group	WBT	WBR	SBR	SWL	SWR	SWR2
Lane Configurations						
Traffic Volume (vph)	0	89	91	858	816	60
Future Volume (vph)	0	89	91	858	816	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	0	0	300	
Storage Lanes		0	1	2	2	
Taper Length (ft)				75		
Lane Util. Factor	0.95	0.95	1.00	0.97	0.88	0.95
Frt	0.850		0.865		0.850	
Flt Protected				0.950		
Satd. Flow (prot)	2908	0	1558	3319	2694	0
Flt Permitted				0.950		
Satd. Flow (perm)	2908	0	1558	3319	2694	0
Right Turn on Red			Yes			Yes
Satd. Flow (RTOR)			210		33	
Link Speed (mph)	30			30		
Link Distance (ft)	218			1613		
Travel Time (s)	5.0			36.7		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	99	101	953	907	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	99	0	101	953	974	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Right	Right
Median Width(ft)	0			22		
Link Offset(ft)	0			0		
Crosswalk Width(ft)	16			16		
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)		9	9	15	9	9
Number of Detectors	1		1	1	1	
Detector Template	Thru		Right	Left	Right	
Leading Detector (ft)	48		48	48	48	
Trailing Detector (ft)	2		2	2	2	
Detector 1 Position(ft)	2		2	2	2	
Detector 1 Size(ft)	46		46	46	46	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Turn Type	NA		Perm	Prot	Prot	
Protected Phases	8			6	6	
Permitted Phases			4		6	
Detector Phase	8		4	6	6	
Switch Phase						
Minimum Initial (s)	5.0		5.0	10.0	10.0	
Minimum Split (s)	11.0		11.0	16.0	16.0	
Total Split (s)	22.0		22.0	78.0	78.0	

Lane Group	WBT	WBR	SBR	SWL	SWR	SWR2
Total Split (%)	22.0%		22.0%	78.0%	78.0%	
Maximum Green (s)	16.0		16.0	72.0	72.0	
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-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		None	C-Min	C-Min	
Act Effct Green (s)	8.7		8.5	82.9	82.9	
Actuated g/C Ratio	0.09		0.08	0.83	0.83	
v/c Ratio	0.39		0.31	0.35	0.43	
Control Delay	43.1		2.5	3.2	3.7	
Queue Delay	0.0		0.0	0.1	0.0	
Total Delay	43.1		2.5	3.3	3.7	
LOS	D		A	A	A	
Approach Delay	43.1			3.5		
Approach LOS	D			A		
Queue Length 50th (ft)	31		0	70	84	
Queue Length 95th (ft)	m32		0	106	132	
Internal Link Dist (ft)	138			1533		
Turn Bay Length (ft)					300	
Base Capacity (vph)	465		425	2752	2240	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	476	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.21		0.24	0.42	0.43	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 40 (40%), Referenced to phase 6:SWL, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.43
Intersection Signal Delay: 5.3 Intersection LOS: A
Intersection Capacity Utilization 55.4% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Bridge St



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1276	22	5	905	0	0
Future Volume (vph)	1276	22	5	905	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998					
Flt Protected						
Satd. Flow (prot)	1797	0	0	1801	0	0
Flt Permitted						
Satd. Flow (perm)	1797	0	0	1801	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1191			69	324	
Travel Time (s)	27.1			1.6	7.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1418	24	6	1006	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1442	0	0	1012	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 71.8%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	89	2504	0	0	0	0
Future Volume (vph)	89	2504	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected		0.998				
Satd. Flow (prot)	0	3414	0	0	0	0
Flt Permitted		0.998				
Satd. Flow (perm)	0	3414	0	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		346	1646		218	
Travel Time (s)		7.9	37.4		5.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	99	2782	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2881	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 75.1%	ICU Level of Service D
Analysis Period (min) 15	

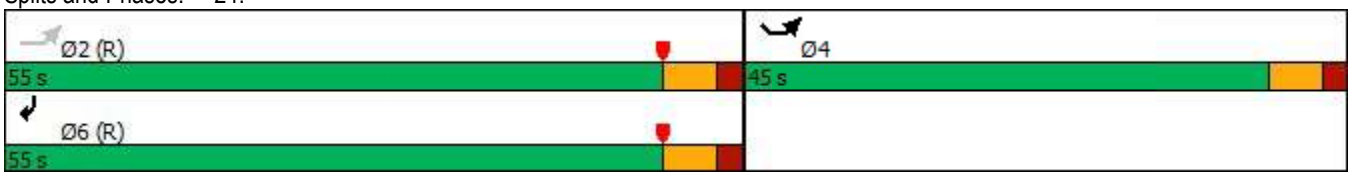
Lane Group	EBL	SBR	SEL	SER	SER2
Lane Configurations					
Traffic Volume (vph)	1420	858	1156	20	22
Future Volume (vph)	1420	858	1156	20	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.88	0.97	0.95	0.95
Frt		0.850	0.995		
Flt Protected	0.950		0.954		
Satd. Flow (prot)	3319	2694	3316	0	0
Flt Permitted	0.950		0.954		
Satd. Flow (perm)	3319	2694	3316	0	0
Right Turn on Red					Yes
Satd. Flow (RTOR)			33		
Link Speed (mph)	30		30		
Link Distance (ft)	140		255		
Travel Time (s)	3.2		5.8		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1578	953	1284	22	24
Shared Lane Traffic (%)					
Lane Group Flow (vph)	1578	953	1330	0	0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Right
Median Width(ft)	22		22		
Link Offset(ft)	0		0		
Crosswalk Width(ft)	16		16		
Two way Left Turn Lane					
Headway Factor	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9	15	9	9
Number of Detectors	1	1	1		
Detector Template	Left	Right	Left		
Leading Detector (ft)	20	48	20		
Trailing Detector (ft)	0	2	0		
Detector 1 Position(ft)	0	2	0		
Detector 1 Size(ft)	20	46	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel					
Detector 1 Extend (s)	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		
Turn Type	Perm	Prot	Prot		
Protected Phases		6	4		
Permitted Phases	2				
Detector Phase	2	6	4		
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0		
Minimum Split (s)	16.0	16.0	16.0		
Total Split (s)	55.0	55.0	45.0		
Total Split (%)	55.0%	55.0%	45.0%		
Maximum Green (s)	49.0	49.0	39.0		
Yellow Time (s)	4.0	4.0	4.0		

Lane Group	EBL	SBR	SEL	SER	SER2
All-Red Time (s)	2.0	2.0	2.0		
Lost Time Adjust (s)	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0		
Lead/Lag					
Lead-Lag Optimize?					
Vehicle Extension (s)	3.0	3.0	3.0		
Recall Mode	C-Min	C-Min	Min		
Act Effct Green (s)	49.0	49.0	39.0		
Actuated g/C Ratio	0.49	0.49	0.39		
v/c Ratio	0.97	0.72	1.01		
Control Delay	42.1	21.3	58.6		
Queue Delay	0.0	0.3	0.0		
Total Delay	42.1	21.6	58.6		
LOS	D	C	E		
Approach Delay	42.1		58.6		
Approach LOS	D		E		
Queue Length 50th (ft)	485	261	~434		
Queue Length 95th (ft)	#659	347	#591		
Internal Link Dist (ft)	60		175		
Turn Bay Length (ft)					
Base Capacity (vph)	1626	1320	1314		
Starvation Cap Reductn	0	72	0		
Spillback Cap Reductn	0	0	0		
Storage Cap Reductn	0	0	0		
Reduced v/c Ratio	0.97	0.76	1.01		

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBL and 6:SBR, Start of Yellow, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 42.7 Intersection LOS: D
Intersection Capacity Utilization 84.8% ICU Level of Service E
Analysis Period (min) 15
~ 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.

Splits and Phases: 24:



Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	3:45	3:45	3:45	3:45	3:45	3:45	3:45
End Time	5:00	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	5129	5080	5028	4951	5019	4985	5007
Vehs Exited	5099	5066	5019	4918	5001	5000	4988
Starting Vehs	320	323	313	292	325	322	301
Ending Vehs	350	337	322	325	343	307	320
Travel Distance (mi)	2888	2838	2828	2784	2806	2825	2810
Travel Time (hr)	1201.4	1164.3	1148.1	1189.4	1159.2	1204.7	1210.4
Total Delay (hr)	1091.7	1056.5	1040.7	1083.8	1052.6	1097.5	1103.4
Total Stops	8806	8709	8546	8581	8898	8318	8482
Fuel Used (gal)	350.6	340.5	336.6	345.0	338.4	349.6	351.1

Summary of All Intervals

Run Number	7	8	9	no crown	Avg
Start Time	3:45	3:45	3:45	3:45	3:45
End Time	5:00	5:00	5:00	5:00	5:00
Total Time (min)	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60
# of Intervals	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4
Vehs Entered	5062	5083	5069	5072	5043
Vehs Exited	5045	5066	5053	5061	5028
Starting Vehs	285	293	304	300	303
Ending Vehs	302	310	320	311	319
Travel Distance (mi)	2835	2851	2876	2852	2836
Travel Time (hr)	1145.1	1240.1	1206.1	1238.9	1191.6
Total Delay (hr)	1037.2	1131.9	1096.9	1130.4	1083.9
Total Stops	8565	8618	8559	8421	8590
Fuel Used (gal)	336.2	359.0	351.9	358.2	347.0

Interval #0 Information Seeding

Start Time	3:45
End Time	4:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:00
End Time	4:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1267	1229	1242	1206	1198	1219	1254
Vehs Exited	1271	1258	1241	1193	1219	1217	1233
Starting Vehs	320	323	313	292	325	322	301
Ending Vehs	316	294	314	305	304	324	322
Travel Distance (mi)	720	685	700	679	678	686	696
Travel Time (hr)	153.6	153.1	156.9	160.7	149.1	154.8	158.0
Total Delay (hr)	126.2	127.1	130.2	134.9	123.4	128.8	131.5
Total Stops	2133	2146	2189	2152	2118	2006	2183
Fuel Used (gal)	54.3	52.9	54.2	54.6	51.8	53.6	54.4

Interval #1 Information Recording

Start Time	4:00
End Time	4:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	no crown	Avg
Vehs Entered	1274	1234	1212	1269	1235
Vehs Exited	1245	1208	1219	1253	1231
Starting Vehs	285	293	304	300	303
Ending Vehs	314	319	297	316	305
Travel Distance (mi)	699	676	694	703	692
Travel Time (hr)	151.3	157.6	153.3	169.2	156.1
Total Delay (hr)	124.7	131.9	127.0	142.6	129.9
Total Stops	2182	2011	1953	2132	2110
Fuel Used (gal)	53.1	54.1	53.6	57.3	54.0

Interval #2 Information

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1371	1332	1298	1320	1312	1353	1297
Vehs Exited	1357	1288	1301	1281	1256	1356	1292
Starting Vehs	316	294	314	305	304	324	322
Ending Vehs	330	338	311	344	360	321	327
Travel Distance (mi)	776	728	732	734	717	757	724
Travel Time (hr)	258.0	248.0	247.1	259.2	246.6	257.5	259.0
Total Delay (hr)	228.5	220.2	219.3	231.4	219.4	228.7	231.3
Total Stops	2251	2201	2182	2219	2403	2261	2165
Fuel Used (gal)	79.3	75.7	76.0	78.7	75.4	79.0	78.6

Interval #2 Information

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	7	8	9	no crown	Avg
Vehs Entered	1358	1333	1346	1379	1338
Vehs Exited	1338	1313	1273	1355	1309
Starting Vehs	314	319	297	316	305
Ending Vehs	334	339	370	340	335
Travel Distance (mi)	746	748	734	762	742
Travel Time (hr)	238.9	274.0	262.3	271.0	256.5
Total Delay (hr)	210.4	245.6	234.3	241.9	228.3
Total Stops	2230	2249	2352	2153	2240
Fuel Used (gal)	74.1	82.8	79.1	82.0	78.3

Interval #3 Information

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1253	1245	1212	1253	1251	1203	1247
Vehs Exited	1281	1269	1220	1275	1271	1221	1232
Starting Vehs	330	338	311	344	360	321	327
Ending Vehs	302	314	303	322	340	303	342
Travel Distance (mi)	716	715	687	707	713	695	699
Travel Time (hr)	351.3	346.1	328.6	347.3	343.5	354.4	355.3
Total Delay (hr)	324.1	319.0	302.6	320.5	316.4	328.0	328.6
Total Stops	2147	2153	2073	2200	2181	2046	2091
Fuel Used (gal)	99.5	97.9	93.0	97.9	97.2	99.2	99.6

Interval #3 Information

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	no crown	Avg
Vehs Entered	1194	1305	1241	1205	1237
Vehs Exited	1229	1312	1300	1238	1259
Starting Vehs	334	339	370	340	335
Ending Vehs	299	332	311	307	314
Travel Distance (mi)	687	738	729	690	707
Travel Time (hr)	332.4	372.3	360.0	361.0	350.2
Total Delay (hr)	306.3	344.3	332.2	334.8	323.3
Total Stops	2017	2282	2110	2028	2118
Fuel Used (gal)	94.2	104.6	101.6	100.8	98.7

Interval #4 Information

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1238	1274	1276	1172	1258	1210	1209
Vehs Exited	1190	1251	1257	1169	1255	1206	1231
Starting Vehs	302	314	303	322	340	303	342
Ending Vehs	350	337	322	325	343	307	320
Travel Distance (mi)	677	710	710	664	698	686	690
Travel Time (hr)	438.5	417.2	415.5	422.2	420.0	438.0	438.1
Total Delay (hr)	412.8	390.2	388.5	397.1	393.4	412.0	412.0
Total Stops	2275	2209	2102	2010	2196	2005	2043
Fuel Used (gal)	117.6	114.0	113.3	113.8	114.0	117.9	118.5

Interval #4 Information

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	no crown	Avg
Vehs Entered	1236	1211	1270	1219	1231
Vehs Exited	1233	1233	1261	1215	1226
Starting Vehs	299	332	311	307	314
Ending Vehs	302	310	320	311	319
Travel Distance (mi)	702	689	720	698	695
Travel Time (hr)	422.5	436.2	430.6	437.8	428.8
Total Delay (hr)	395.8	410.1	403.3	411.3	402.4
Total Stops	2136	2076	2144	2108	2116
Fuel Used (gal)	114.8	117.6	117.6	118.2	116.1

Intersection: 1:

Movement	EB	WB	WB	SB
Directions Served	T	T	T	LR
Maximum Queue (ft)	195	116	120	33
Average Queue (ft)	170	13	14	8
95th Queue (ft)	198	66	71	29
Link Distance (ft)	112	79	79	
Upstream Blk Time (%)	43	2	2	
Queuing Penalty (veh)	605	8	9	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2:

Movement	EB	WB	WB
Directions Served	T	T	T
Maximum Queue (ft)	311	95	85
Average Queue (ft)	284	8	8
95th Queue (ft)	313	51	48
Link Distance (ft)	194	59	59
Upstream Blk Time (%)	43	1	1
Queuing Penalty (veh)	498	4	5
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4:

Movement	WB	WB	SB	SB	NE	NE
Directions Served	R	R>	<L	L	L	TR
Maximum Queue (ft)	377	381	559	546	554	501
Average Queue (ft)	296	301	536	385	357	313
95th Queue (ft)	406	415	552	765	496	457
Link Distance (ft)	346	346	528	528	1568	1568
Upstream Blk Time (%)	6	12	100	61		
Queuing Penalty (veh)	0	0	0	0		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 7: D St

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	236	79
Average Queue (ft)	198	36
95th Queue (ft)	246	79
Link Distance (ft)	129	21
Upstream Blk Time (%)	42	5
Queuing Penalty (veh)	529	43
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: D St

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	T	TR	LT	R	R
Maximum Queue (ft)	43	185	228	146	65	23
Average Queue (ft)	10	171	28	58	31	2
95th Queue (ft)	34	206	143	202	80	12
Link Distance (ft)	160	160	194	407		148
Upstream Blk Time (%)		24	1			
Queuing Penalty (veh)		142	13			
Storage Bay Dist (ft)					25	
Storage Blk Time (%)				18	62	
Queuing Penalty (veh)				2	8	

Intersection: 9:

Movement	EB	EB	WB	WB
Directions Served	R	R	LT	T
Maximum Queue (ft)	151	117	74	56
Average Queue (ft)	121	31	12	3
95th Queue (ft)	141	98	49	26
Link Distance (ft)	59	59	145	145
Upstream Blk Time (%)	44	6		
Queuing Penalty (veh)	251	35		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10:

Movement	EB	WB	WB	NB
Directions Served	T	T	T	LR
Maximum Queue (ft)	111	178	179	343
Average Queue (ft)	83	96	100	323
95th Queue (ft)	106	188	190	340
Link Distance (ft)	21	112	112	317
Upstream Blk Time (%)	33	9	10	100
Queuing Penalty (veh)	410	39	45	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 12: C St & Bridge St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	1172	167	115	384
Average Queue (ft)	1127	37	44	348
95th Queue (ft)	1265	142	125	442
Link Distance (ft)	1121	160	528	372
Upstream Blk Time (%)	63	3		81
Queuing Penalty (veh)	0	26		0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: C St

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	120	142	65
Average Queue (ft)	83	26	21
95th Queue (ft)	113	110	56
Link Distance (ft)	26	129	528
Upstream Blk Time (%)	45	4	
Queuing Penalty (veh)	574	38	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Bridge St

Movement	WB	SB	SW	SW	SW	SW
Directions Served	TR	R	L	L	R	R>
Maximum Queue (ft)	107	63	395	544	160	99
Average Queue (ft)	46	8	79	66	45	19
95th Queue (ft)	92	40	307	349	129	61
Link Distance (ft)	116	266	1532	1532		
Upstream Blk Time (%)	1		0	0		
Queuing Penalty (veh)	0		0	0		
Storage Bay Dist (ft)					300	300
Storage Blk Time (%)				1		
Queuing Penalty (veh)				7		

Intersection: 18: E Hollis St

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	1216	32
Average Queue (ft)	1188	6
95th Queue (ft)	1207	25
Link Distance (ft)	1165	26
Upstream Blk Time (%)	70	5
Queuing Penalty (veh)	0	50
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 21:

Movement	EB	EB
Directions Served	LT	T
Maximum Queue (ft)	24	15
Average Queue (ft)	1	1
95th Queue (ft)	21	21
Link Distance (ft)	297	297
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 24:

Movement	EB	EB	SB	SB	SE	SE
Directions Served	L	L	R	R	L	LR>
Maximum Queue (ft)	161	130	232	238	279	242
Average Queue (ft)	140	86	150	157	253	213
95th Queue (ft)	160	115	230	233	267	257
Link Distance (ft)	79	79	220	220	185	185
Upstream Blk Time (%)	41	19	3	3	43	31
Queuing Penalty (veh)	294	134	13	14	260	188
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 4241

- 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 From North			Bridge St From East			East Hollis St From South			Bridge St 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

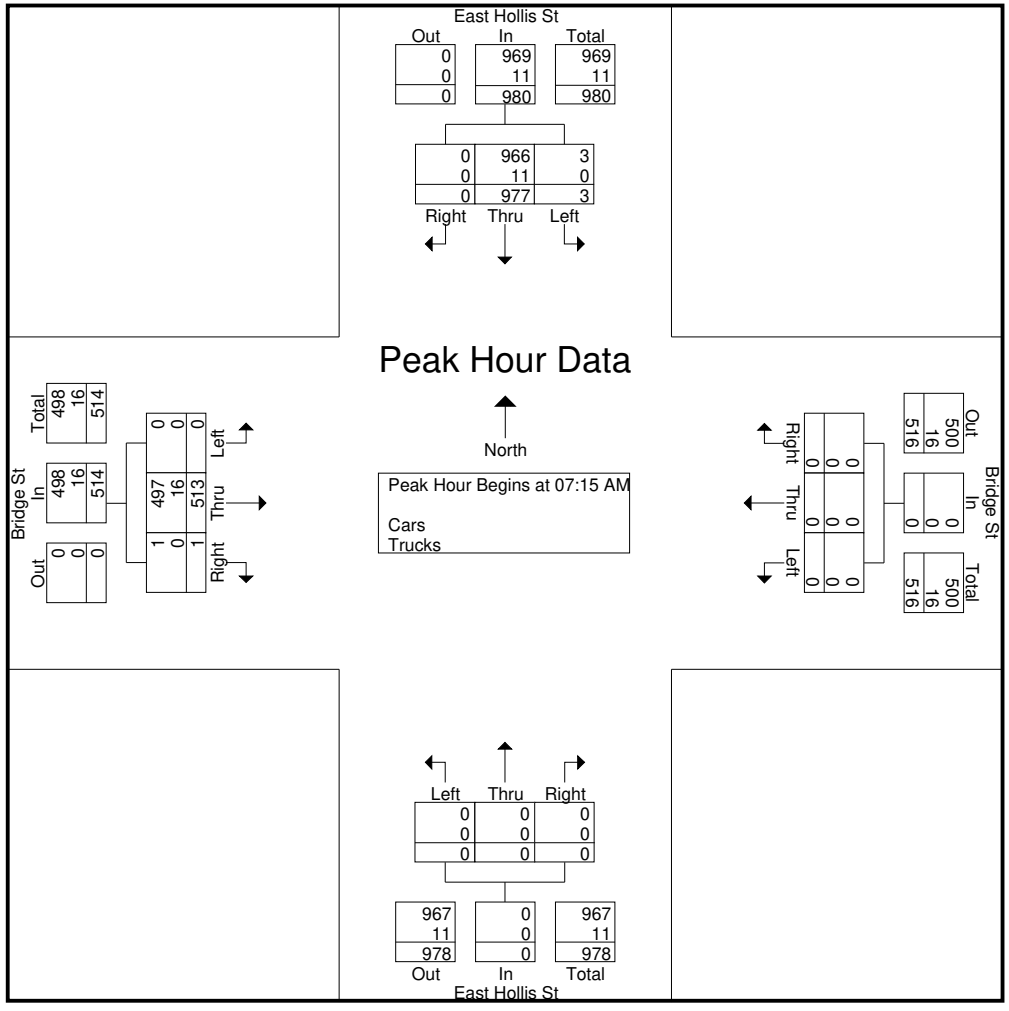
	East Hollis St From North				Bridge St From East				East Hollis St From South				Bridge St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
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

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 : 3



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

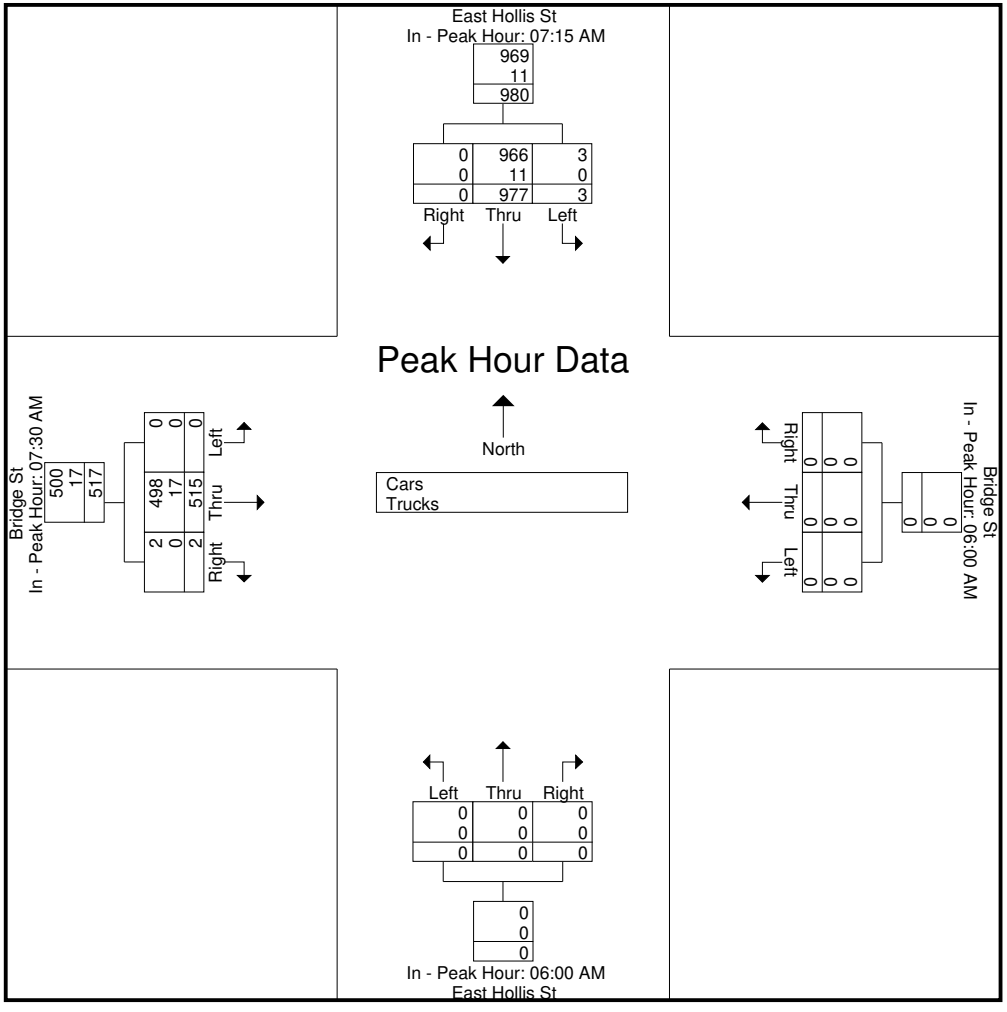
Peak Hour for Each Approach Begins at:

	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

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 : 5

Groups Printed- Cars

	East Hollis St From North			Bridge St From East			East Hollis St From South			Bridge St 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

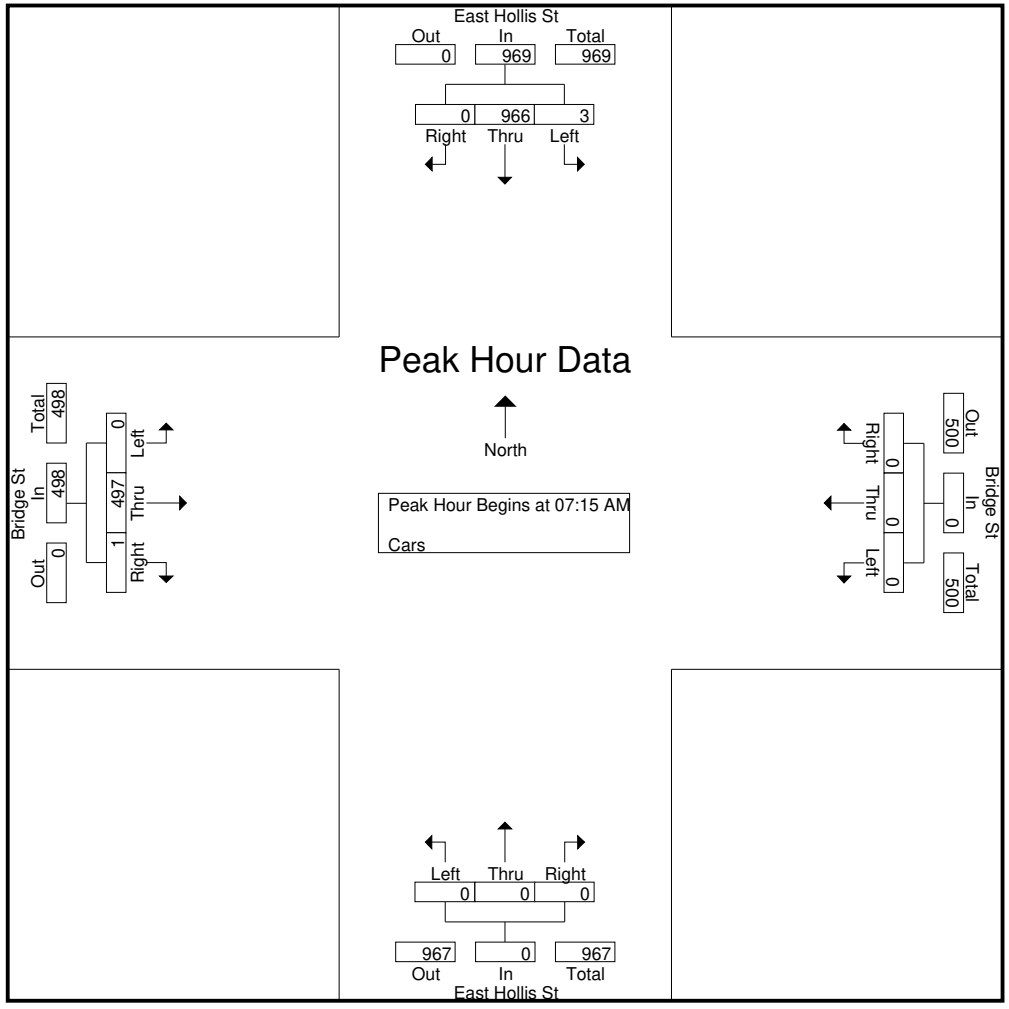
	East Hollis St From North				Bridge St From East				East Hollis St From South				Bridge St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
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

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 : 7



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

Peak Hour for Each Approach Begins at:

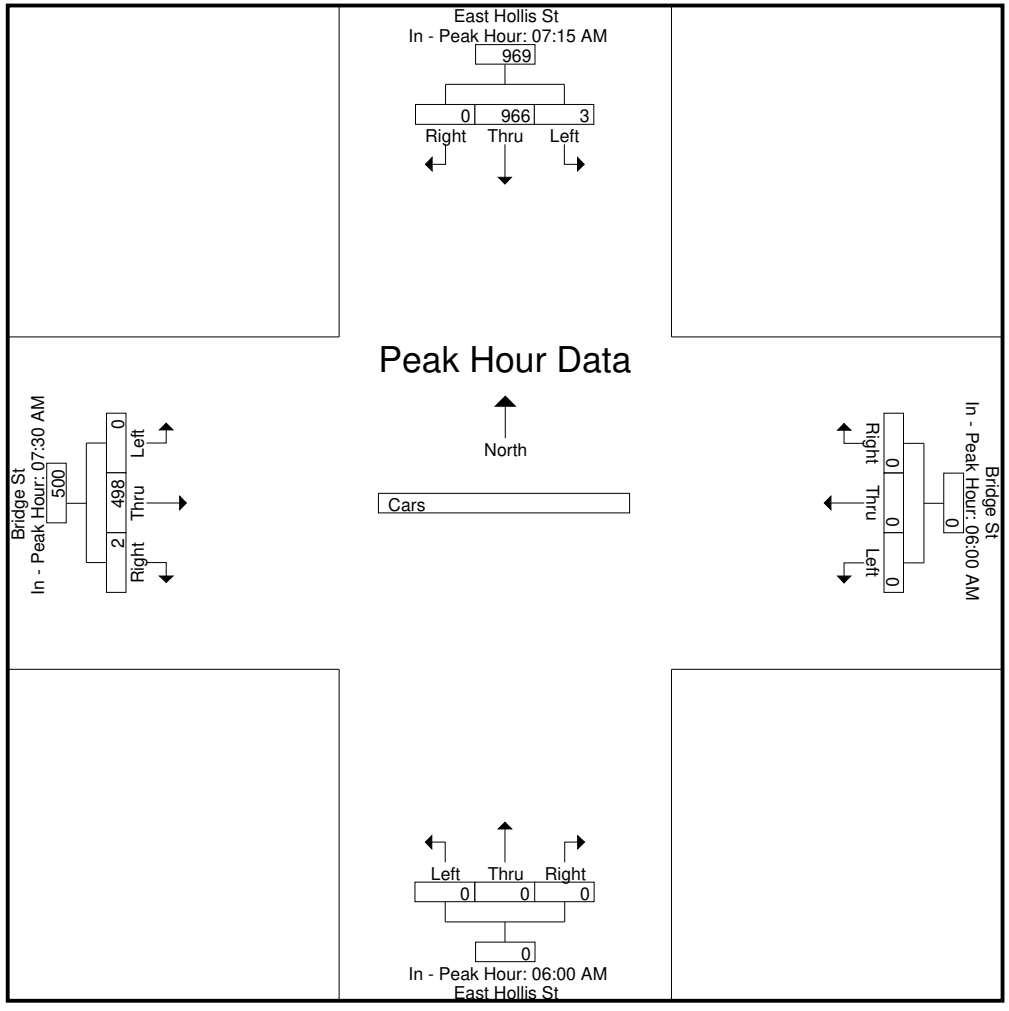
	07:15 AM				06:00 AM				06:00 AM				07:30 AM			
+0 mins.	0	**257**	0	257	0	0	0	0	0	0	0	0	0	123	0	123
+15 mins.	**1**	252	0	253	0	0	0	0	0	0	0	0	0	115	0	115
+30 mins.	1	257	0	**258**	0	0	0	0	0	0	0	0	0	**130**	**1**	**131**
+45 mins.	1	200	0	201	0	0	0	0	0	0	0	0	0	130	1	131
Total Volume	3	966	0	969	0	0	0	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



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 : 9

Groups Printed- Trucks

	East Hollis St From North			Bridge St From East			East Hollis St From South			Bridge St 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

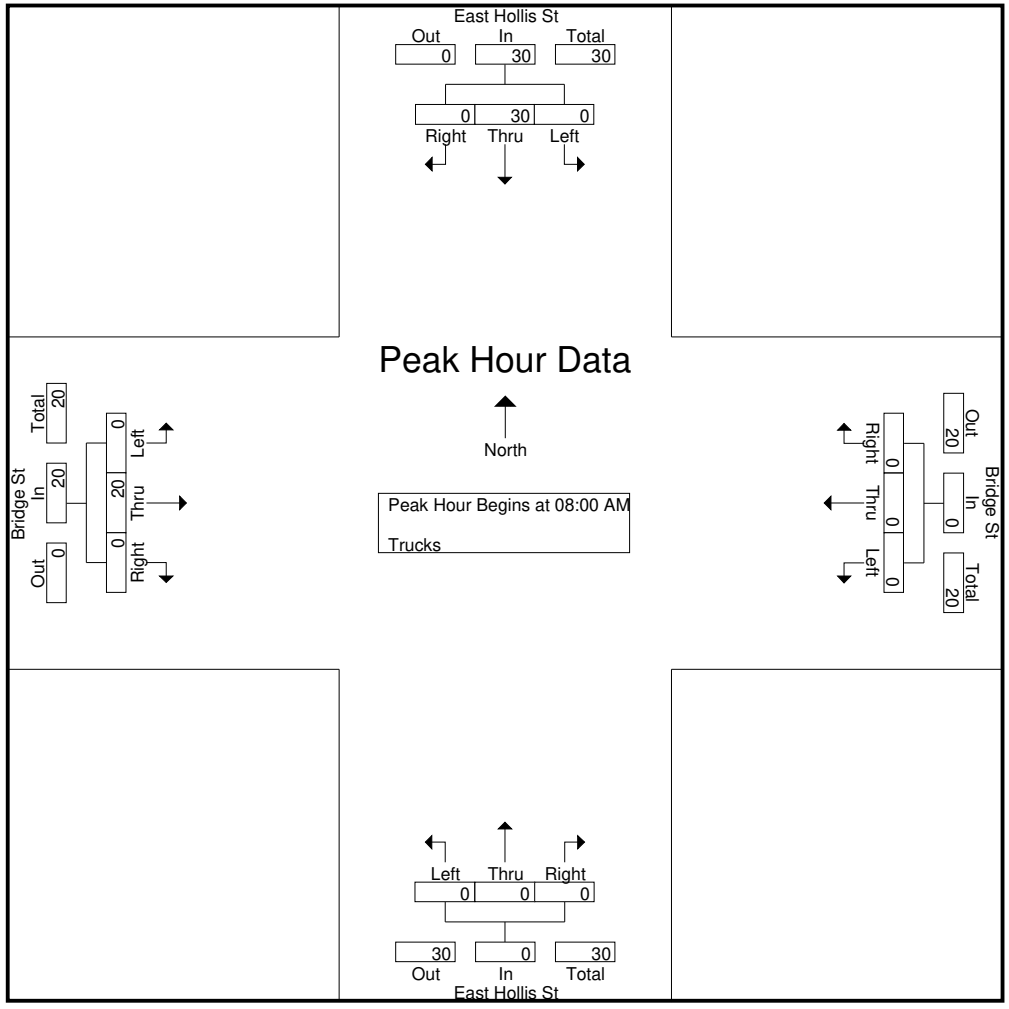
	East Hollis St From North				Bridge St From East				East Hollis St From South				Bridge St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
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

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 : 11



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

Peak Hour for Each Approach Begins at:

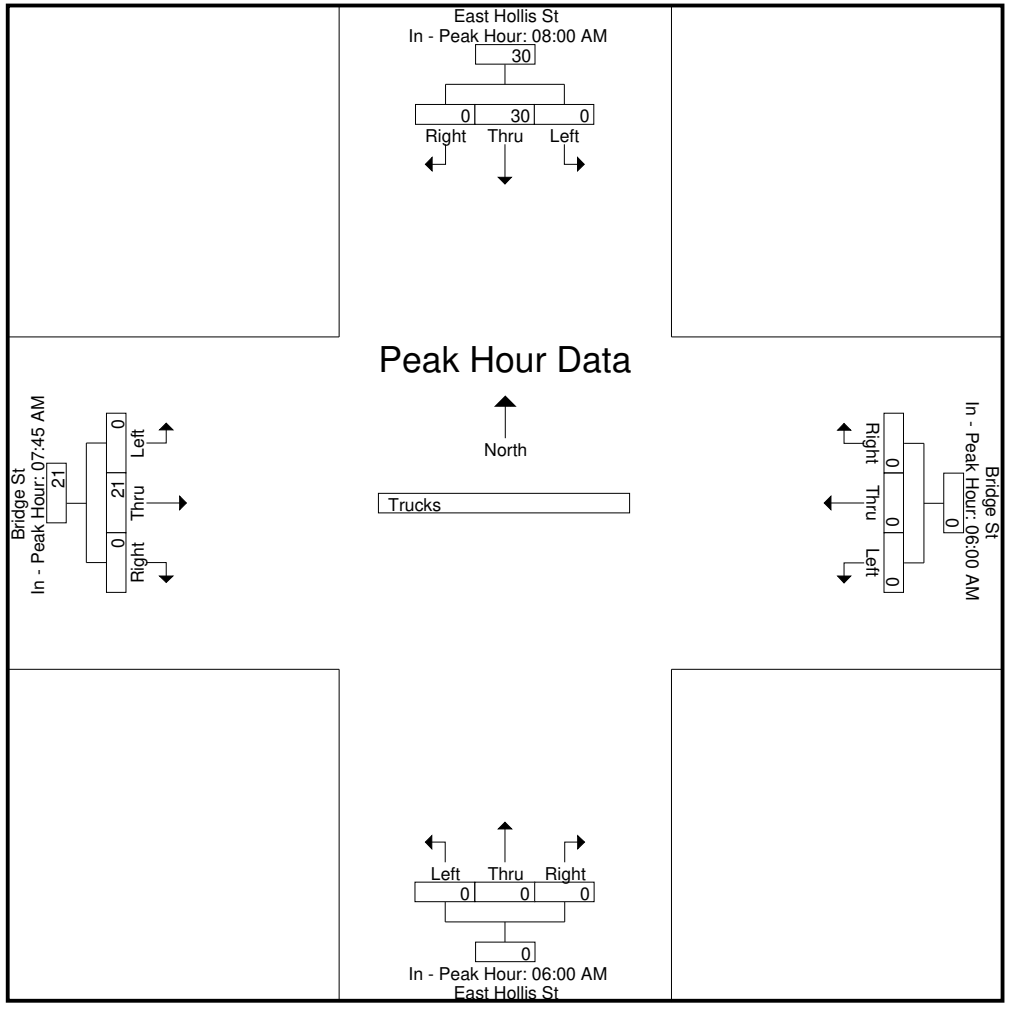
	08:00 AM				06:00 AM				06:00 AM				07:45 AM			
+0 mins.	0	4	0	4	0	0	0	0	0	0	0	0	0	4	0	4
+15 mins.	0	4	0	4	0	0	0	0	0	0	0	0	0	**8**	0	**8**
+30 mins.	0	**18**	0	**18**	0	0	0	0	0	0	0	0	0	4	0	4
+45 mins.	0	4	0	4	0	0	0	0	0	0	0	0	0	5	0	5
Total Volume	0	30	0	30	0	0	0	0	0	0	0	0	0	21	0	21
% App. Total	0	100	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

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 : 13

Groups Printed- Bikes Peds

	East Hollis St From North				Bridge St From East				East Hollis St From South				Bridge St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
06:00 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	

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 : 14

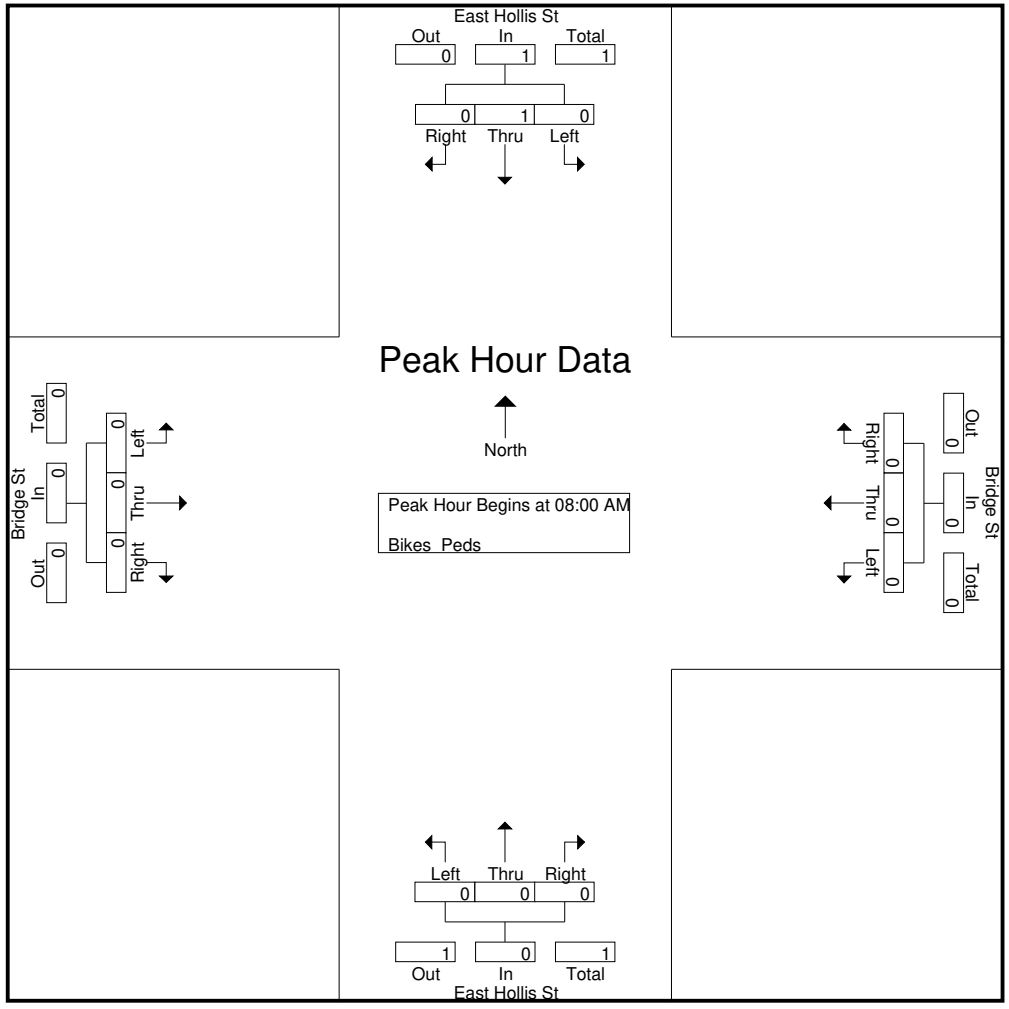
	East Hollis St From North				Bridge St From East				East Hollis St From South				Bridge St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1							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

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 : 15



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

Peak Hour for Each Approach Begins at:

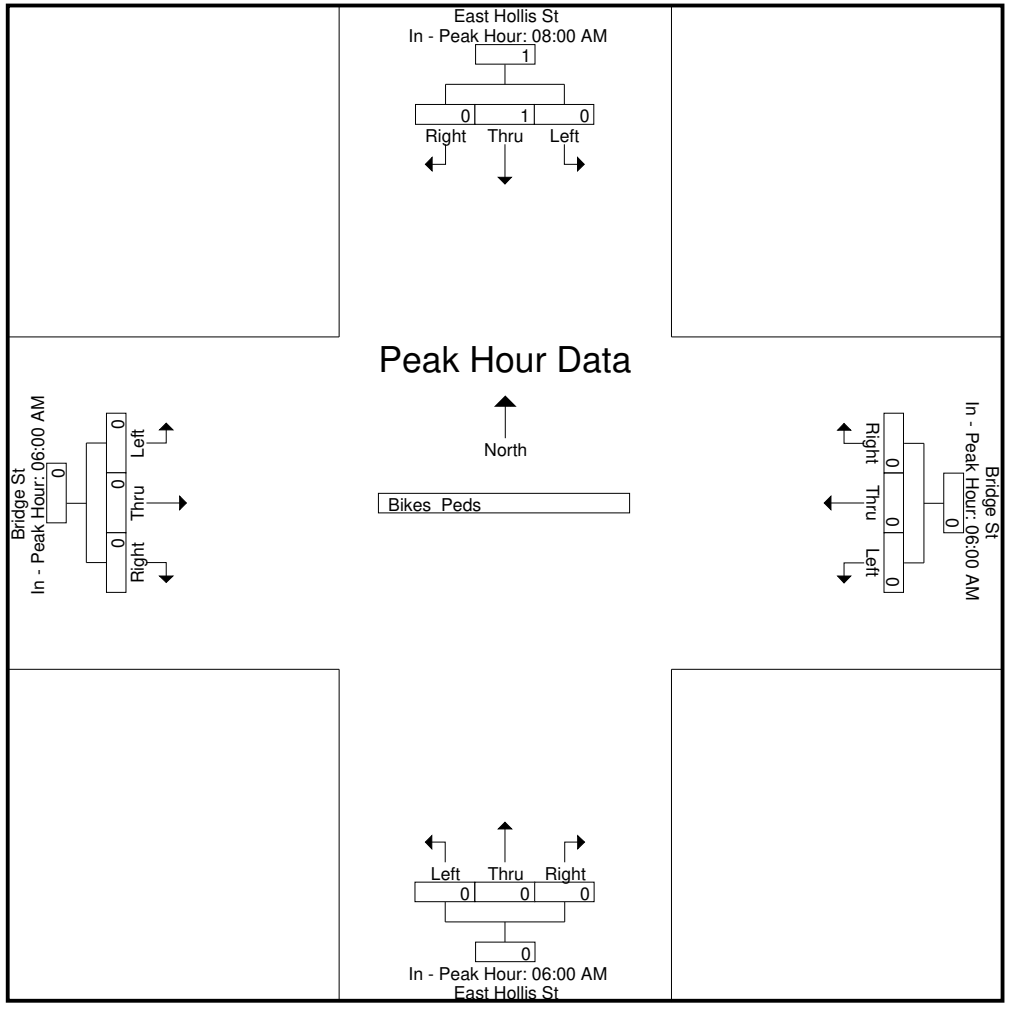
	08:00 AM				06:00 AM				06:00 AM				06:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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 : 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 From North			Bridge St From East			East Hollis St From South			Bridge St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
03:00 PM	1	150	0	0	0	0	0	0	0	0	163	0	314
03:15 PM	2	134	0	0	0	0	0	0	0	0	188	0	324
03:30 PM	1	165	0	0	0	0	0	0	0	0	204	0	370
03:45 PM	0	172	0	0	0	0	0	0	0	0	194	0	366
Total	4	621	0	0	0	0	0	0	0	0	749	0	1374
04:00 PM	2	138	0	0	0	0	0	0	0	0	207	0	347
04:15 PM	1	132	0	0	0	0	0	0	0	0	211	0	344
04:30 PM	2	128	0	0	0	0	0	0	0	0	182	0	312
04:45 PM	2	170	0	0	0	0	0	0	0	0	210	0	382
Total	7	568	0	0	0	0	0	0	0	0	810	0	1385
05:00 PM	3	159	0	0	0	0	0	0	0	0	195	0	357
05:15 PM	1	169	0	0	0	0	0	0	0	0	197	0	367
05:30 PM	0	165	0	0	0	0	0	0	0	0	192	0	357
05:45 PM	0	157	0	0	0	0	0	0	0	0	176	0	333
Total	4	650	0	0	0	0	0	0	0	0	760	0	1414
Grand Total	15	1839	0	0	0	0	0	0	0	0	2319	0	4173
Apprch %	0.8	99.2	0	0	0	0	0	0	0	0	100	0	
Total %	0.4	44.1	0	0	0	0	0	0	0	0	55.6	0	
Cars	15	1792	0	0	0	0	0	0	0	0	2302	0	4109
% Cars	100	97.4	0	0	0	0	0	0	0	0	99.3	0	98.5
Trucks	0	47	0	0	0	0	0	0	0	0	17	0	64
% Trucks	0	2.6	0	0	0	0	0	0	0	0	0.7	0	1.5

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

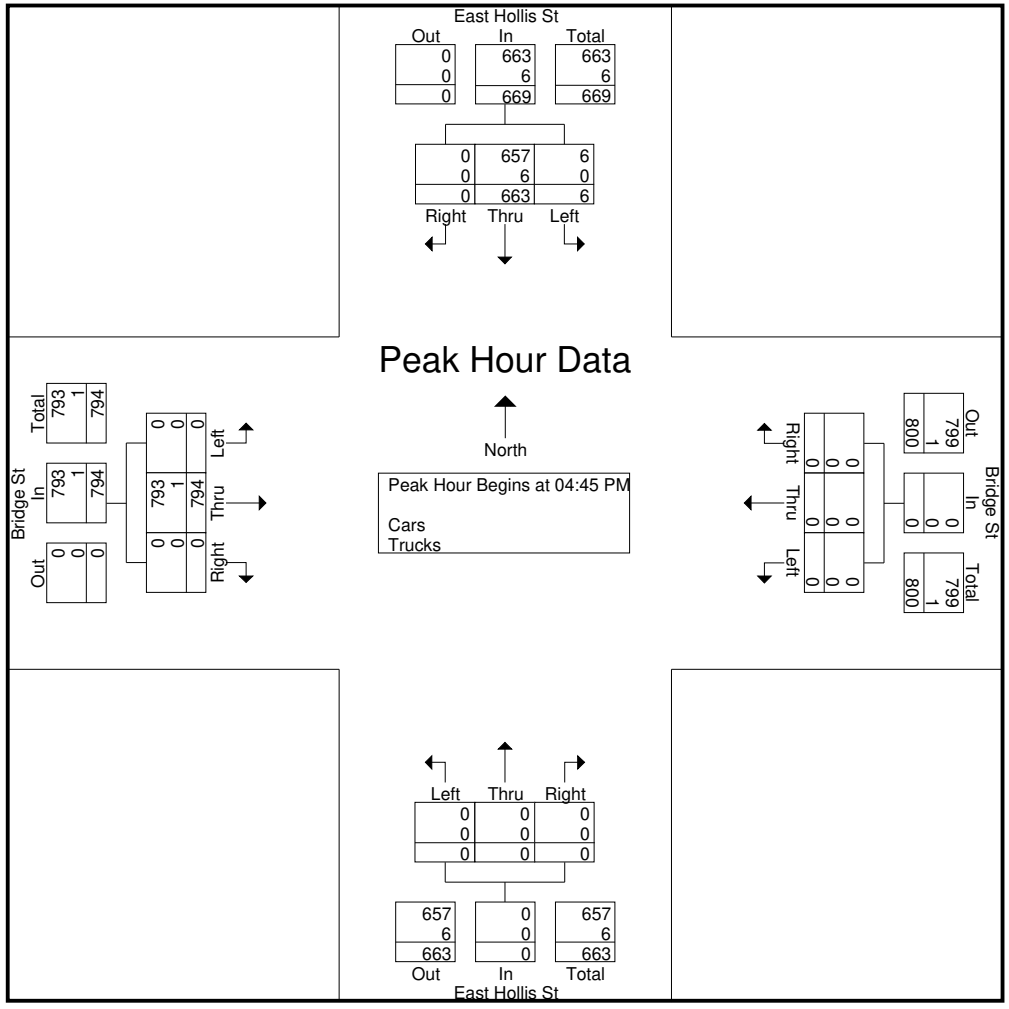
	East Hollis St From North				Bridge St From East				East Hollis St From South				Bridge St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
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

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 : 3



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

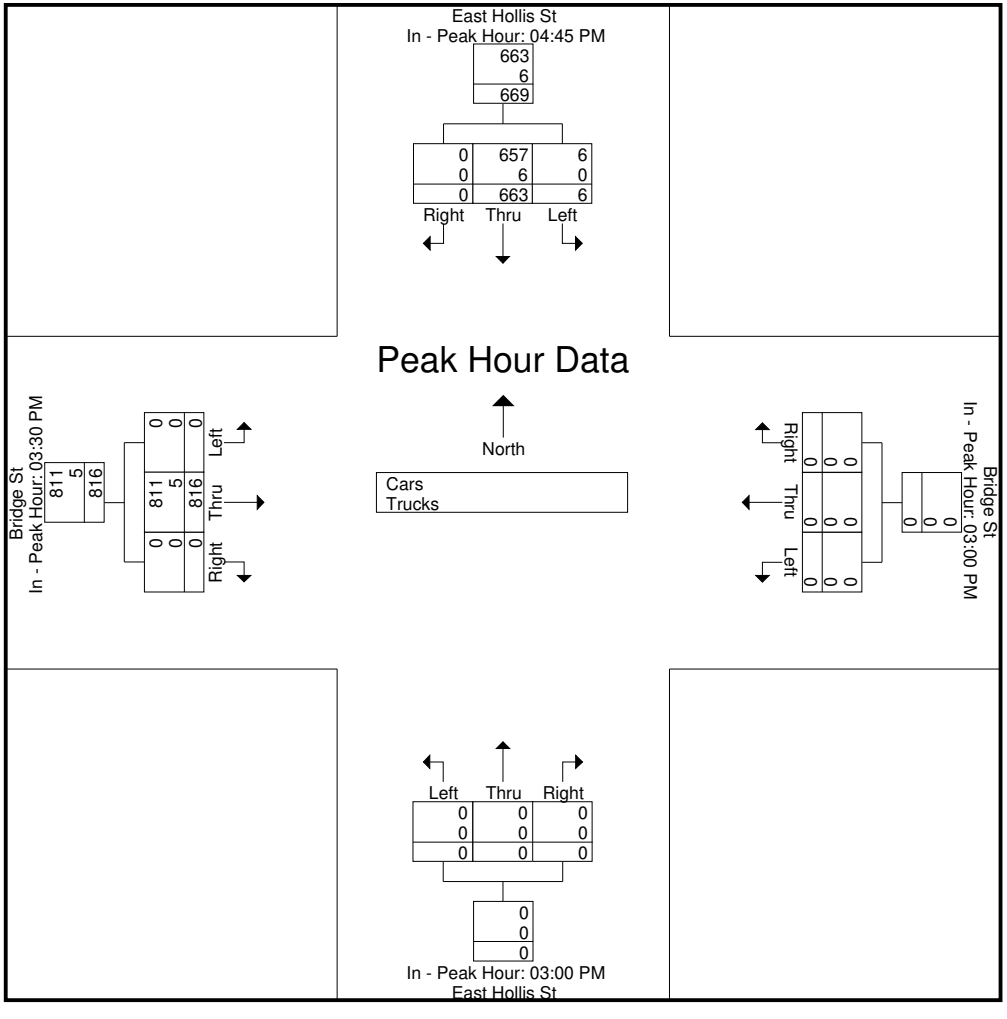
Peak Hour for Each Approach Begins at:

	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



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 : 5

Groups Printed- Cars

	East Hollis St From North			Bridge St From East			East Hollis St From South			Bridge St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
03:00 PM	1	149	0	0	0	0	0	0	0	0	157	0	307
03:15 PM	2	130	0	0	0	0	0	0	0	0	183	0	315
03:30 PM	1	160	0	0	0	0	0	0	0	0	204	0	365
03:45 PM	0	153	0	0	0	0	0	0	0	0	191	0	344
Total	4	592	0	0	0	0	0	0	0	0	735	0	1331
04:00 PM	2	132	0	0	0	0	0	0	0	0	205	0	339
04:15 PM	1	129	0	0	0	0	0	0	0	0	211	0	341
04:30 PM	2	127	0	0	0	0	0	0	0	0	182	0	311
04:45 PM	2	167	0	0	0	0	0	0	0	0	210	0	379
Total	7	555	0	0	0	0	0	0	0	0	808	0	1370
05:00 PM	3	158	0	0	0	0	0	0	0	0	195	0	356
05:15 PM	1	167	0	0	0	0	0	0	0	0	197	0	365
05:30 PM	0	165	0	0	0	0	0	0	0	0	191	0	356
05:45 PM	0	155	0	0	0	0	0	0	0	0	176	0	331
Total	4	645	0	0	0	0	0	0	0	0	759	0	1408
Grand Total	15	1792	0	0	0	0	0	0	0	0	2302	0	4109
Apprch %	0.8	99.2	0	0	0	0	0	0	0	0	100	0	
Total %	0.4	43.6	0	0	0	0	0	0	0	0	56	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 : 6

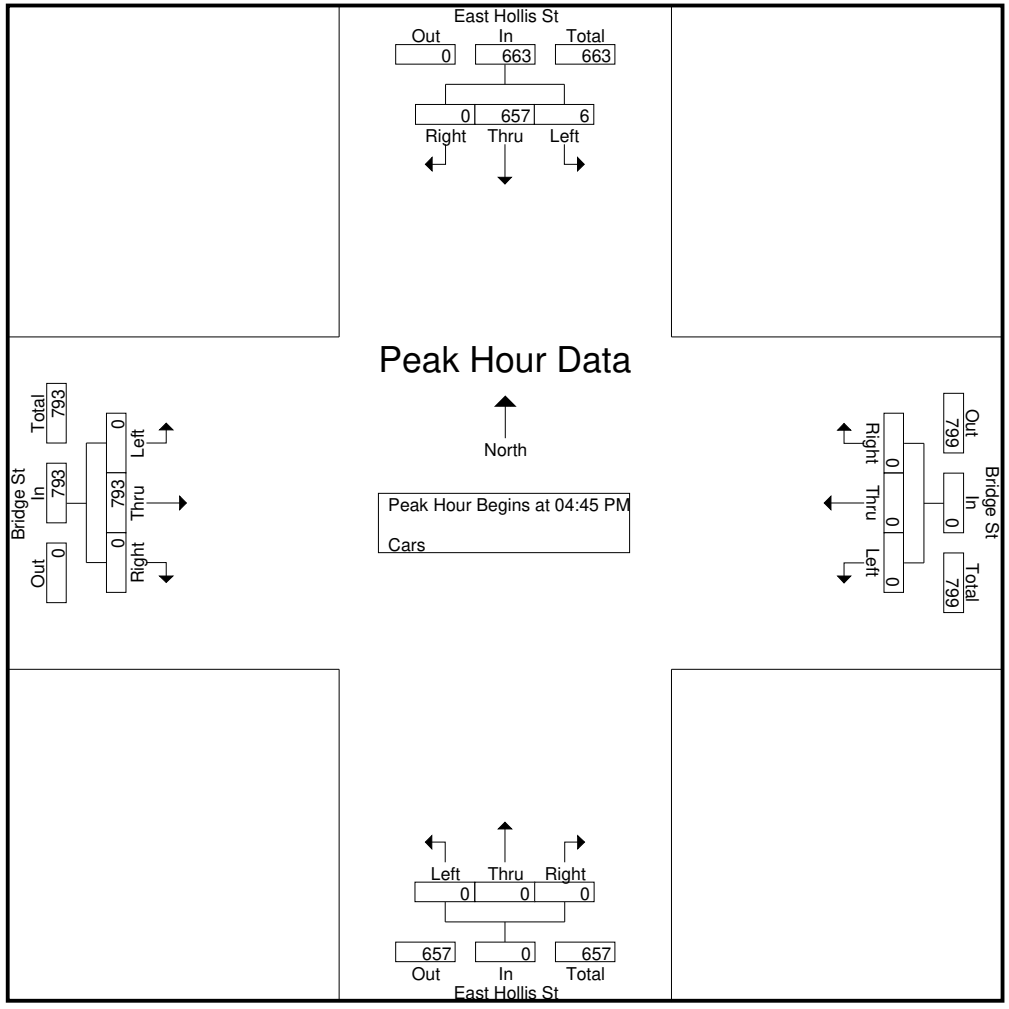
	East Hollis St From North				Bridge St From East				East Hollis St From South				Bridge St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
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

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 : 7



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

Peak Hour for Each Approach Begins at:

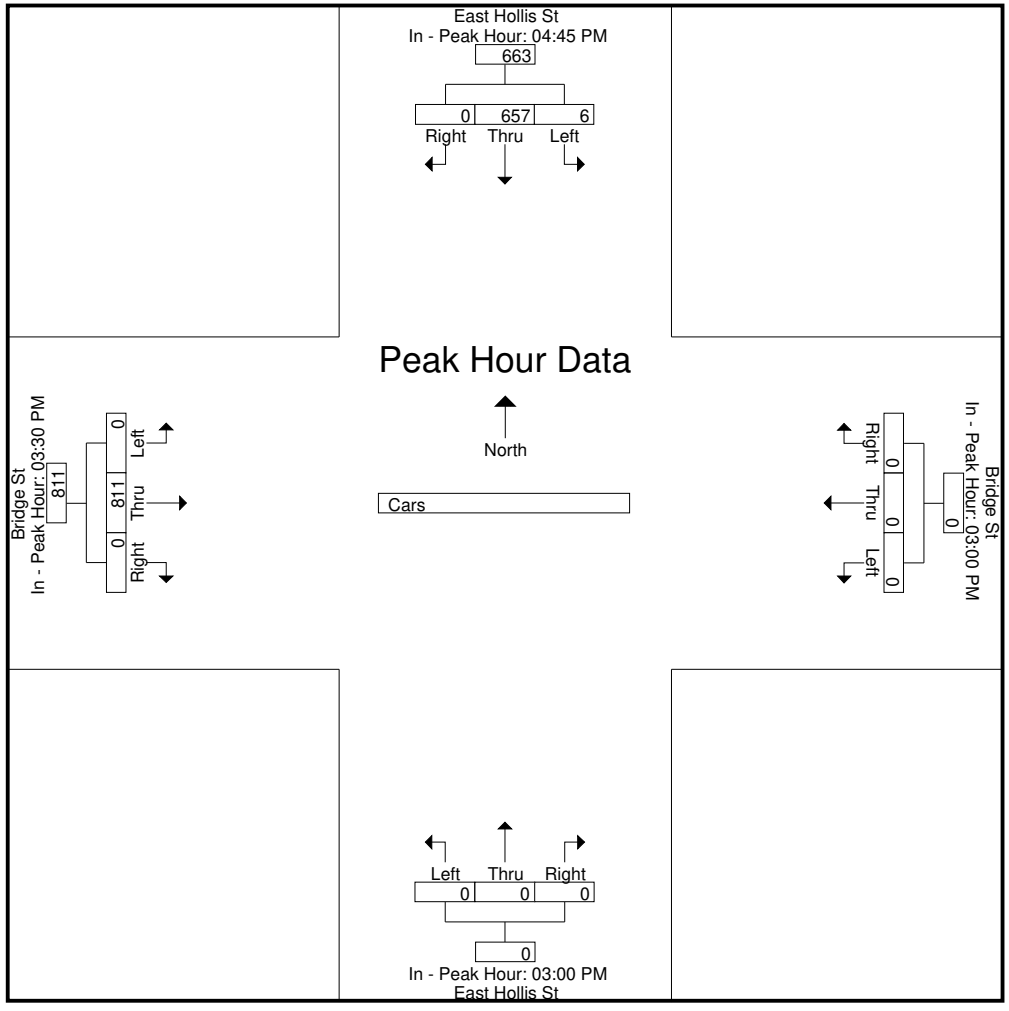
	04:45 PM				03:00 PM				03:00 PM				03:30 PM			
+0 mins.	2	**167**	0	**169**	0	0	0	0	0	0	0	0	0	204	0	204
+15 mins.	**3**	158	0	161	0	0	0	0	0	0	0	0	0	191	0	191
+30 mins.	1	167	0	168	0	0	0	0	0	0	0	0	0	205	0	205
+45 mins.	0	165	0	165	0	0	0	0	0	0	0	0	0	**211**	0	**211**
Total Volume	6	657	0	663	0	0	0	0	0	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



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 : 9

Groups Printed- Trucks

	East Hollis St From North			Bridge St From East			East Hollis St From South			Bridge St 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

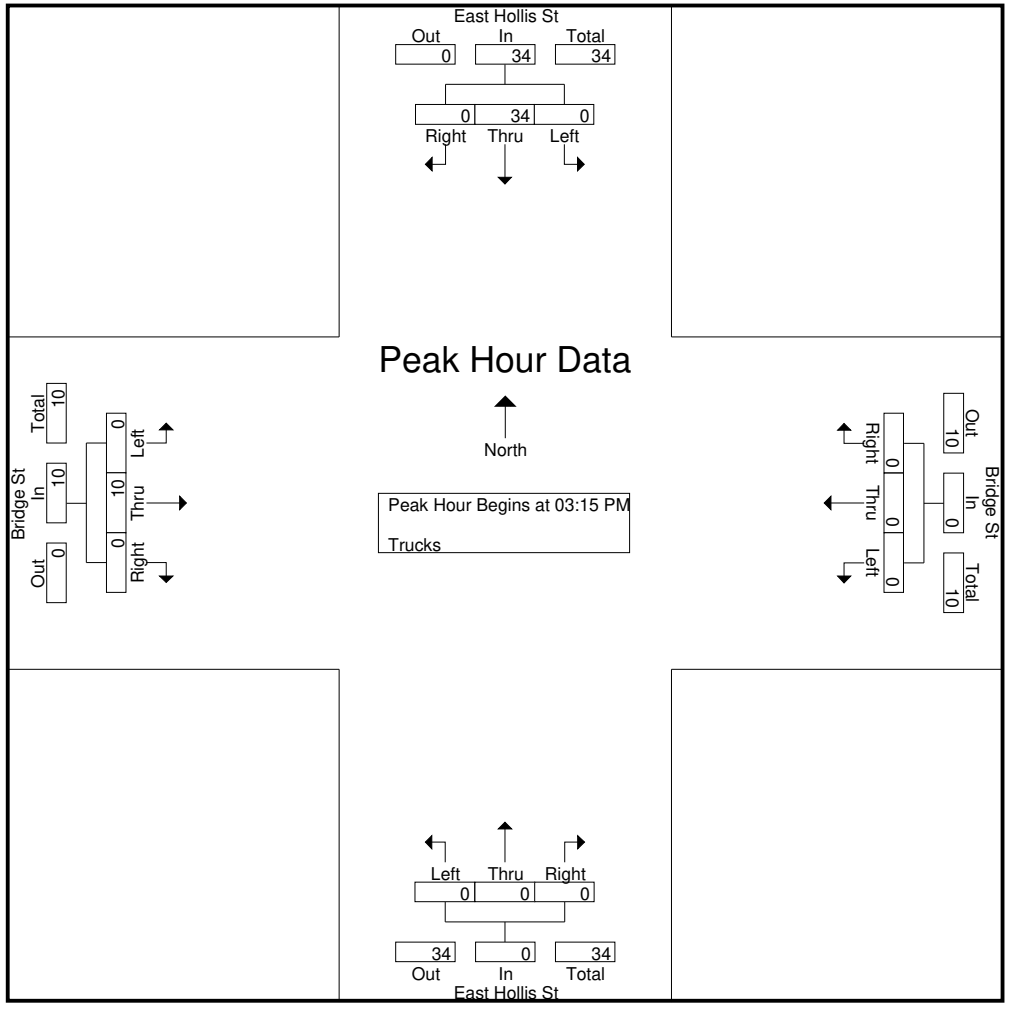
	East Hollis St From North				Bridge St From East				East Hollis St From South				Bridge St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
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

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 : 11



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

Peak Hour for Each Approach Begins at:

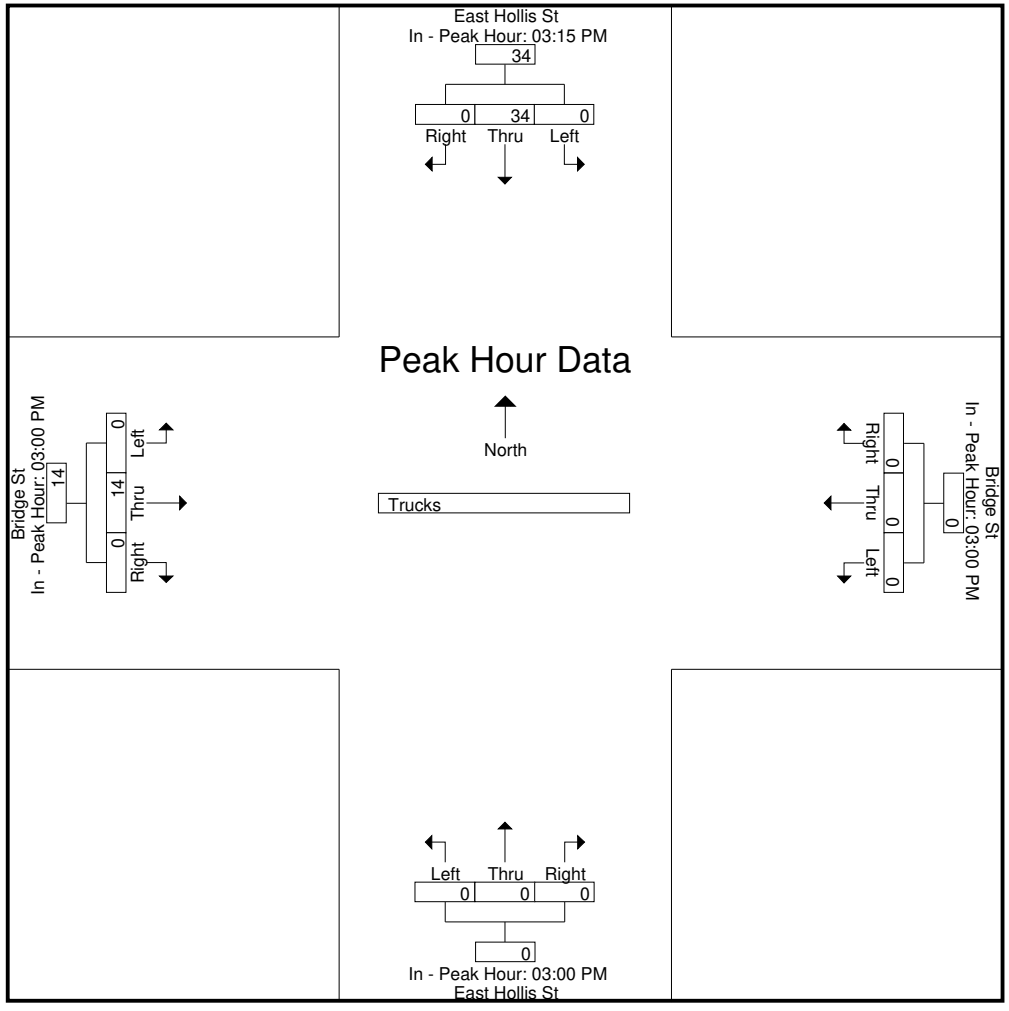
	03:15 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	0	4	0	4	0	0	0	0	0	0	0	0	0	**6**	0	**6**
+15 mins.	0	5	0	5	0	0	0	0	0	0	0	0	0	5	0	5
+30 mins.	0	**19**	0	**19**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	6	0	6	0	0	0	0	0	0	0	0	0	3	0	3
Total Volume	0	34	0	34	0	0	0	0	0	0	0	0	0	14	0	14
% App. Total	0	100	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

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

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 : 13

Groups Printed- Bikes Peds

	East Hollis St From North				Bridge St From East				East Hollis St From South				Bridge St 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	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	

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 : 14

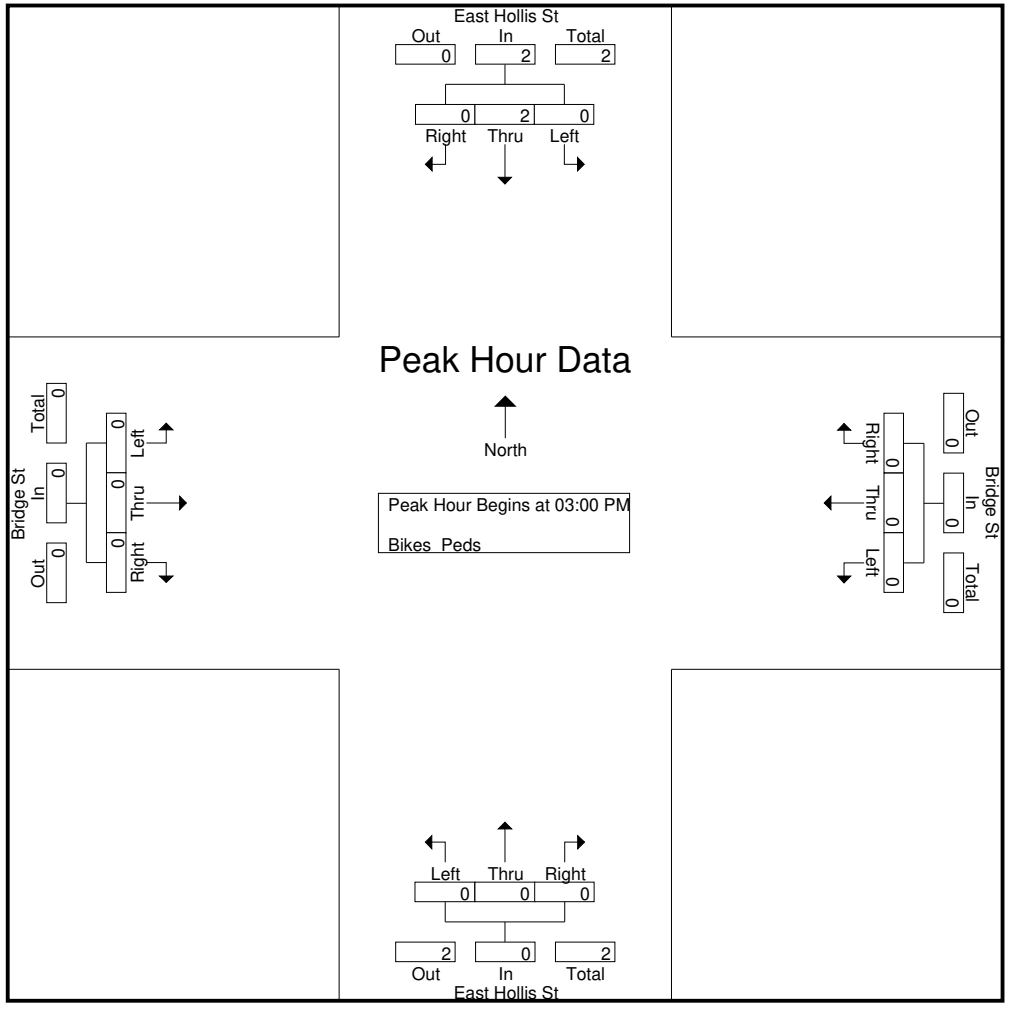
	East Hollis St From North				Bridge St From East				East Hollis St From South				Bridge St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1							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

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 : 15



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

Peak Hour for Each Approach Begins at:

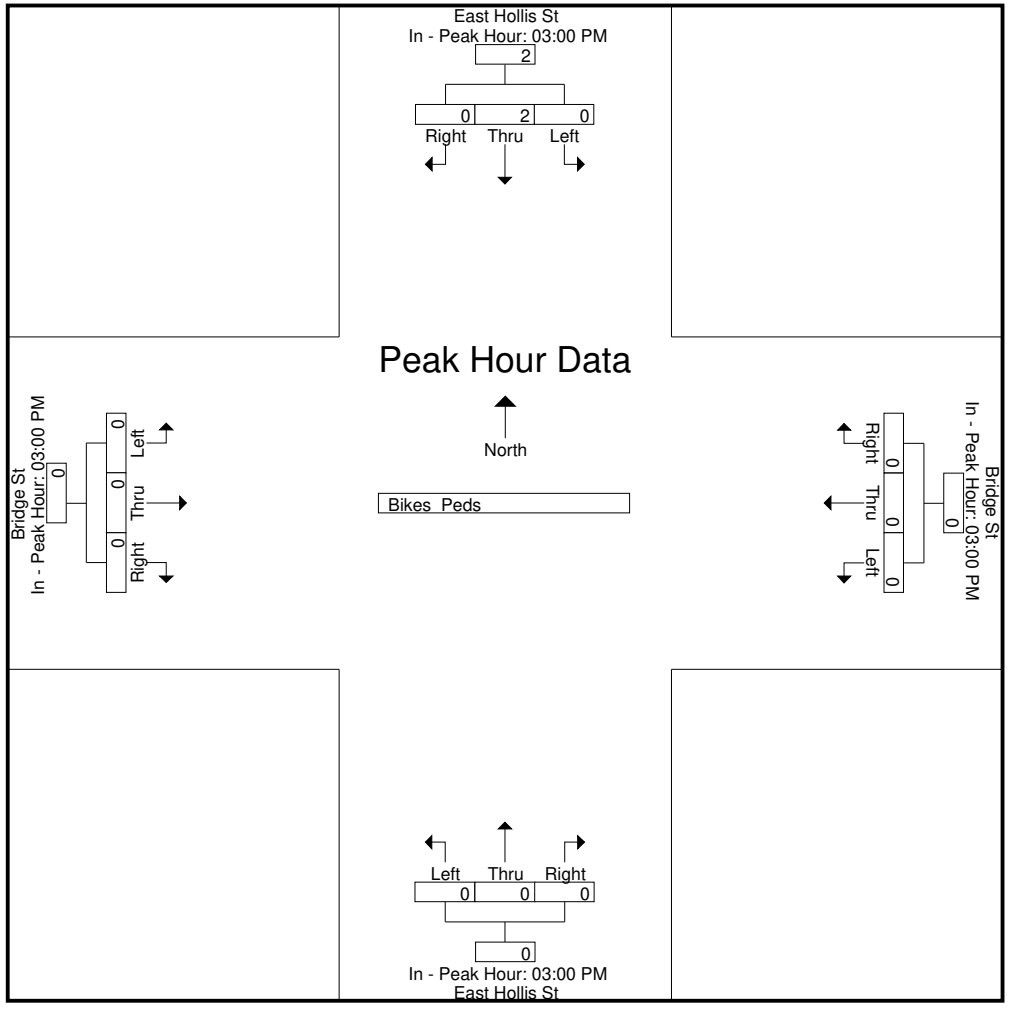
	03:00 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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 From North			East Hollis St From East			Chase St From South			East Hollis St 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

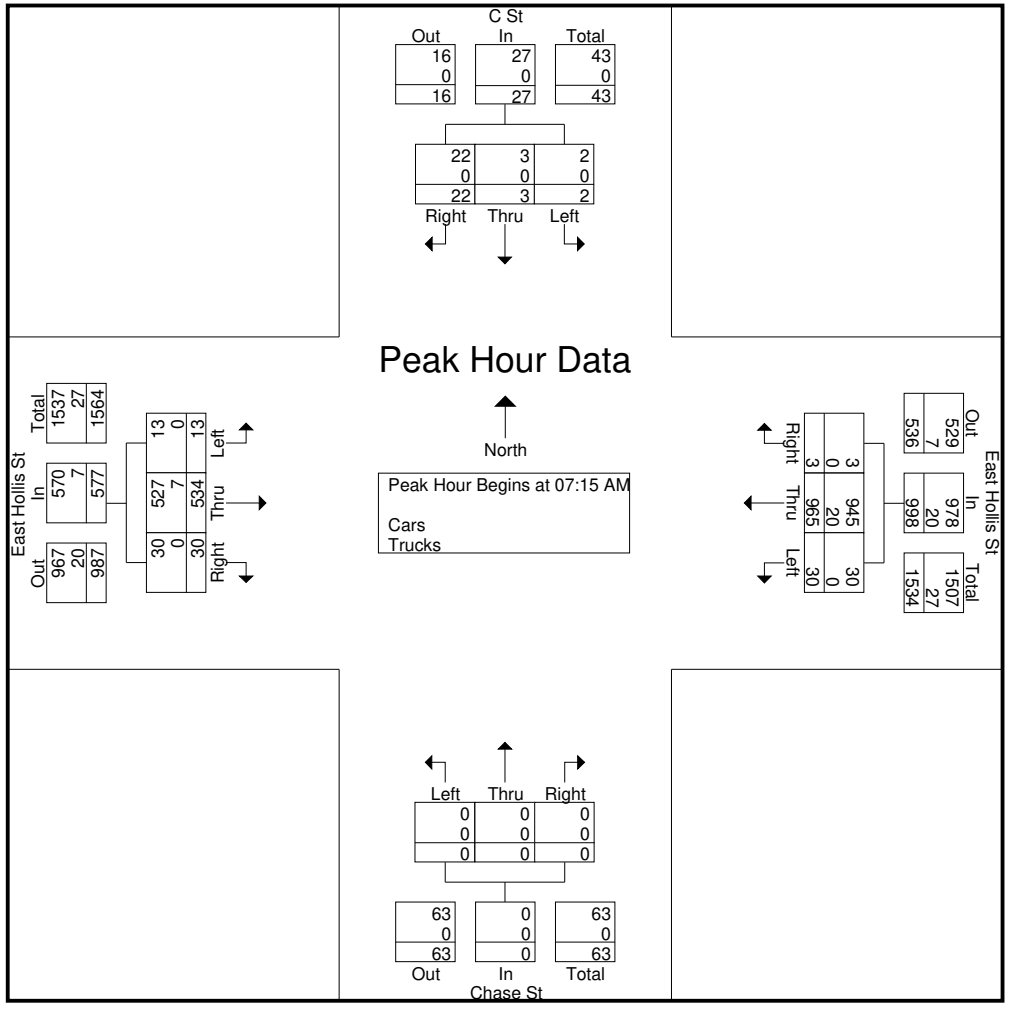
	C St From North				East Hollis St From East				Chase St From South				East Hollis St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
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

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 : 3



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

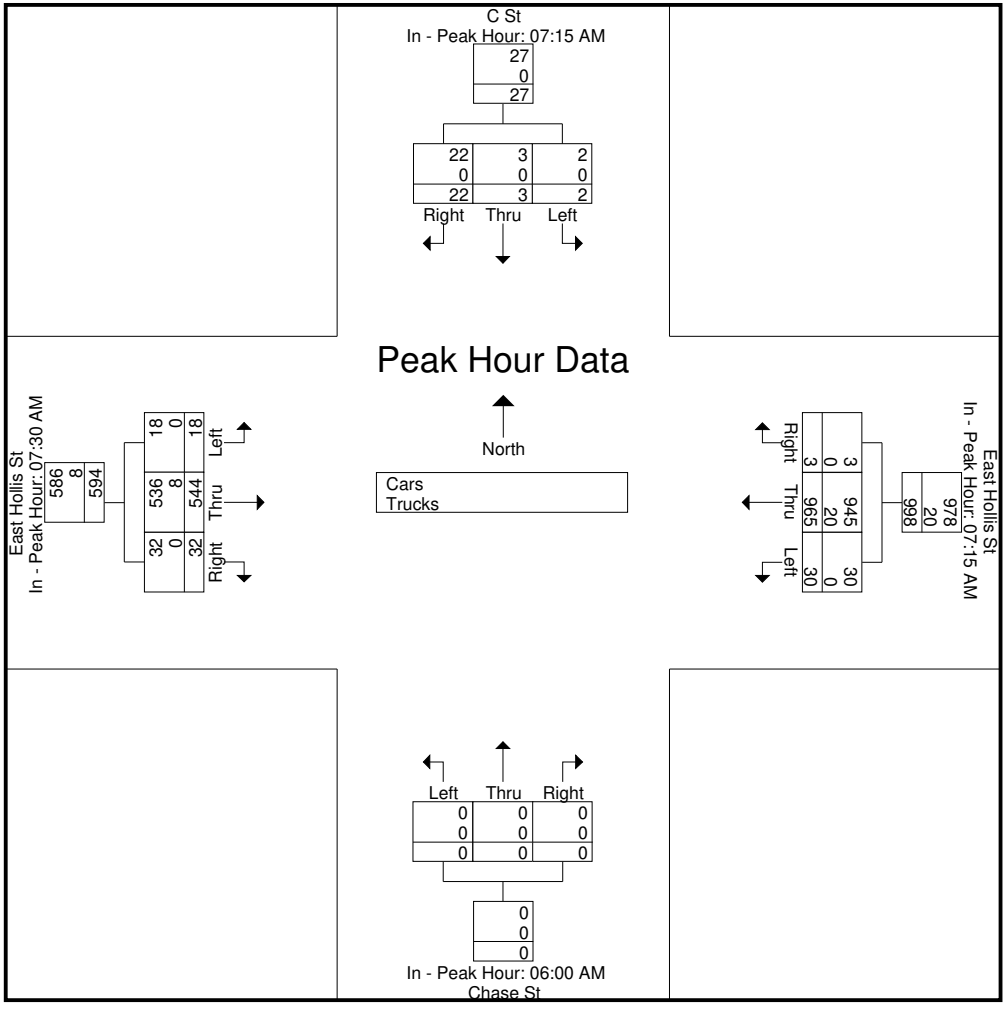
Peak Hour for Each Approach Begins at:

	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 From North			East Hollis St From East			Chase St From South			East Hollis St 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

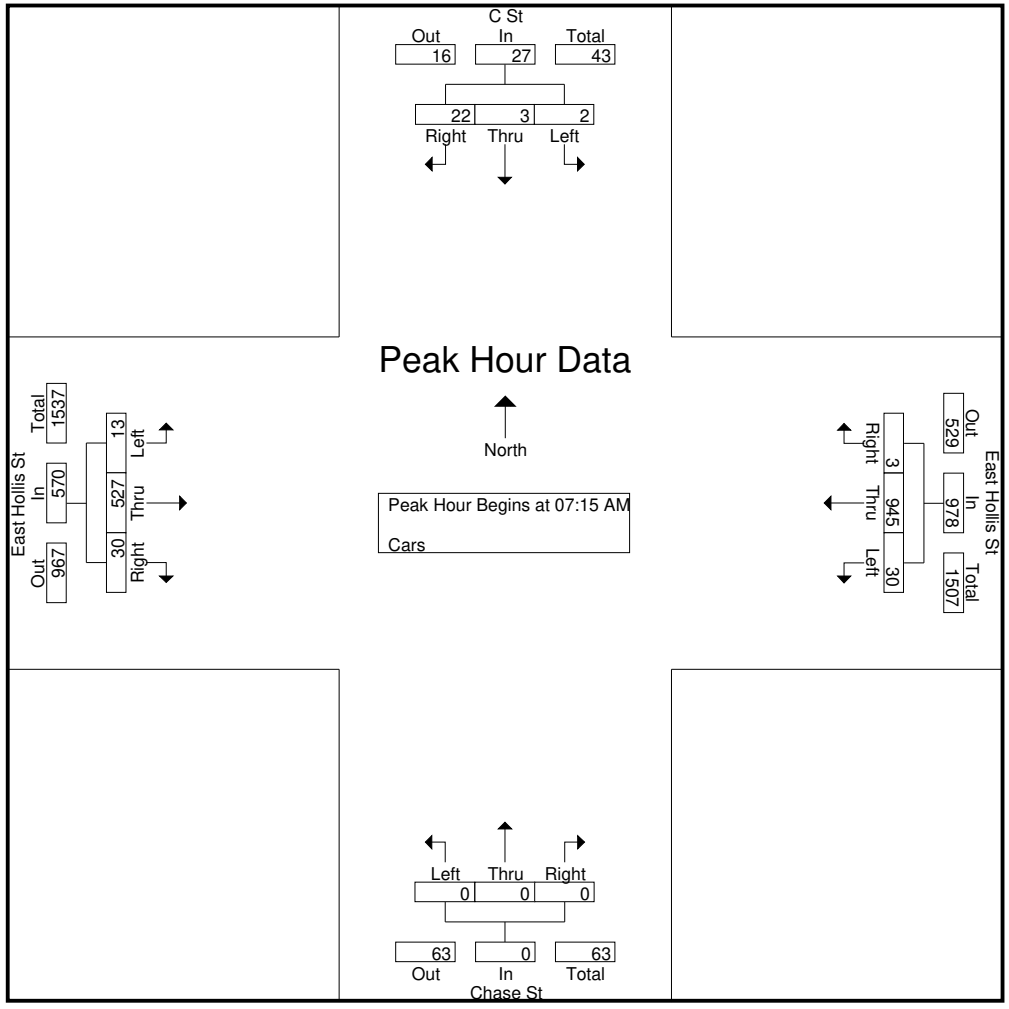
	C St From North				East Hollis St From East				Chase St From South				East Hollis St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
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

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 : 7



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

Peak Hour for Each Approach Begins at:

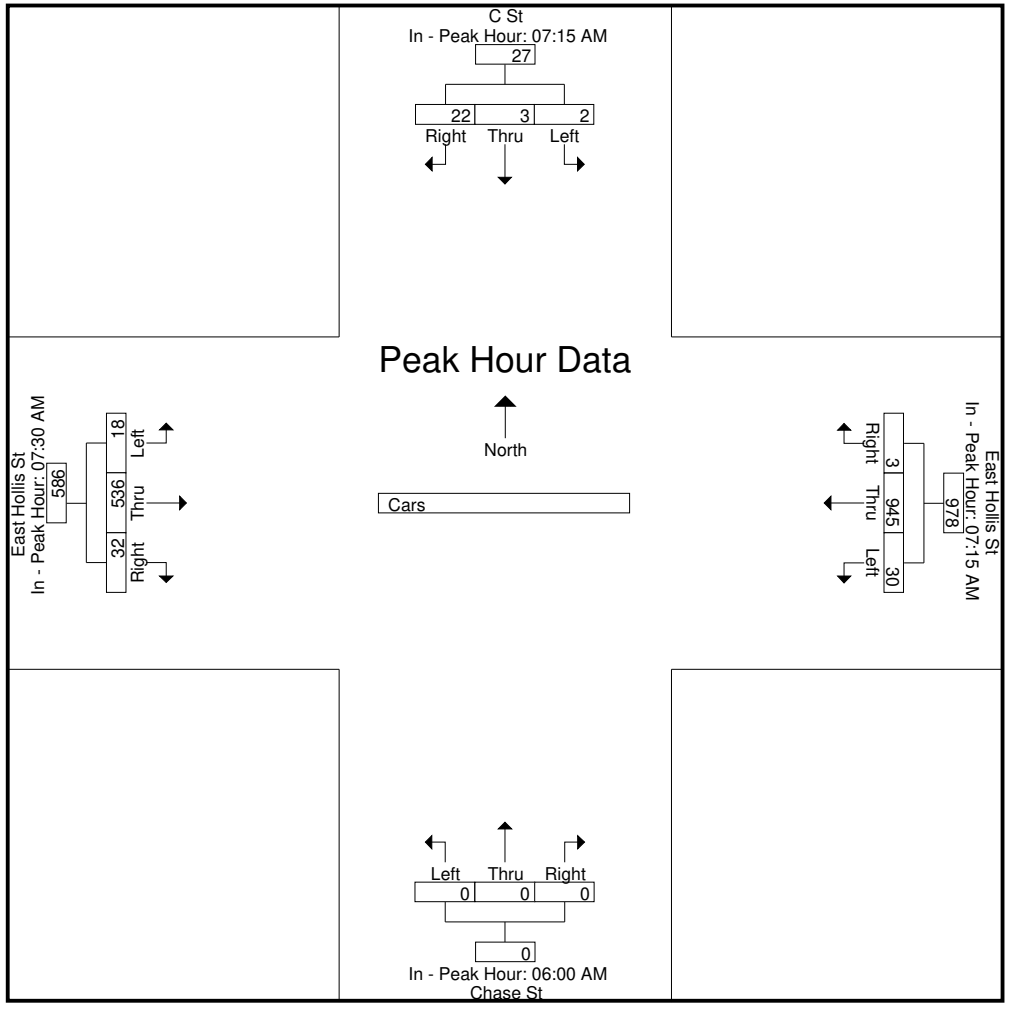
	07:15 AM				07:15 AM				06:00 AM				07:30 AM			
+0 mins.	0	**1**	**6**	**7**	7	247	0	**254**	0	0	0	0	4	**151**	**9**	**164**
+15 mins.	**2**	0	5	7	3	**249**	0	252	0	0	0	0	5	119	7	131
+30 mins.	0	1	6	7	**11**	239	**2**	252	0	0	0	0	3	145	8	156
+45 mins.	0	1	5	6	9	210	1	220	0	0	0	0	**6**	121	8	135
Total 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

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 From North			East Hollis St From East			Chase St From South			East Hollis St 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

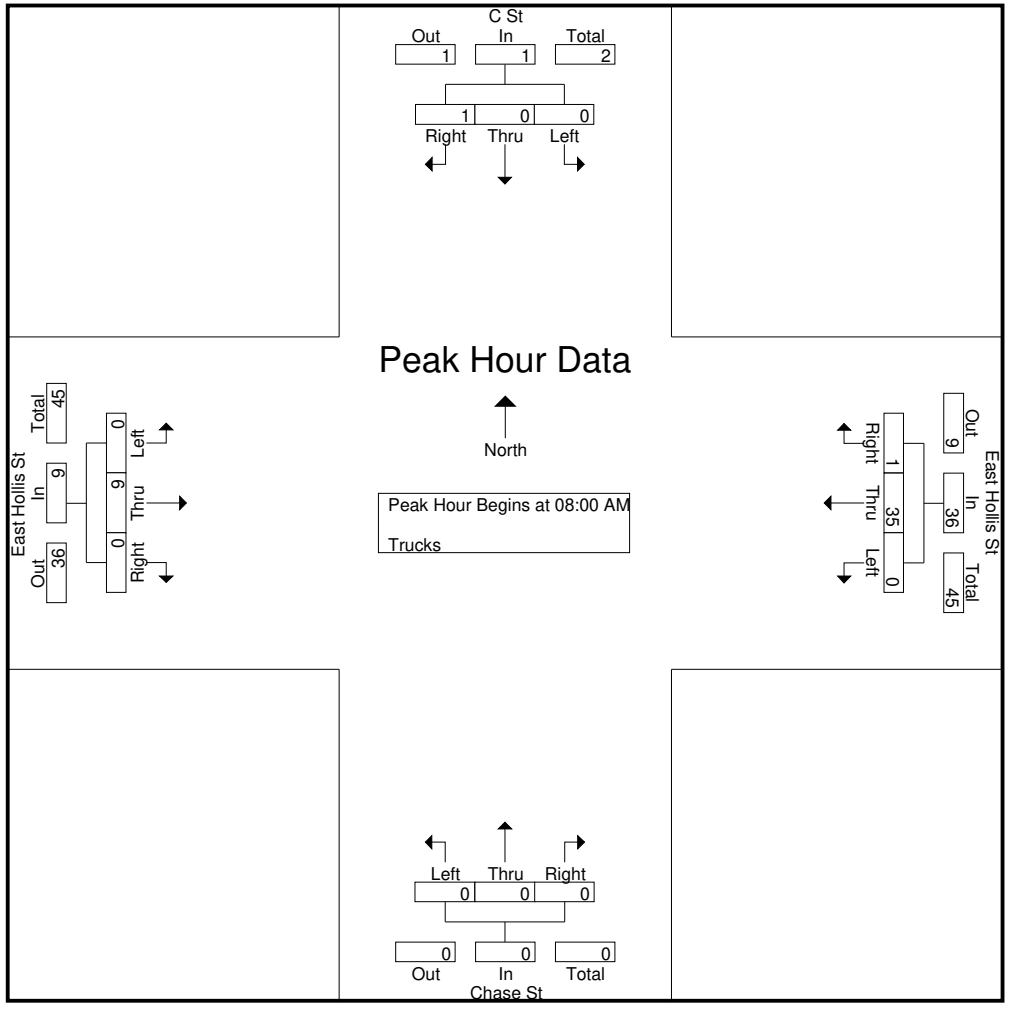
	C St From North				East Hollis St From East				Chase St From South				East Hollis St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
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

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 : 11



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

Peak Hour for Each Approach Begins at:

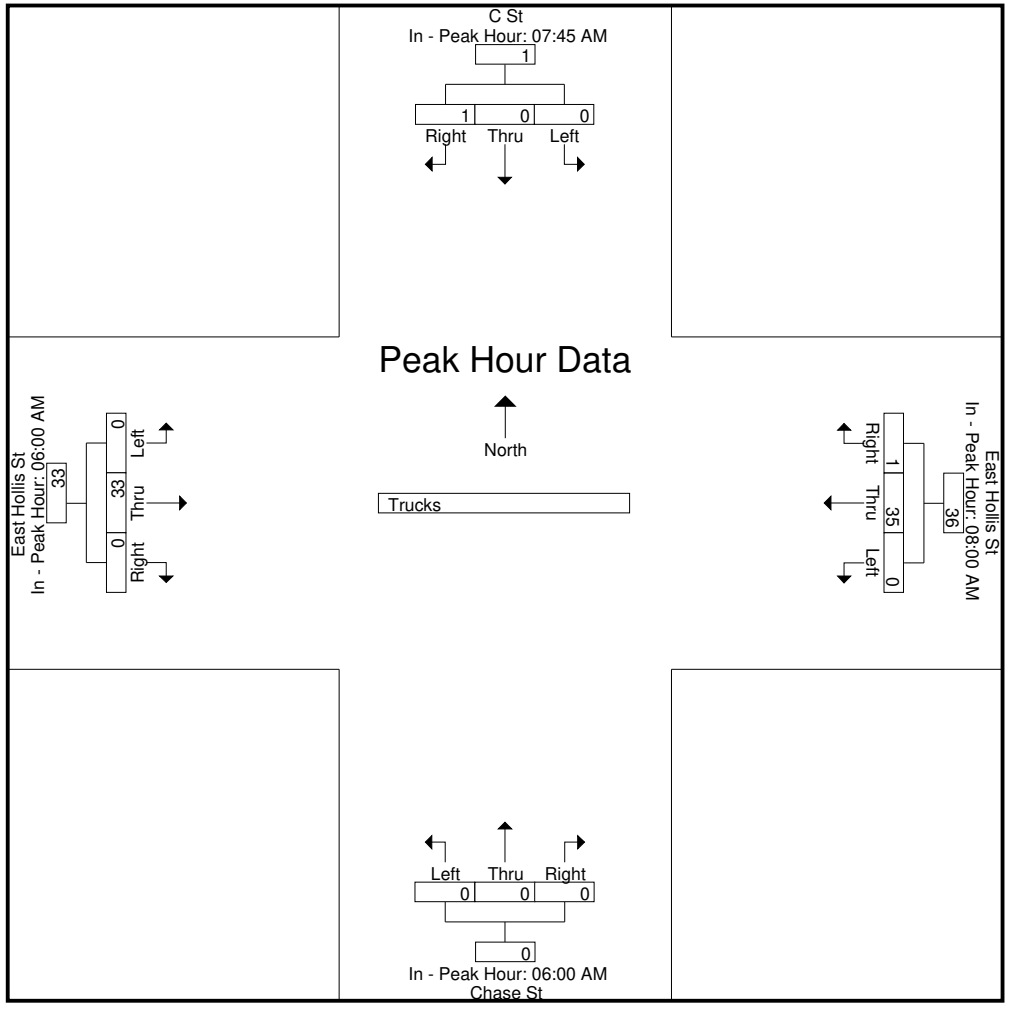
	07:45 AM				08:00 AM				06:00 AM				06:00 AM			
+0 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5
+15 mins.	0	0	0	0	0	7	0	7	0	0	0	0	0	6	0	6
+30 mins.	0	0	0	0	0	**16**	**1**	**17**	0	0	0	0	0	10	0	10
+45 mins.	0	0	**1**	**1**	0	7	0	7	0	0	0	0	0	**12**	0	**12**
Total Volume	0	0	1	1	0	35	1	36	0	0	0	0	0	33	0	33
% App. 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



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 : 13

Groups Printed- Bikes Peds

	C St From North				East Hollis St From East				Chase St From South				East Hollis St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	1	5	0	5
06:15 AM	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	1	8	0	8
06:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	5	0	5
06:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	5	19	0	19
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	2
07:15 AM	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	4	0	4
07:30 AM	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	4	0	4
07:45 AM	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4	0	4
Total	0	0	0	0	0	0	0	10	0	0	0	2	0	0	0	2	14	0	14
08:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	2
08:15 AM	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	3	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1
08:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	0	0	0	6	0	0	0	1	0	0	0	1	8	0	8
Grand Total	0	0	0	0	0	0	0	30	0	0	0	3	0	0	0	8	41	0	41
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0				
Total %																	100	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 : 14

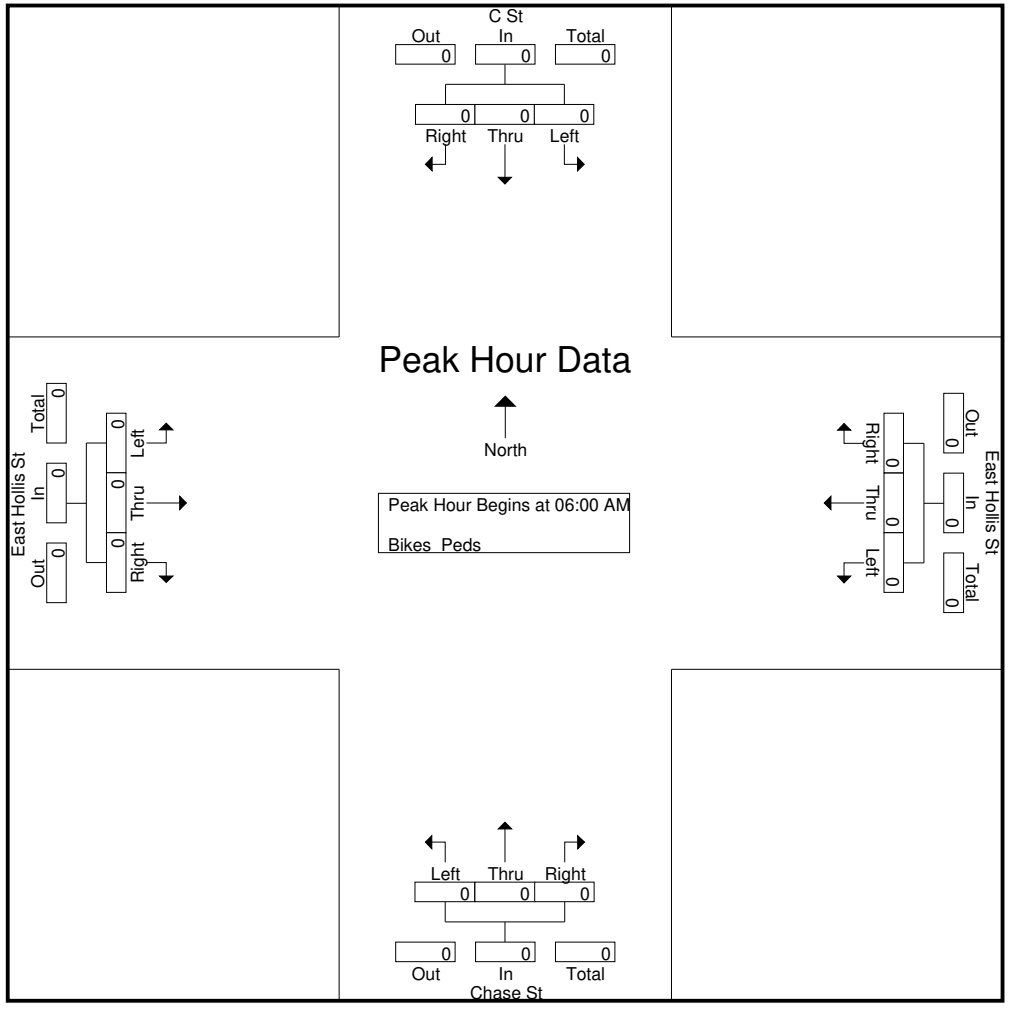
	C St From North				East Hollis St From East				Chase St From South				East Hollis St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 AM																	
06:00 AM	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
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
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : 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:

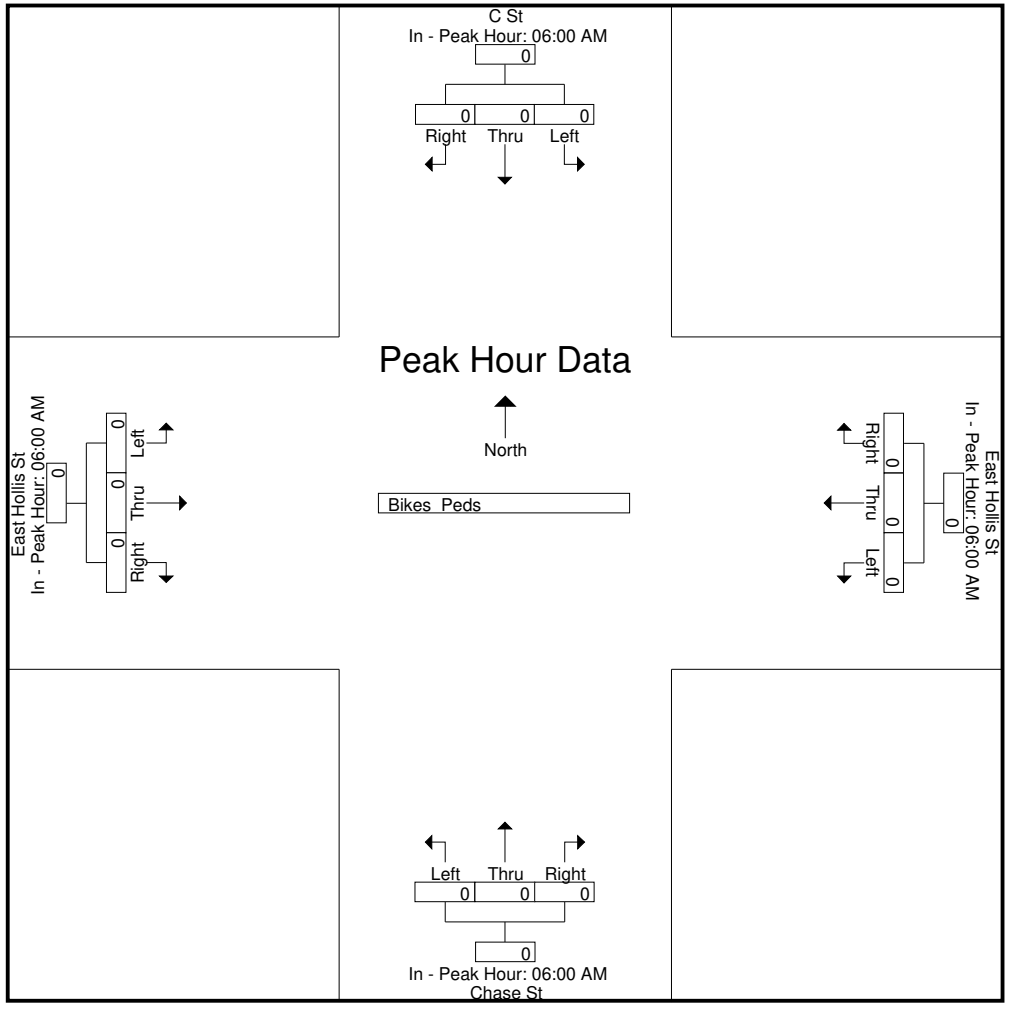
	06:00 AM				06:00 AM				06:00 AM				06:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : 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 : 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 From North			East Hollis St From East			Chase St From South			East Hollis St 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

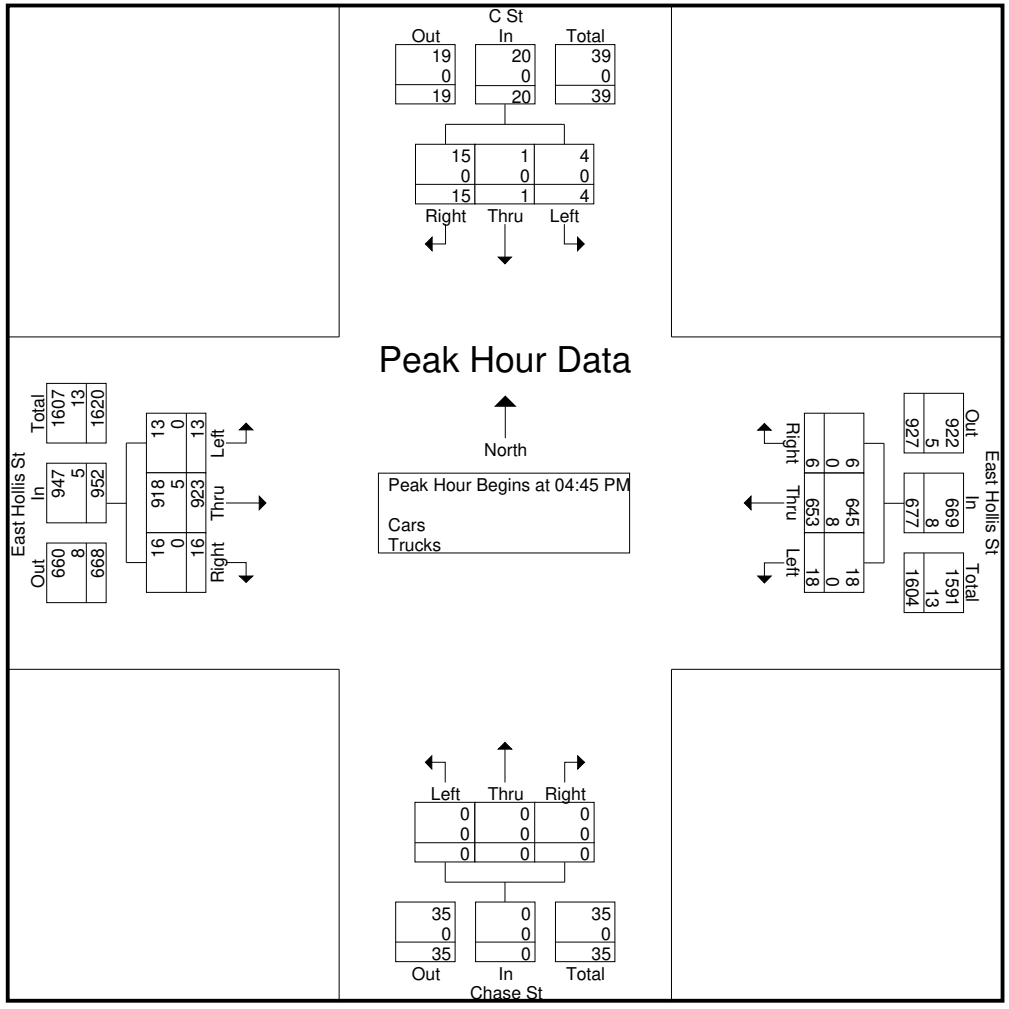
	C St From North				East Hollis St From East				Chase St From South				East Hollis St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
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

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 : 3



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

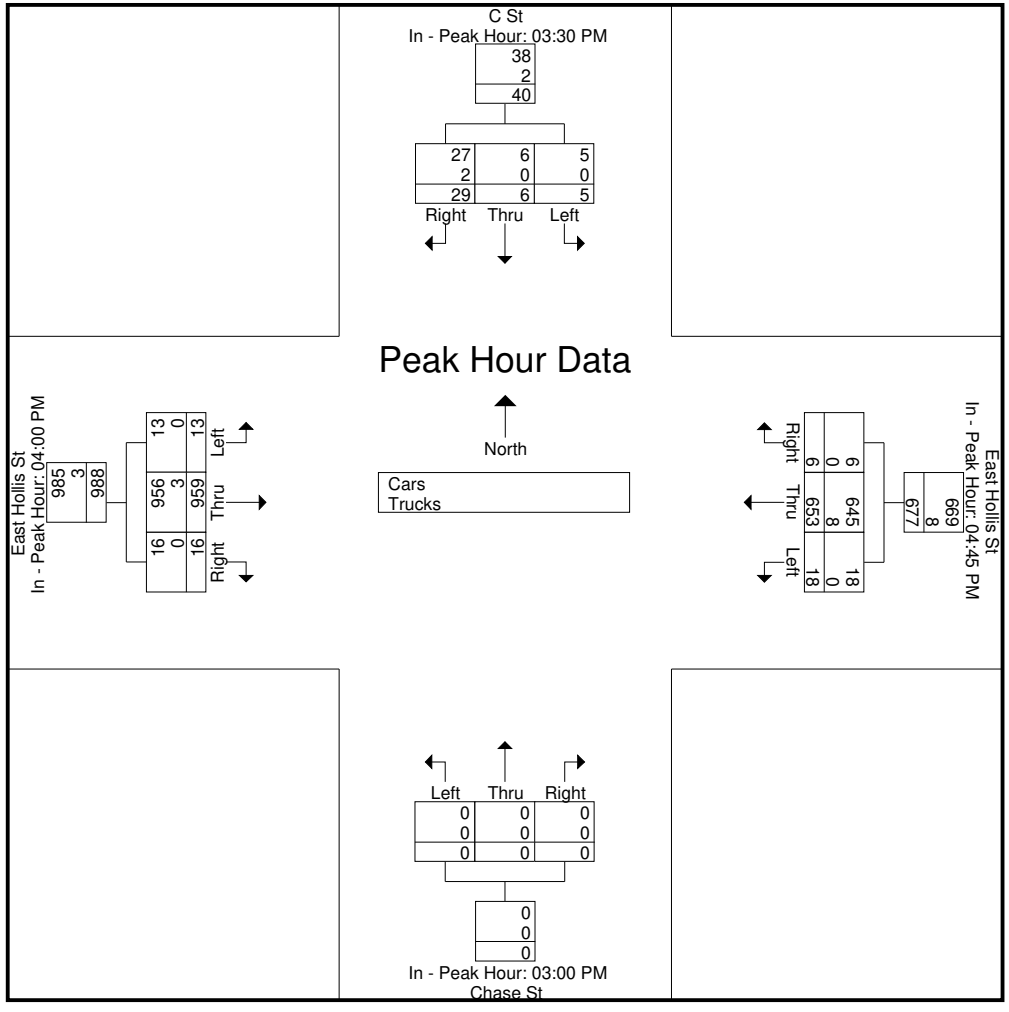
Peak Hour for Each Approach Begins at:

	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 From North			East Hollis St From East			Chase St From South			East Hollis St 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

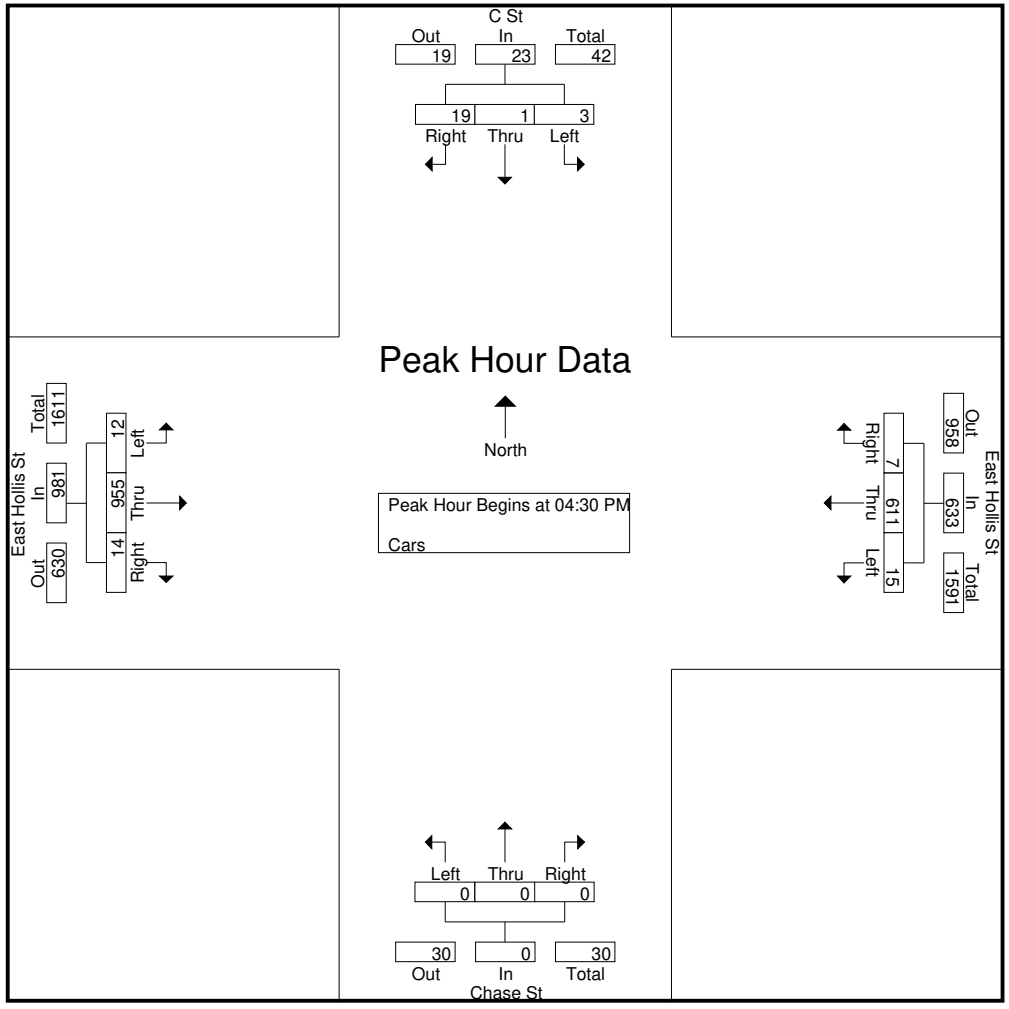
	C St From North				East Hollis St From East				Chase St From South				East Hollis St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
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

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 : 7



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

Peak Hour for Each Approach Begins at:

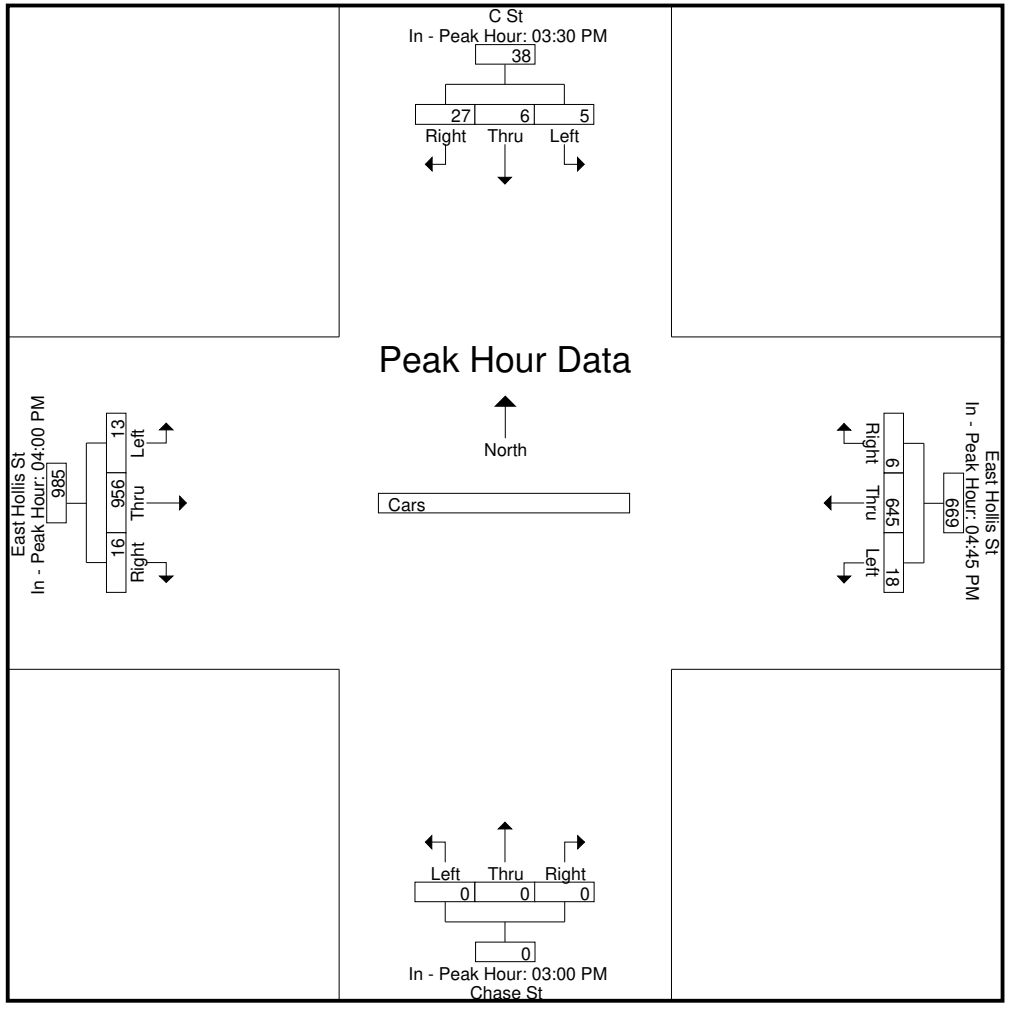
	03:30 PM				04:45 PM				03:00 PM				04:00 PM			
+0 mins.	**2**	**2**	8	**12**	3	161	**3**	167	0	0	0	0	**7**	234	**6**	247
+15 mins.	0	2	5	7	3	152	1	156	0	0	0	0	1	230	3	234
+30 mins.	2	1	**9**	12	**6**	**171**	1	**178**	0	0	0	0	1	243	3	247
+45 mins.	1	1	5	7	6	161	1	168	0	0	0	0	4	**249**	4	**257**
Total 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

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

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 From North			East Hollis St From East			Chase St From South			East Hollis St 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

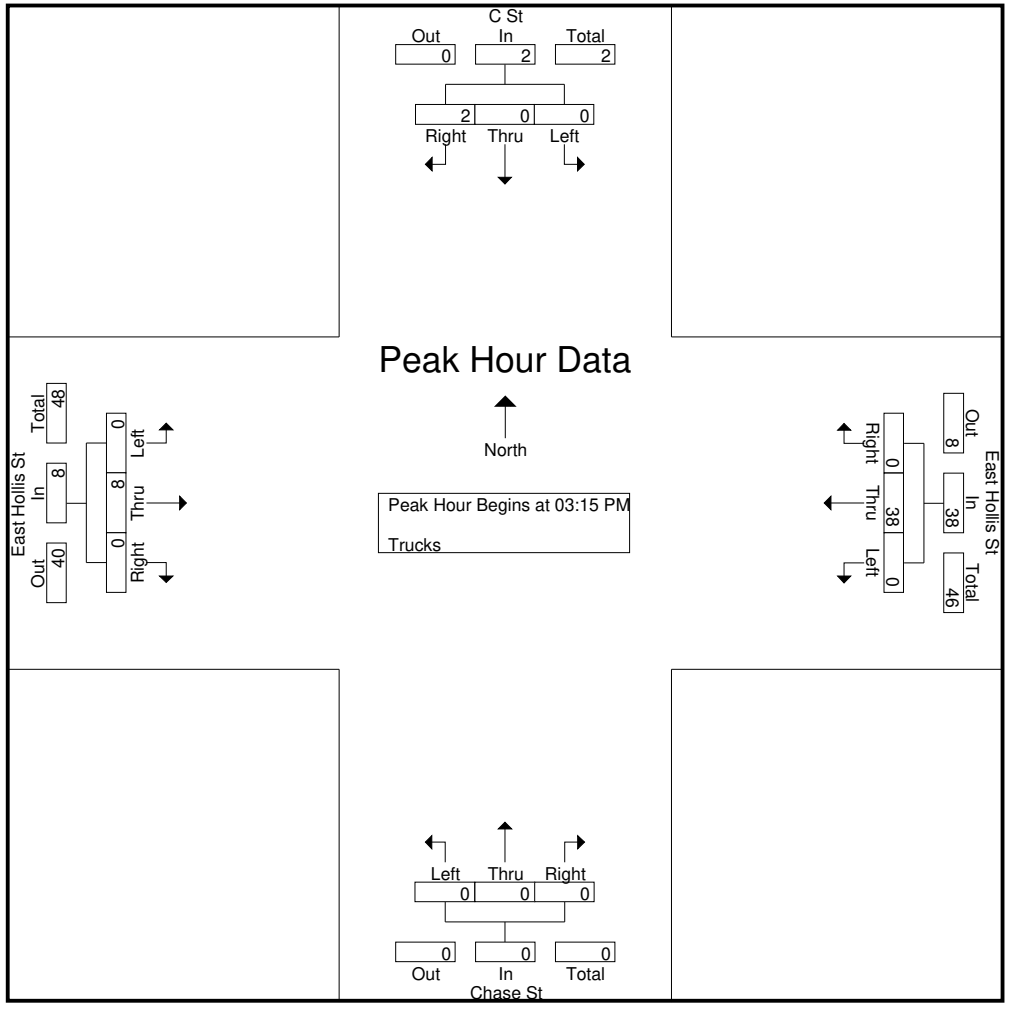
	C St From North				East Hollis St From East				Chase St From South				East Hollis St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
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

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 : 11



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

Peak Hour for Each Approach Begins at:

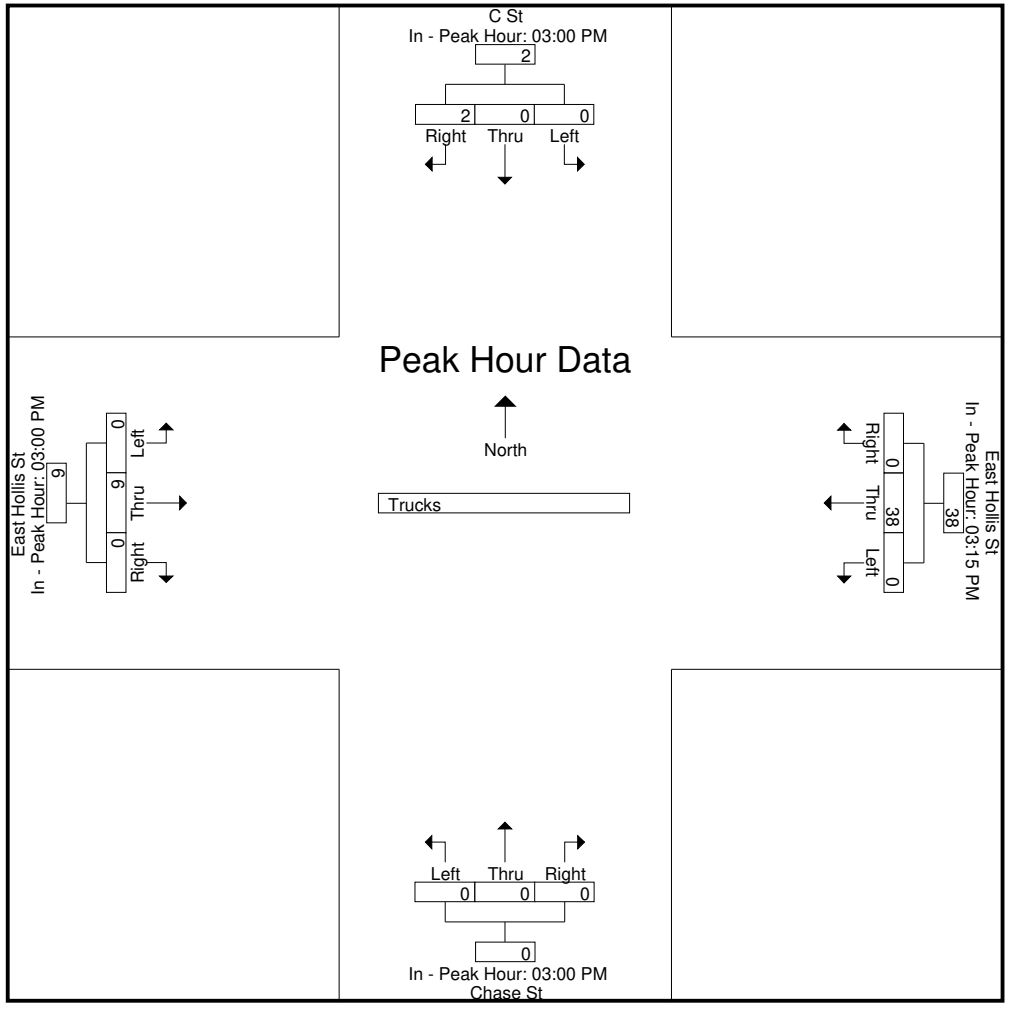
	03:00 PM				03:15 PM				03:00 PM				03:00 PM			
+0 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	**20**	0	**20**	0	0	0	0	0	**4**	0	**4**
+45 mins.	0	0	**2**	**2**	0	7	0	7	0	0	0	0	0	2	0	2
Total Volume	0	0	2	2	0	38	0	38	0	0	0	0	0	9	0	9
% App. Total	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

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 : 13

Groups Printed- Bikes Peds

	C St From North				East Hollis St From East				Chase St From South				East Hollis St 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	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	

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 : 14

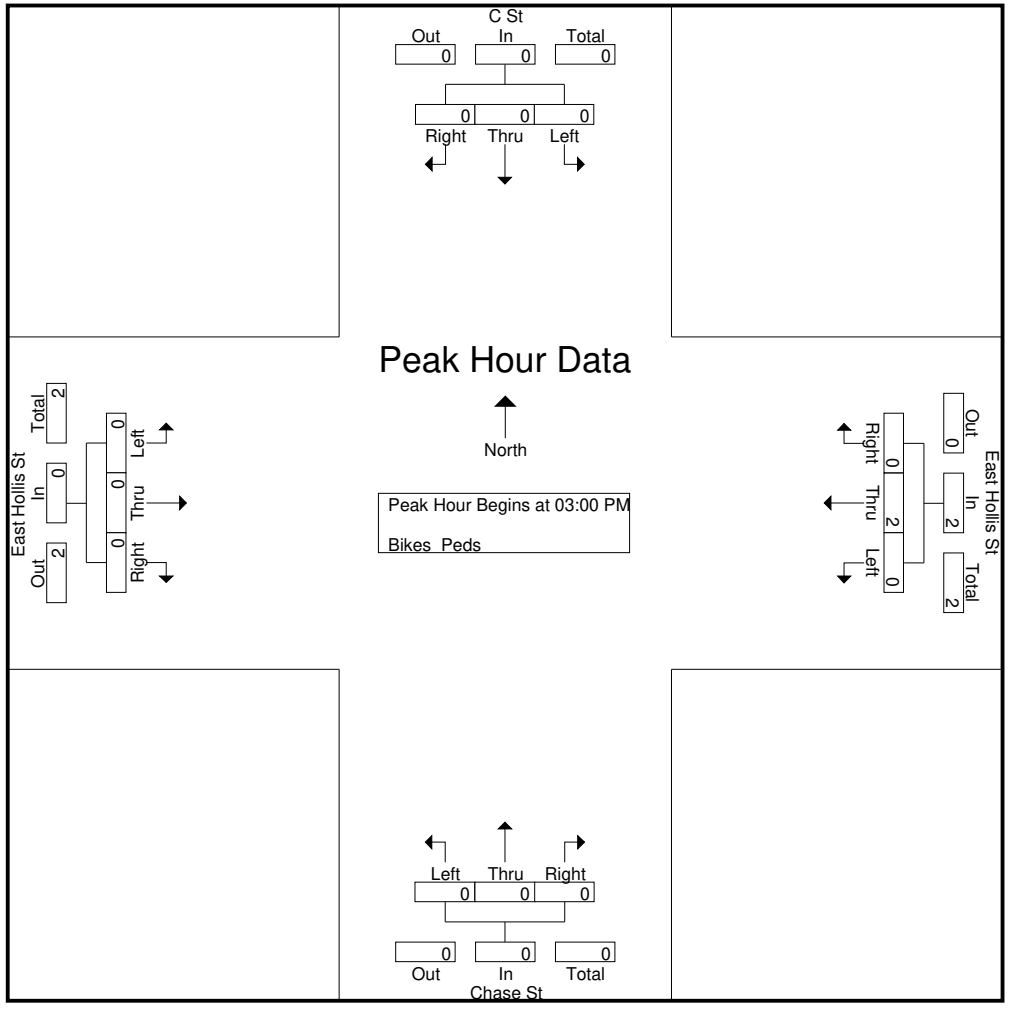
	C St From North				East Hollis St From East				Chase St From South				East Hollis St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	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
03:30 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
03:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500

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 : 15



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

Peak Hour for Each Approach Begins at:

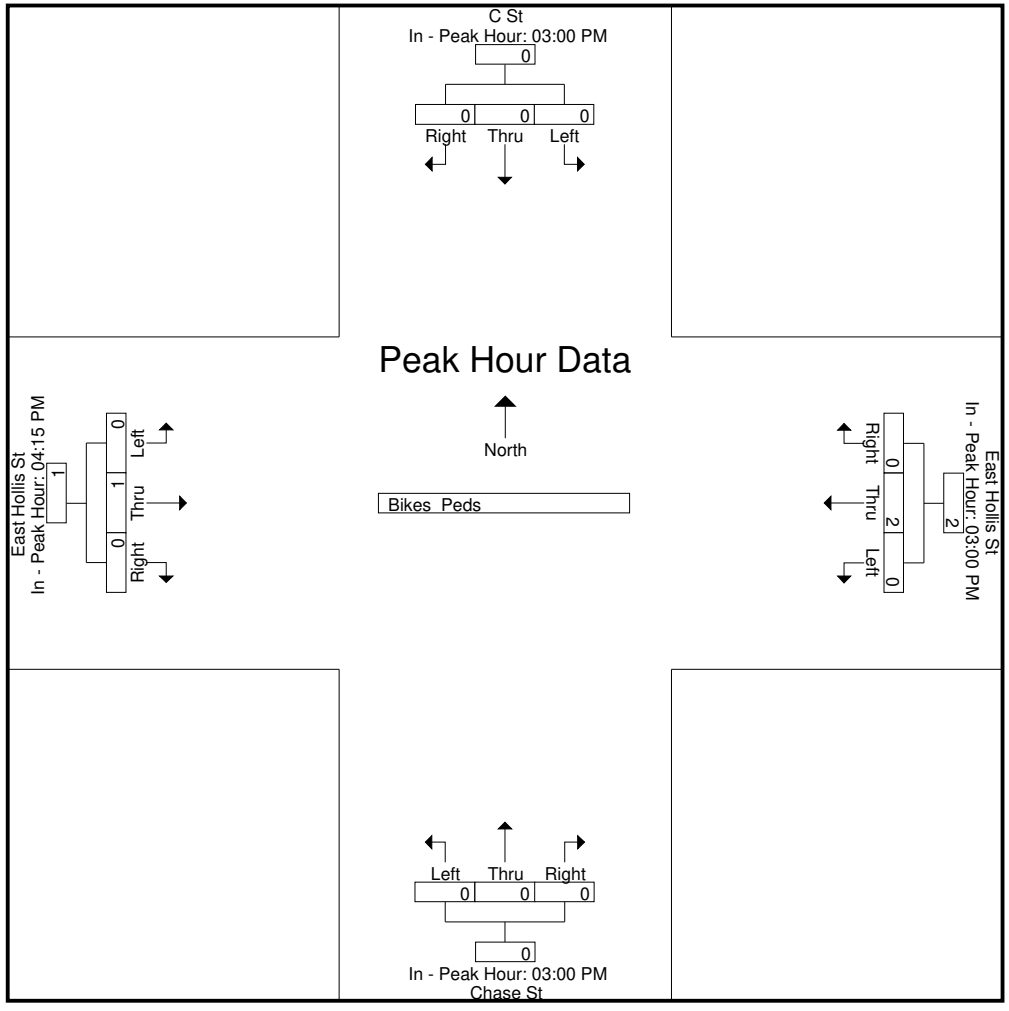
	03:00 PM				03:00 PM				03:00 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	100	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 From North			East Hollis St From East			Hobbs Ave From South			East Hollis St 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

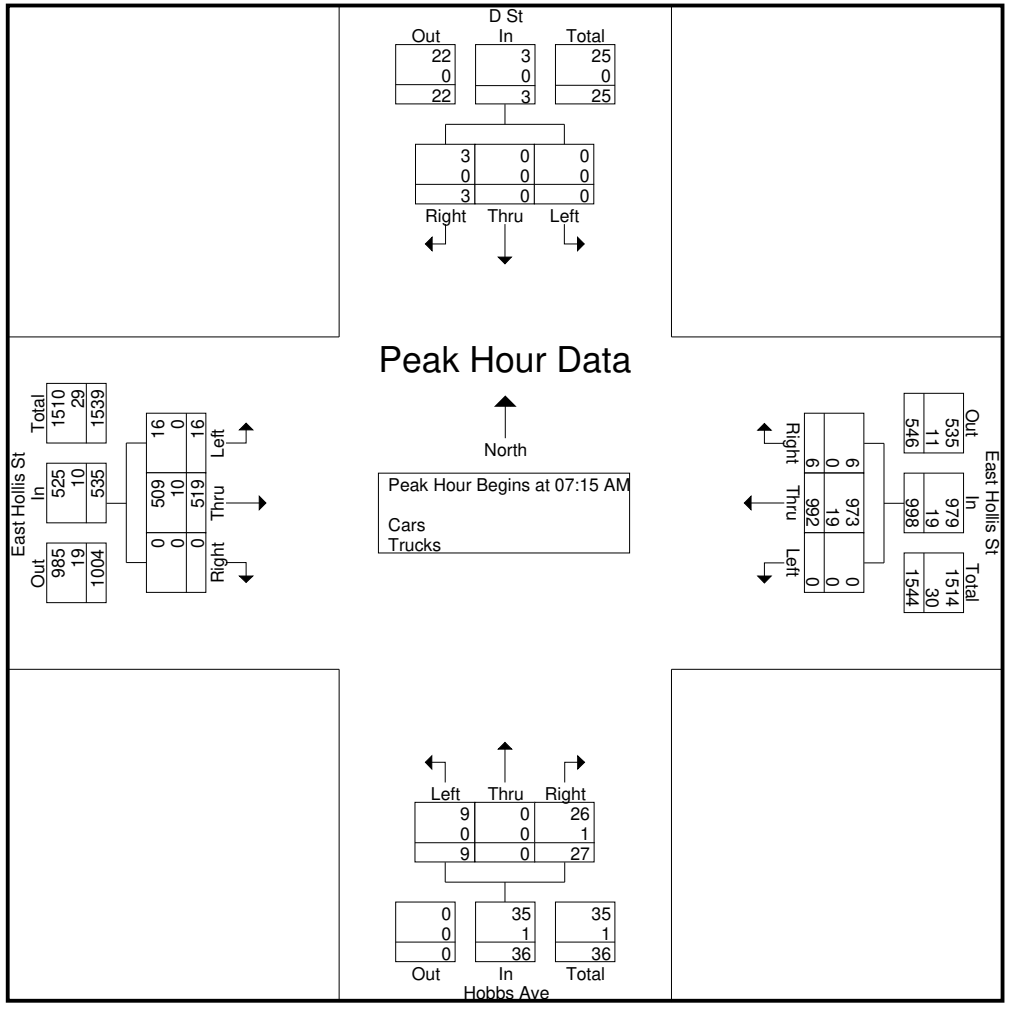
	D St From North				East Hollis St From East				Hobbs Ave From South				East Hollis St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
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

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 : 3



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

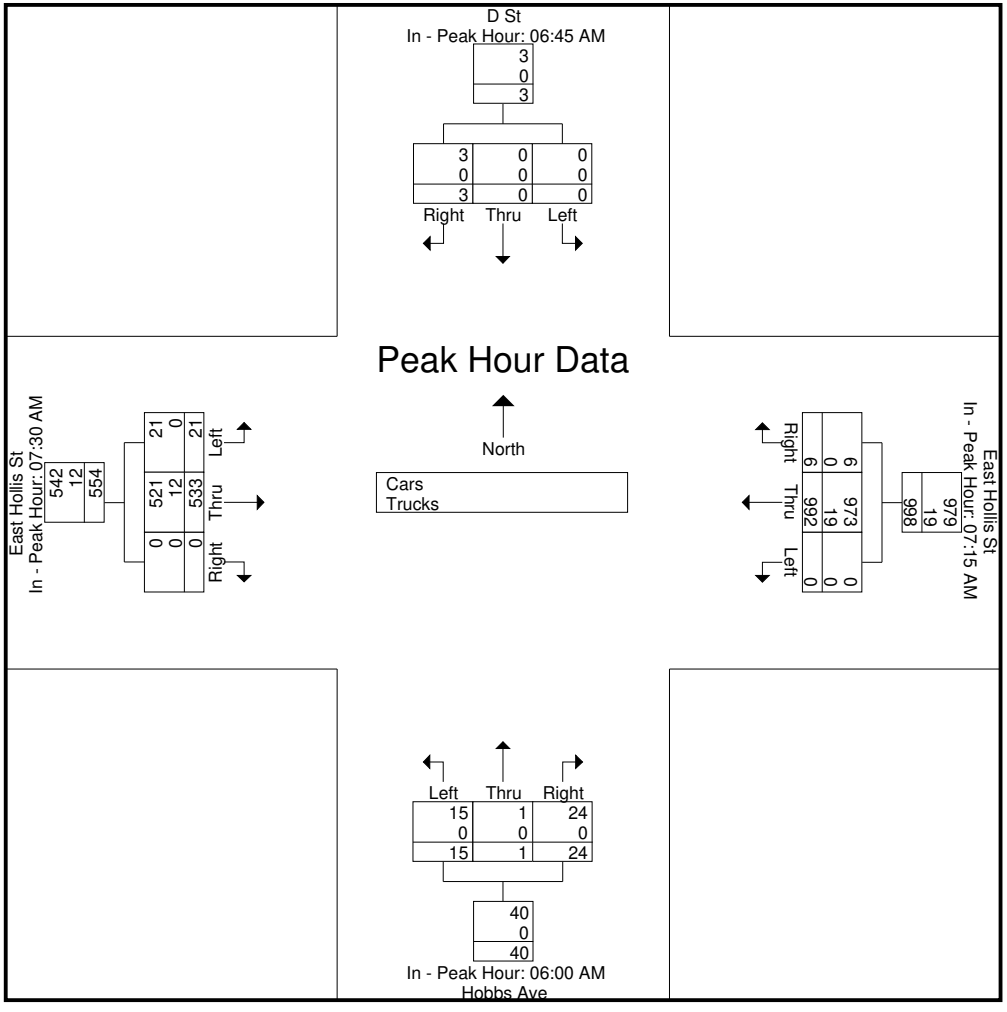
Peak Hour for Each Approach Begins at:

	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 From North			East Hollis St From East			Hobbs Ave From South			East Hollis St 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

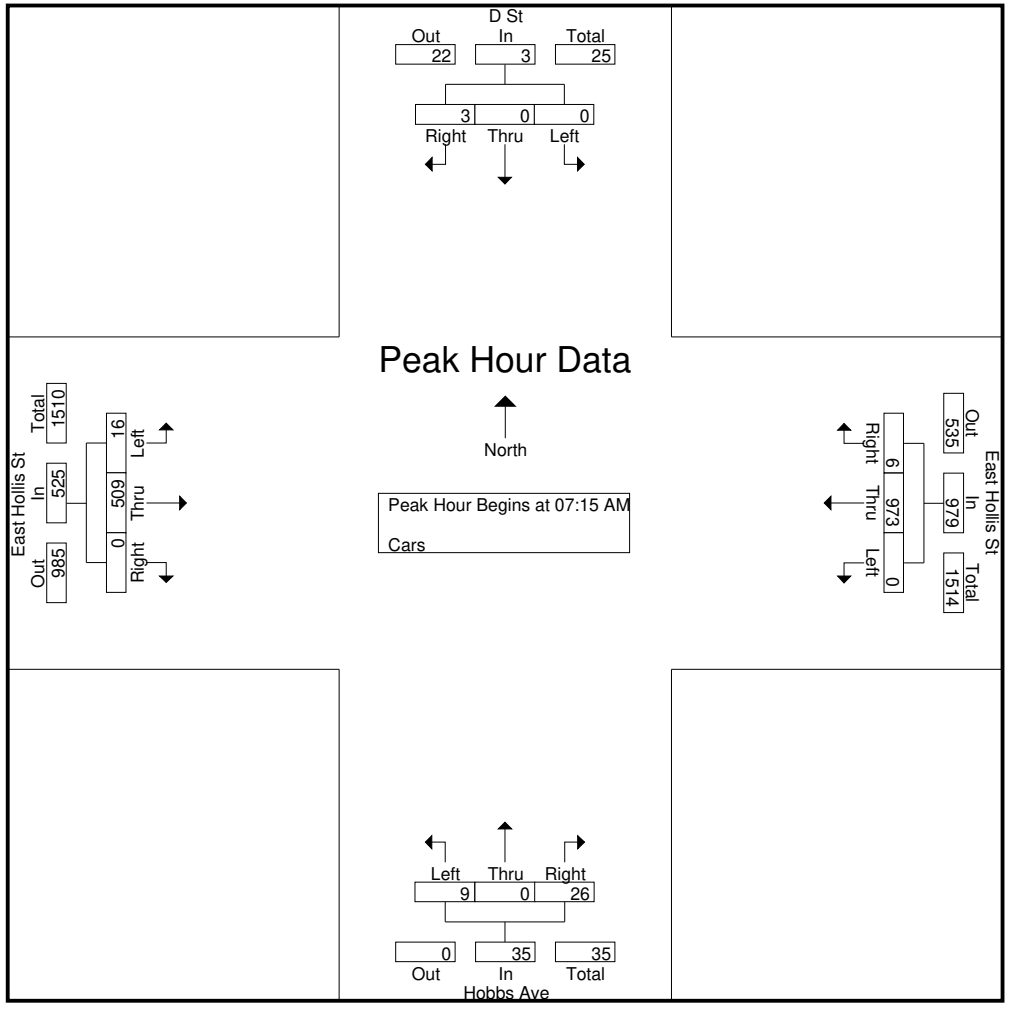
	D St From North				East Hollis St From East				Hobbs Ave From South				East Hollis St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
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

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 : 7



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

Peak Hour for Each Approach Begins at:

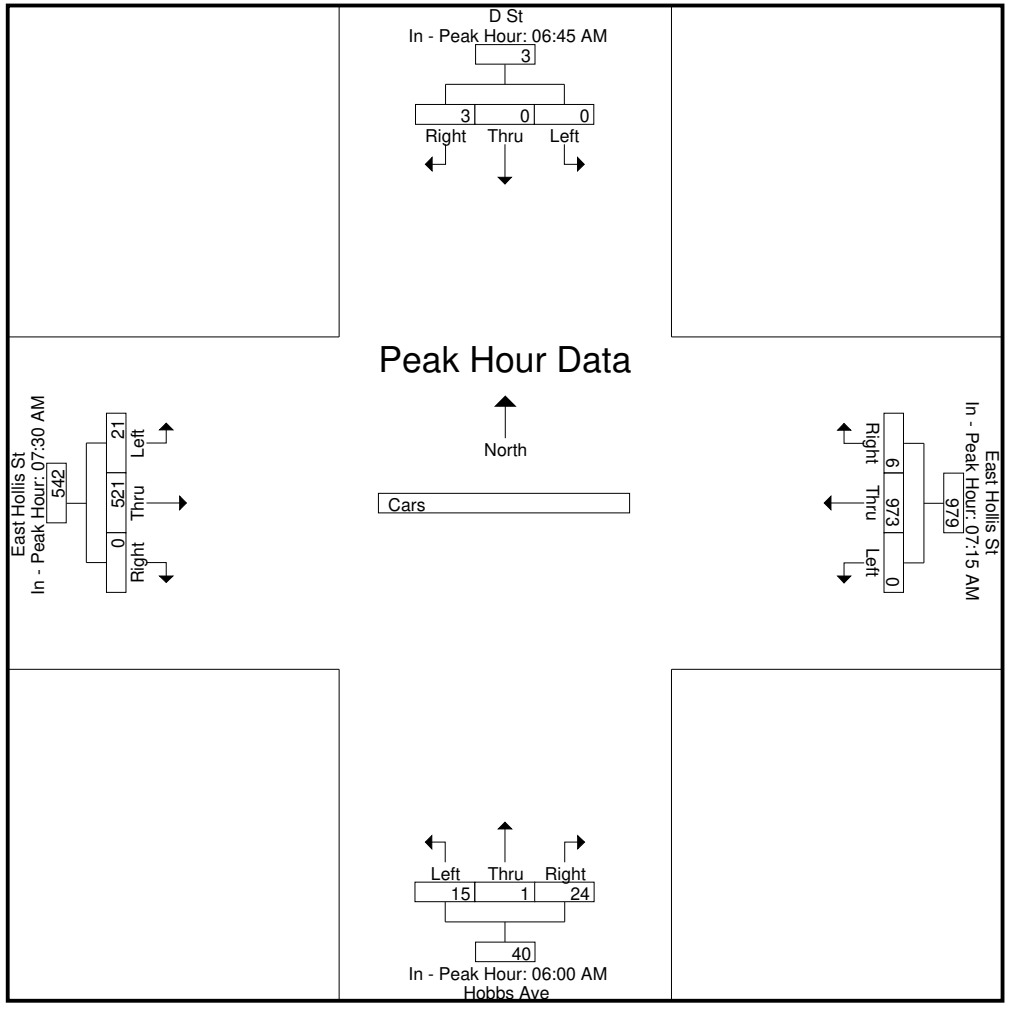
	06:45 AM				07:15 AM				06:00 AM				07:30 AM			
+0 mins.	0	0	0	0	0	239	**2**	241	**6**	0	4	10	4	**144**	0	**148**
+15 mins.	0	0	**1**	**1**	0	**262**	0	**262**	2	**1**	6	9	2	122	0	124
+30 mins.	0	0	1	1	0	257	2	259	3	0	**9**	**12**	**9**	133	0	142
+45 mins.	0	0	1	1	0	215	2	217	4	0	5	9	6	122	0	128
Total 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

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 From North			East Hollis St From East			Hobbs Ave From South			East Hollis St 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

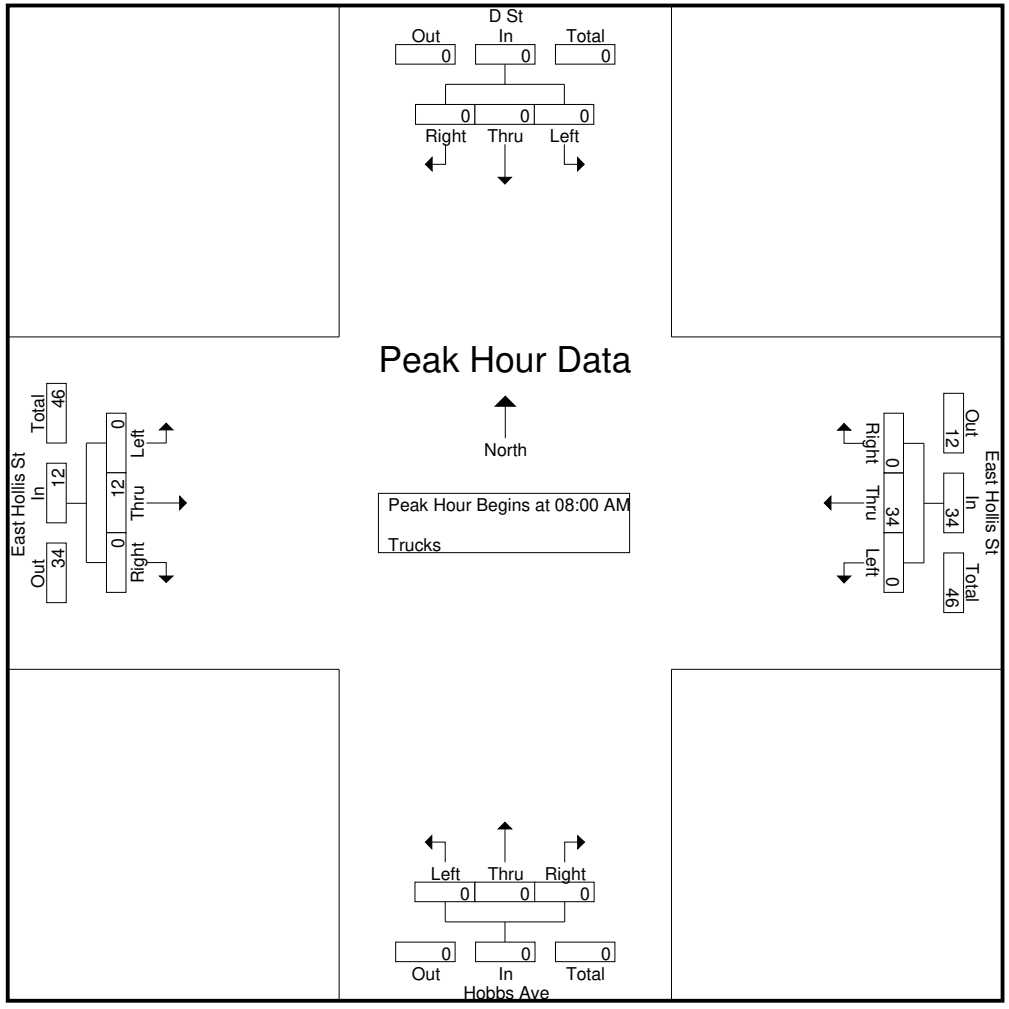
	D St From North				East Hollis St From East				Hobbs Ave From South				East Hollis St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
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

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 : 11



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

Peak Hour for Each Approach Begins at:

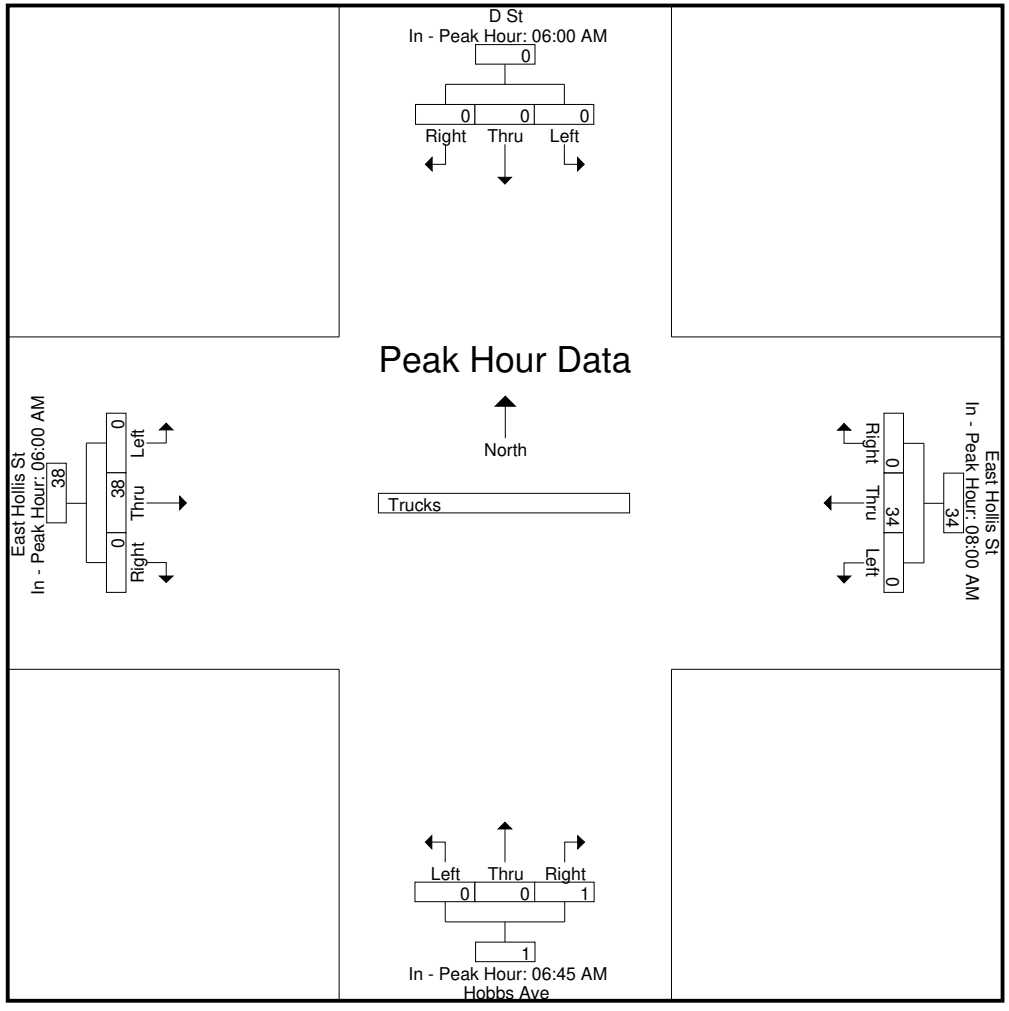
	06:00 AM				08:00 AM				06:45 AM				06:00 AM			
+0 mins.	0	0	0	0	0	7	0	7	0	0	0	0	0	9	0	9
+15 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	6	0	6
+30 mins.	0	0	0	0	0	**17**	0	**17**	0	0	0	0	0	10	0	10
+45 mins.	0	0	0	0	0	5	0	5	0	0	**1**	**1**	0	**13**	0	**13**
Total Volume	0	0	0	0	0	34	0	34	0	0	1	1	0	38	0	38
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0	
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

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 : 13

Groups Printed- Bikes Peds

	D St From North				East Hollis St From East				Hobbs Ave From South				East Hollis St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
06:00 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

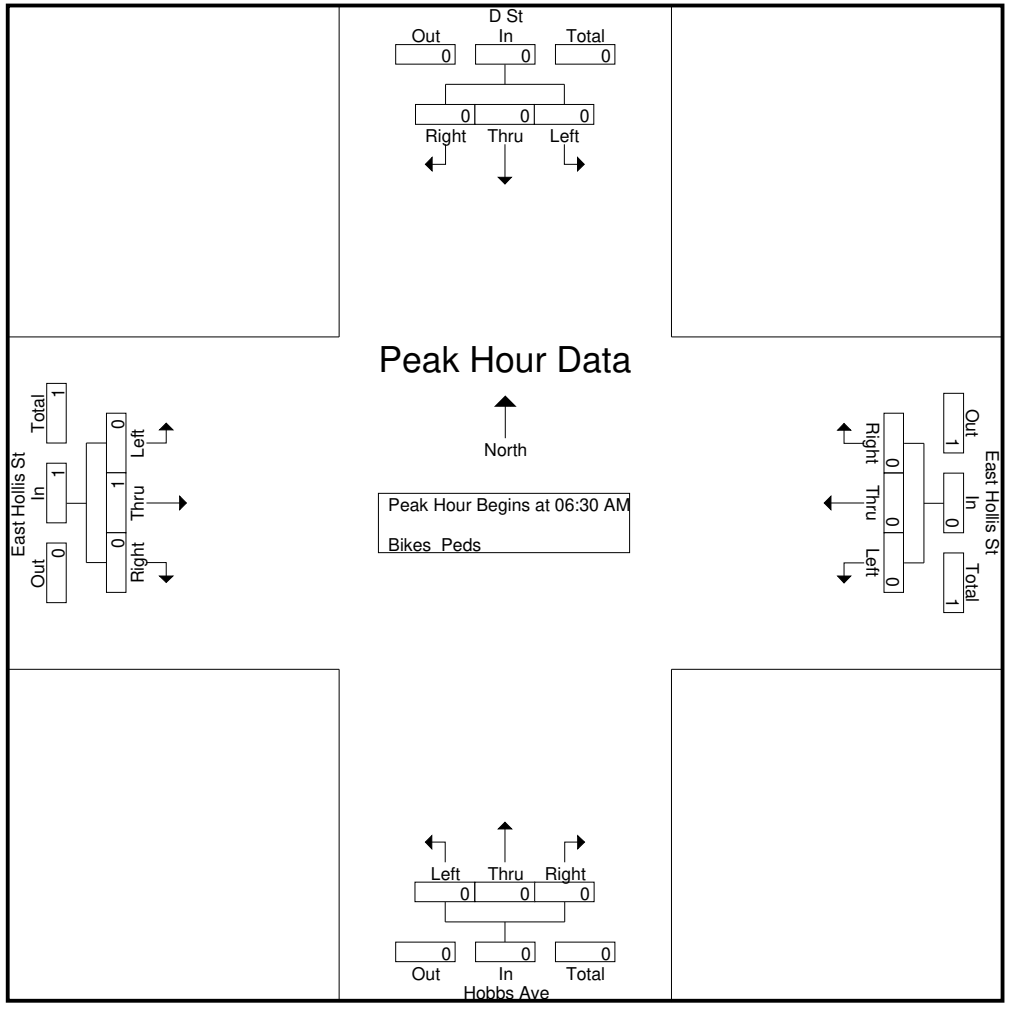
	D St From North				East Hollis St From East				Hobbs Ave From South				East Hollis St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
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

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 : 15



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

Peak Hour for Each Approach Begins at:

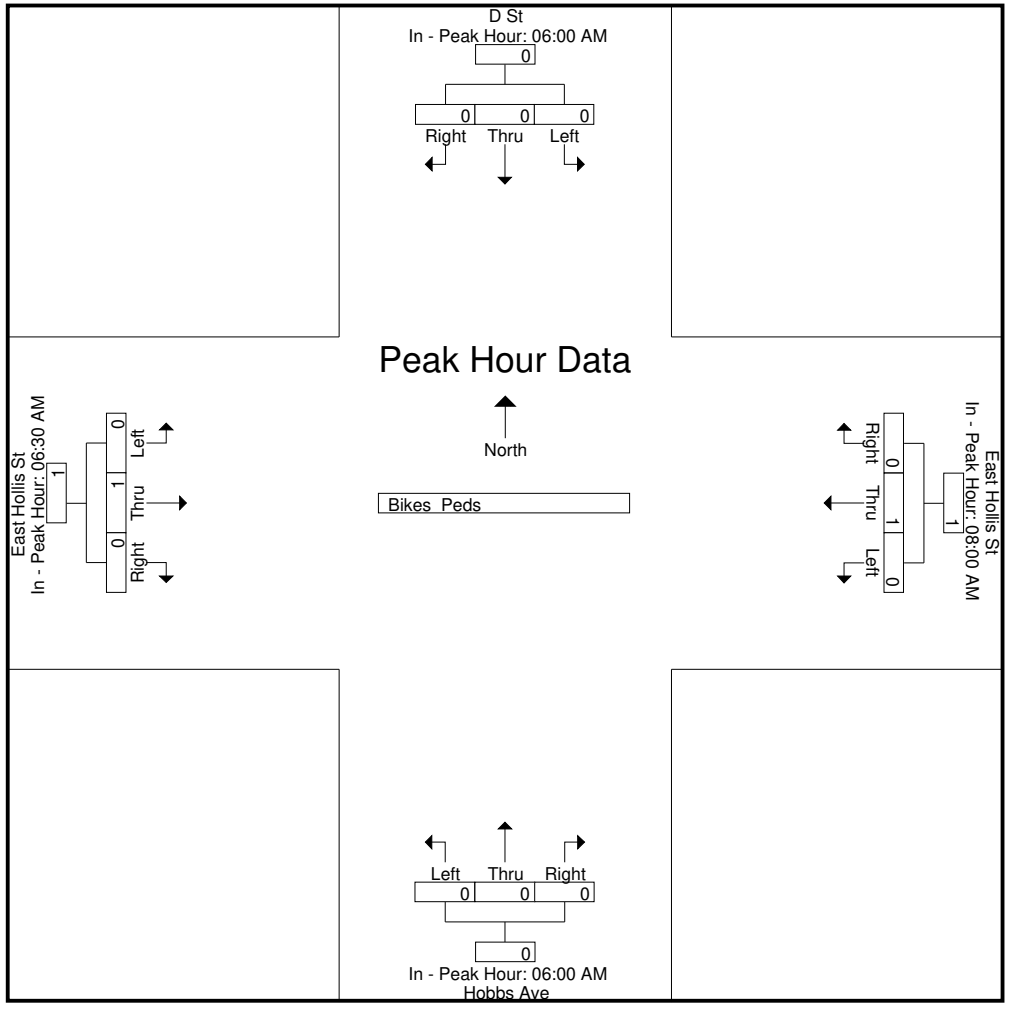
	06:00 AM				08:00 AM				06:00 AM				06:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250

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 : 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 From North			East Hollis St From East			Hobbs Ave From South			East Hollis St 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

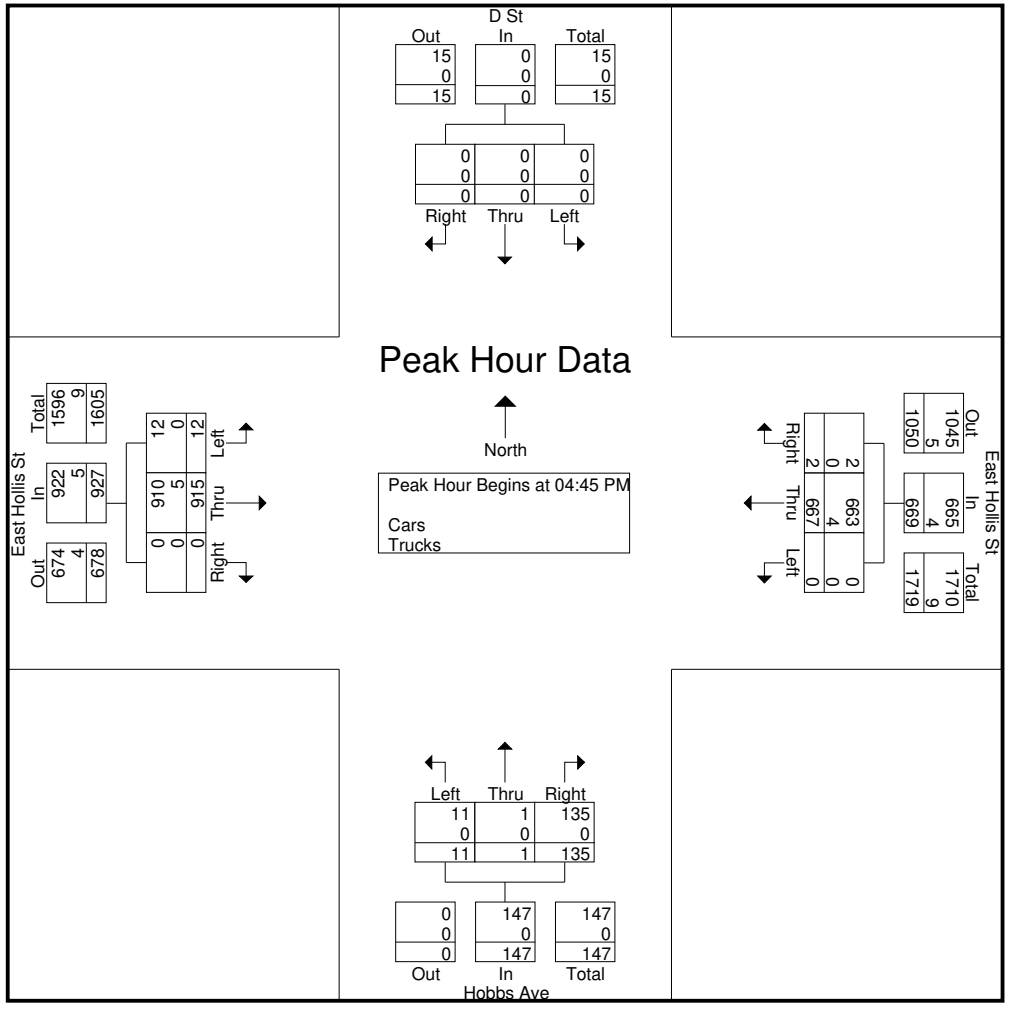
	D St From North				East Hollis St From East				Hobbs Ave From South				East Hollis St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
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

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 : 3



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

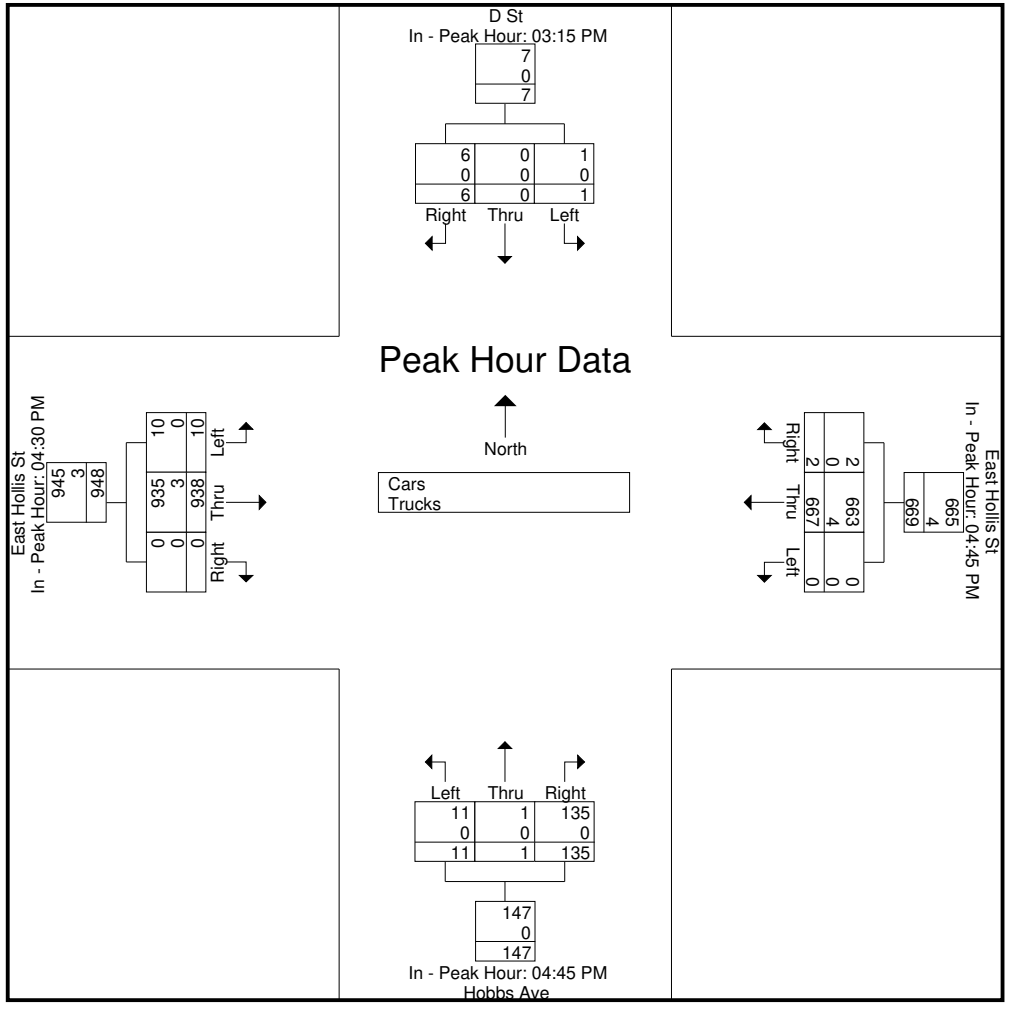
Peak Hour for Each Approach Begins at:

	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

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 From North			East Hollis St From East			Hobbs Ave From South			East Hollis St 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

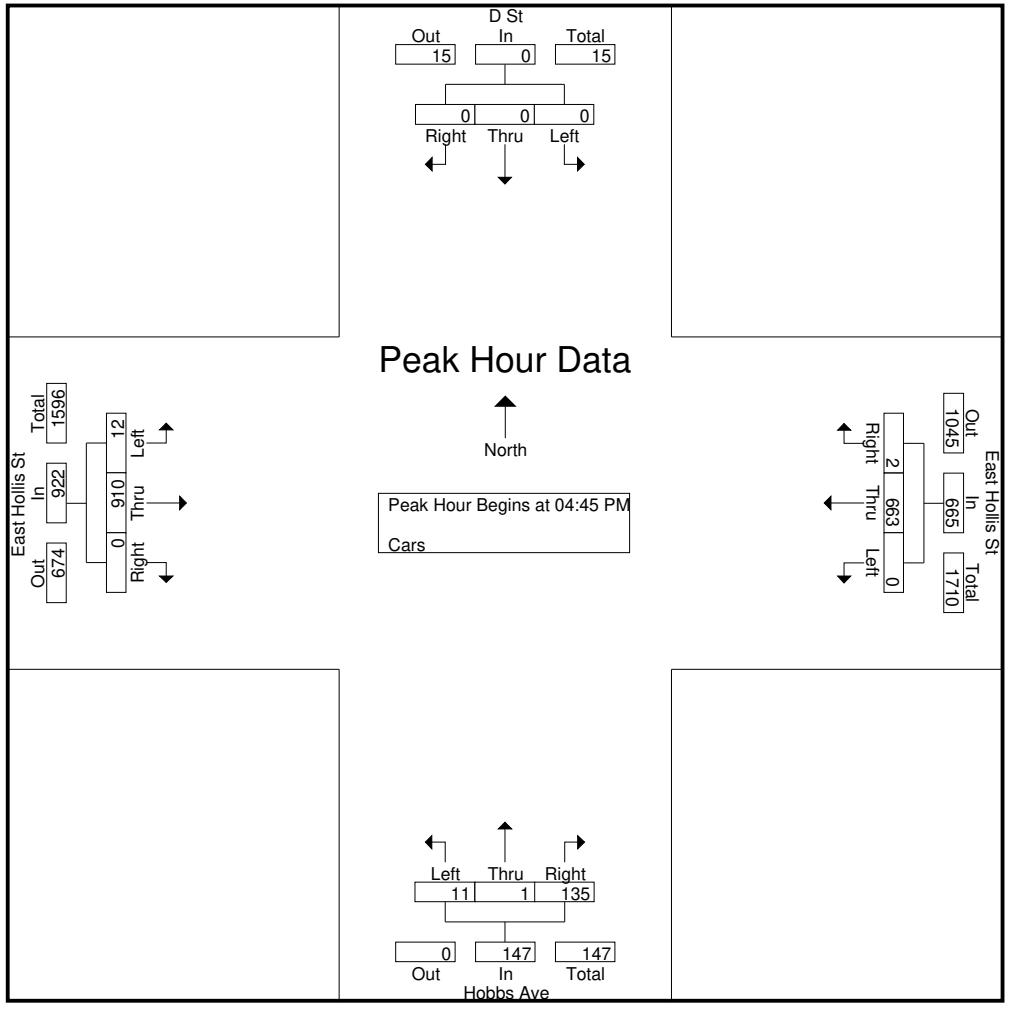
	D St From North				East Hollis St From East				Hobbs Ave From South				East Hollis St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
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

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 : 7



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

Peak Hour for Each Approach Begins at:

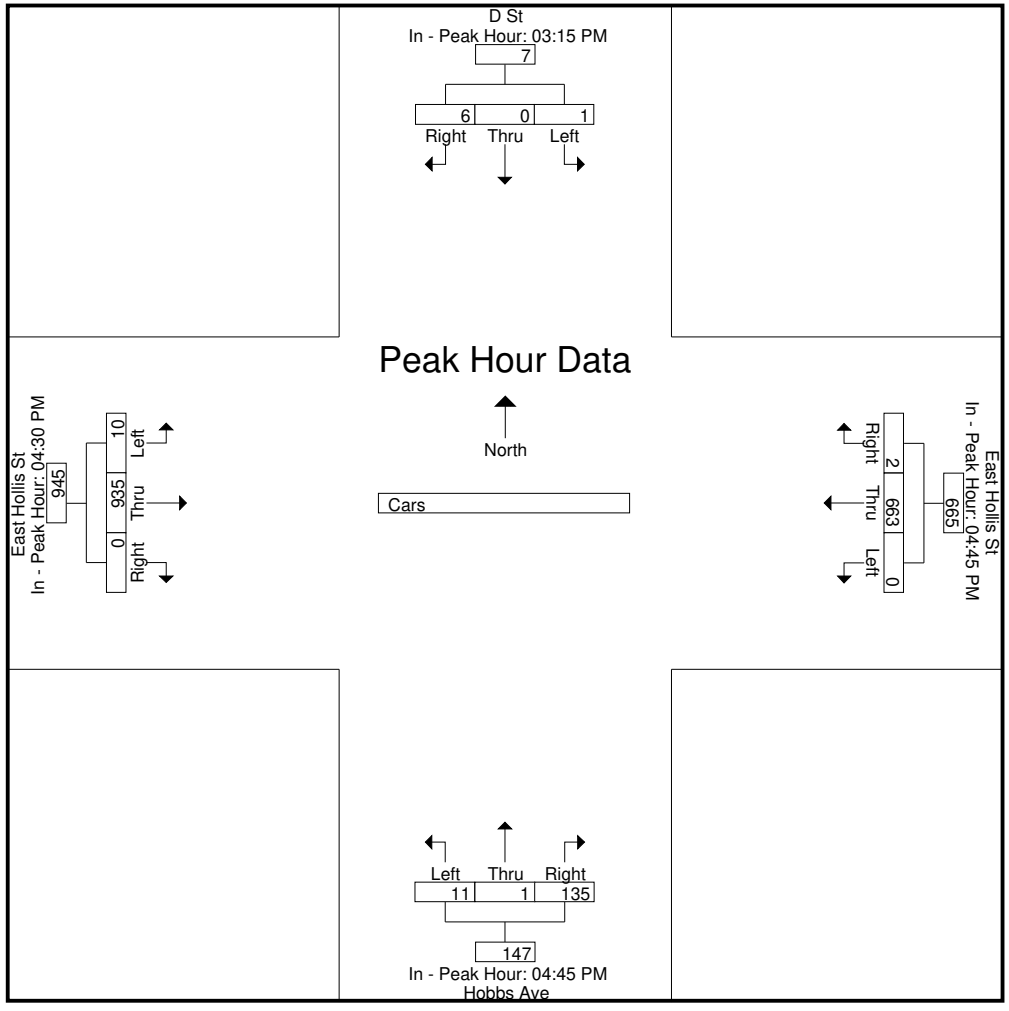
	03:15 PM				04:45 PM				04:45 PM				04:30 PM			
+0 mins.	0	0	1	1	0	169	**1**	170	3	0	24	27	2	236	0	238
+15 mins.	0	0	**5**	**5**	0	155	0	155	1	0	34	35	**4**	229	0	233
+30 mins.	0	0	0	0	0	165	1	166	**5**	**1**	**41**	**47**	1	224	0	225
+45 mins.	**1**	0	0	1	0	**174**	0	**174**	2	0	36	38	3	**246**	0	**249**
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 From North			East Hollis St From East			Hobbs Ave From South			East Hollis St 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

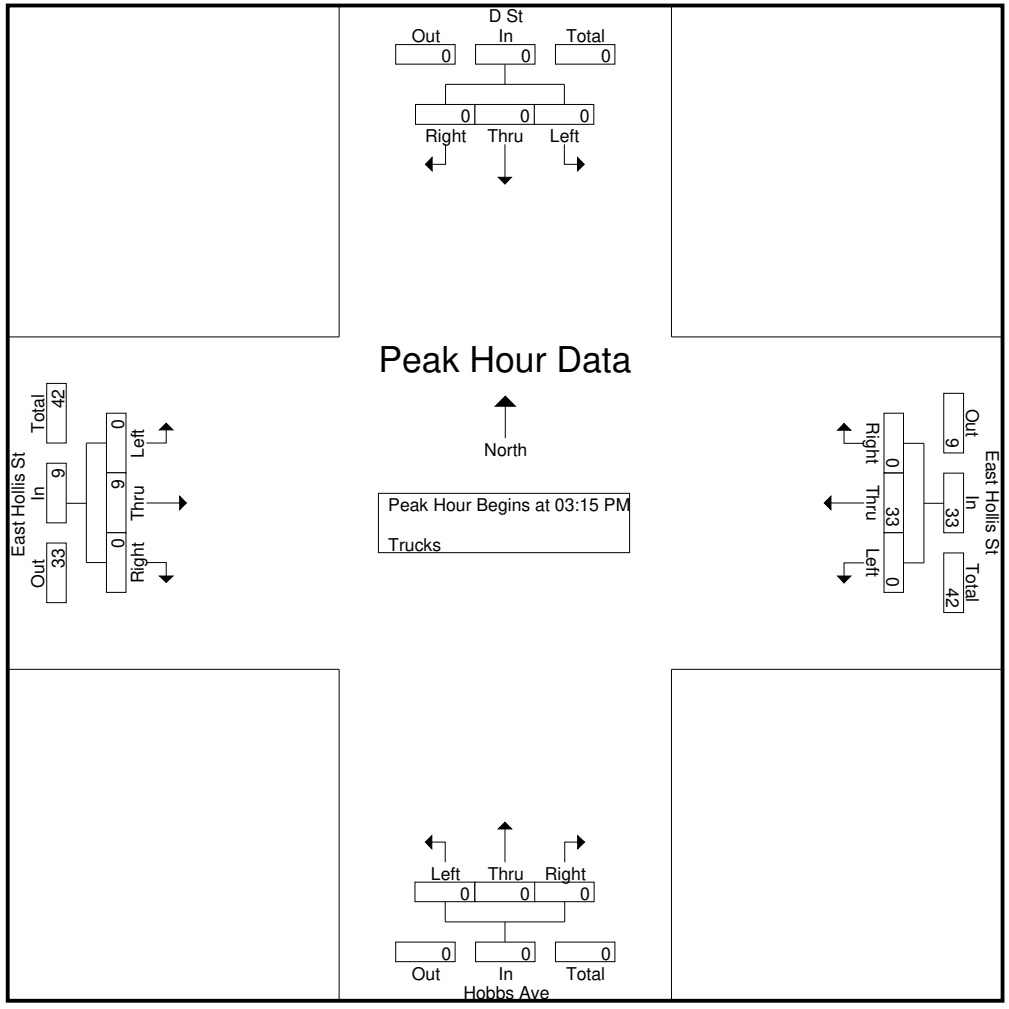
	D St From North				East Hollis St From East				Hobbs Ave From South				East Hollis St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
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

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 : 11



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

Peak Hour for Each Approach Begins at:

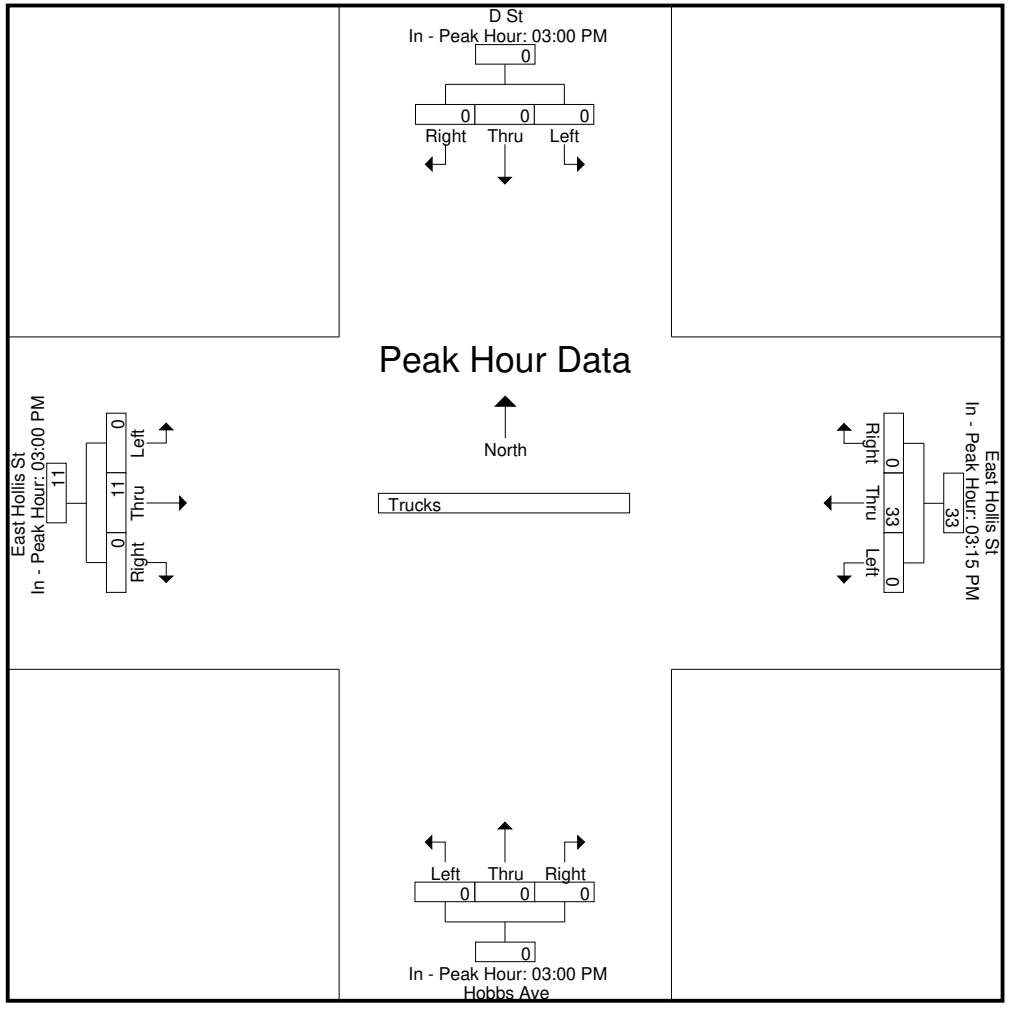
	03:00 PM				03:15 PM				03:00 PM				03:00 PM			
+0 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	**4**	0	**4**
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	**19**	0	**19**	0	0	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	33	0	33	0	0	0	0	0	11	0	11
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
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

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 : 13

Groups Printed- Bikes Peds

	D St From North				East Hollis St From East				Hobbs Ave From South				East Hollis St 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	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	1	0	0	0	0	0	0	0	0	1	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	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	1	0	0	0	2	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	

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

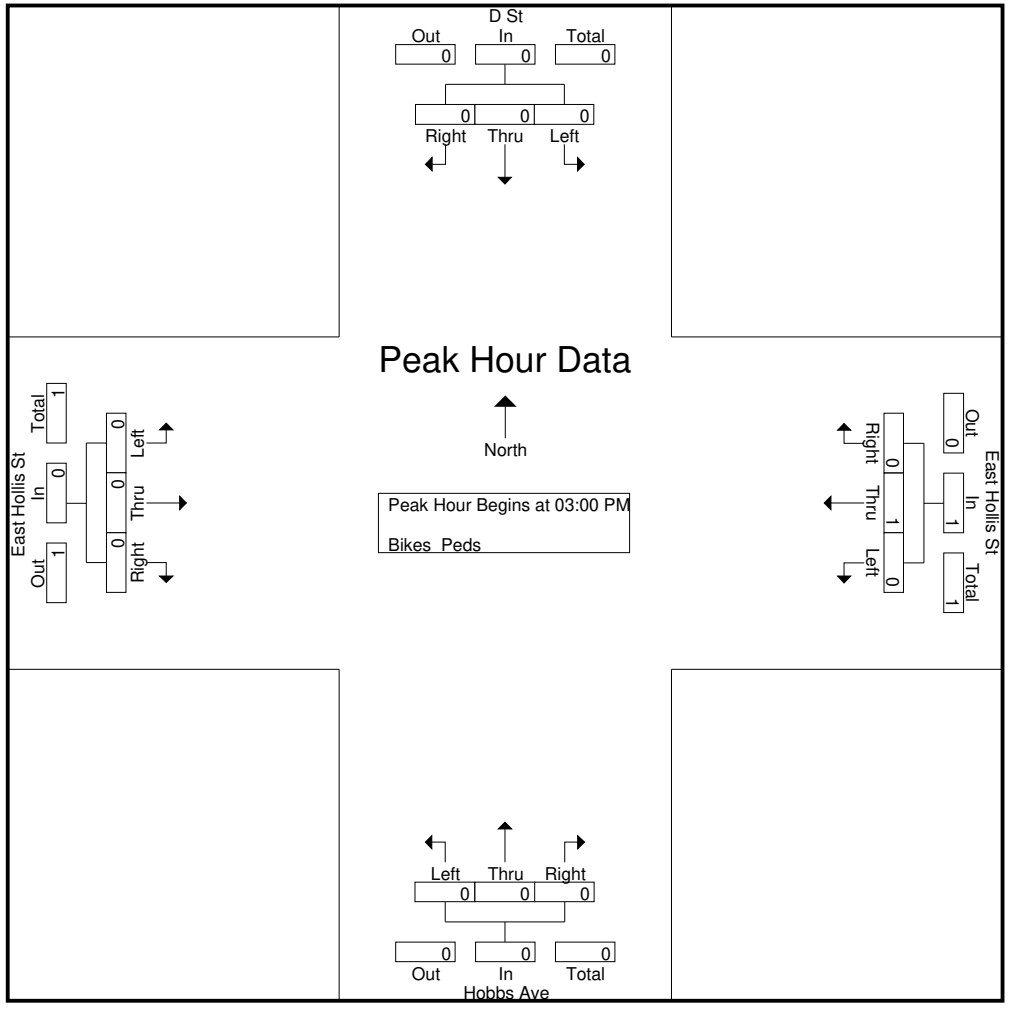
	D St From North				East Hollis St From East				Hobbs Ave From South				East Hollis St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	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
03:30 PM	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	**1**	0	0	0	0	0	0	0	0	**1**
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

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 : 15



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

Peak Hour for Each Approach Begins at:

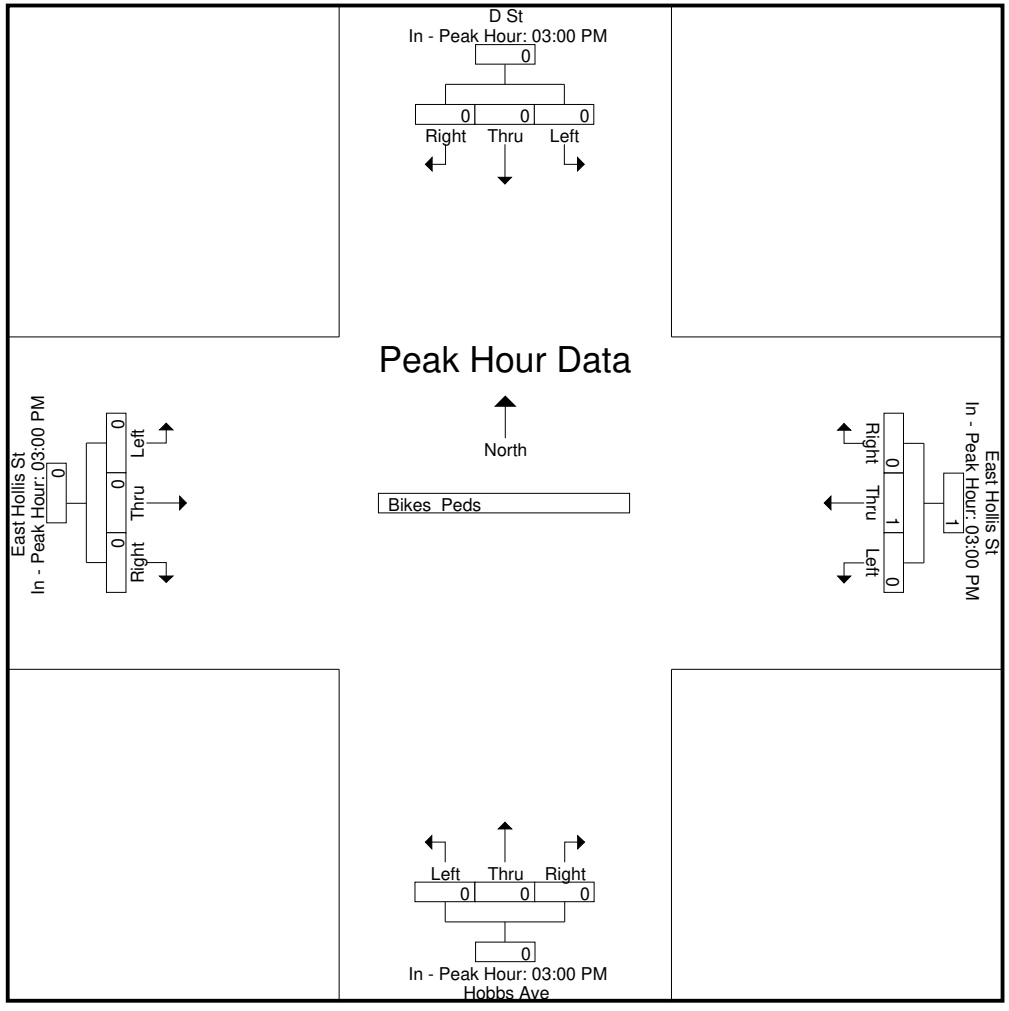
	03:00 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

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 : 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

	E St From North		East Hollis St From East		East Hollis St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
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

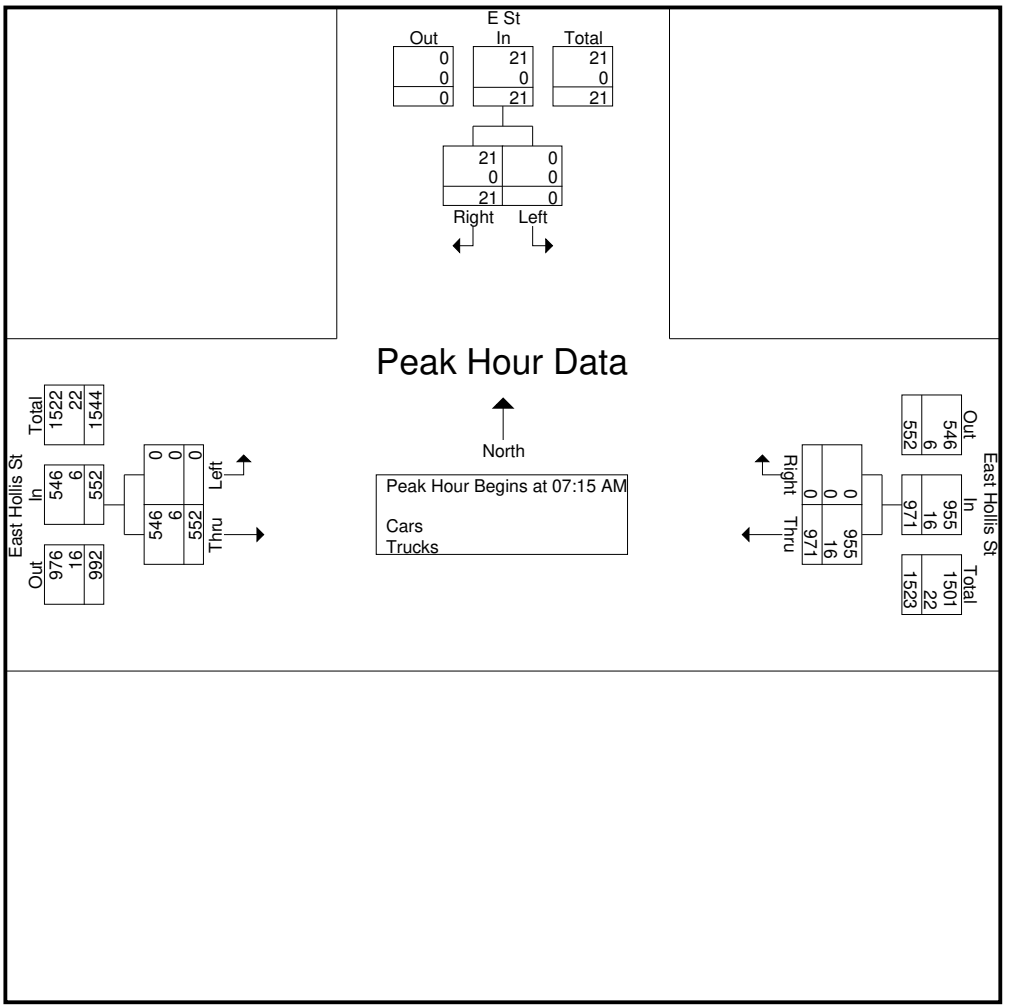
Accurate Counts

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 From North			East Hollis St From East			East Hollis St 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	**266**	0	**266**	0	**164**	**164**	**434**
07:45 AM	0	**8**	**8**	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

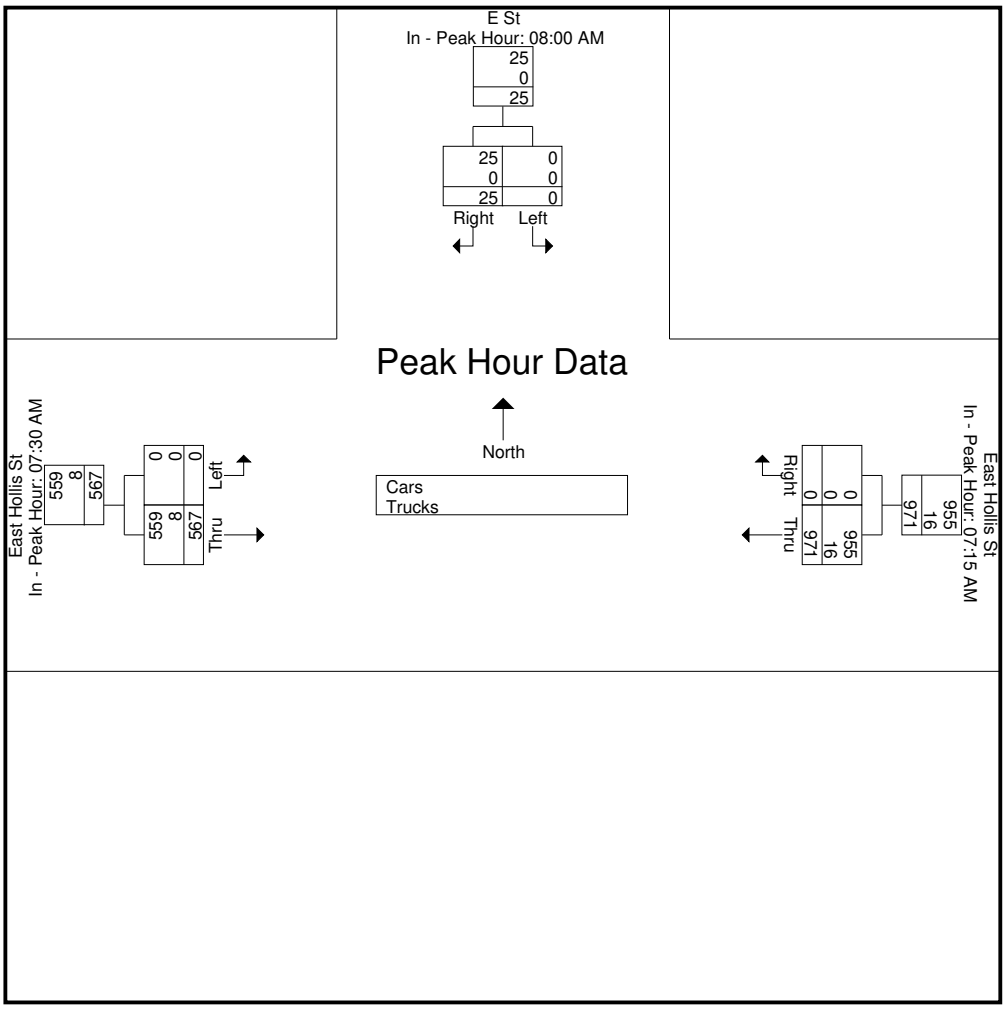
File Name : 18315004
Site Code : 18315004
Start Date : 4/10/2018
Page No : 3

	E St From North			East Hollis St From East			East Hollis St 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	**164**	**164**
+15 mins.	0	5	5	**266**	0	**266**	0	132	132
+30 mins.	0	6	6	253	0	253	0	140	140
+45 mins.	0	**9**	**9**	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

Groups Printed- Cars

	E St From North		East Hollis St From East		East Hollis St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
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	

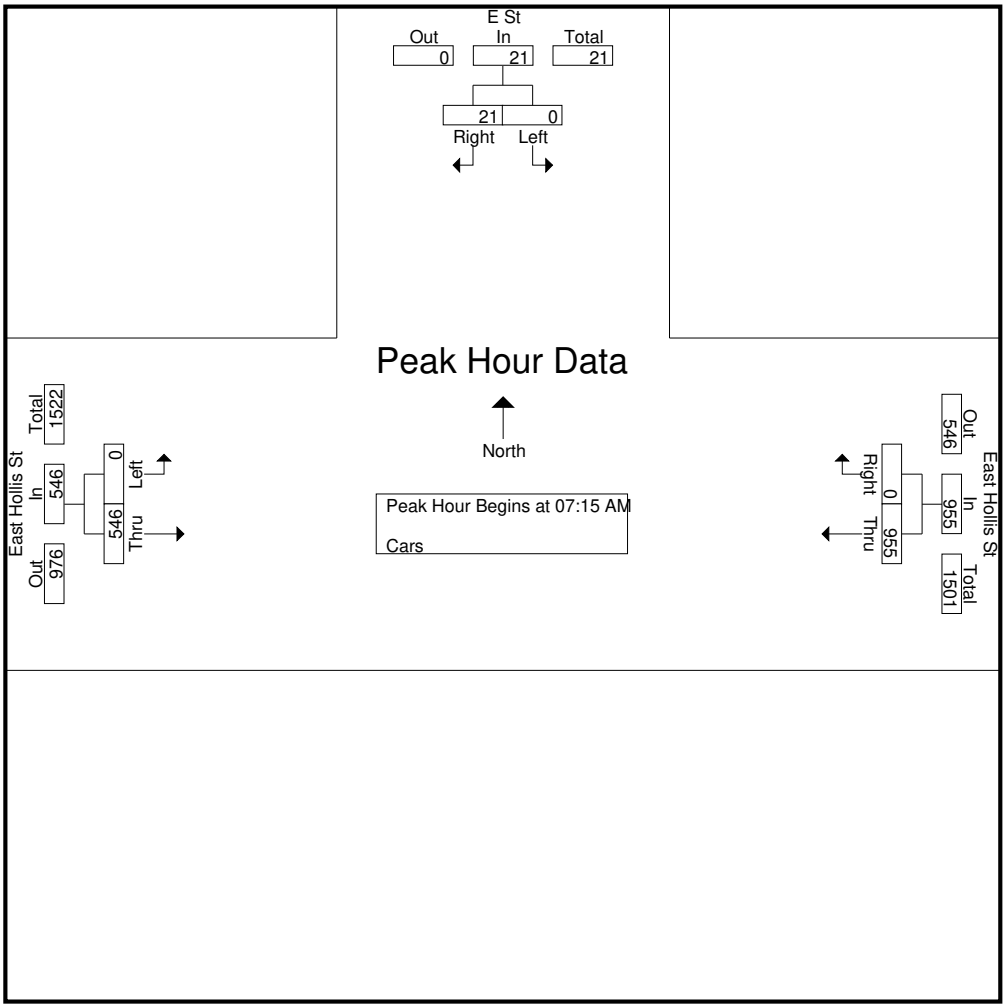
Accurate Counts

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 From North			East Hollis St From East			East Hollis St 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	**261**	0	**261**	0	**160**	**160**	**425**
07:45 AM	0	**8**	**8**	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

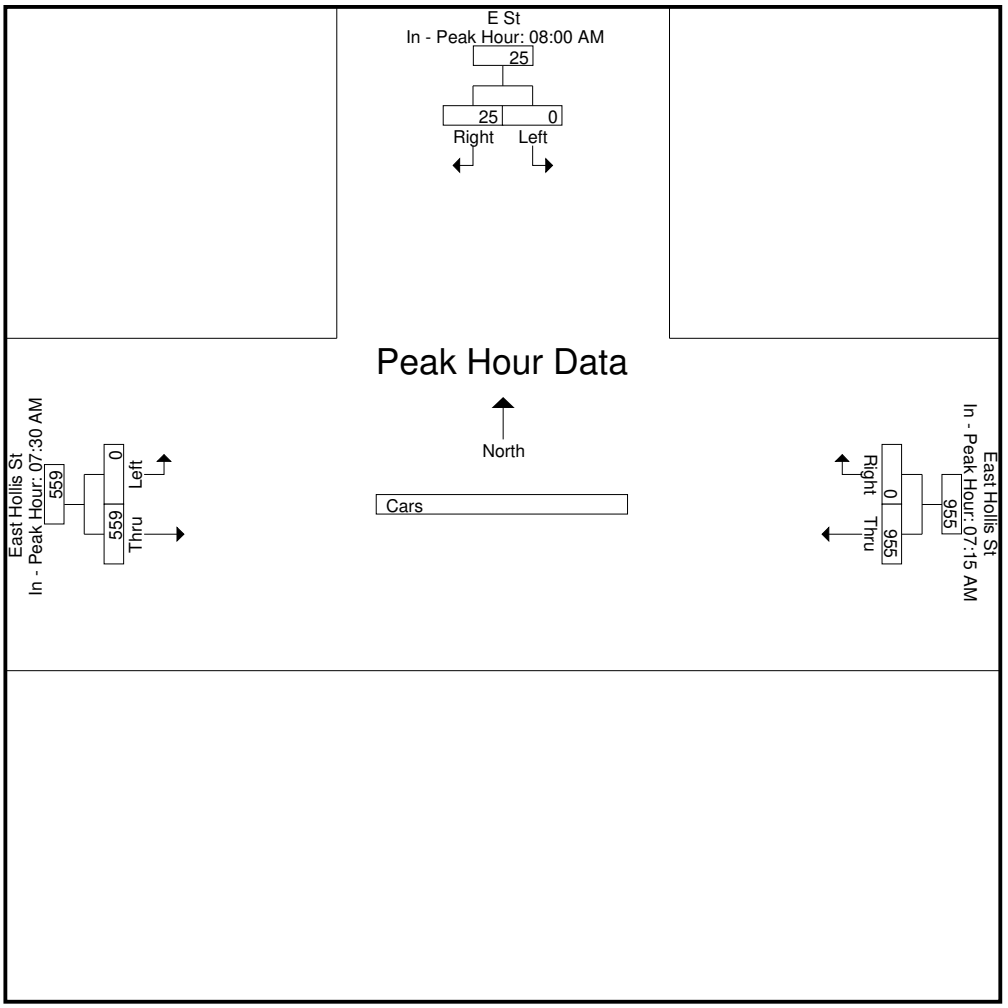
File Name : 18315004
Site Code : 18315004
Start Date : 4/10/2018
Page No : 6

	E St From North			East Hollis St From East			East Hollis St 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	**160**	**160**
+15 mins.	0	5	5	**261**	0	**261**	0	132	132
+30 mins.	0	6	6	250	0	250	0	140	140
+45 mins.	0	**9**	**9**	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

	E St From North		East Hollis St From East		East Hollis St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
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	

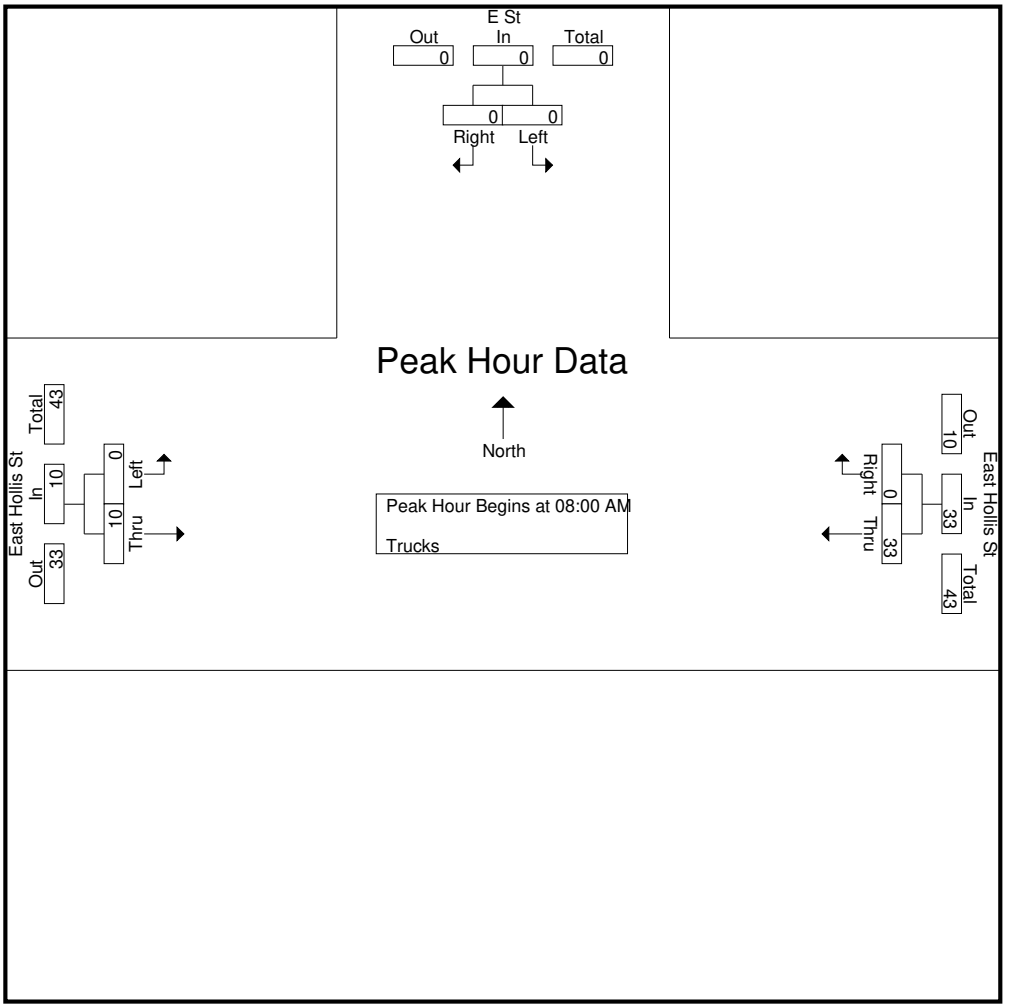
Accurate Counts

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 From North			East Hollis St From East			East Hollis St 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

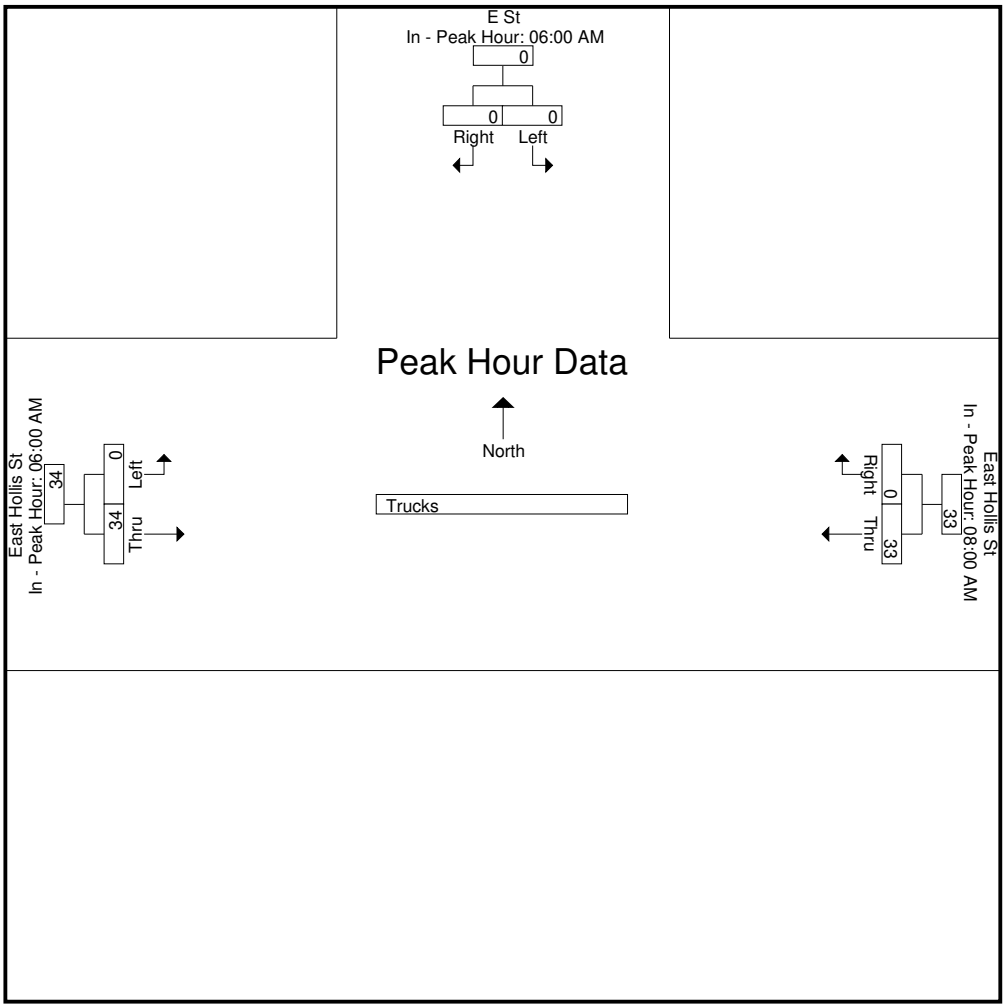
File Name : 18315004
Site Code : 18315004
Start Date : 4/10/2018
Page No : 9

	E St From North			East Hollis St From East			East Hollis St 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	**19**	0	**19**	0	10	10
+45 mins.	0	0	0	5	0	5	0	**12**	**12**
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 From North			East Hollis St From East			East Hollis St 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	

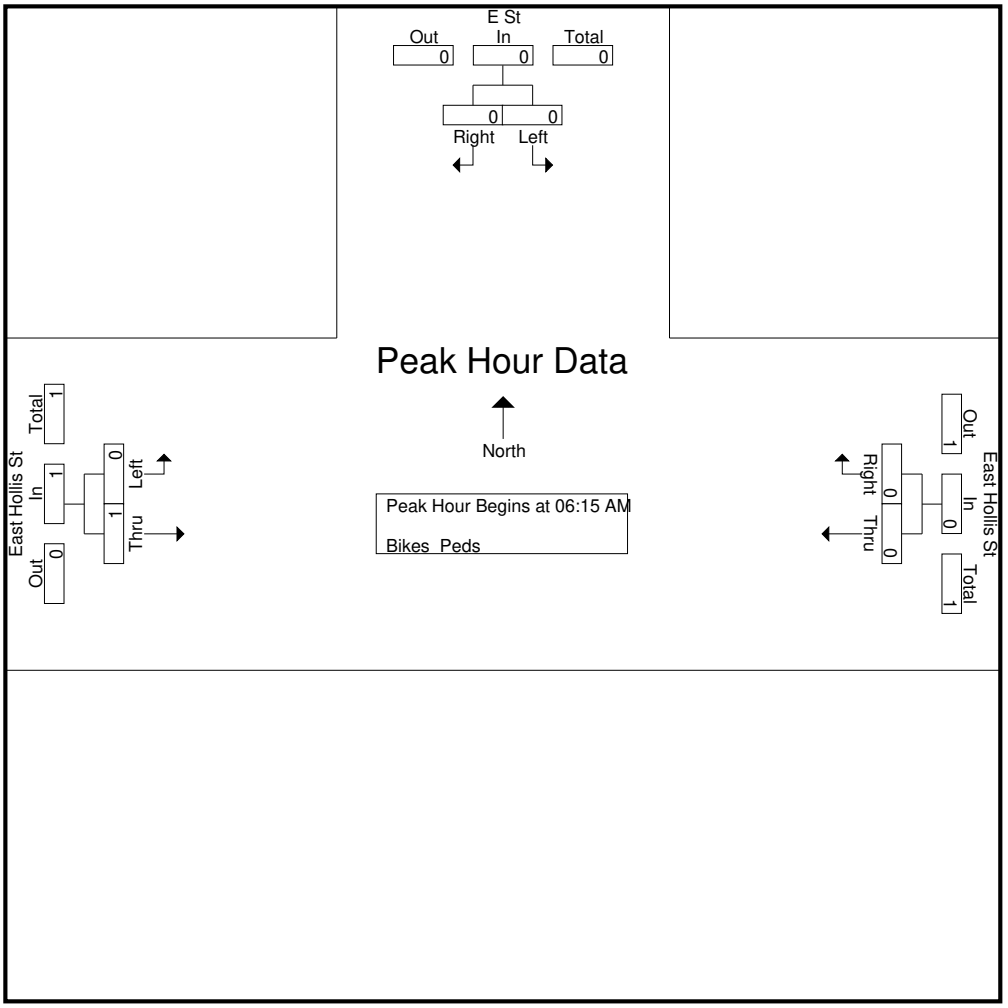
Accurate Counts

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 From North			East Hollis St From East			East Hollis St 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

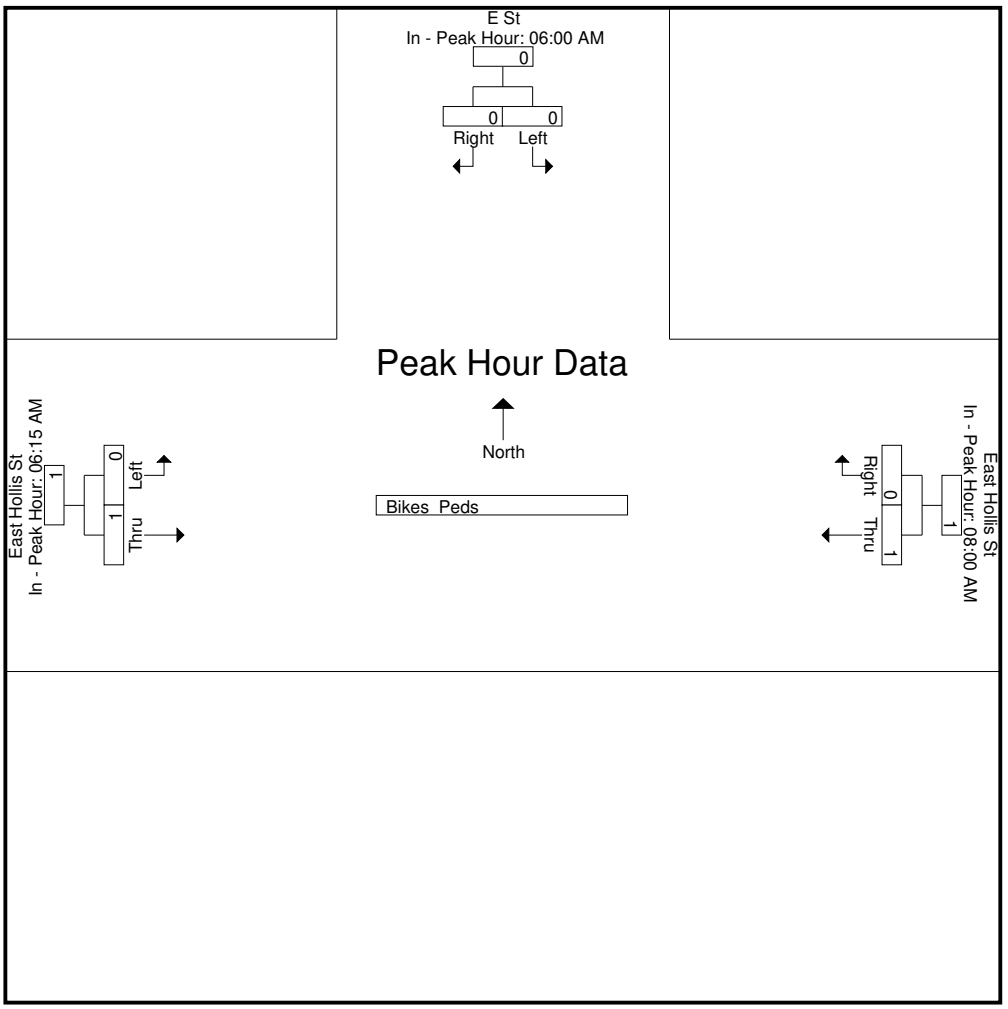
File Name : 18315004
Site Code : 18315004
Start Date : 4/10/2018
Page No : 12

	E St From North			East Hollis St From East			East Hollis St 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

	E St From North		East Hollis St From East		East Hollis St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
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

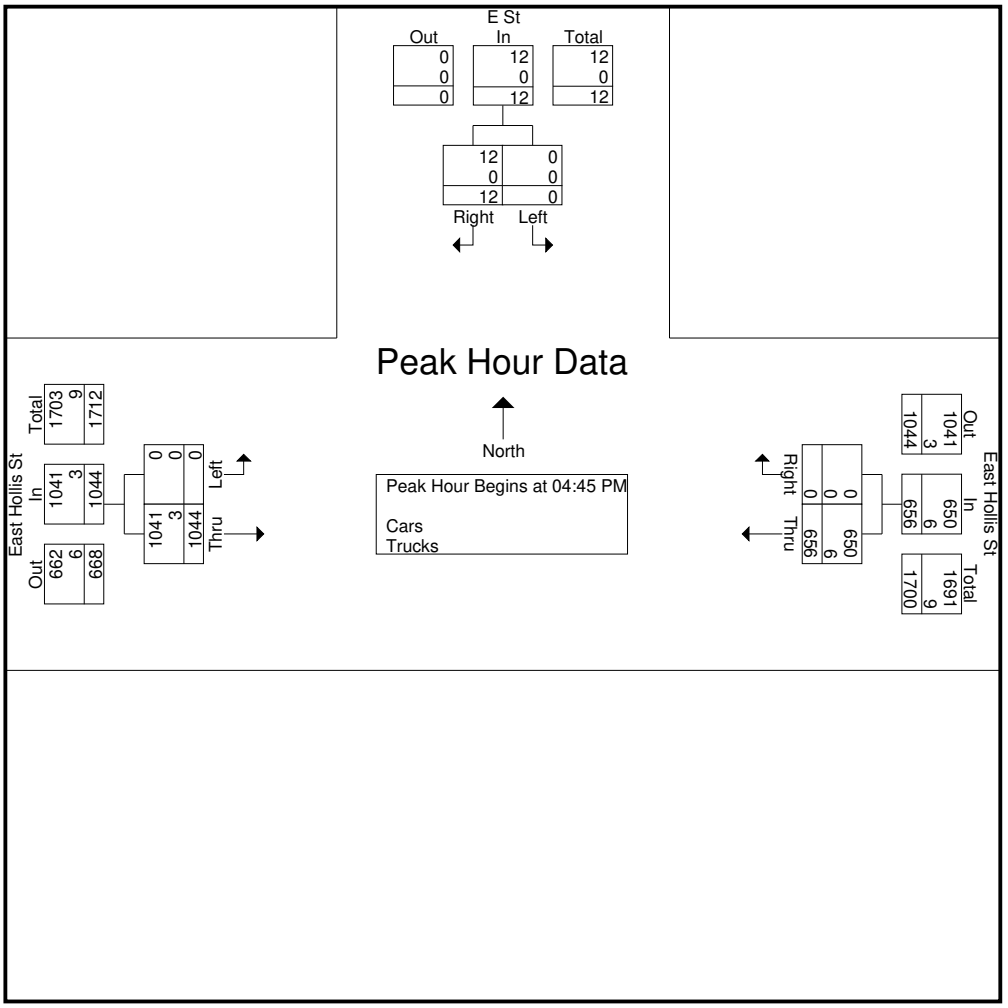
Accurate Counts

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 From North			East Hollis St From East			East Hollis St 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

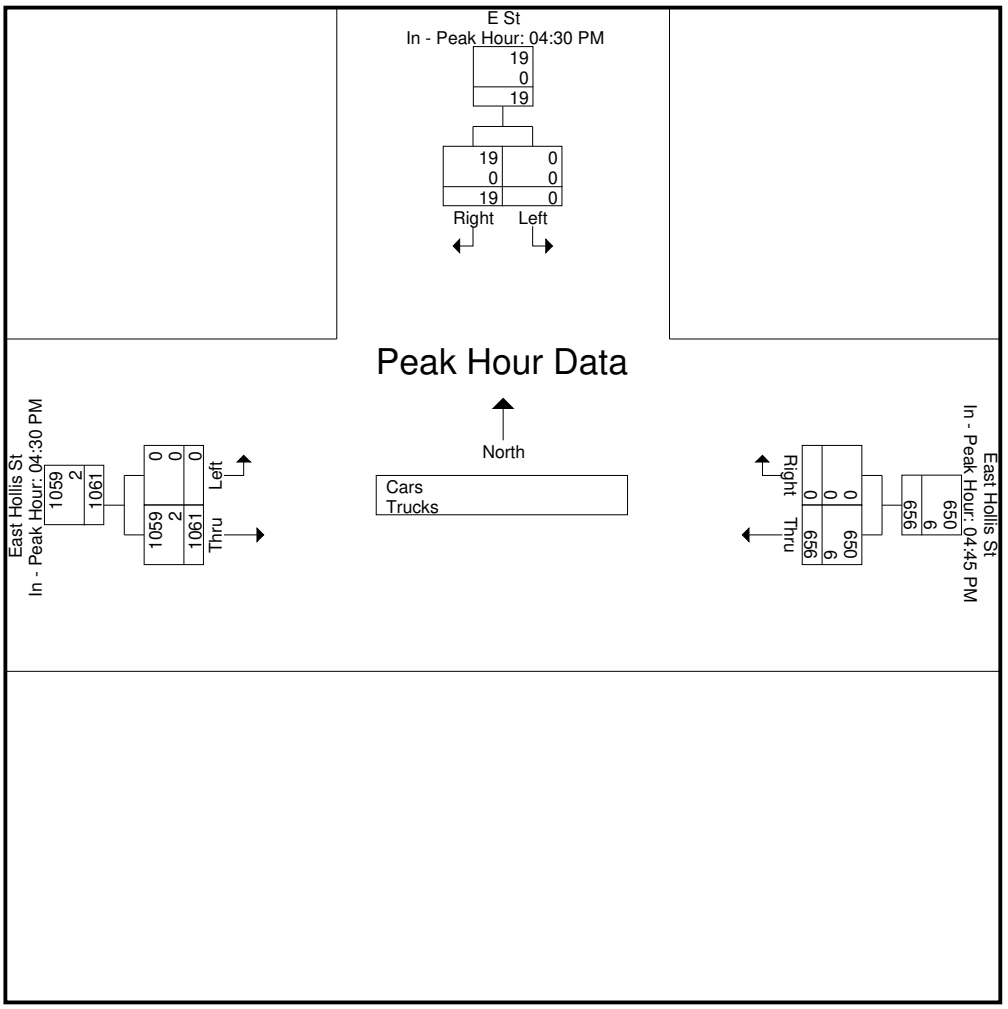
File Name : 18315004
Site Code : 18315004
Start Date : 4/10/2018
Page No : 3

	E St From North			East Hollis St From East			East Hollis St 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

Groups Printed- Cars

	E St From North		East Hollis St From East		East Hollis St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
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	

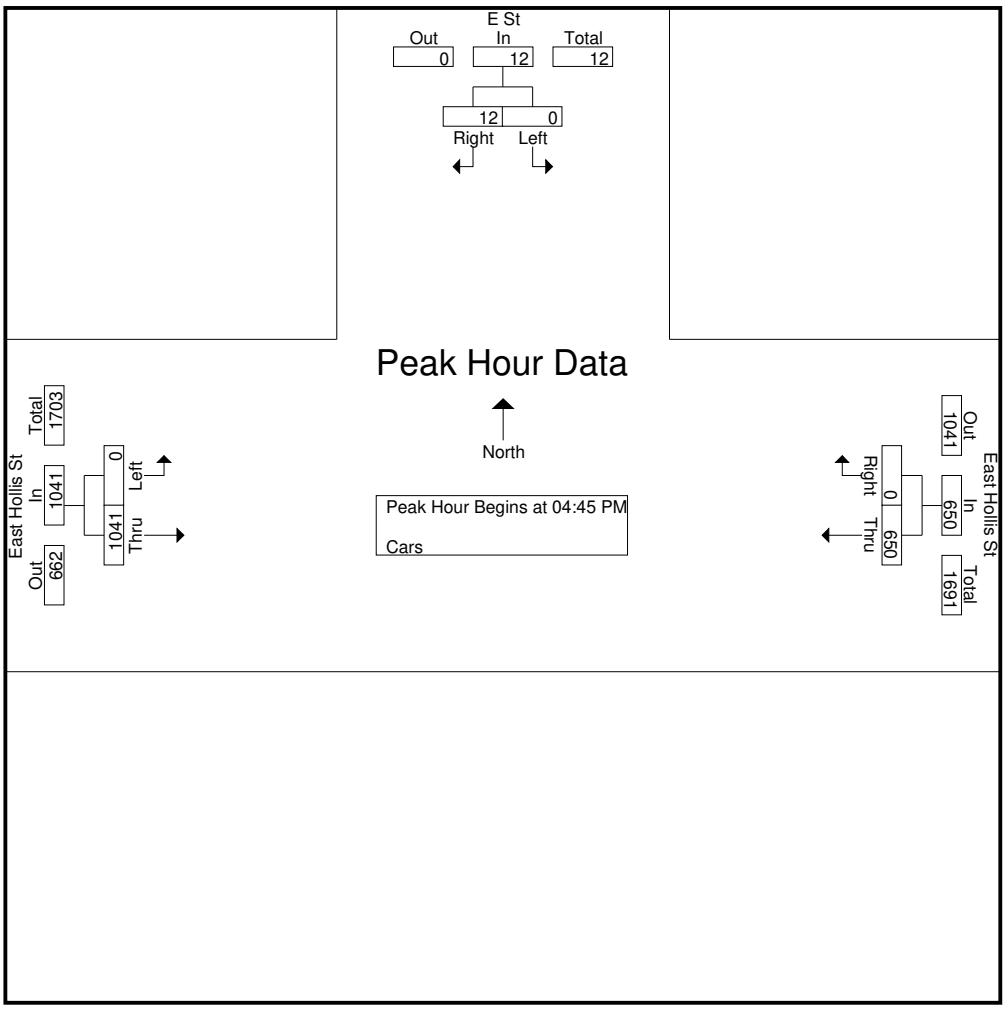
Accurate Counts

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 From North			East Hollis St From East			East Hollis St 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

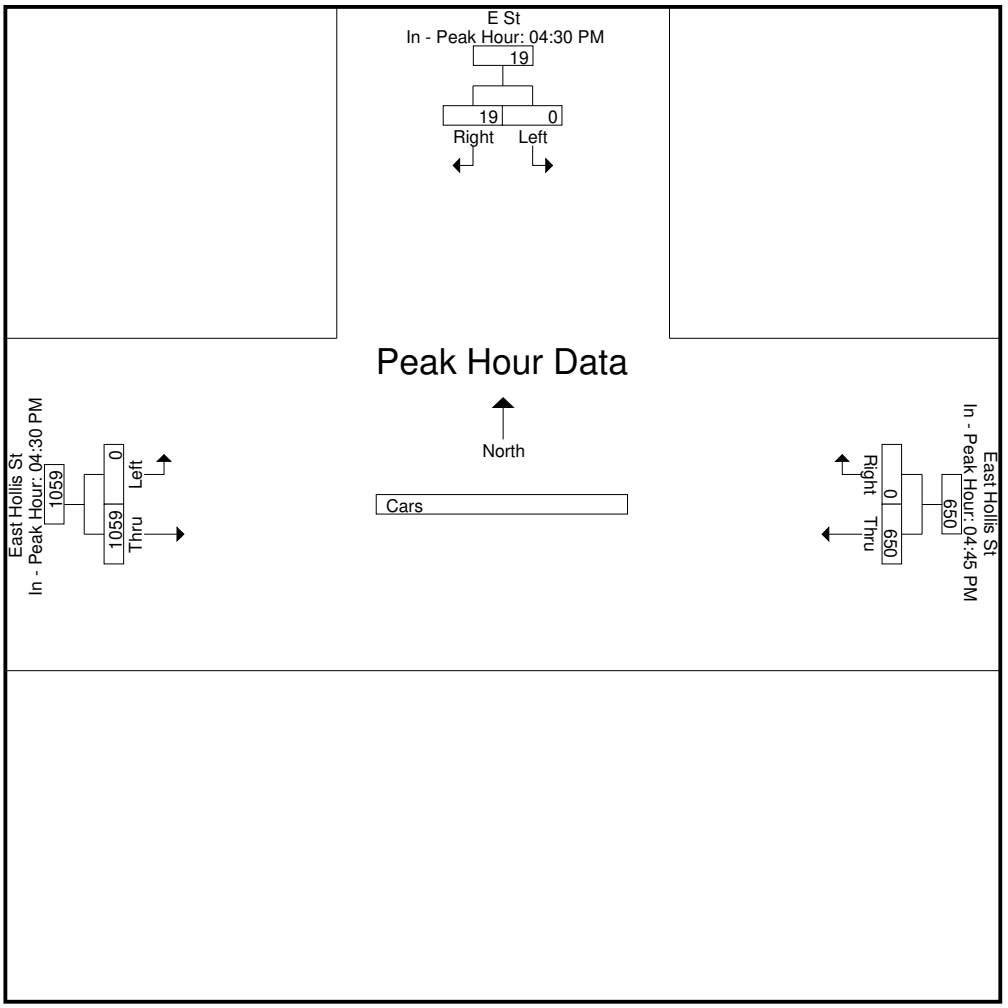
File Name : 18315004
Site Code : 18315004
Start Date : 4/10/2018
Page No : 6

	E St From North			East Hollis St From East			East Hollis St 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

	E St From North		East Hollis St From East		East Hollis St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
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	

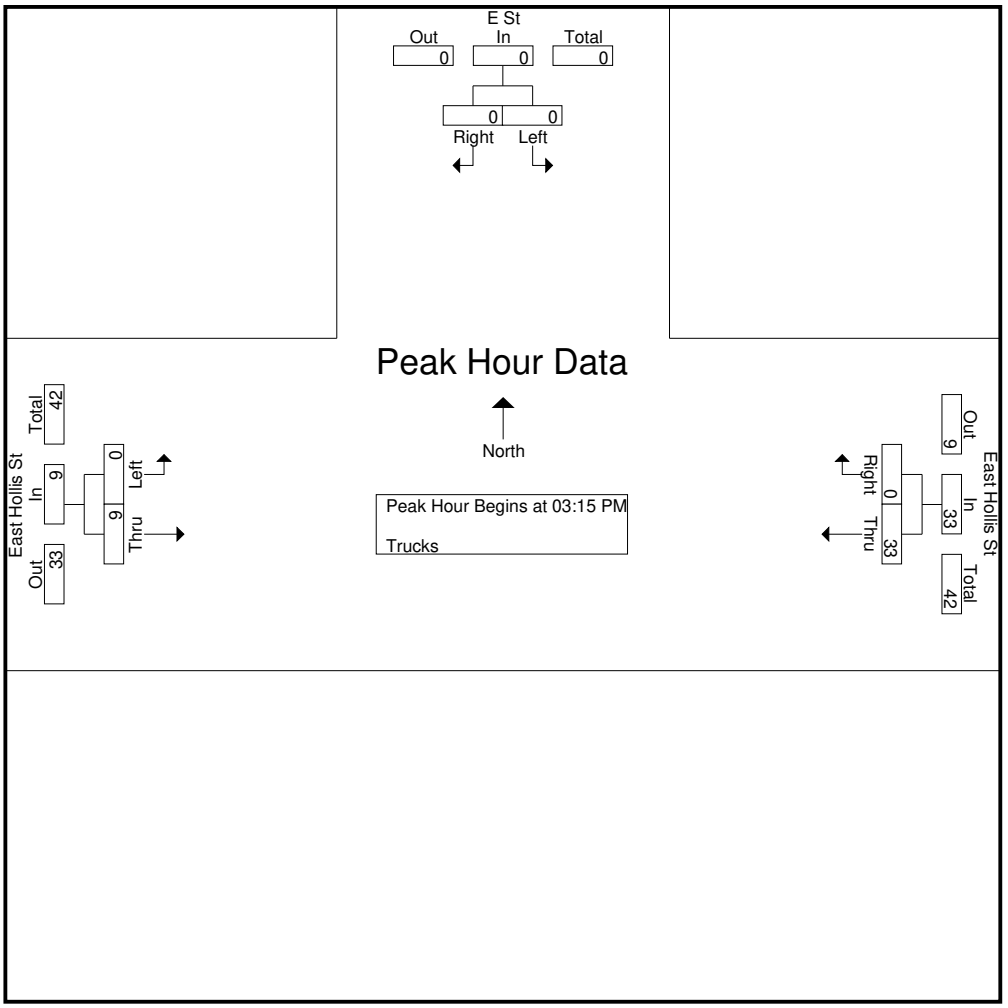
Accurate Counts

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 From North			East Hollis St From East			East Hollis St 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	**3**	**3**	7
03:45 PM	0	0	0	**19**	0	**19**	0	2	2	**21**
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

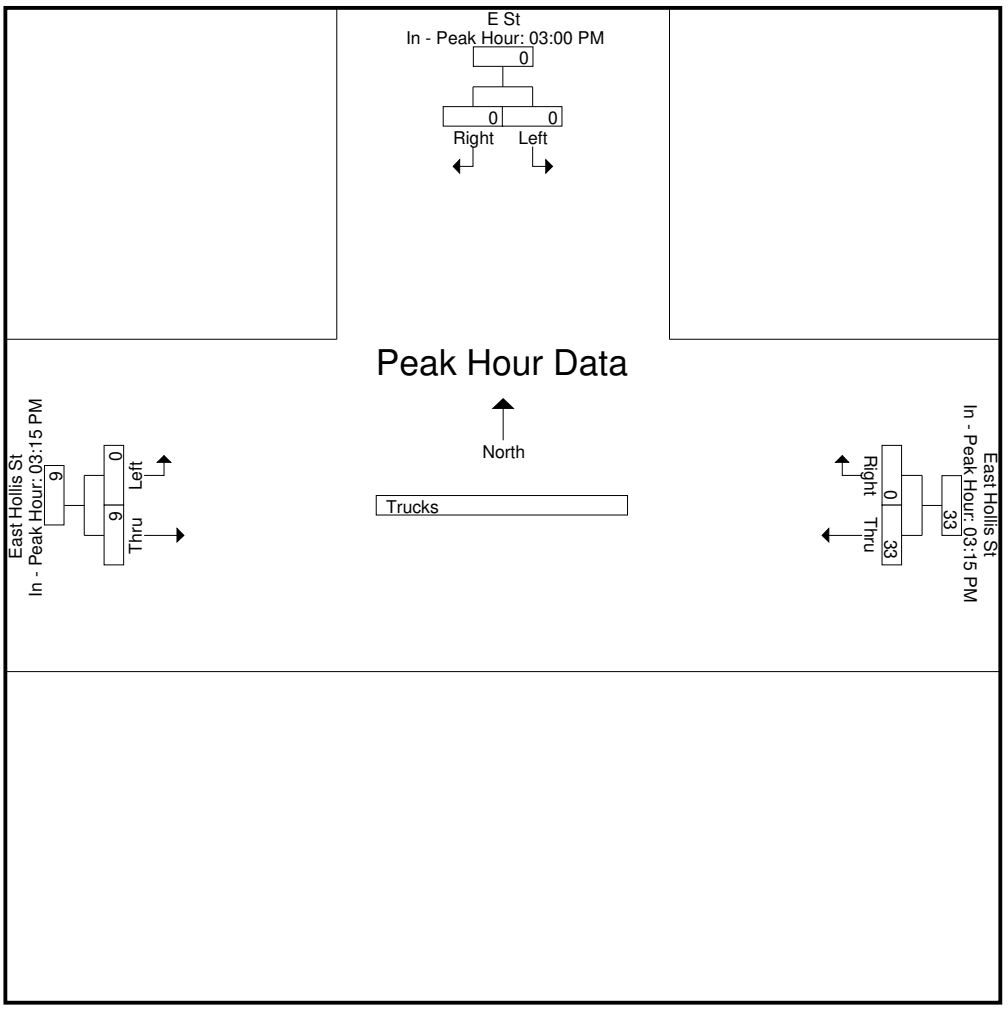
File Name : 18315004
Site Code : 18315004
Start Date : 4/10/2018
Page No : 9

	E St From North			East Hollis St From East			East Hollis St 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	**3**	**3**
+30 mins.	0	0	0	**19**	0	**19**	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 From North			East Hollis St From East			East Hollis St 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	

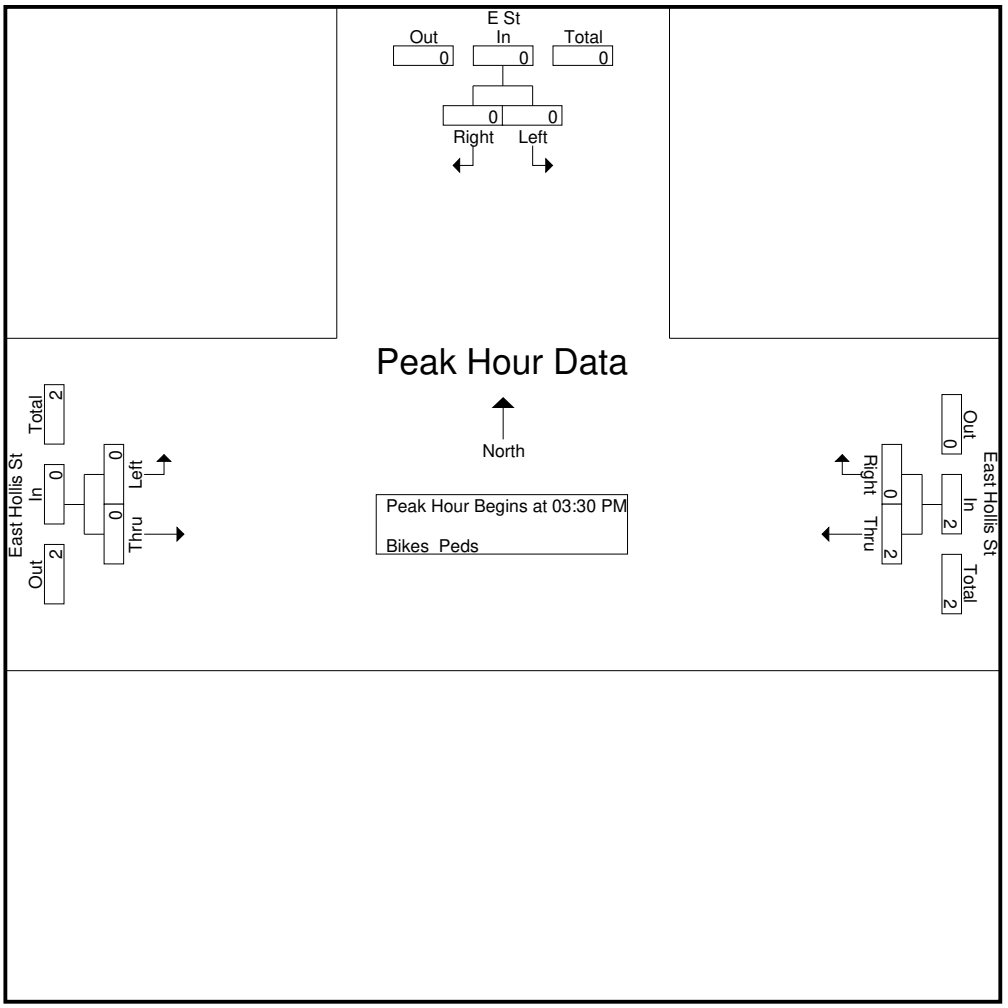
Accurate Counts

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 From North			East Hollis St From East			East Hollis St 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

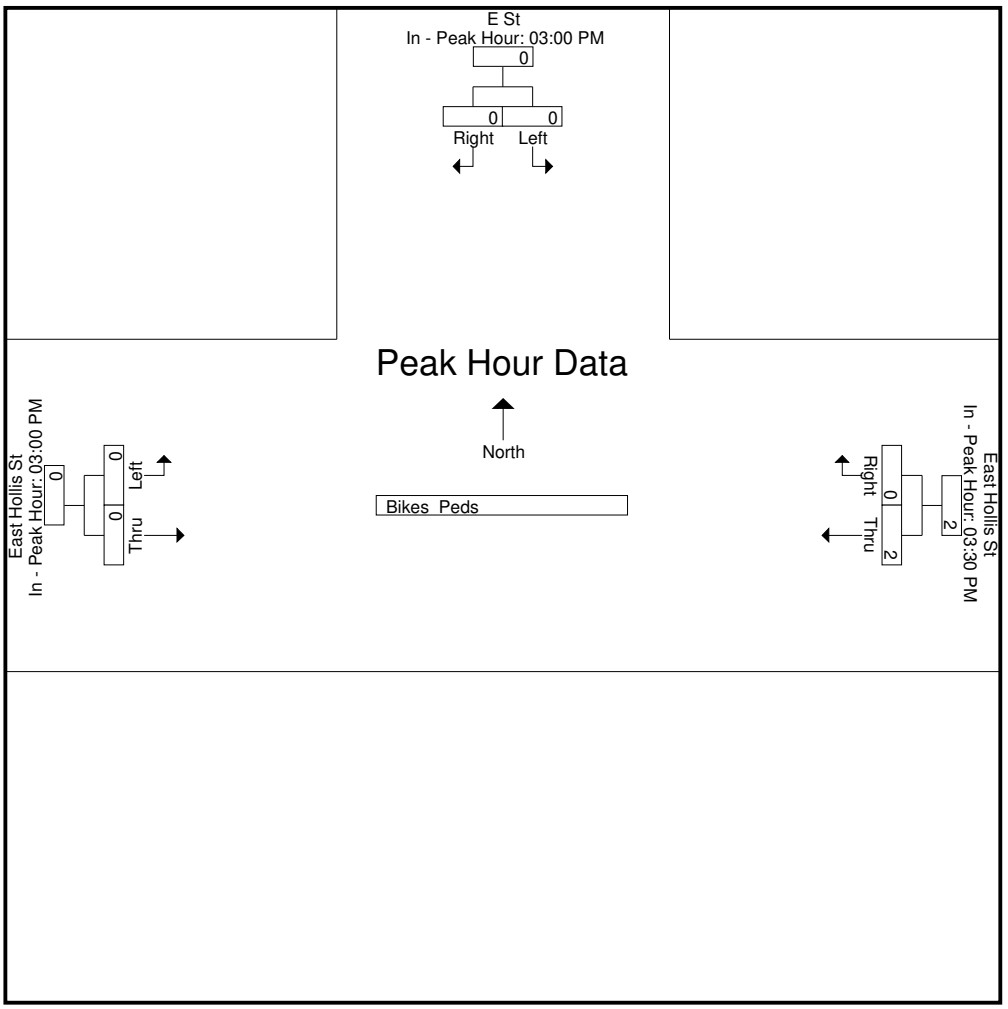
File Name : 18315004
Site Code : 18315004
Start Date : 4/10/2018
Page No : 12

	E St From North			East Hollis St From East			East Hollis St 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	**1**	0	**1**	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 From East		C St From South		Bridge St 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

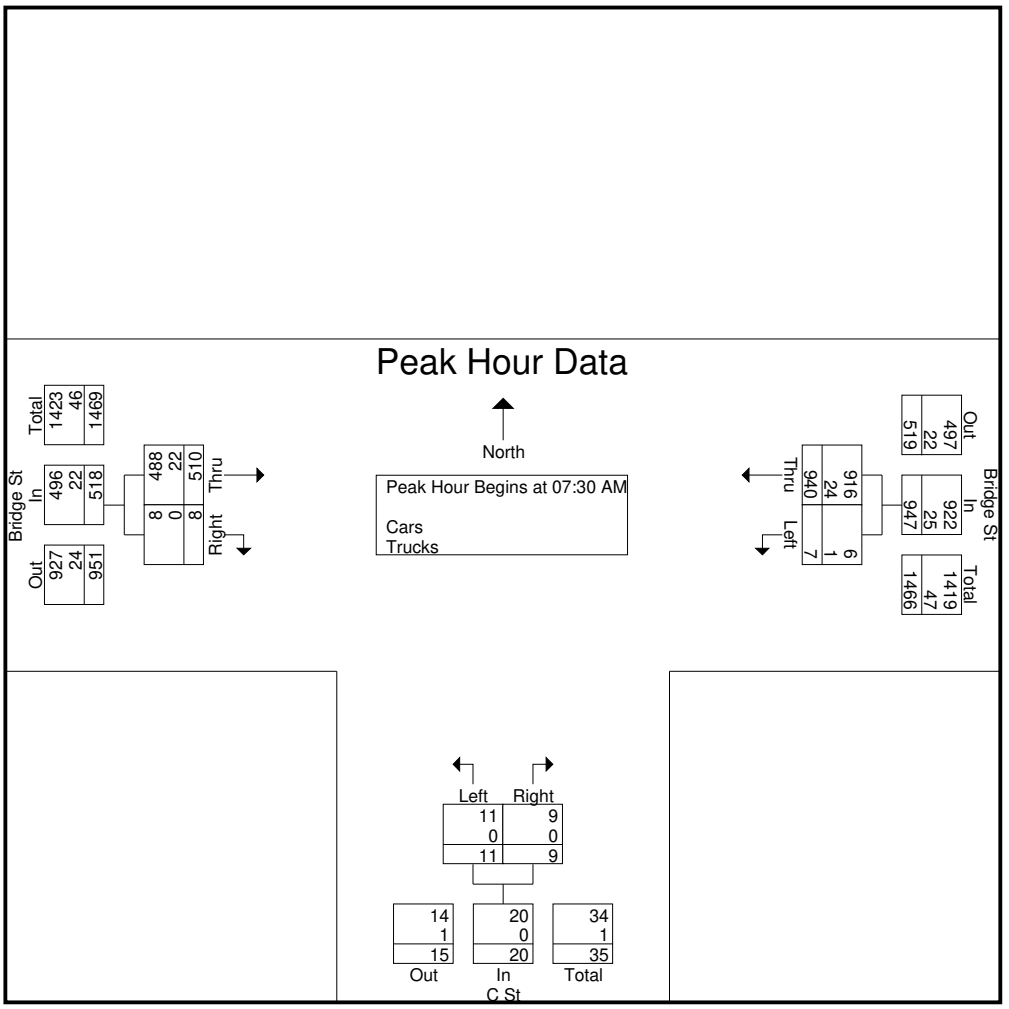
Accurate Counts

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 From East			C St From South			Bridge St 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	**259**	**261**	1	2	3	126	**4**	130	**394**
07:45 AM	**3**	255	258	**4**	**3**	**7**	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	**133**	1	**134**	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

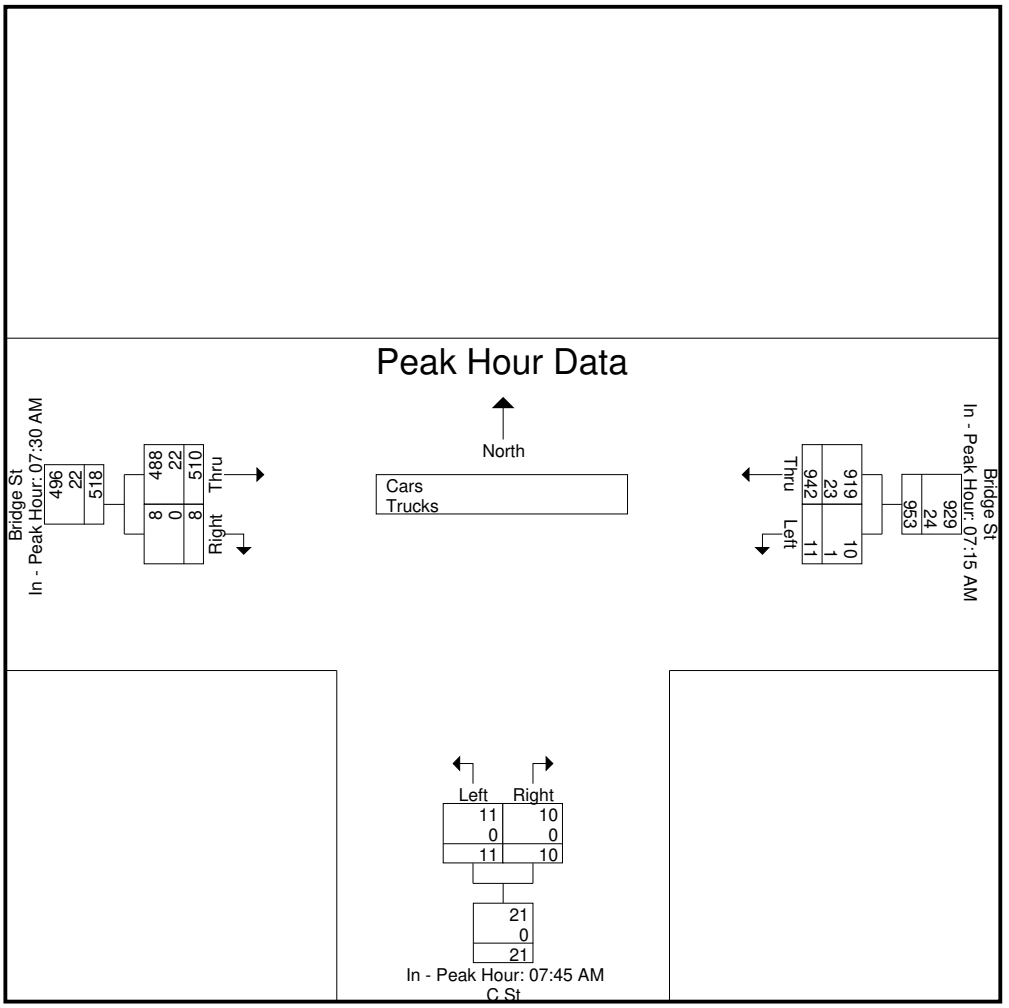
File Name : 18315005
Site Code : 18315005
Start Date : 4/10/2018
Page No : 3

	Bridge St From East			C St From South			Bridge St 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 From East		C St From South		Bridge St 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	

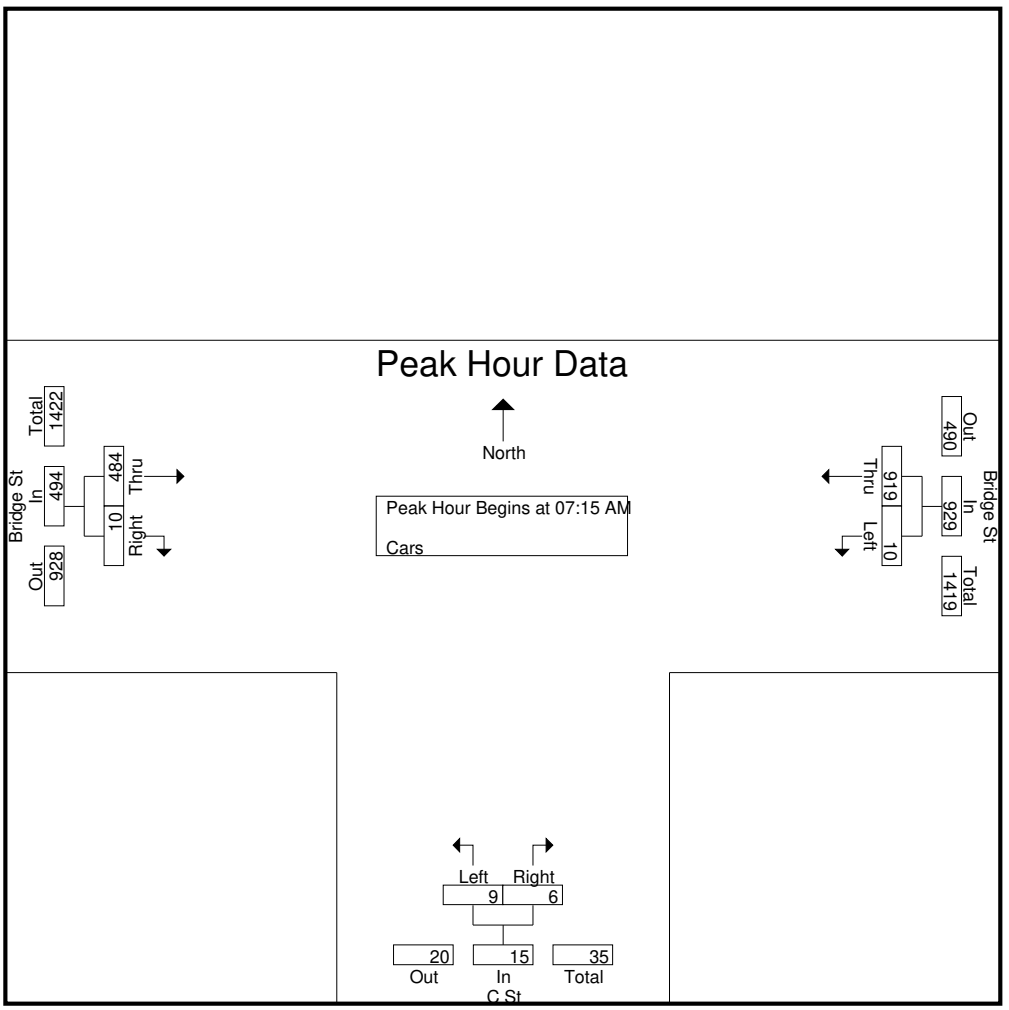
Accurate Counts

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 From East			C St From South			Bridge St 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

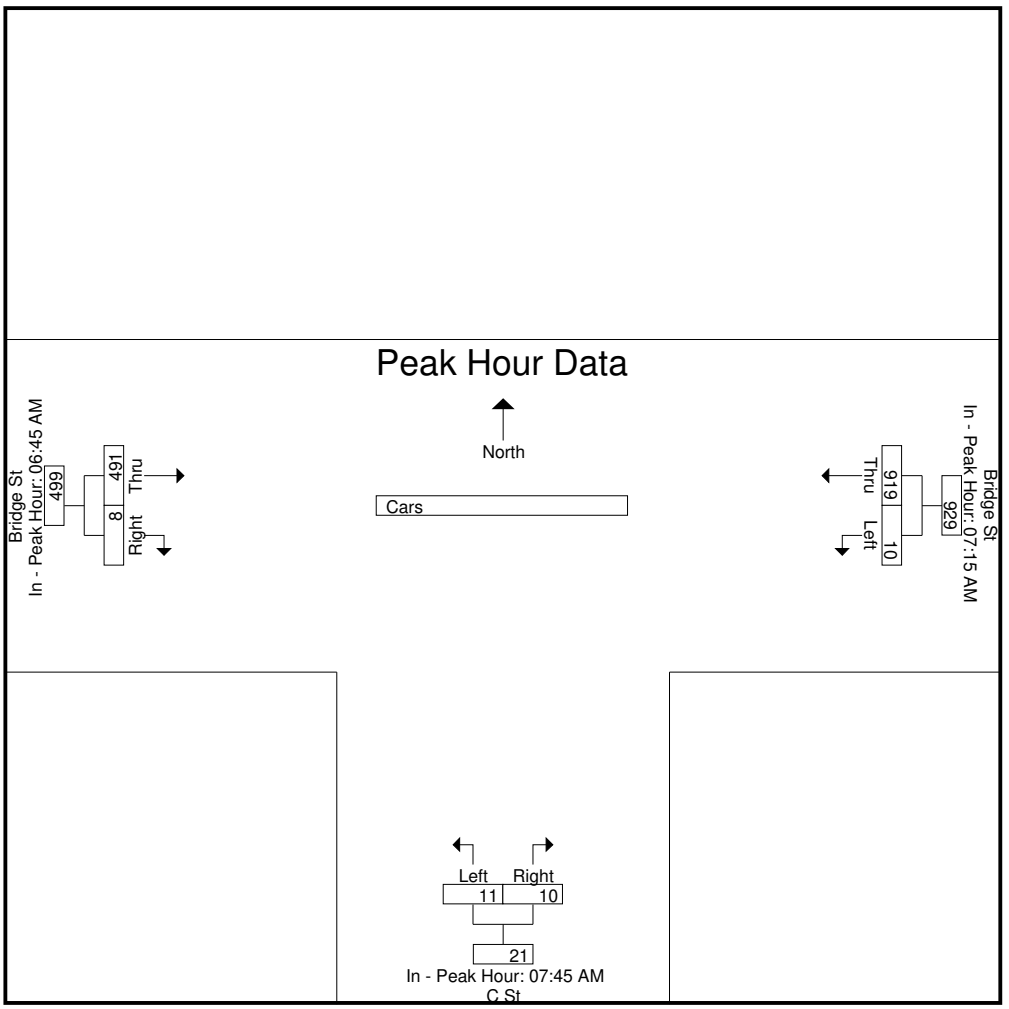
File Name : 18315005
Site Code : 18315005
Start Date : 4/10/2018
Page No : 6

	Bridge St From East			C St From South			Bridge St 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

	Bridge St From East		C St From South		Bridge St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
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	

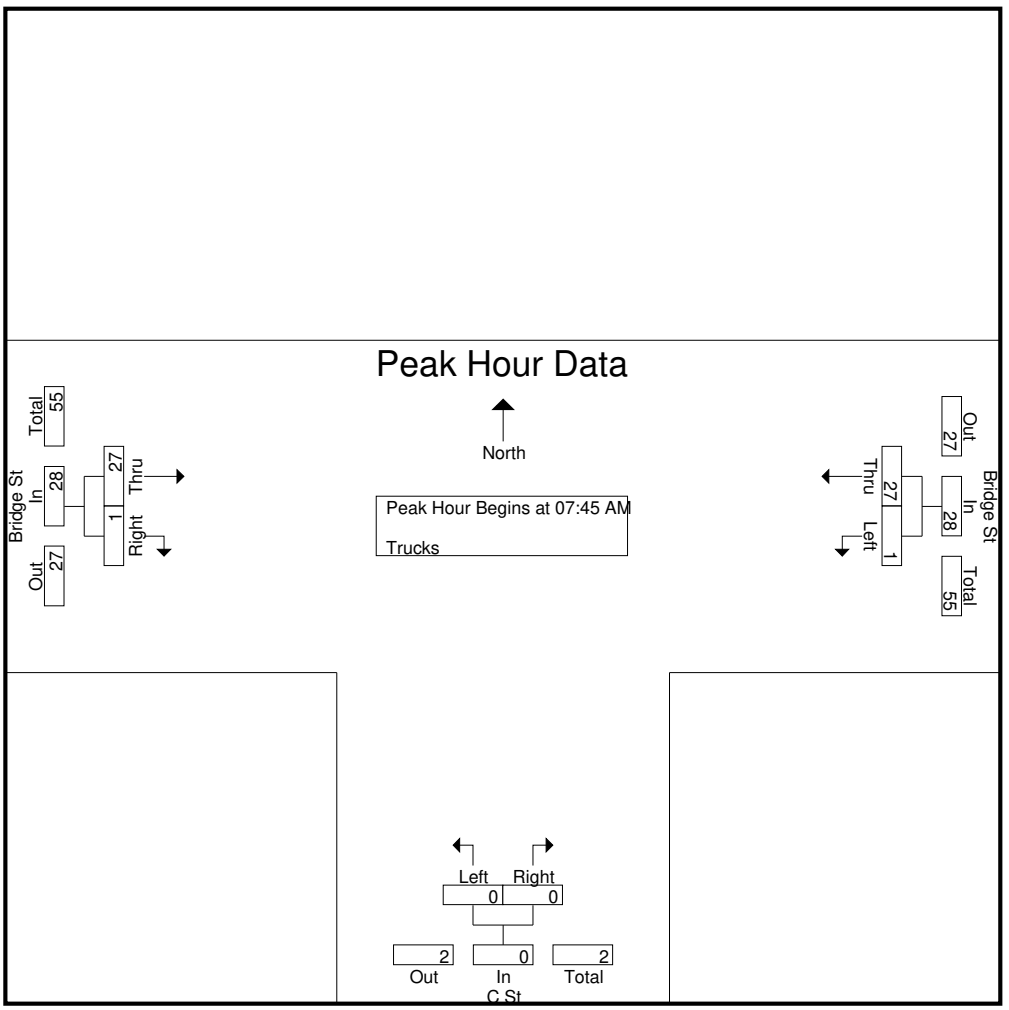
Accurate Counts

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 From East			C St From South			Bridge St 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

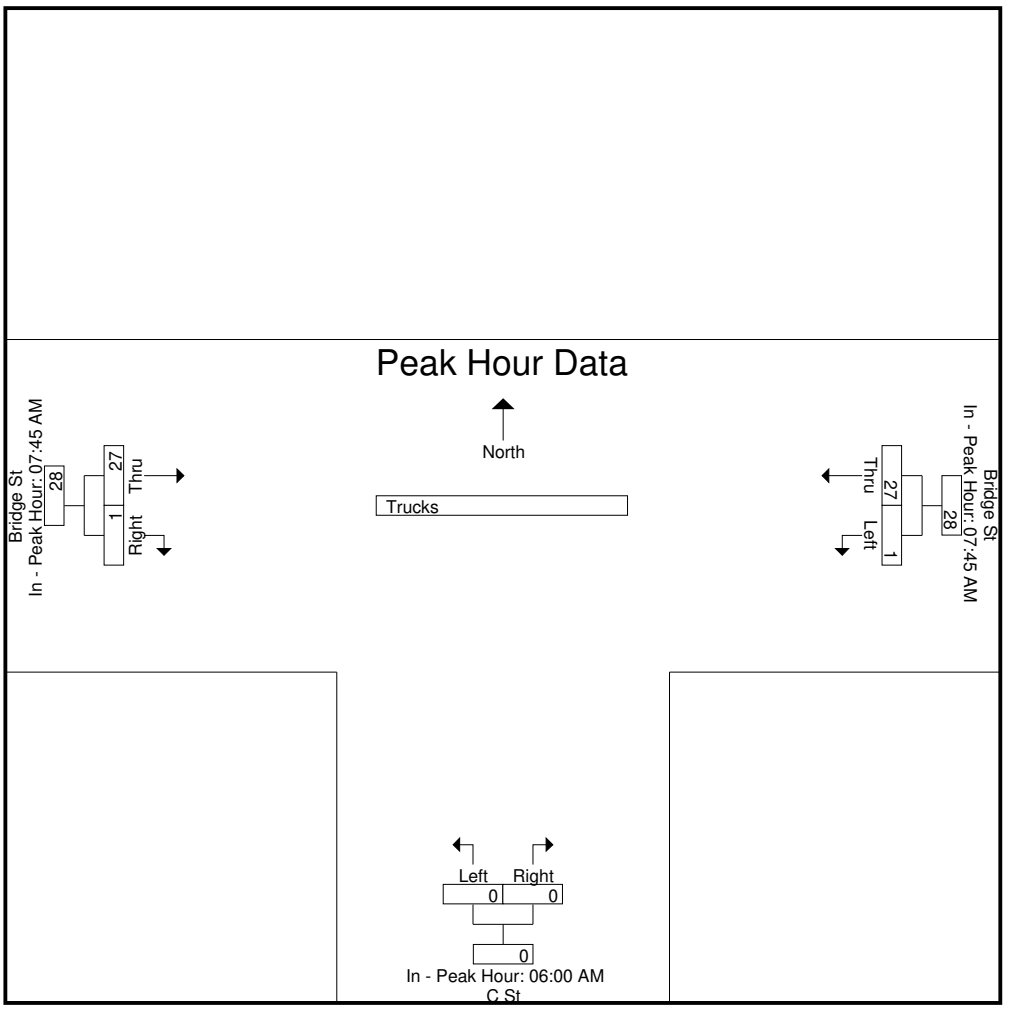
File Name : 18315005
Site Code : 18315005
Start Date : 4/10/2018
Page No : 9

	Bridge St From East			C St From South			Bridge St 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.	**1**	6	7	0	0	0	7	0	7
+15 mins.	0	**9**	**9**	0	0	0	**9**	0	**9**
+30 mins.	0	7	7	0	0	0	4	0	4
+45 mins.	0	5	5	0	0	0	7	**1**	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



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 : 10

Groups Printed- Bikes Peds

	Bridge St From East			C St From South			Bridge St From West					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	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	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0				
Total %										0	0	

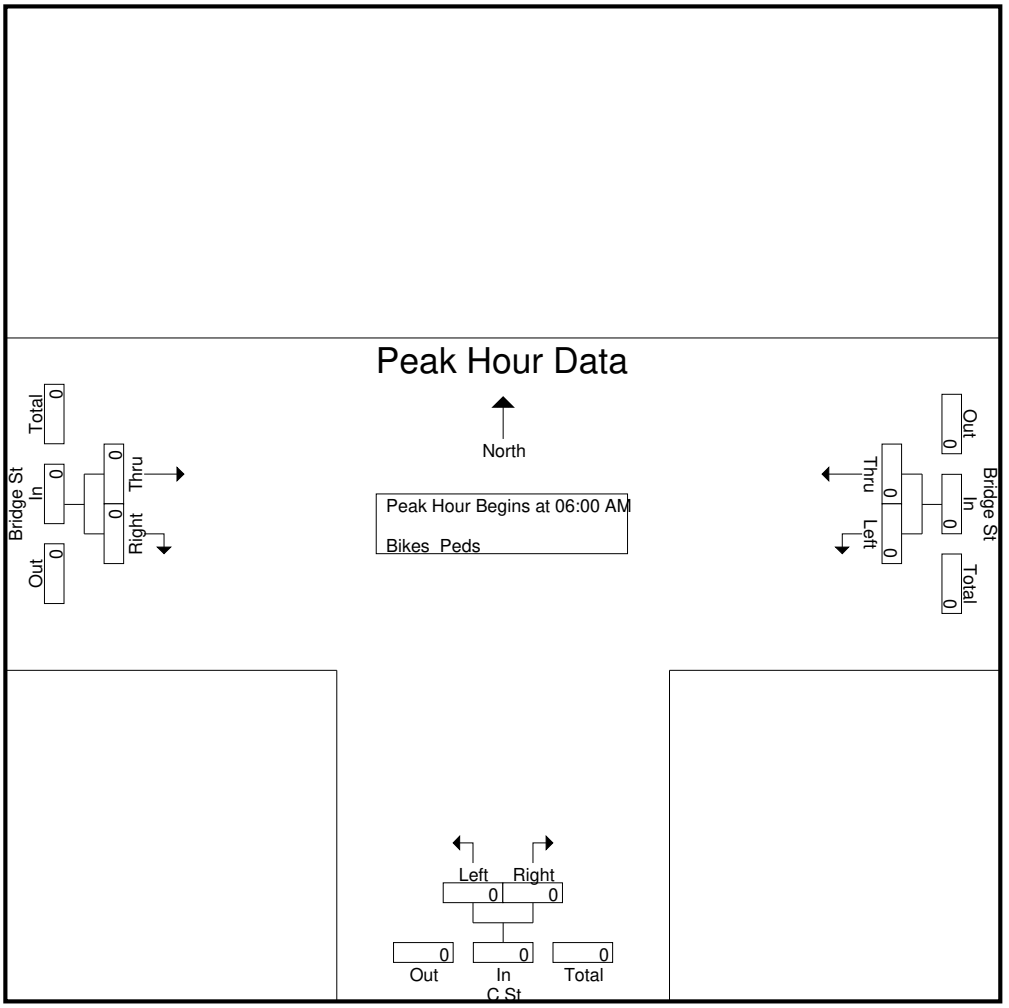
Accurate Counts

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 : 11

	Bridge St From East			C St From South			Bridge St 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

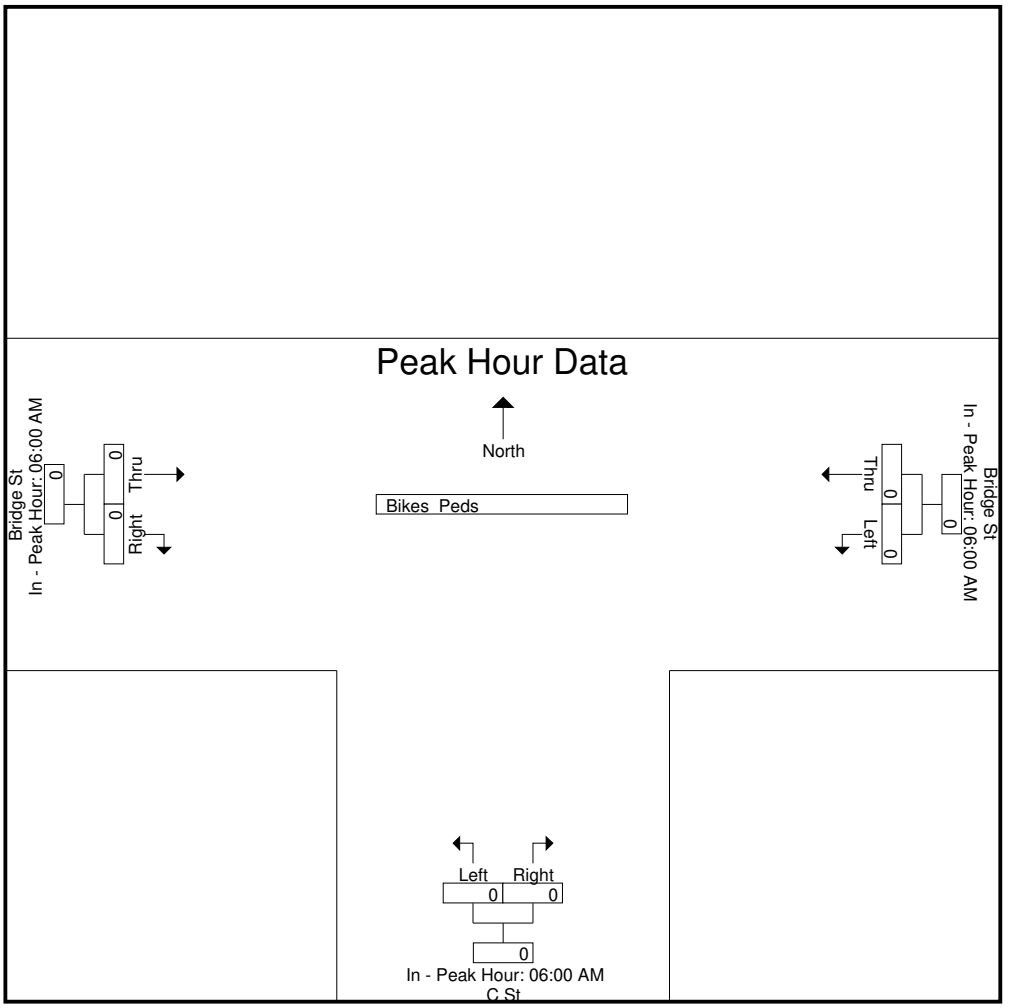
File Name : 18315005
Site Code : 18315005
Start Date : 4/10/2018
Page No : 12

	Bridge St From East			C St From South			Bridge St 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 From East		C St From South		Bridge St 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

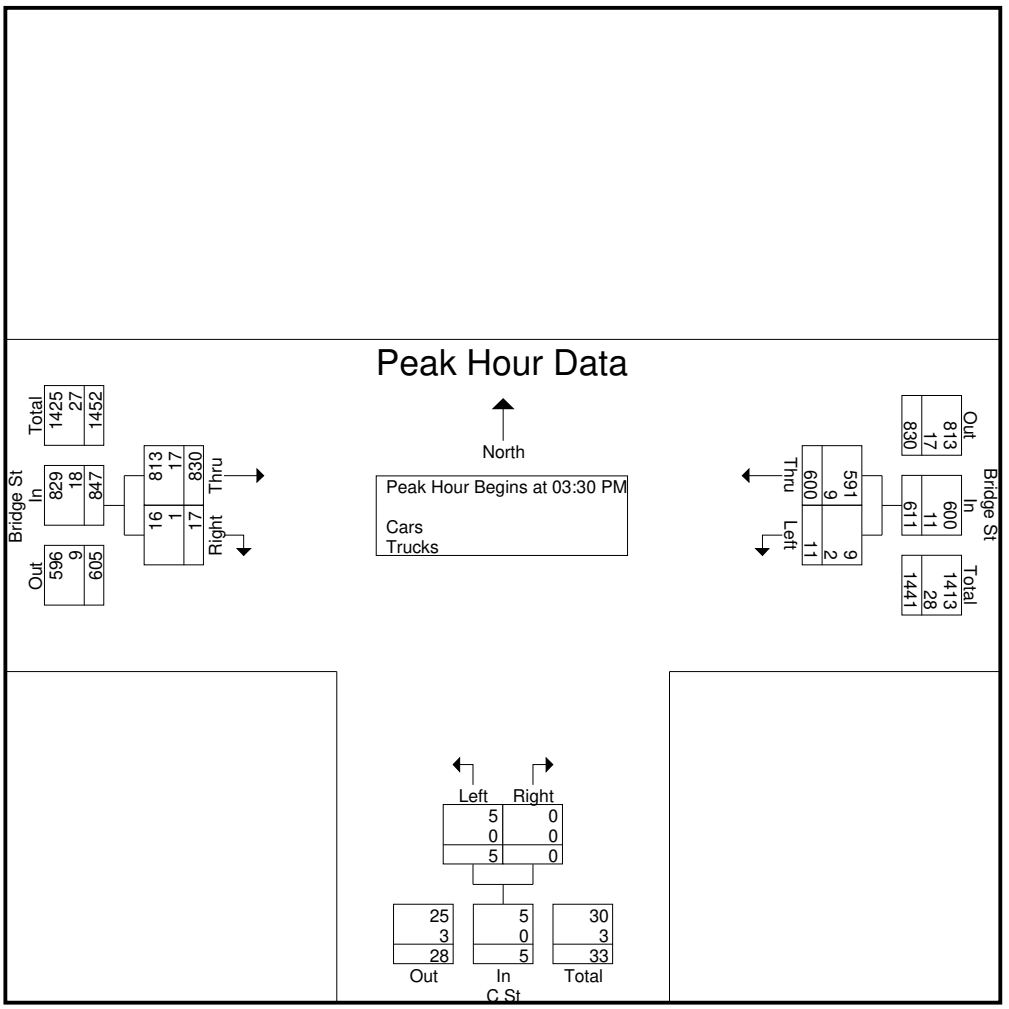
Accurate Counts

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 From East			C St From South			Bridge St 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

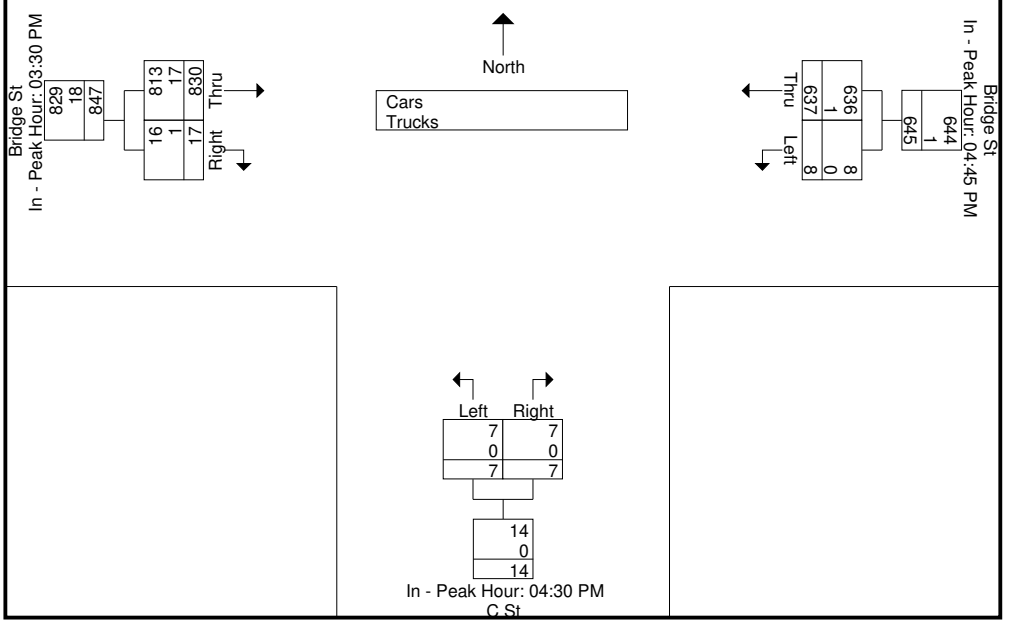
	Bridge St From East			C St From South			Bridge St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

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

Peak Hour Data



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 From East		C St From South		Bridge St 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	

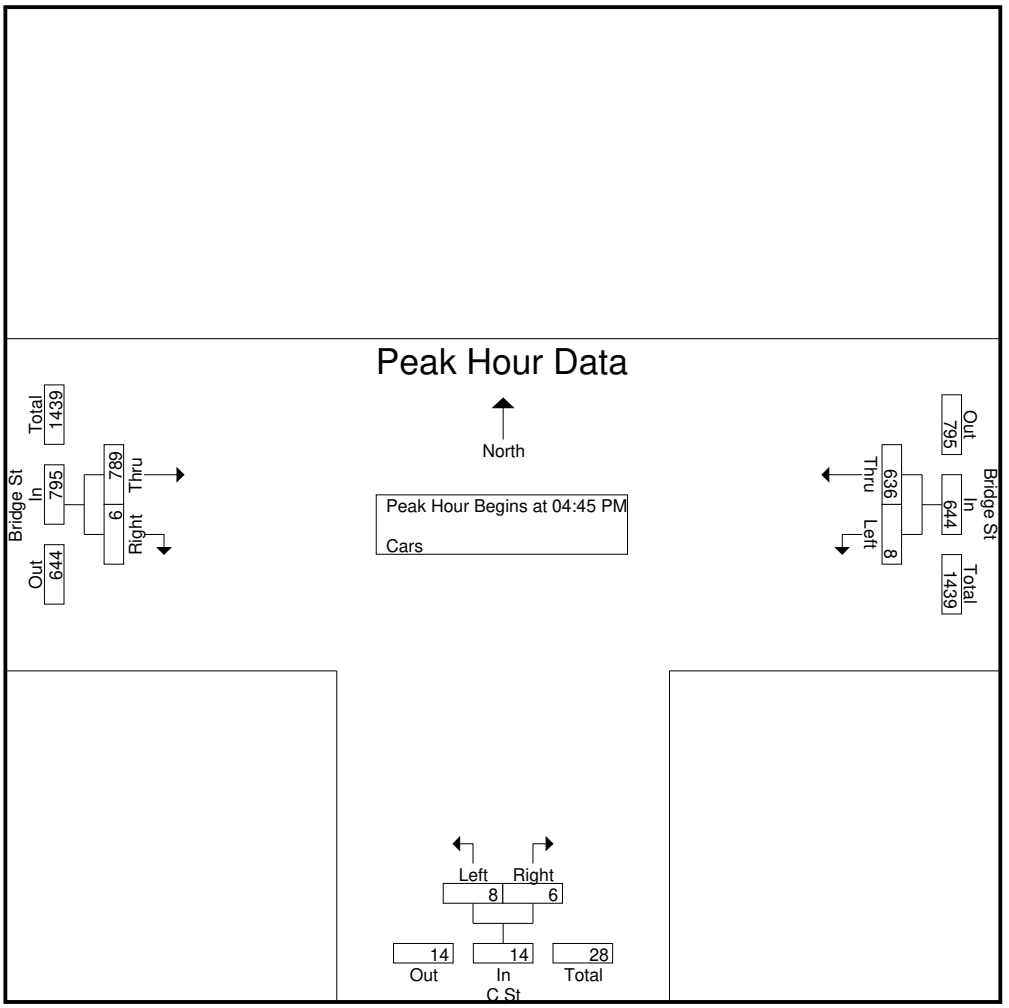
Accurate Counts

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 From East			C St From South			Bridge St 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	**206**	1	**207**	357
05:00 PM	2	139	141	**3**	0	3	192	1	193	337
05:15 PM	**4**	157	161	2	**3**	**5**	191	**3**	194	360
05:30 PM	2	**194**	**196**	1	1	2	200	1	201	**399**
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

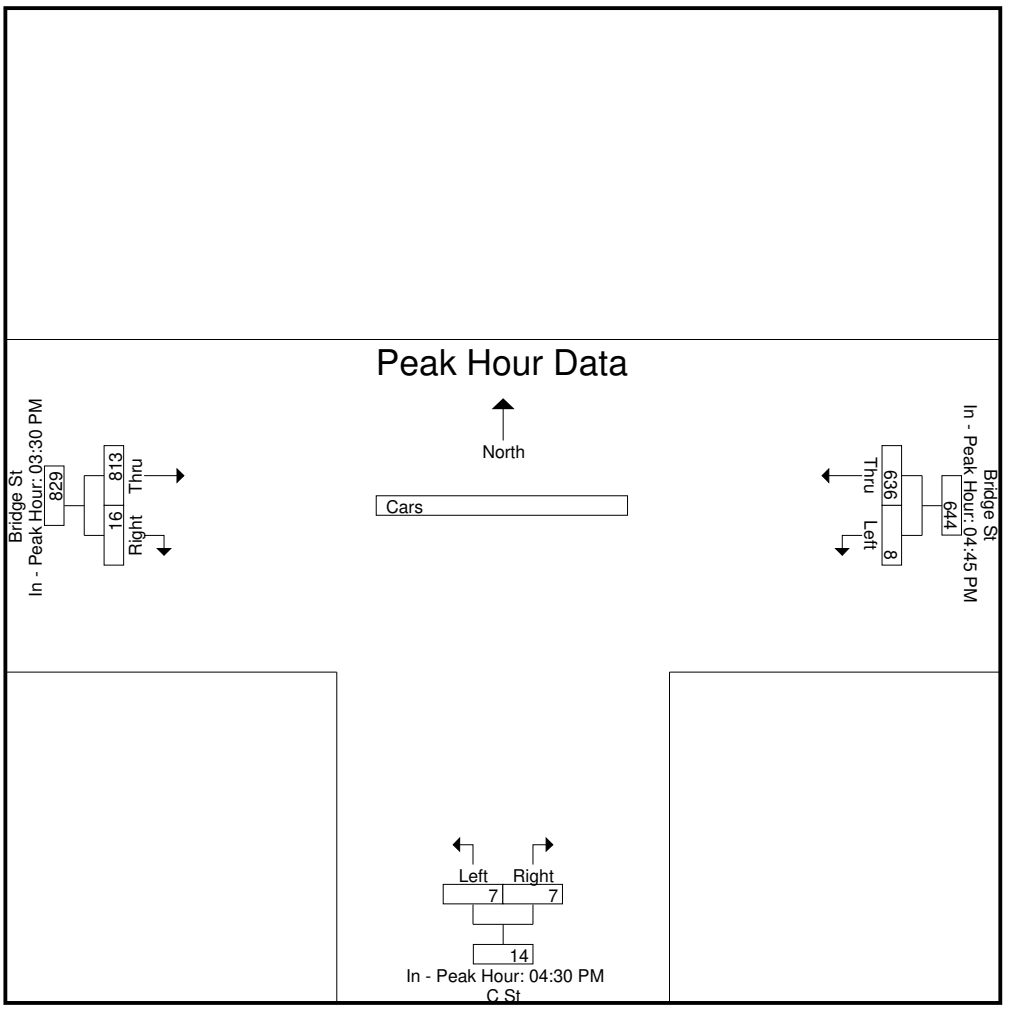
File Name : 18315005
Site Code : 18315005
Start Date : 4/10/2018
Page No : 6

	Bridge St From East			C St From South			Bridge St 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 From East		C St From South		Bridge St 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	

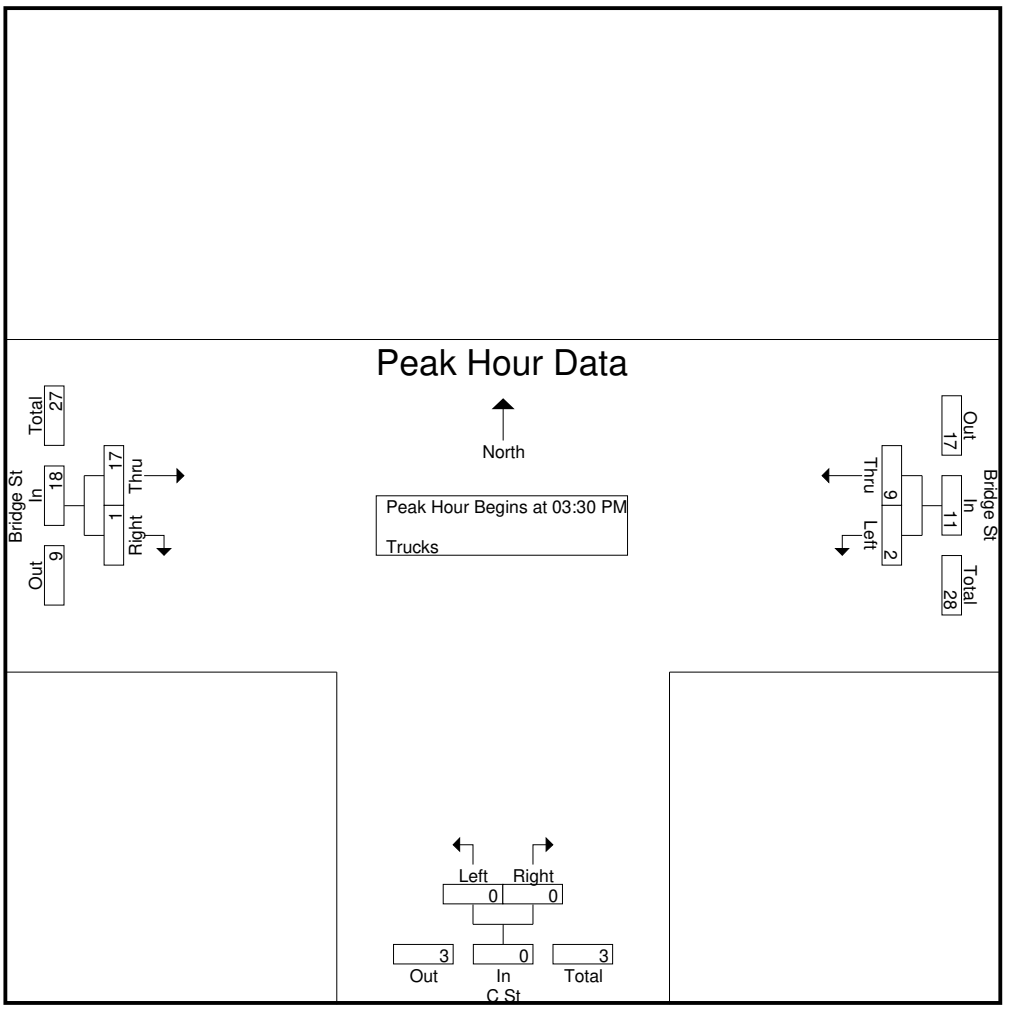
Accurate Counts

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 From East			C St From South			Bridge St 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

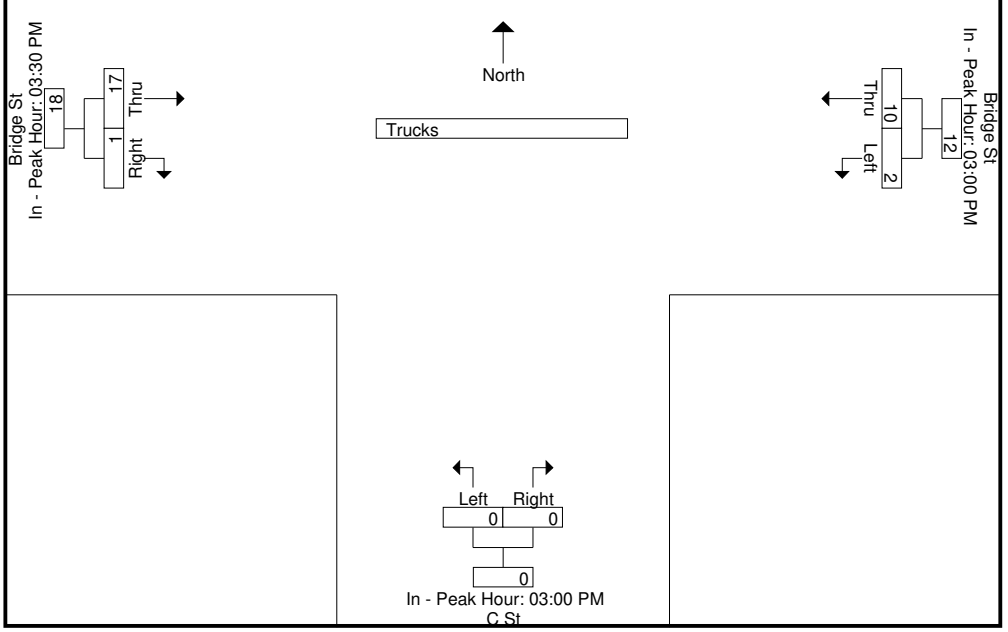
	Bridge St From East			C St From South			Bridge St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

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

Peak Hour Data



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 : 10

Groups Printed- Bikes Peds

	Bridge St From East			C St From South			Bridge St From West					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	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	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0				
Total %										0	0	

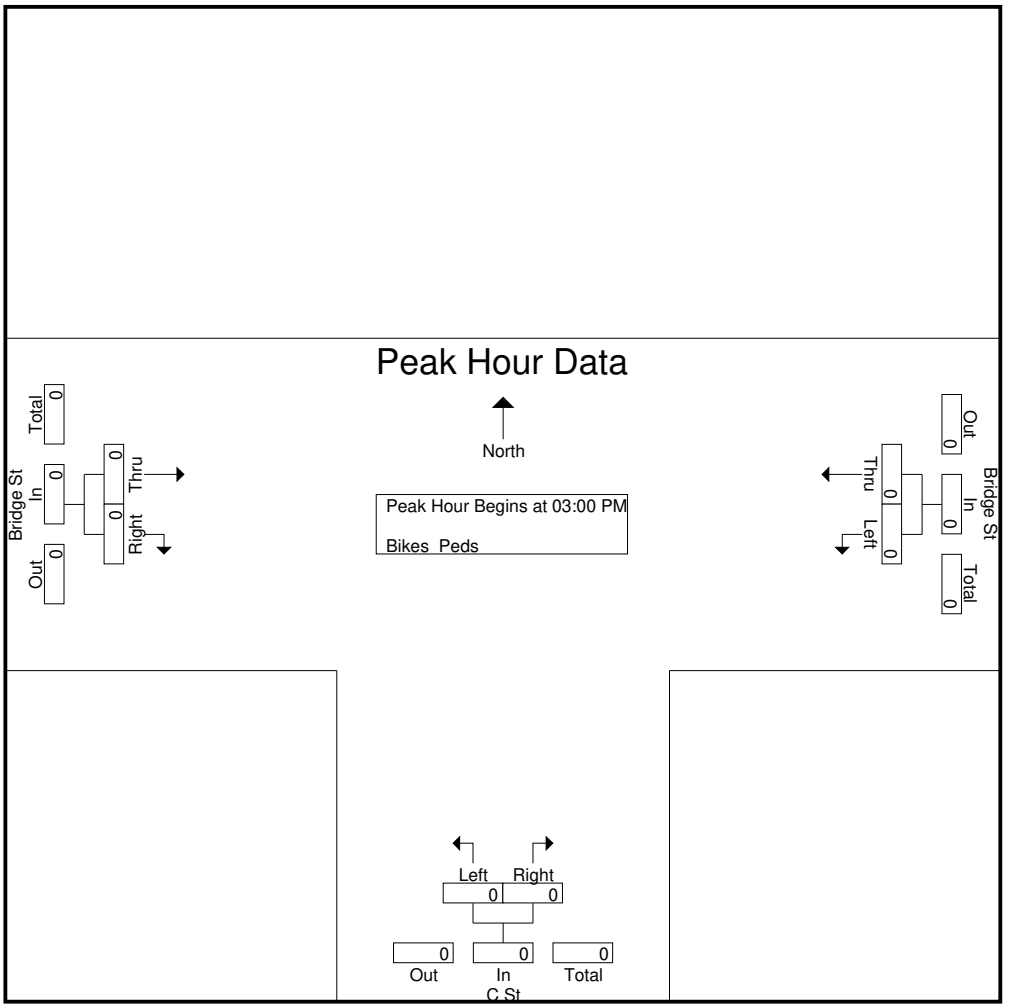
Accurate Counts

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 : 11

	Bridge St From East			C St From South			Bridge St 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

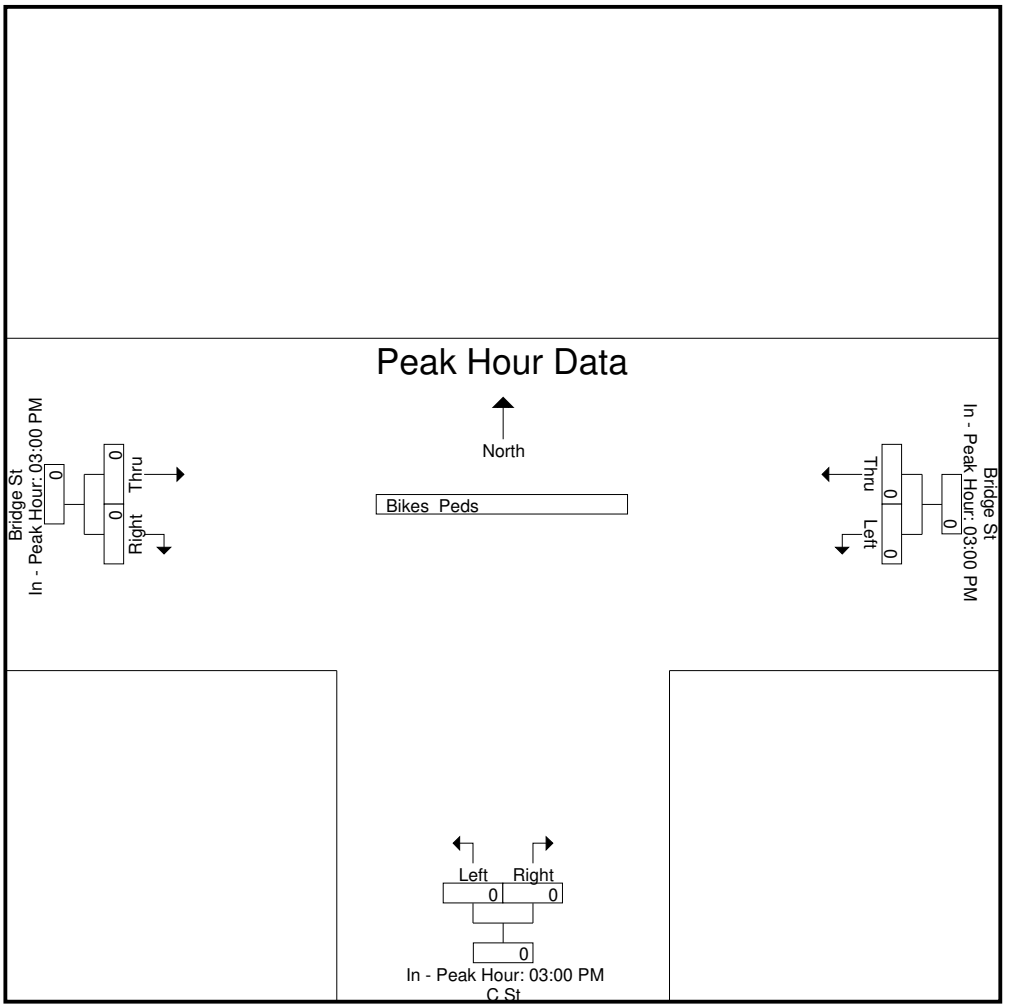
File Name : 18315005
Site Code : 18315005
Start Date : 4/10/2018
Page No : 12

	Bridge St From East			C St From South			Bridge St 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 From North			Bridge St From East			D St From South			Bridge St 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

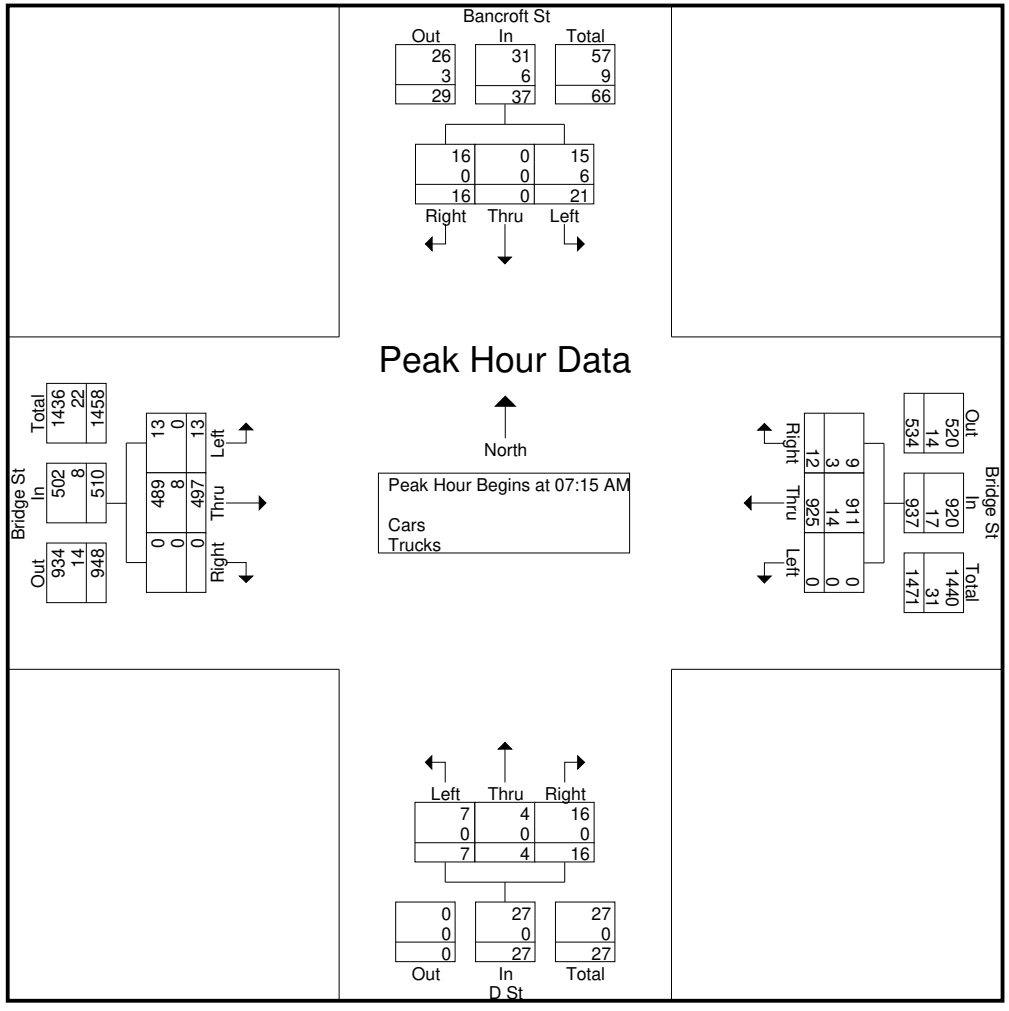
	Bancroft St				Bridge St				D St				Bridge St				
	From North				From East				From South				From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
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

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 : 4



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

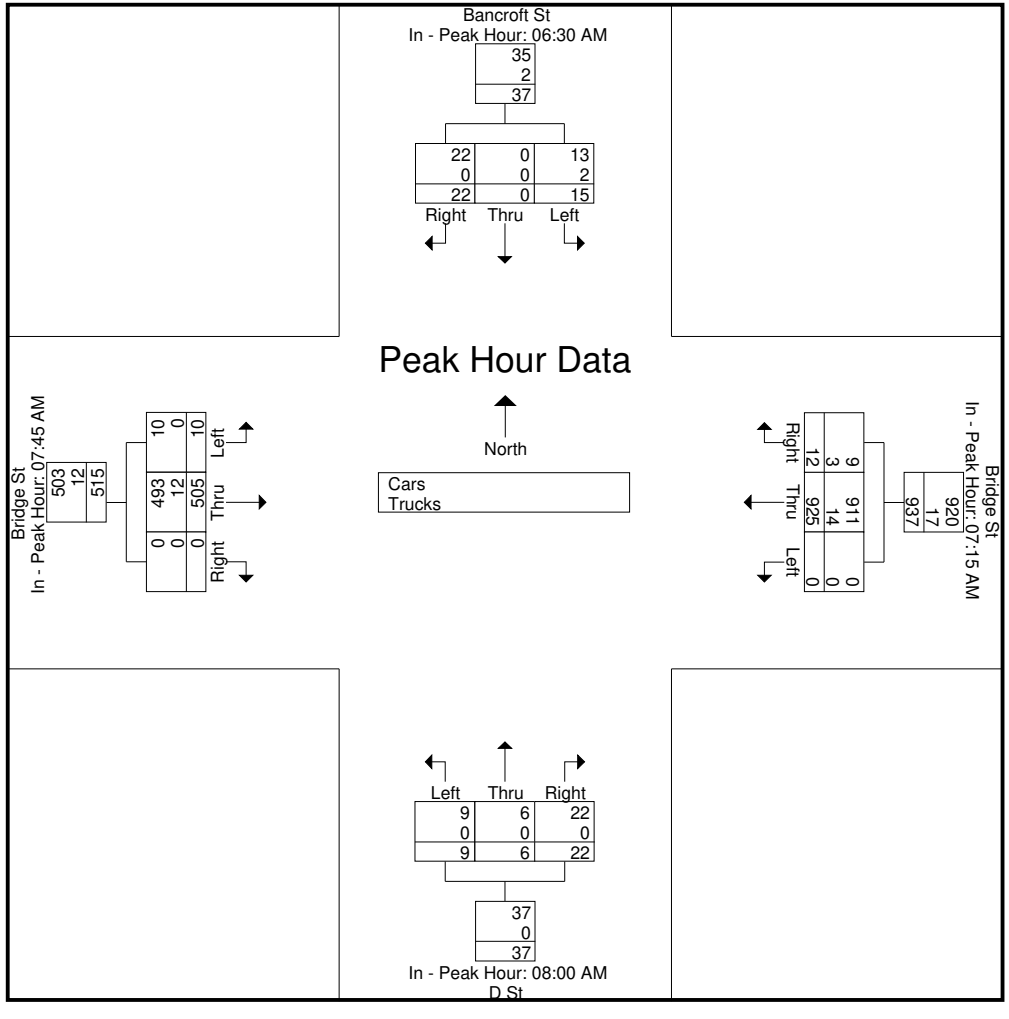
Peak Hour for Each Approach Begins at:

	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 From North			Bridge St From East			D St From South			Bridge St 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

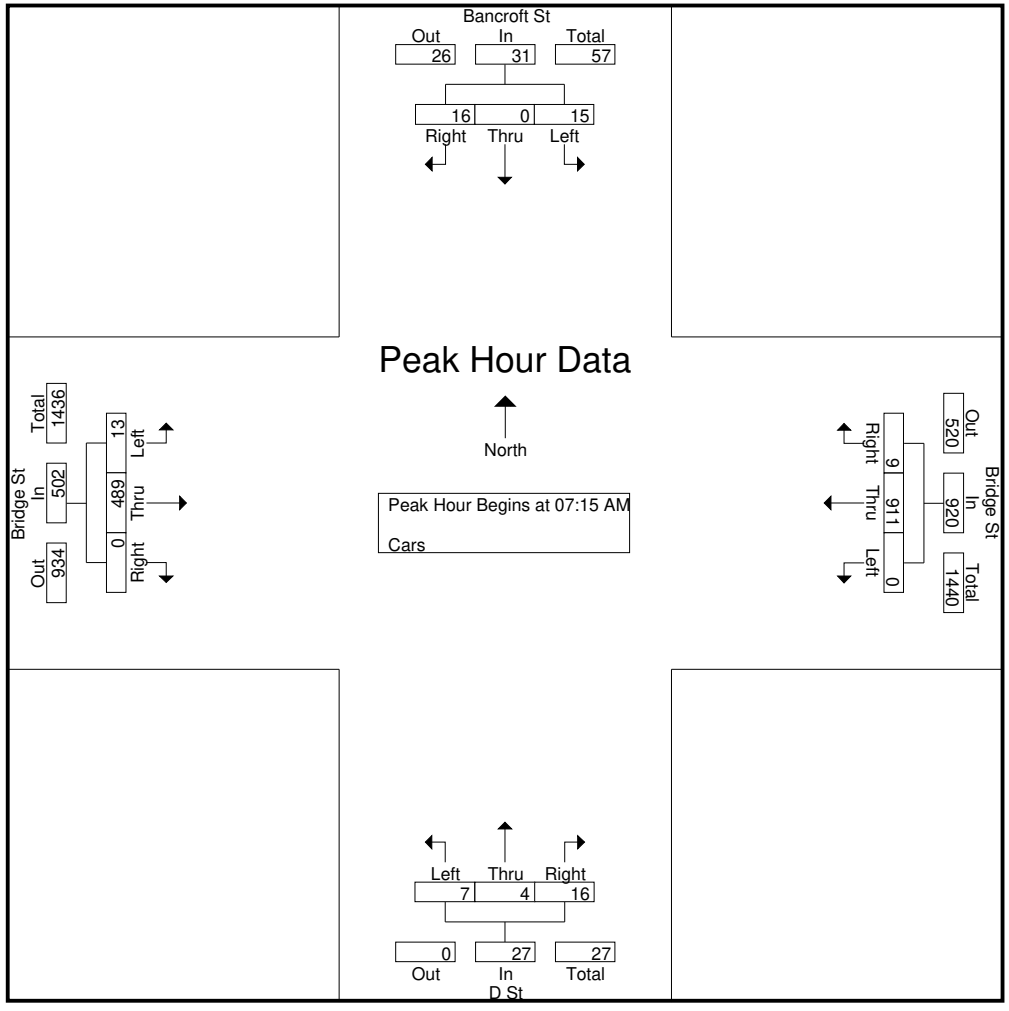
	Bancroft St				Bridge St				D St				Bridge St				
	From North				From East				From South				From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
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

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 : 8



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

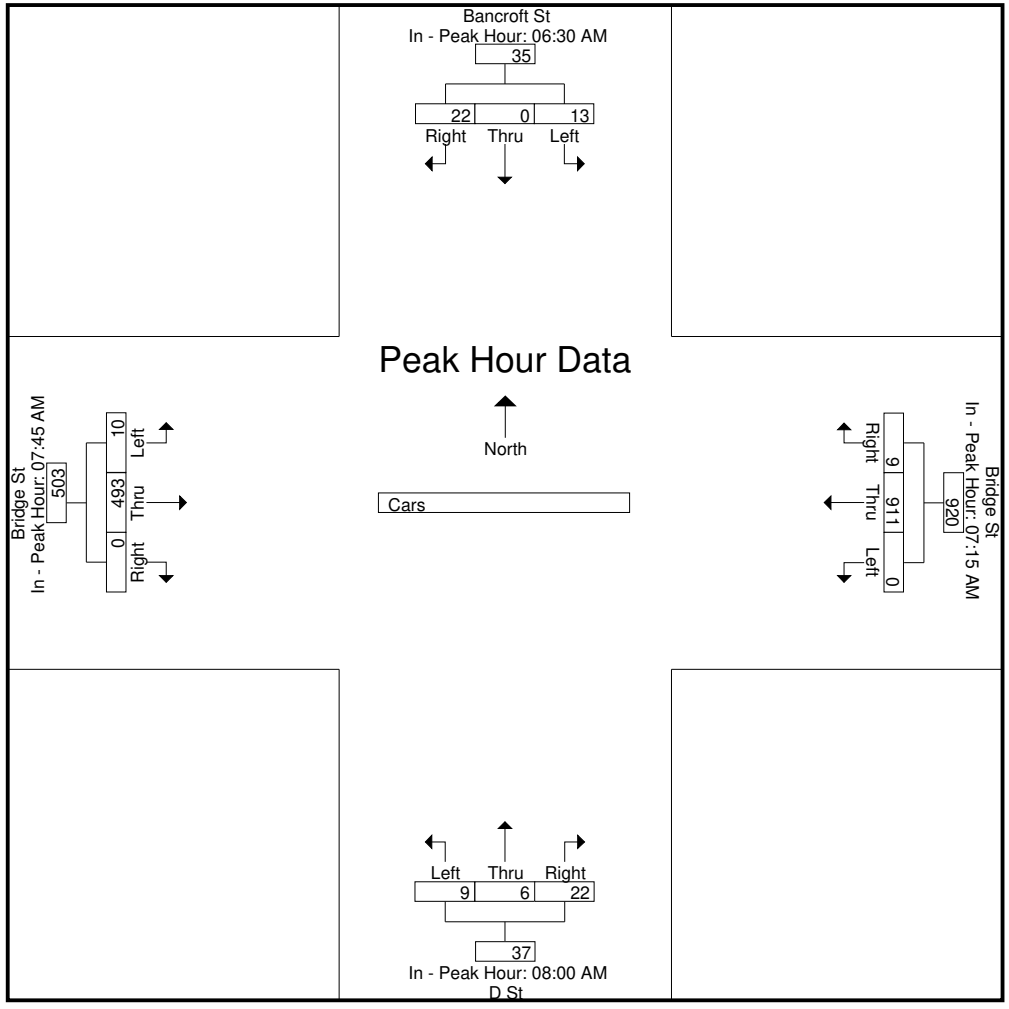
Peak Hour for Each Approach Begins at:

	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 From North			Bridge St From East			D St From South			Bridge St 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

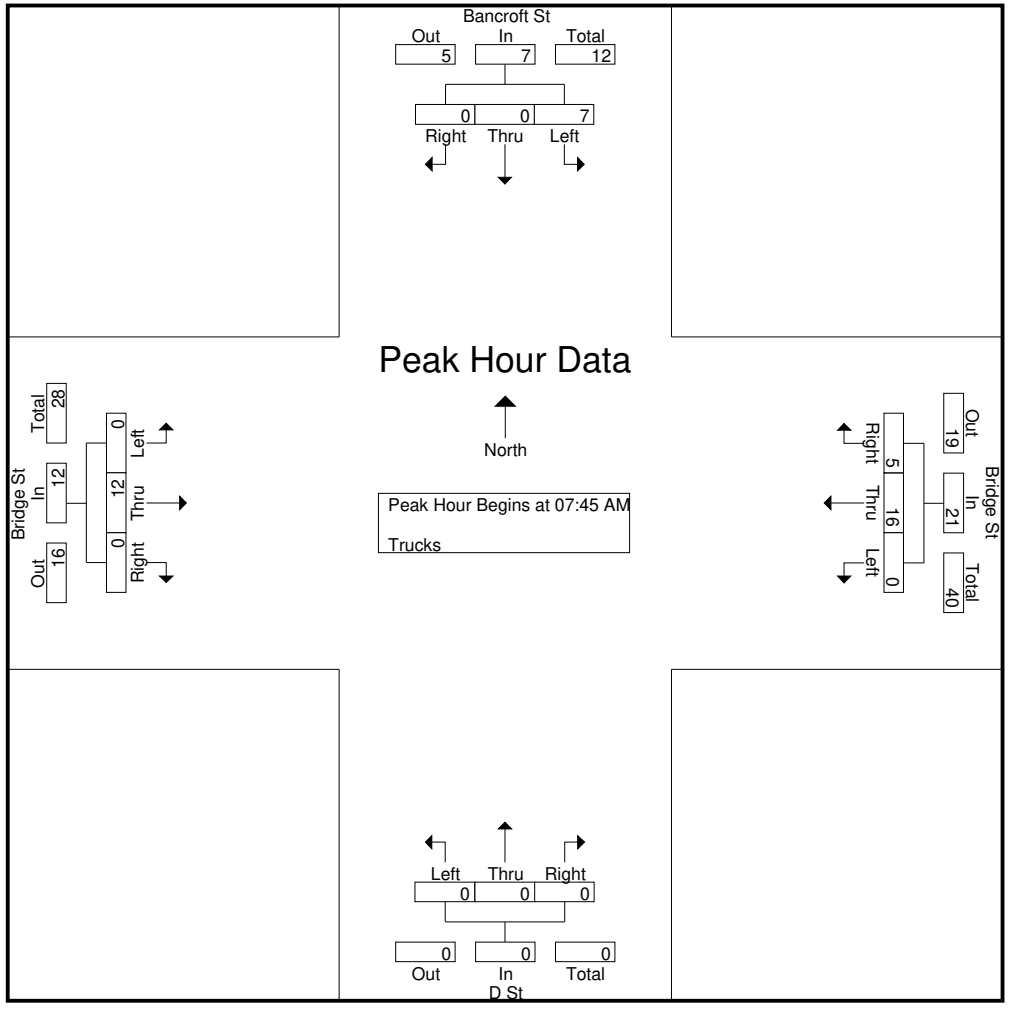
	Bancroft St				Bridge St				D St				Bridge St				
	From North				From East				From South				From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
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

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 06:00 AM to 08:45 AM - Peak 1 of 1

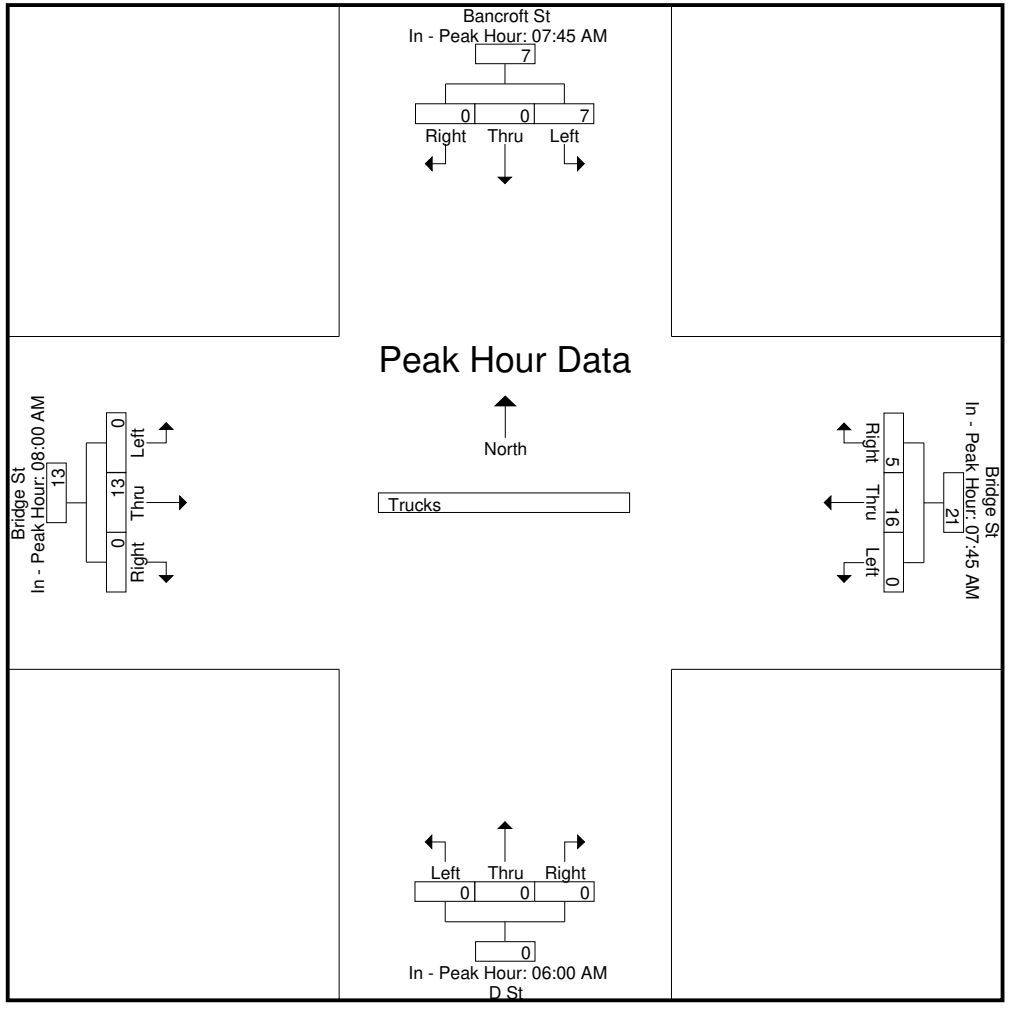
Peak Hour for Each Approach Begins at:

	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



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 : 14

Groups Printed- Bikes Peds

	Bancroft St From North				Bridge St From East				D St From South				Bridge St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
06:00 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	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Grand Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0				
Total %																	100	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 : 15

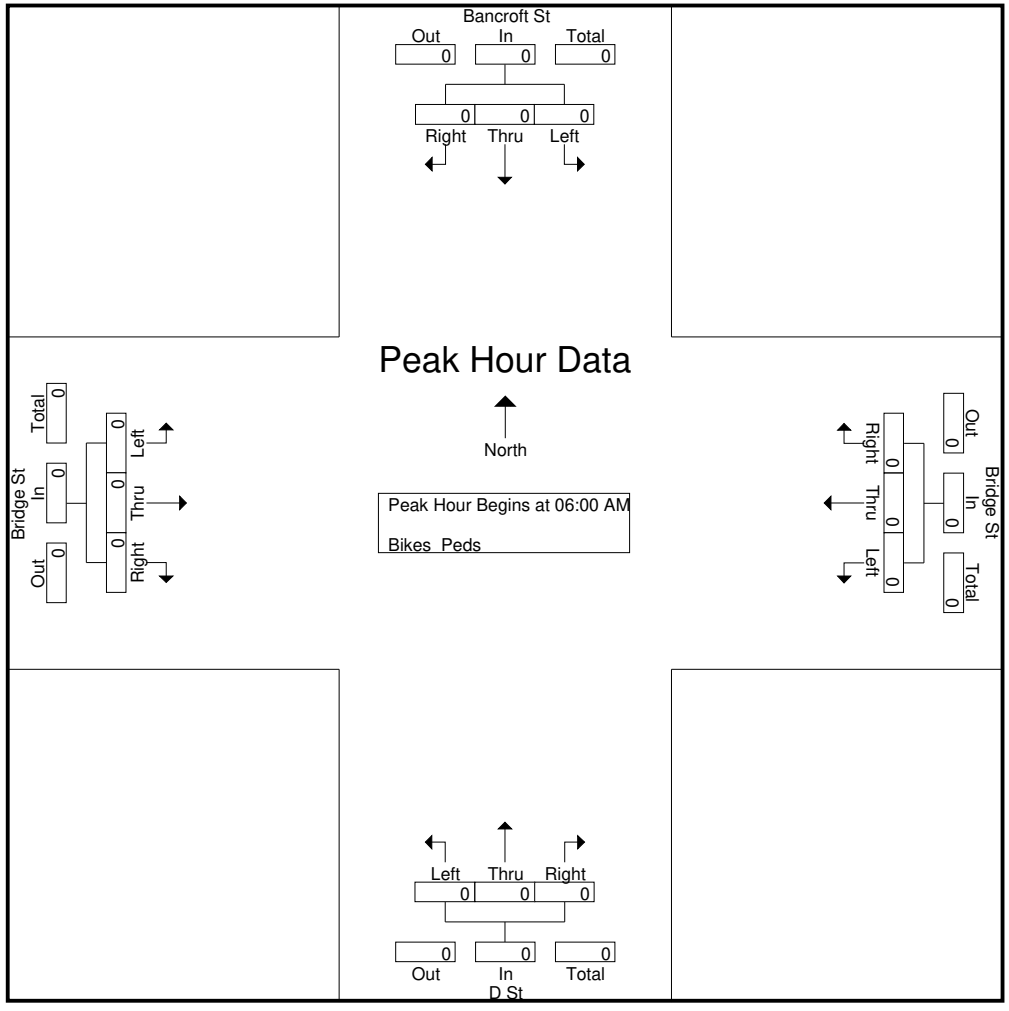
	Bancroft St				Bridge St				D St				Bridge St				
	From North				From East				From South				From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 AM																	
06:00 AM	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
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
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : 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

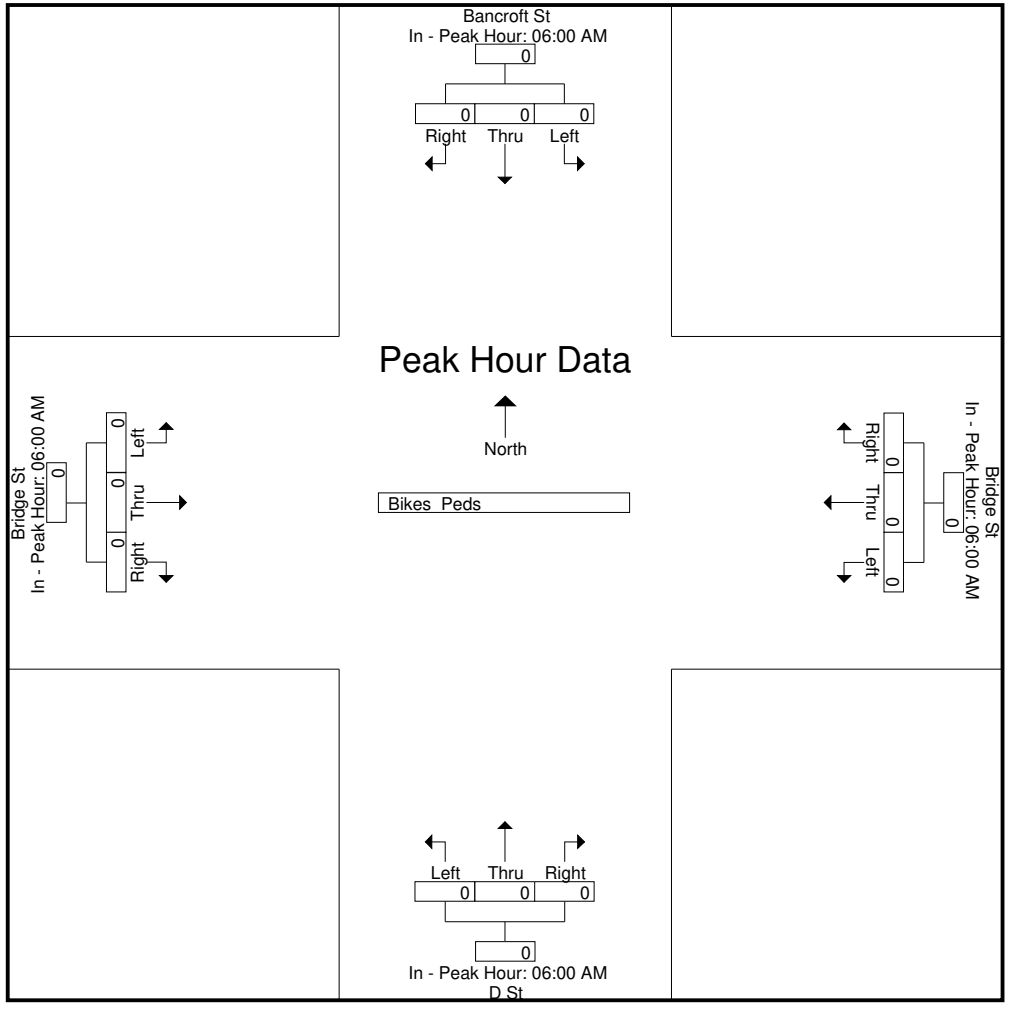
Peak Hour for Each Approach Begins at:

	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



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 From North			Bridge St From East			D St From South			Bridge St 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

% 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

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

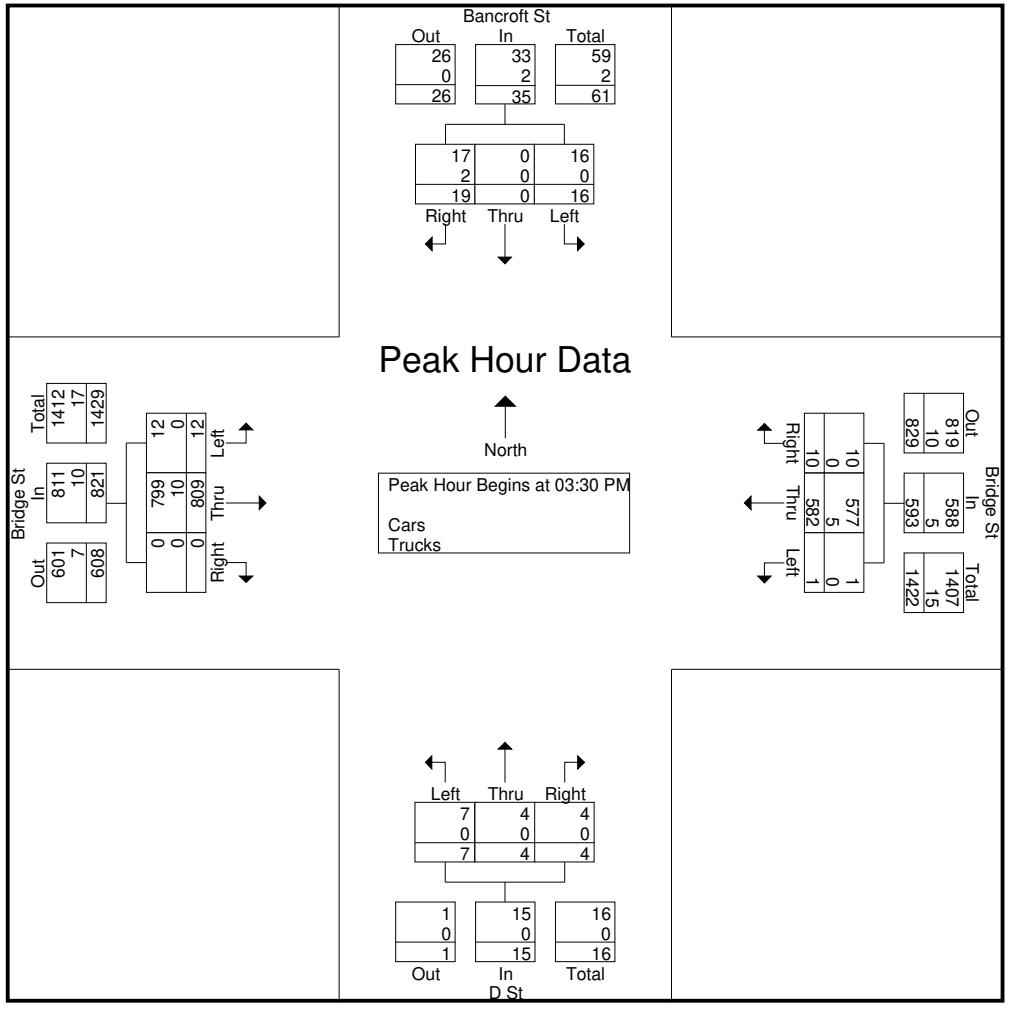
	Bancroft St				Bridge St				D St				Bridge St				
	From North				From East				From South				From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
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

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 : 4



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

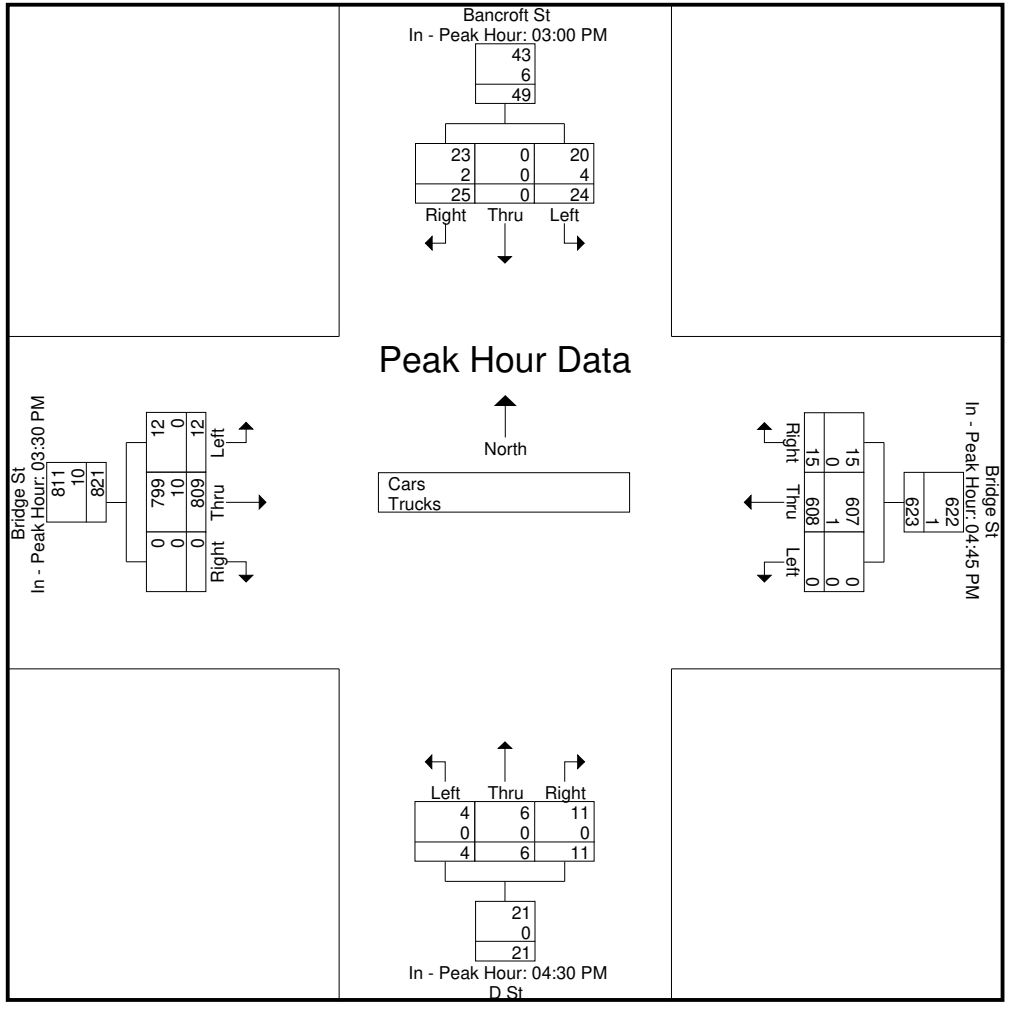
Peak Hour for Each Approach Begins at:

	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 From North			Bridge St From East			D St From South			Bridge St 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

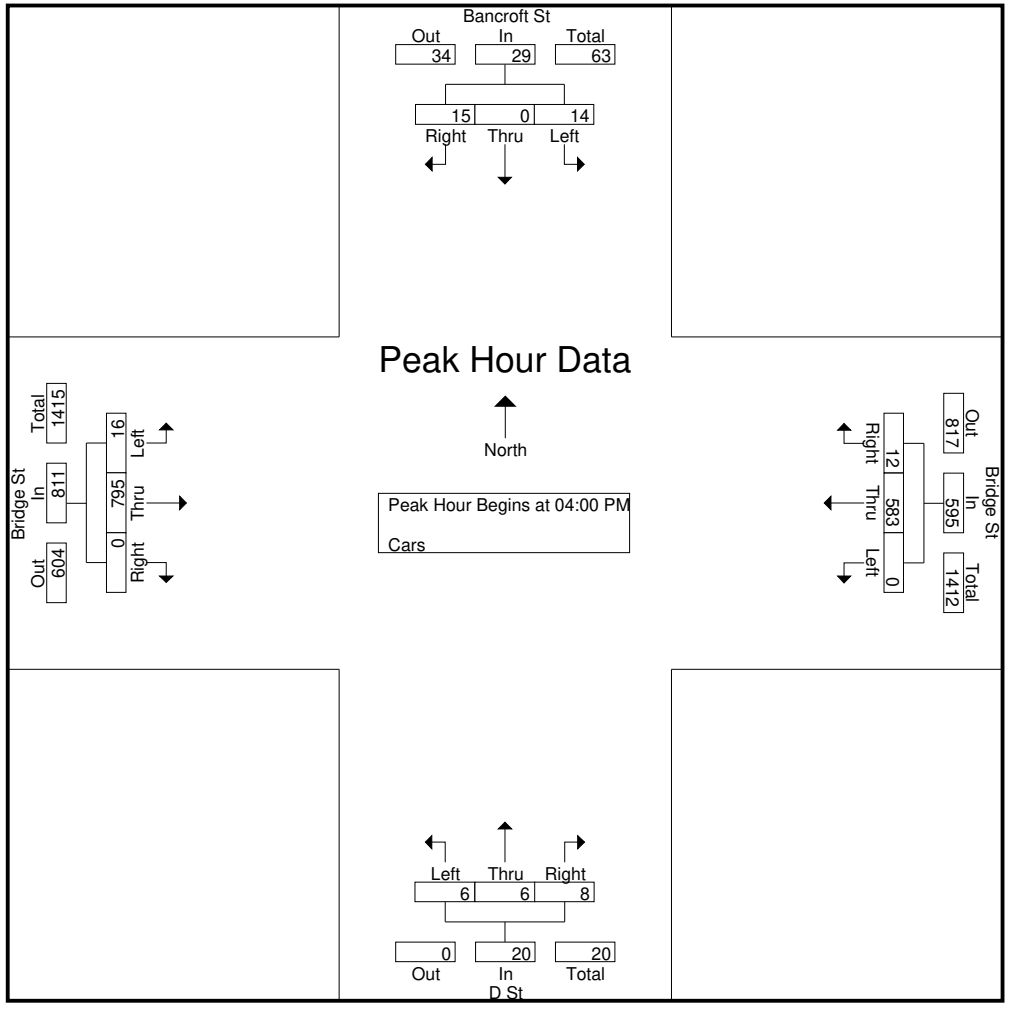
	Bancroft St From North				Bridge St From East				D St From South				Bridge St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak 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

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 : 8



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

Peak Hour for Each Approach Begins at:

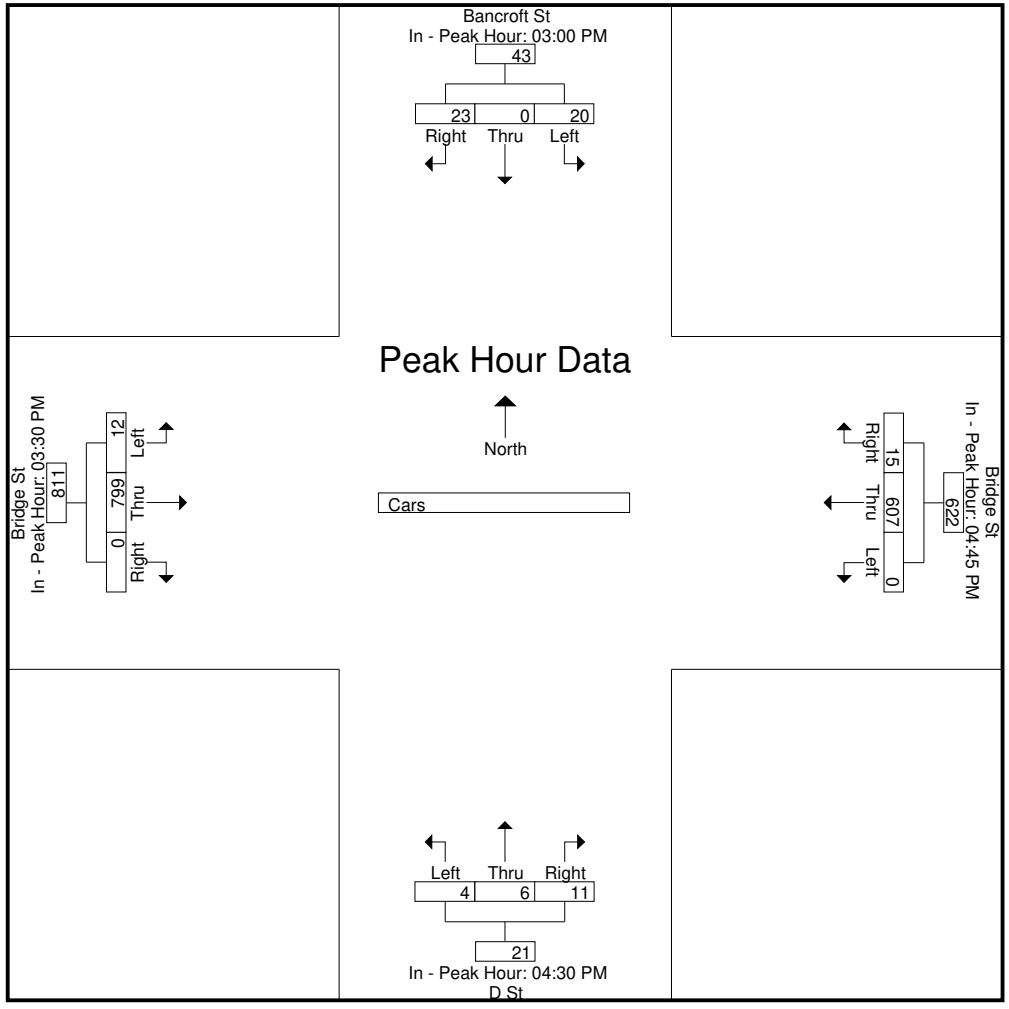
	03:00 PM				04:45 PM				04:30 PM				03:30 PM			
+0 mins.	**7**	0	6	**13**	0	142	**6**	148	1	2	3	6	**5**	195	0	200
+15 mins.	3	0	**8**	11	0	133	1	134	1	**3**	**4**	**8**	3	183	0	186
+30 mins.	5	0	8	13	0	162	5	167	0	0	2	2	2	205	0	207
+45 mins.	5	0	1	6	0	**170**	3	**173**	**2**	1	2	5	2	**216**	0	**218**
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

Peak Hour Data



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 From North			Bridge St From East			D St From South			Bridge St 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

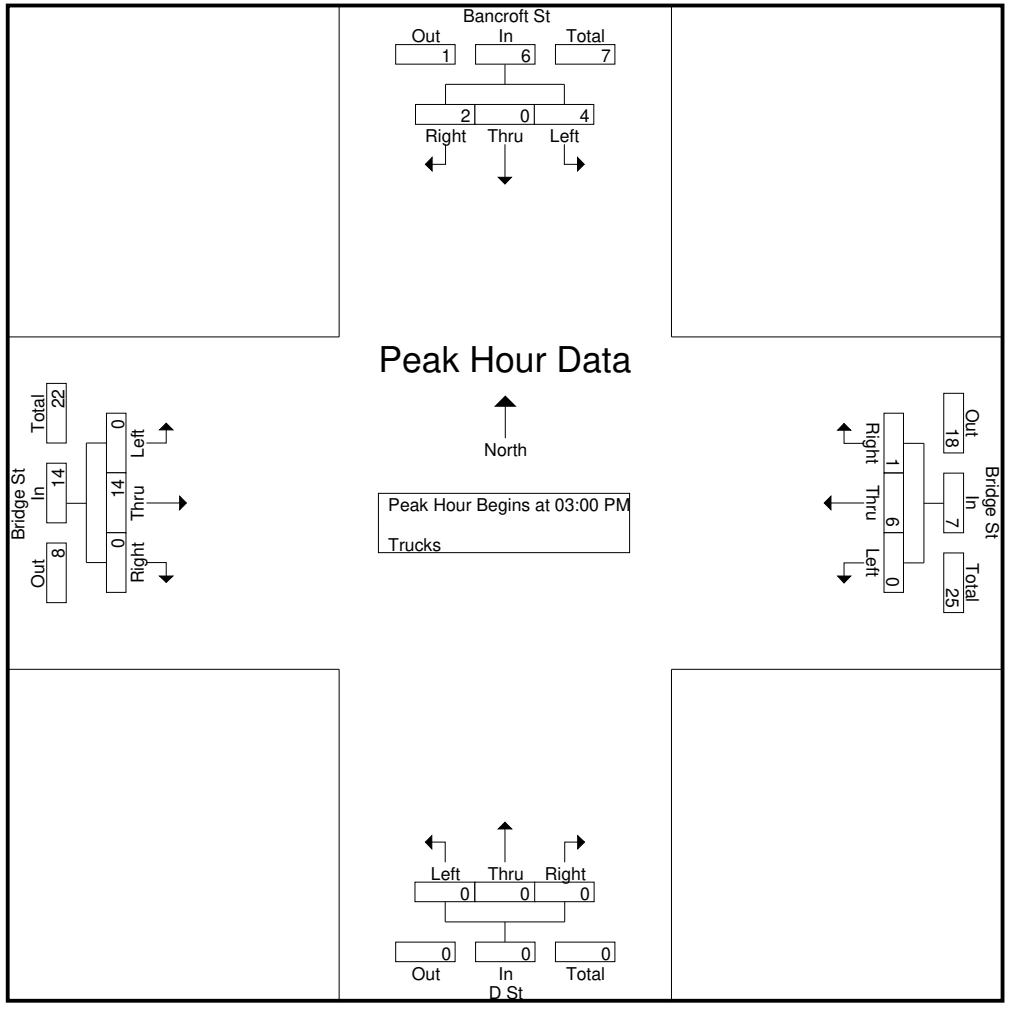
	Bancroft St				Bridge St				D St				Bridge St				
	From North				From East				From South				From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
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

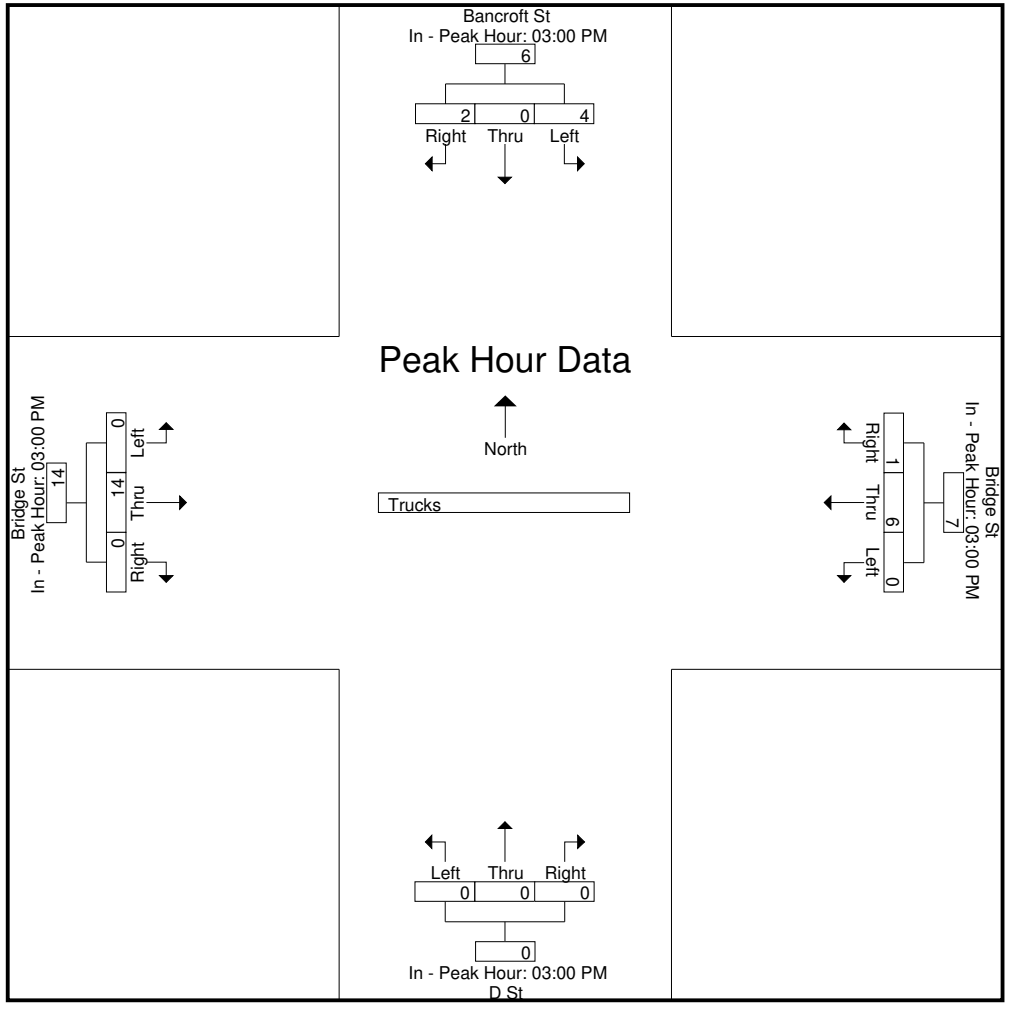
Peak Hour for Each Approach Begins at:

	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



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 : 14

Groups Printed- Bikes Peds

	Bancroft St From North				Bridge St From East				D St From South				Bridge St 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	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
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1
Total	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
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	1	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	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
05:15 PM	0	0	0	2	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
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	2	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	2	5	0	5
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0				
Total %																	100	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 : 15

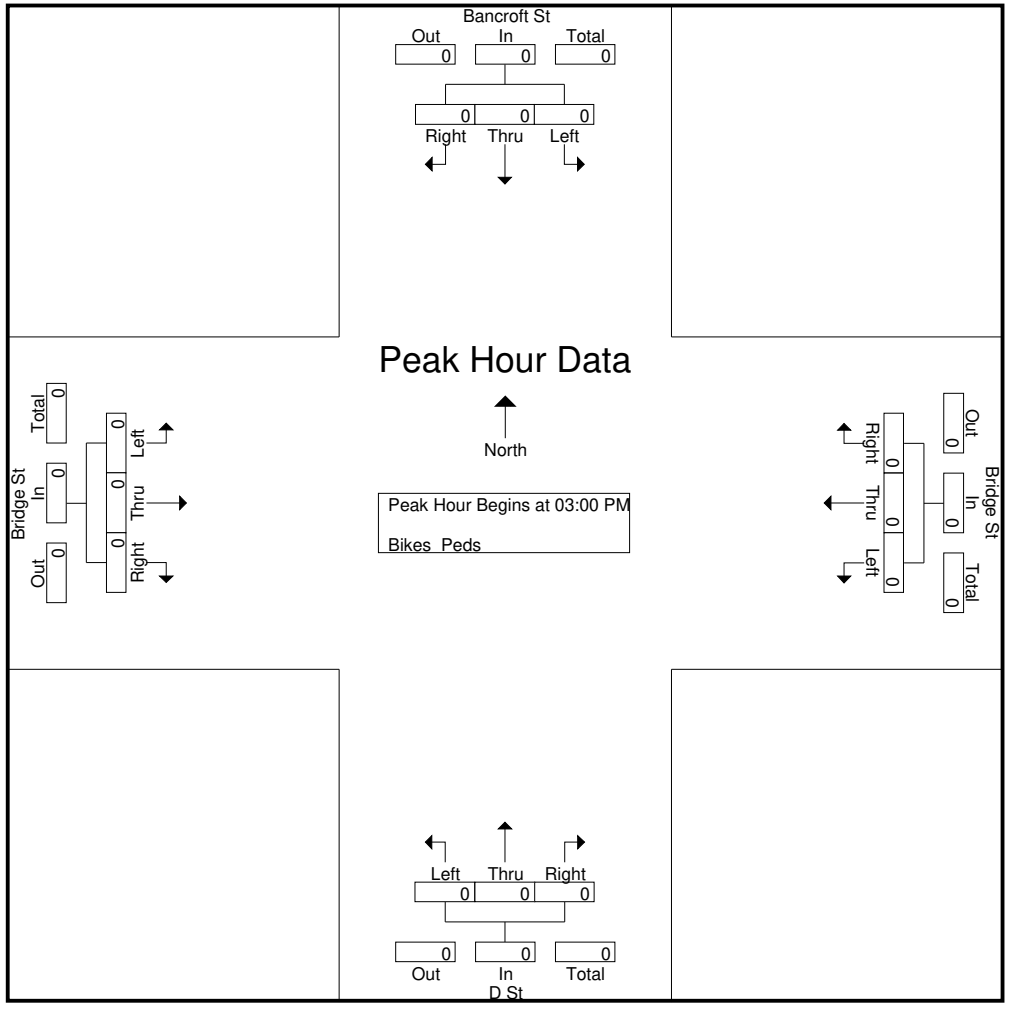
	Bancroft St				Bridge St				D St				Bridge St				
	From North				From East				From South				From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	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
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : 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

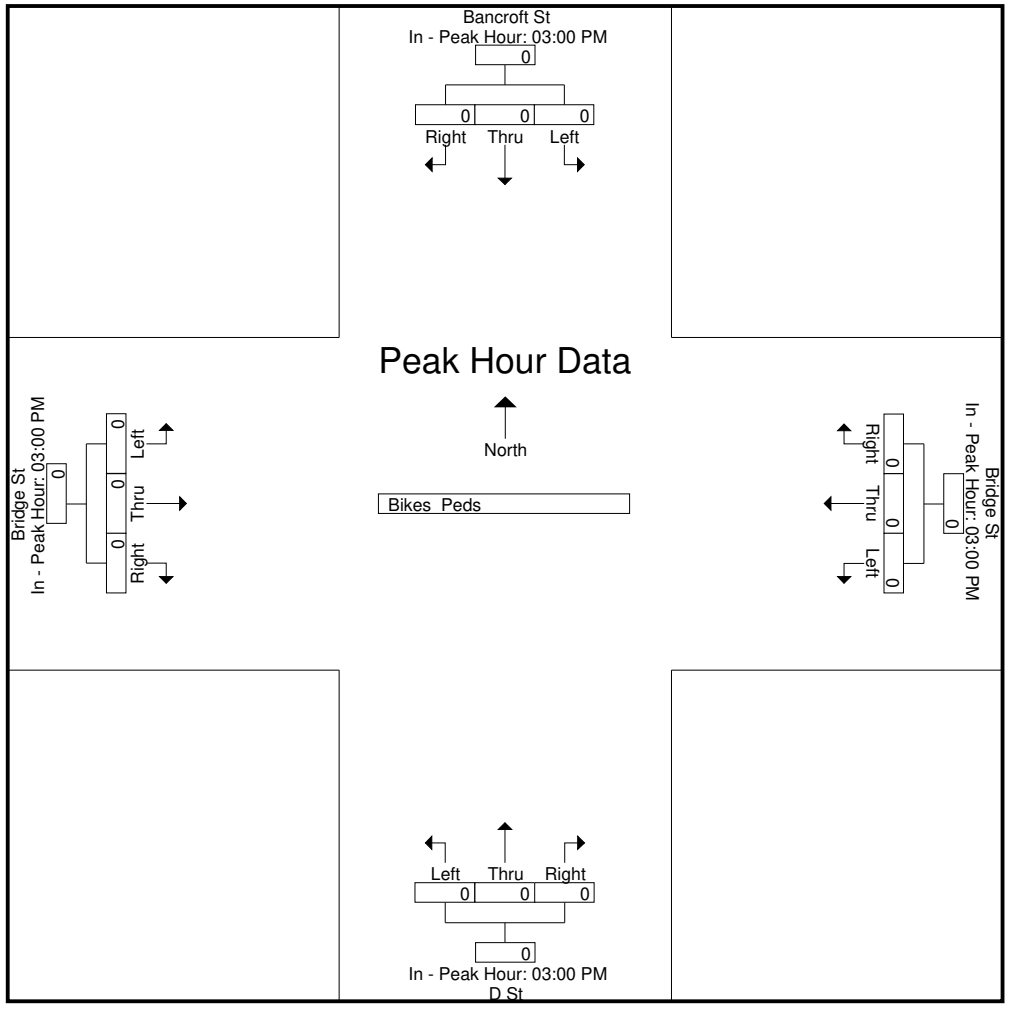
Peak Hour for Each Approach Begins at:

	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	

Accurate Counts

978-664-2565

PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



Accurate Counts

978-664-2565

N/S Street : 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 From East		E St From South		Bridge St 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

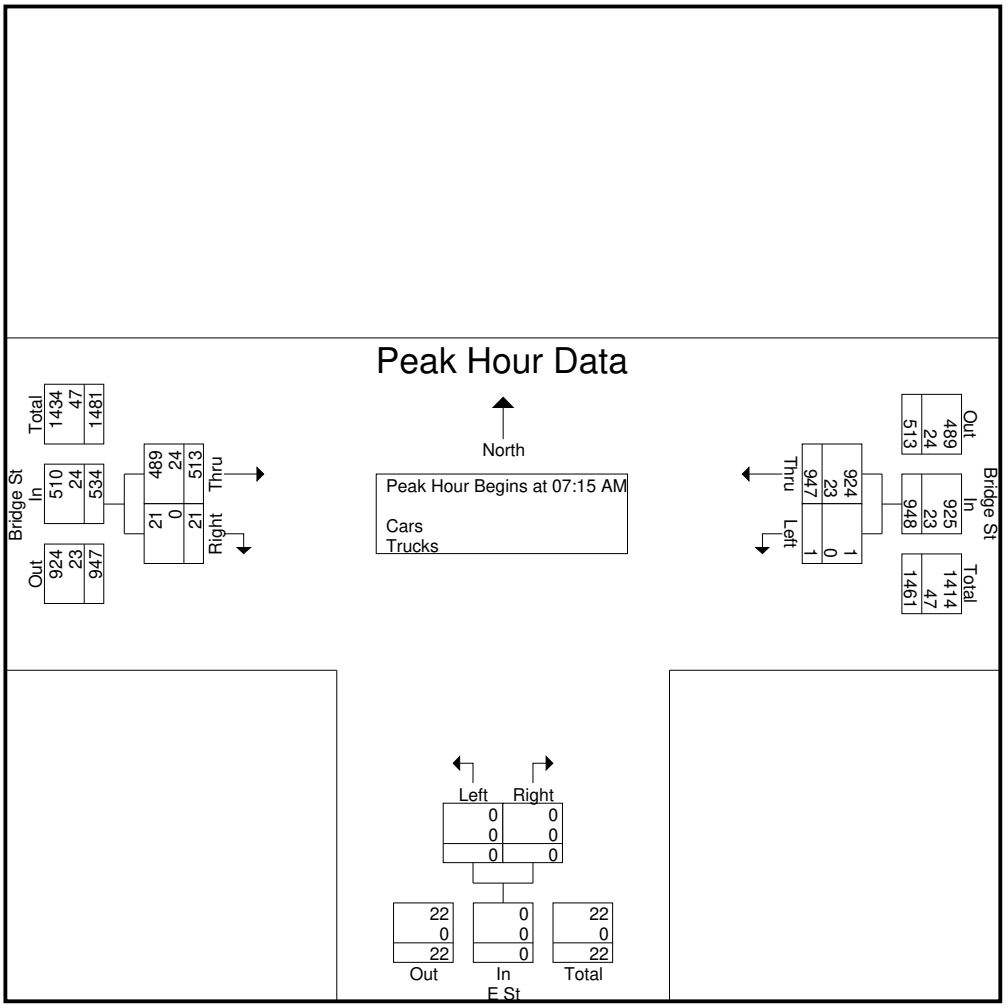
Accurate Counts

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 From East			E St From South			Bridge St 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	**271**	**271**	0	0	0	126	4	130	**401**
07:45 AM	0	243	243	0	0	0	125	**8**	133	376
08:00 AM	**1**	230	231	0	0	0	**134**	6	**140**	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

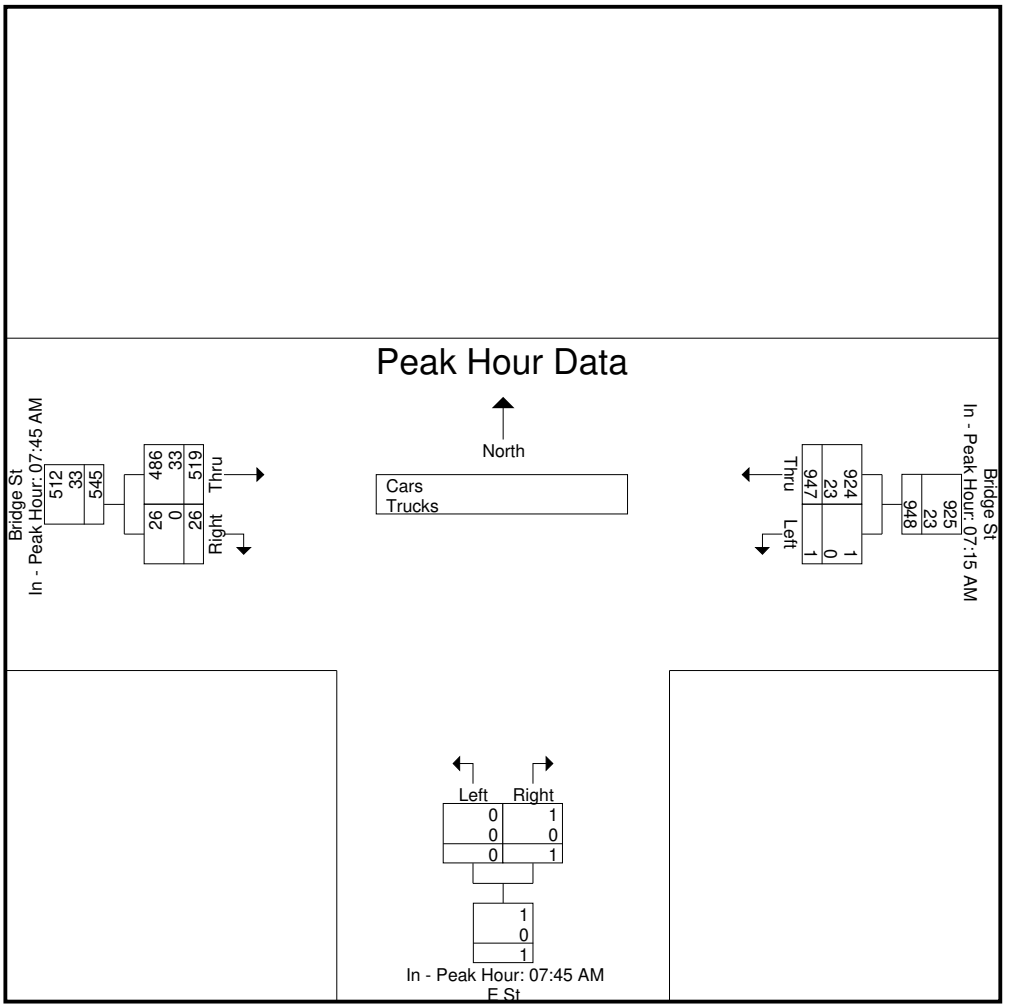
File Name : 18315007
Site Code : 18315007
Start Date : 4/10/2018
Page No : 3

	Bridge St From East			E St From South			Bridge St 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	**271**	**271**	0	0	0	**134**	6	**140**
+30 mins.	0	243	243	0	0	0	131	5	136
+45 mins.	**1**	230	231	0	**1**	**1**	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

	Bridge St From East		E St From South		Bridge St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
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	

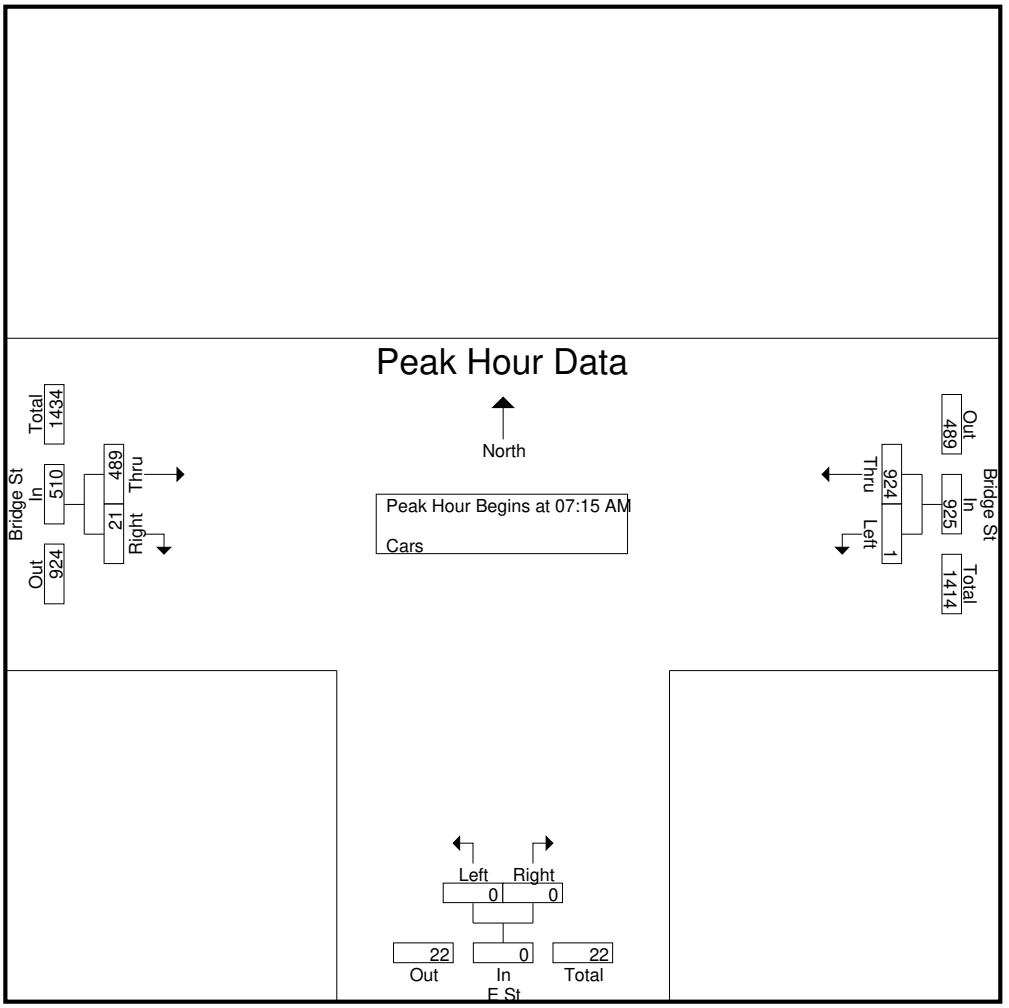
Accurate Counts

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 From East			E St From South			Bridge St 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

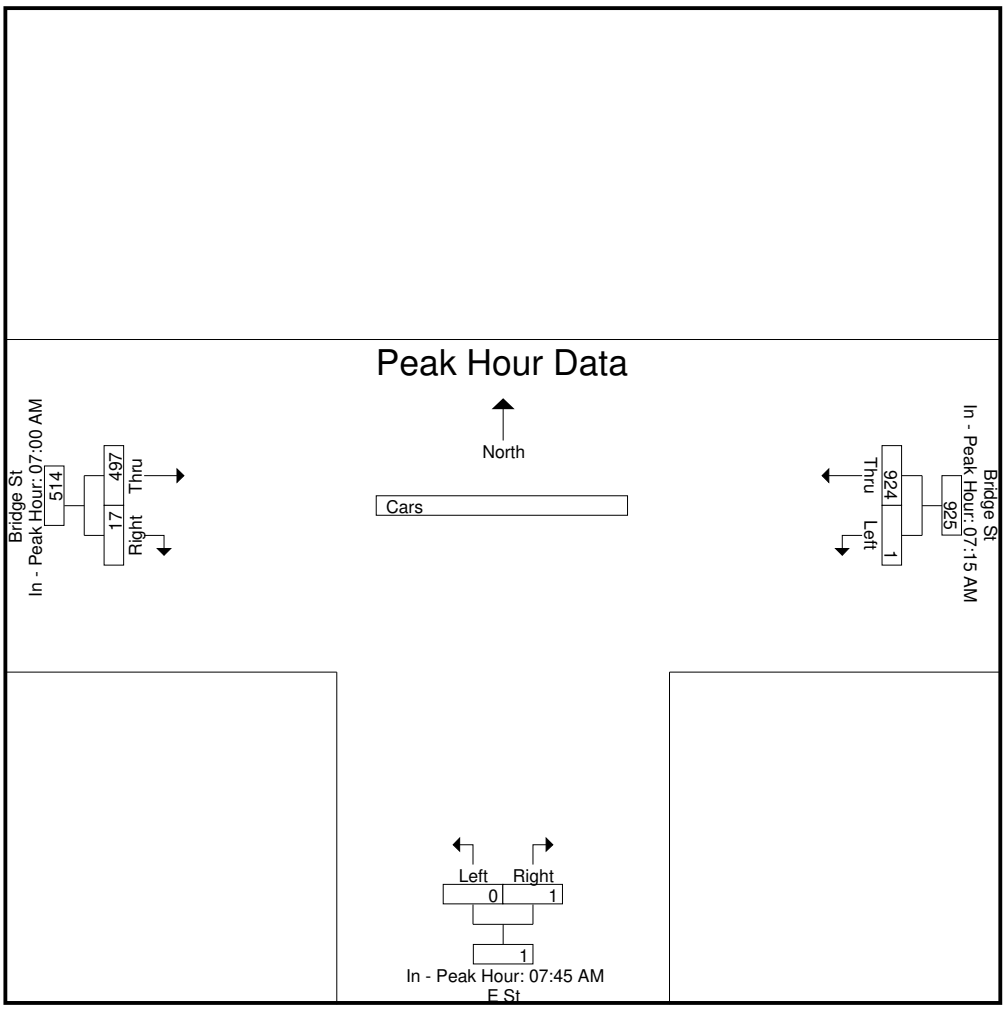
File Name : 18315007
Site Code : 18315007
Start Date : 4/10/2018
Page No : 6

	Bridge St From East			E St From South			Bridge St 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	**130**	2	**132**
+15 mins.	0	**268**	**268**	0	0	0	124	3	127
+30 mins.	0	235	235	0	0	0	124	4	128
+45 mins.	**1**	224	225	0	**1**	**1**	119	**8**	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

	Bridge St From East		E St From South		Bridge St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
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	

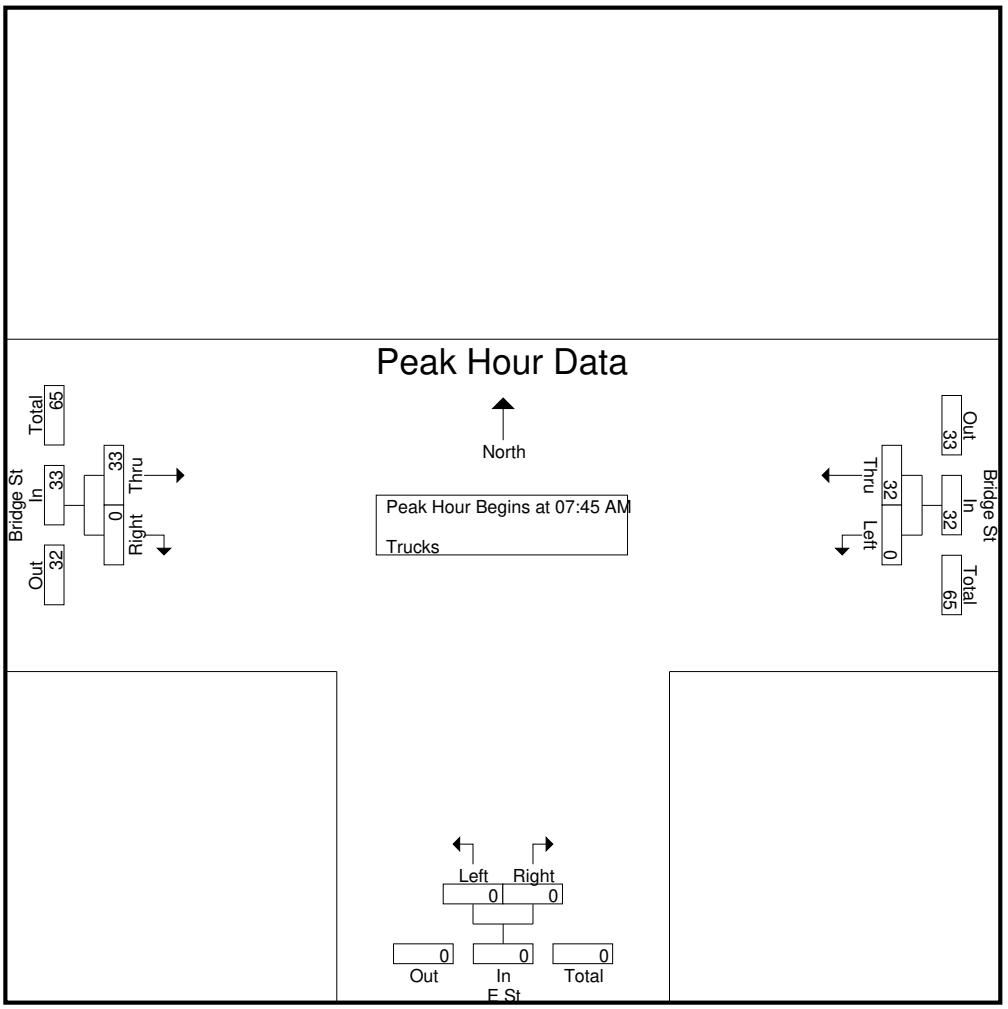
Accurate Counts

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 From East			E St From South			Bridge St 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

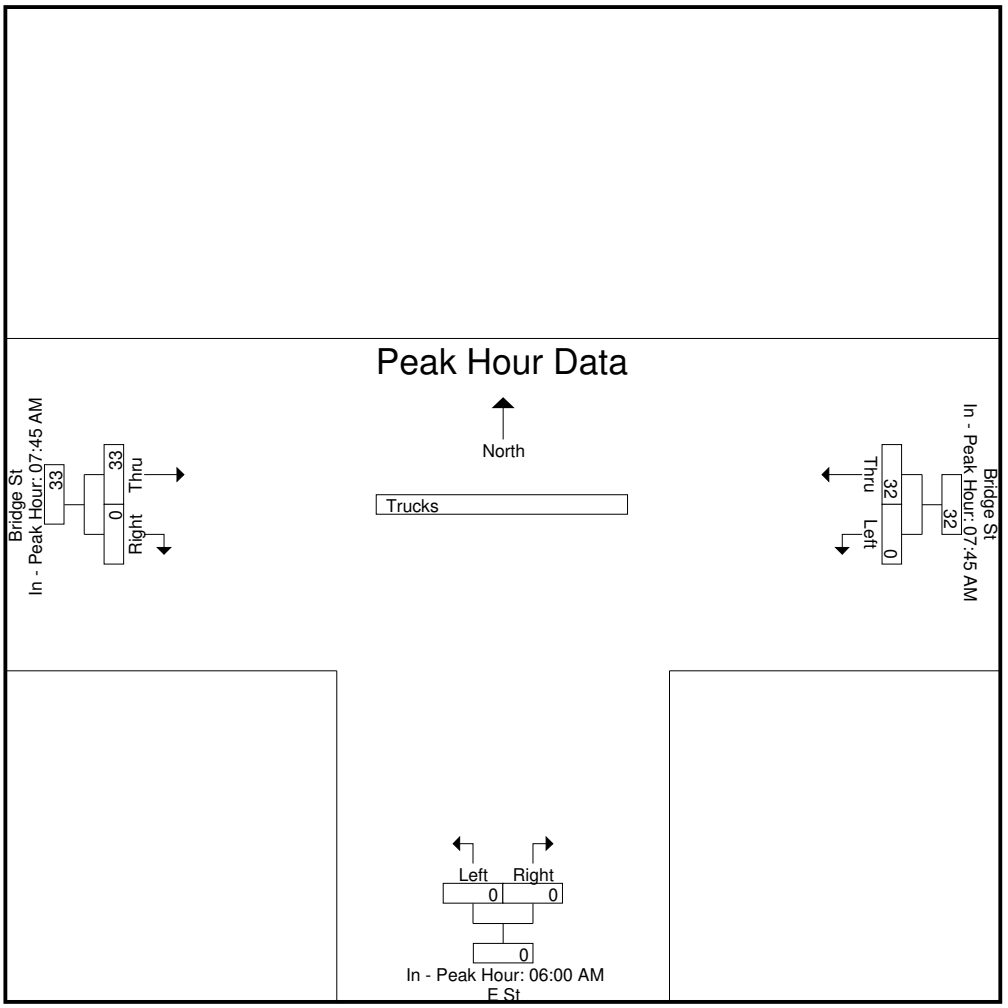
File Name : 18315007
Site Code : 18315007
Start Date : 4/10/2018
Page No : 9

	Bridge St From East			E St From South			Bridge St 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	**12**	0	**12**
+30 mins.	0	**10**	**10**	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



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 : 10

Groups Printed- Bikes Peds

	Bridge St From East			E St From South			Bridge St From West					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	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	0	1	1	0	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	0	1	1	0	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	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	1	1	0	1
Apprch %	0	0		0	0		0	0				
Total %										100	0	

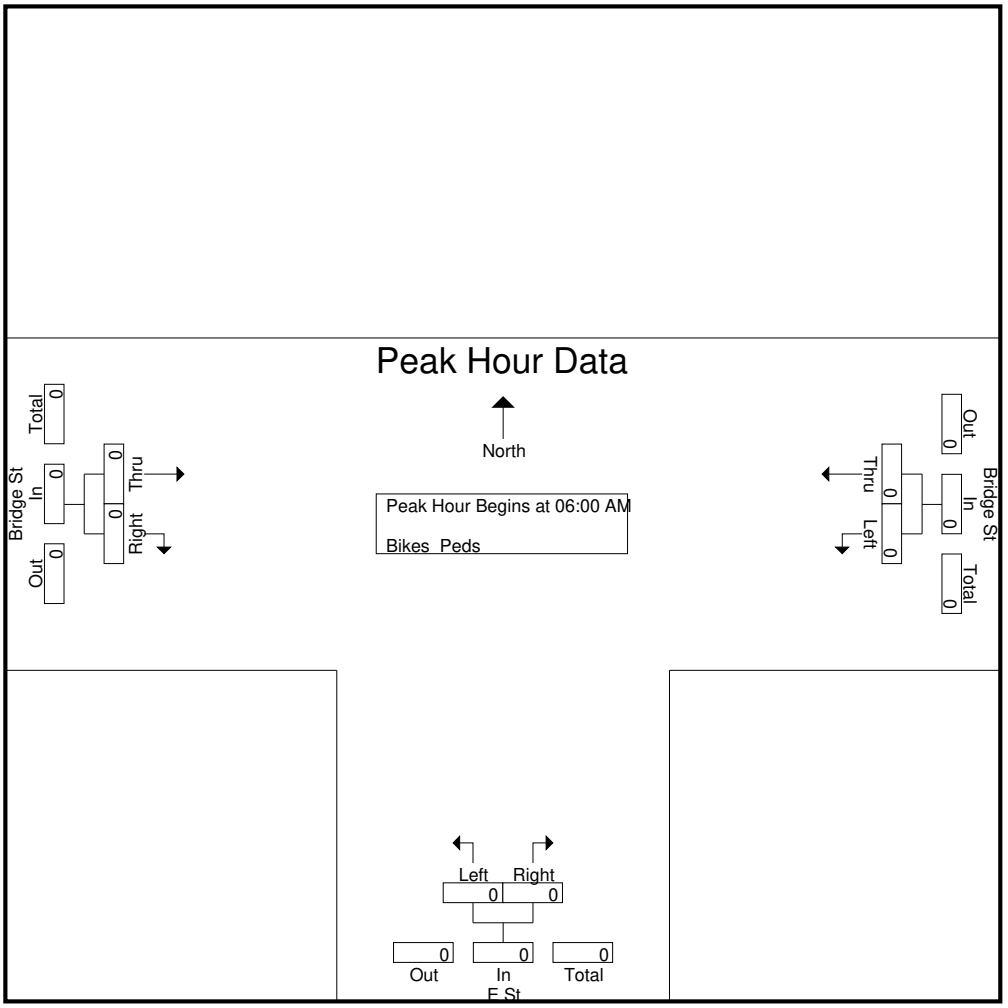
Accurate Counts

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 : 11

	Bridge St From East			E St From South			Bridge St 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

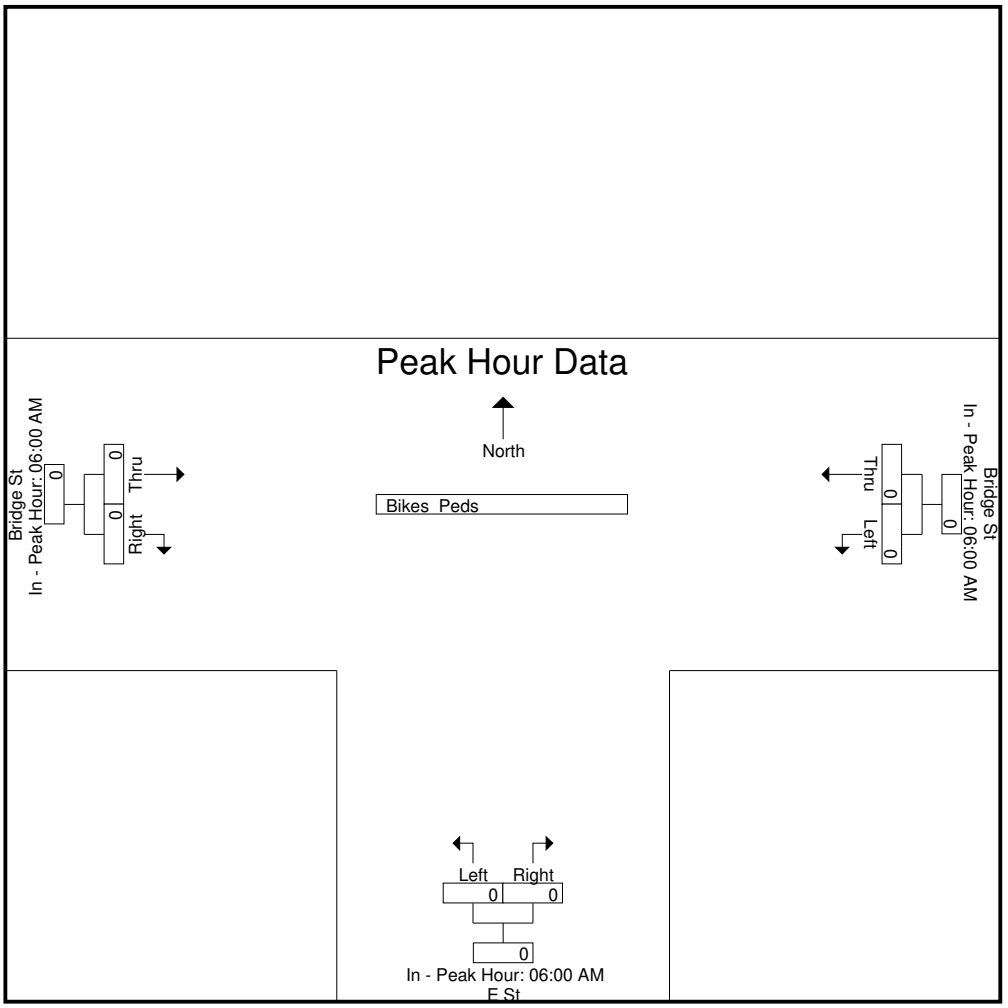
File Name : 18315007
Site Code : 18315007
Start Date : 4/10/2018
Page No : 12

	Bridge St From East			E St From South			Bridge St 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 From East		E St From South		Bridge St 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

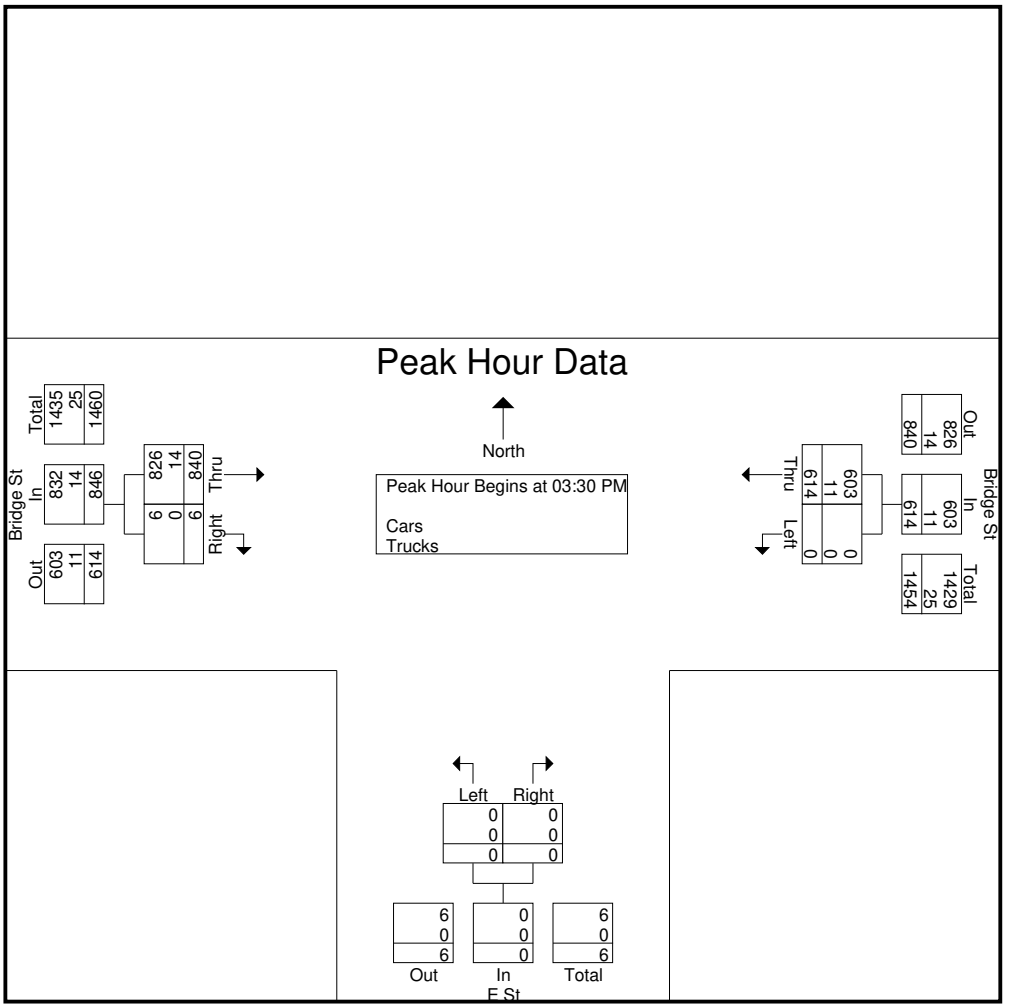
Accurate Counts

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 From East			E St From South			Bridge St 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	**163**	**163**	0	0	0	195	1	196	359
04:00 PM	0	151	151	0	0	0	215	**3**	218	369
04:15 PM	0	150	150	0	0	0	**231**	1	**232**	**382**
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

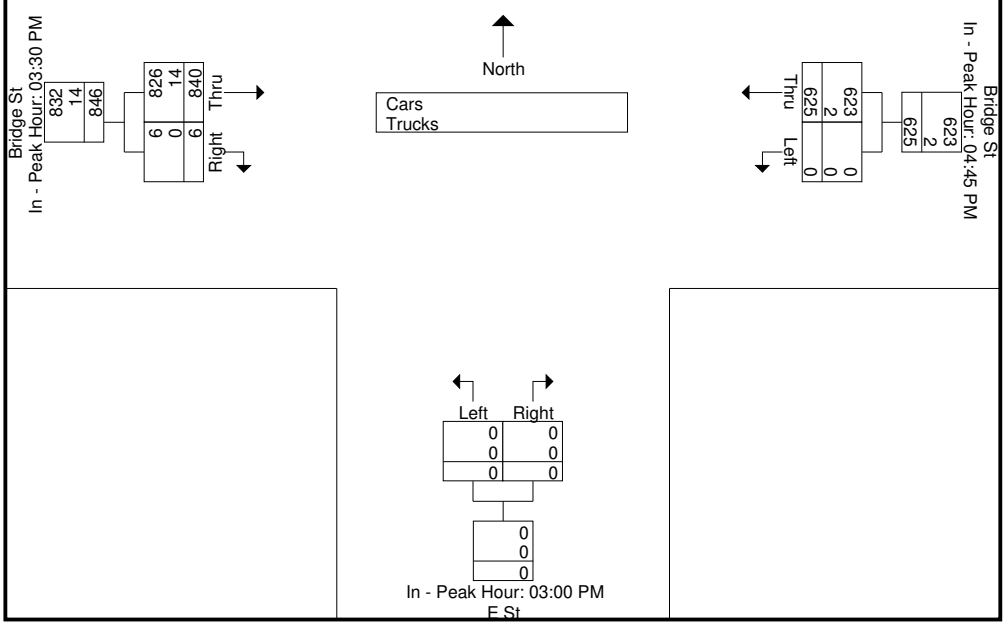
	Bridge St From East			E St From South			Bridge St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

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

Peak Hour Data



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

	Bridge St From East		E St From South		Bridge St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
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	

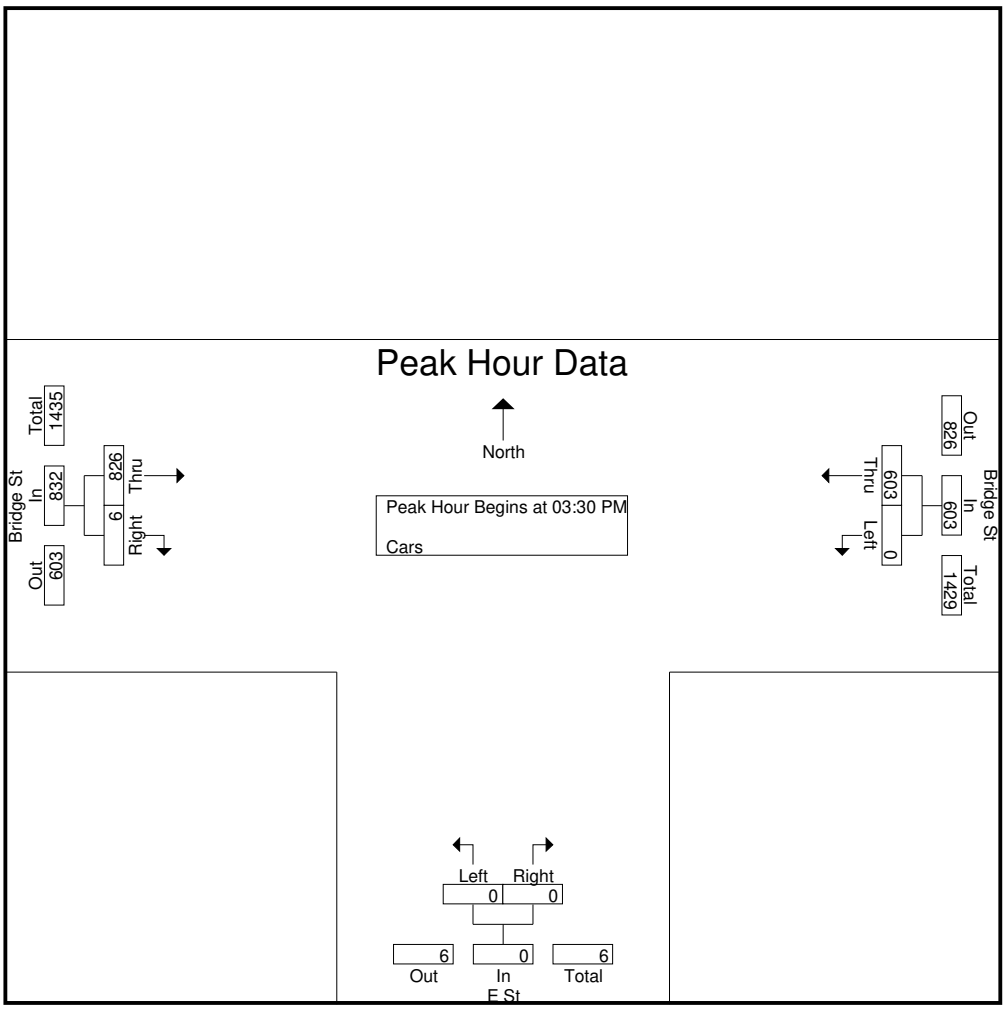
Accurate Counts

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 From East			E St From South			Bridge St 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	**157**	**157**	0	0	0	190	1	191	348
04:00 PM	0	149	149	0	0	0	211	**3**	214	363
04:15 PM	0	149	149	0	0	0	**227**	1	**228**	**377**
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

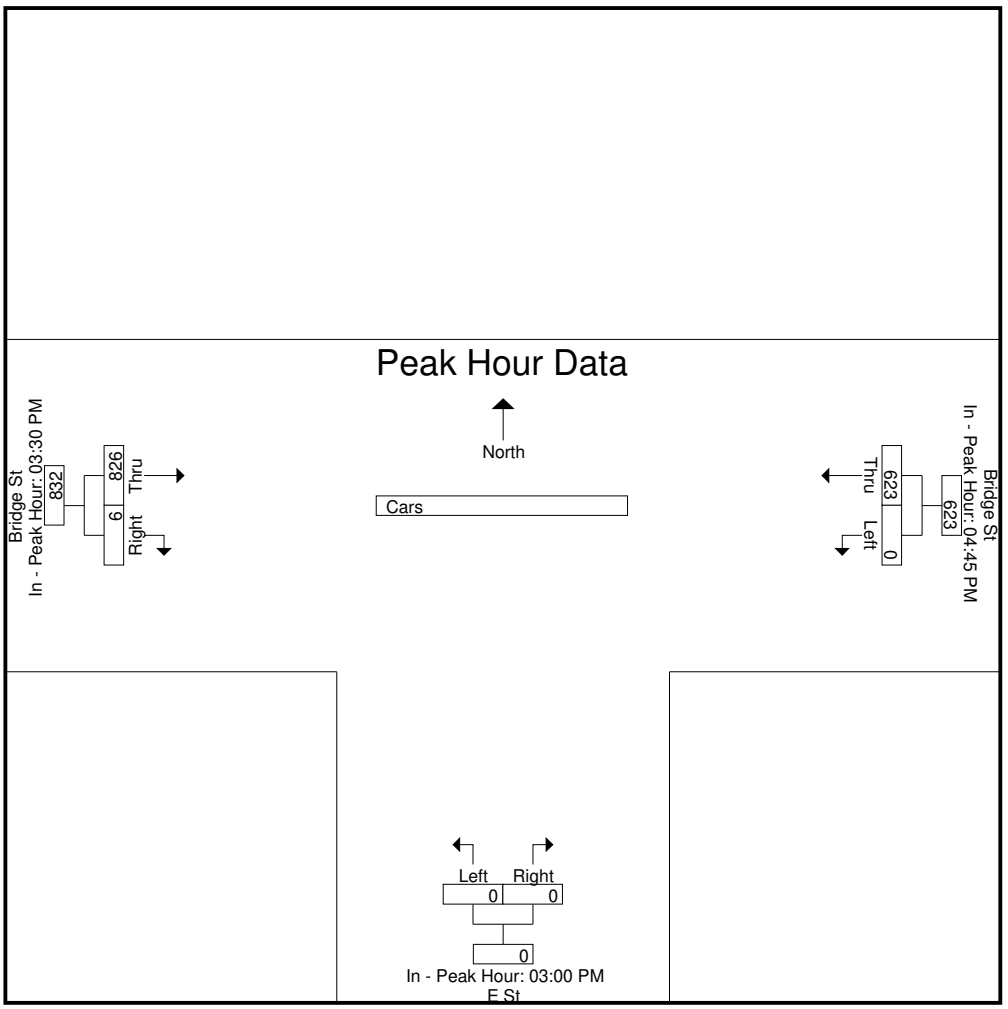
File Name : 18315007
Site Code : 18315007
Start Date : 4/10/2018
Page No : 6

	Bridge St From East			E St From South			Bridge St 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 From East		E St From South		Bridge St 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	

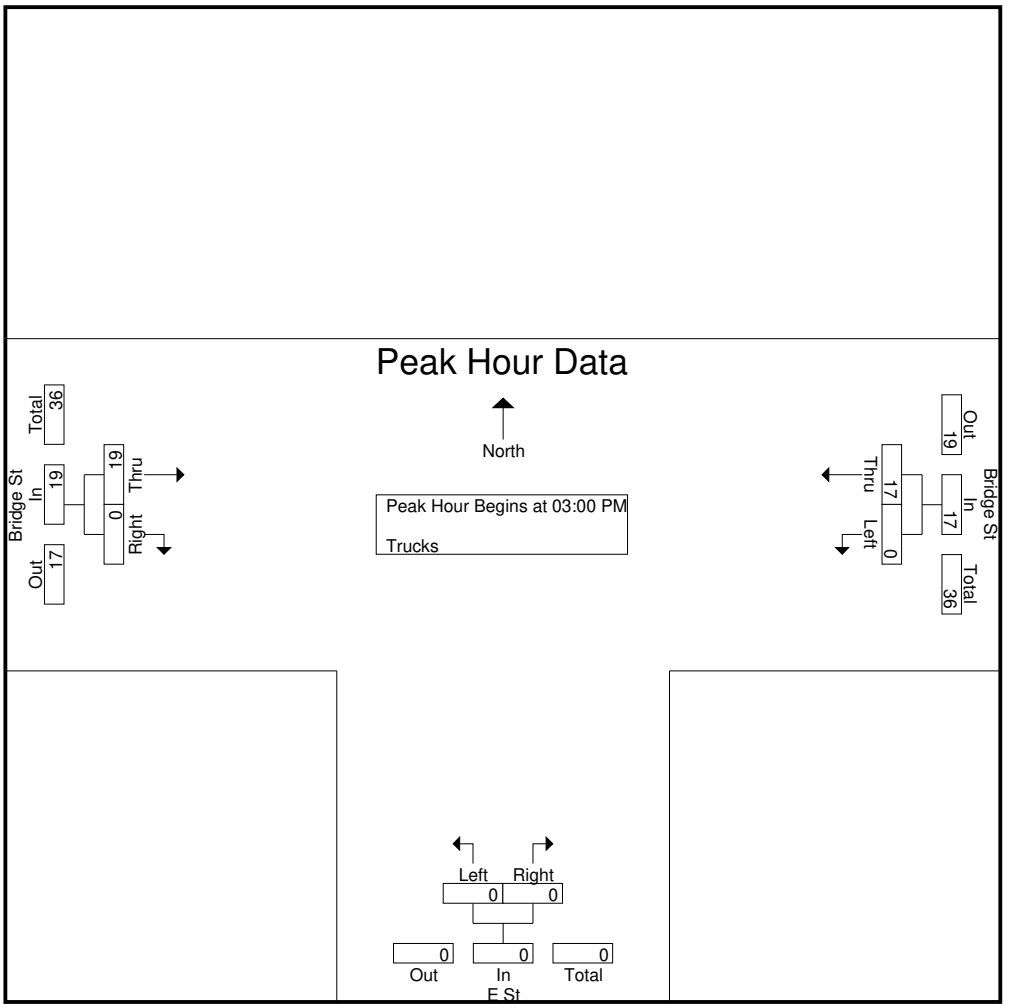
Accurate Counts

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 From East			E St From South			Bridge St 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

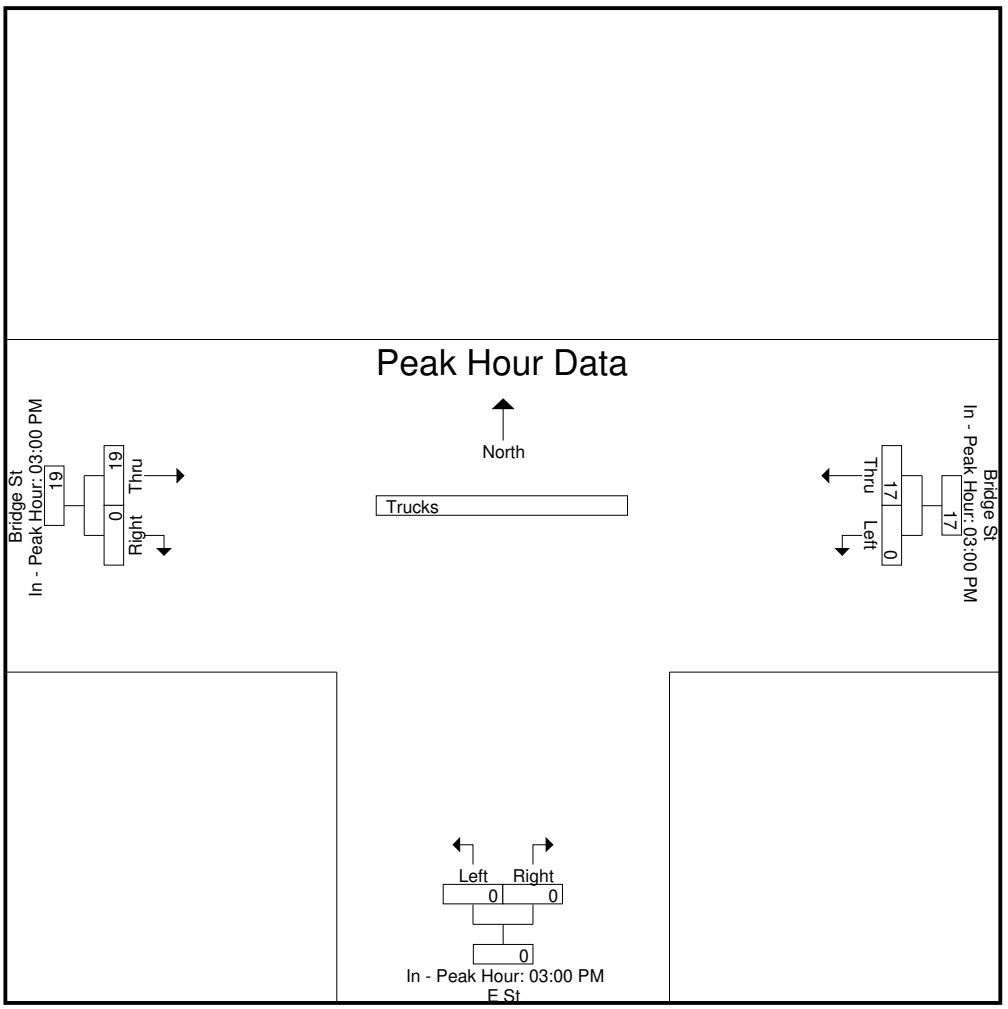
File Name : 18315007
Site Code : 18315007
Start Date : 4/10/2018
Page No : 9

	Bridge St From East			E St From South			Bridge St 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



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 : 10

Groups Printed- Bikes Peds

	Bridge St From East			E St From South			Bridge St From West					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	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	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	1	1	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	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	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	1	1	0	1
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	0	0	0	0	0	2	2	0	2
Apprch %	0	0		0	0		0	0				
Total %										100	0	

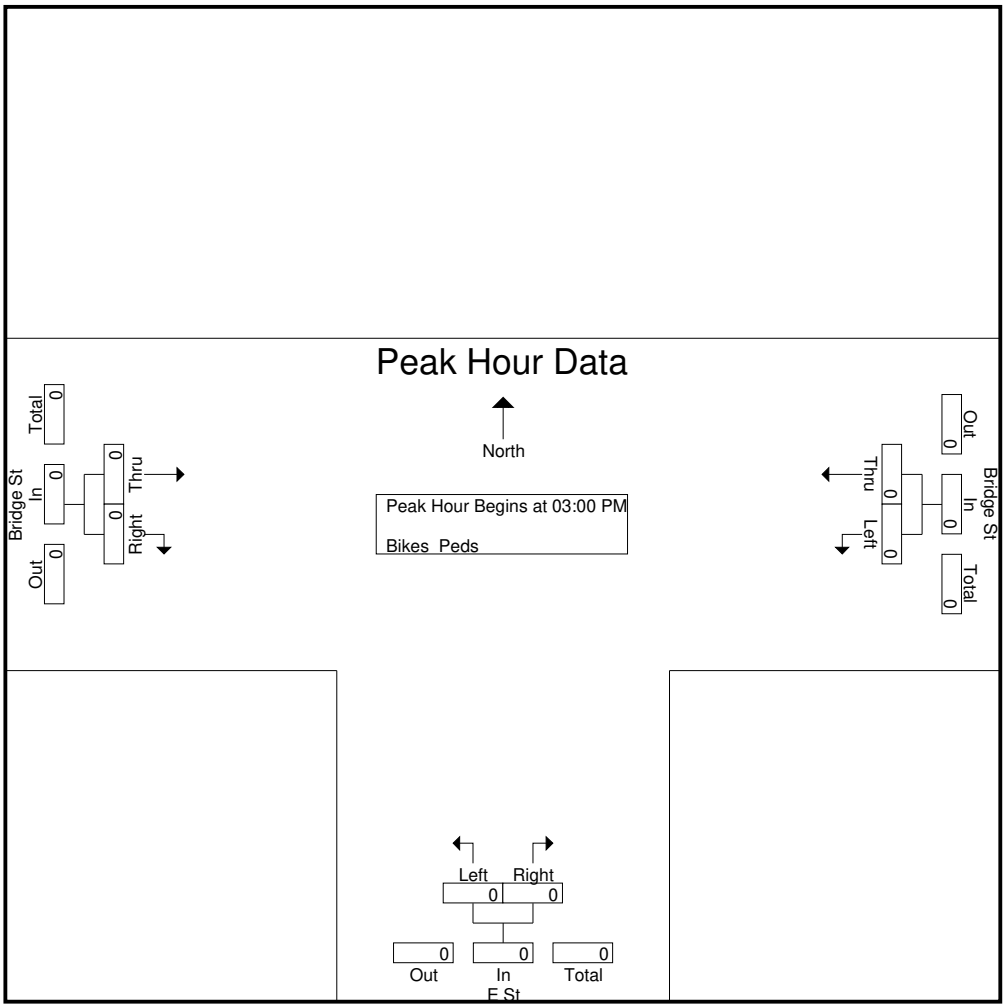
Accurate Counts

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 : 11

	Bridge St From East			E St From South			Bridge St 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

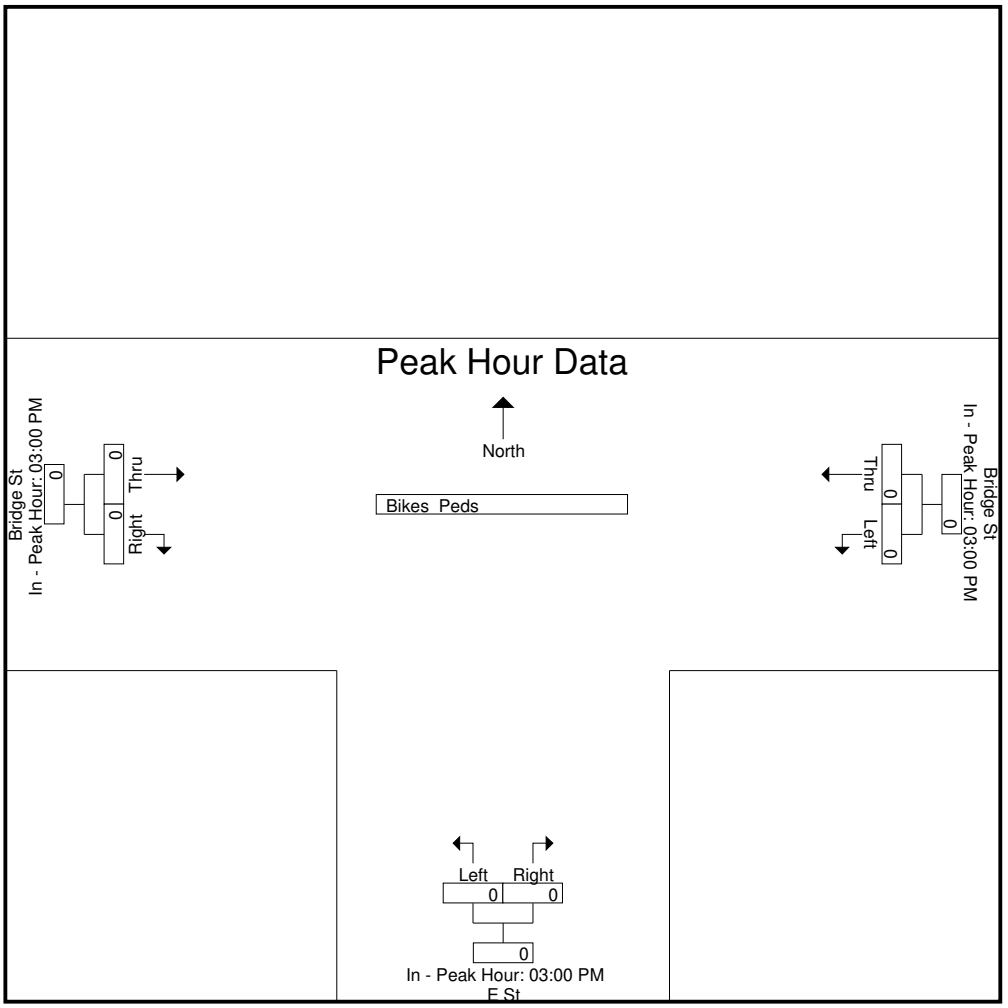
File Name : 18315007
Site Code : 18315007
Start Date : 4/10/2018
Page No : 12

	Bridge St From East			E St From South			Bridge St 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 From North		Bridge St From East		Bridge St 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

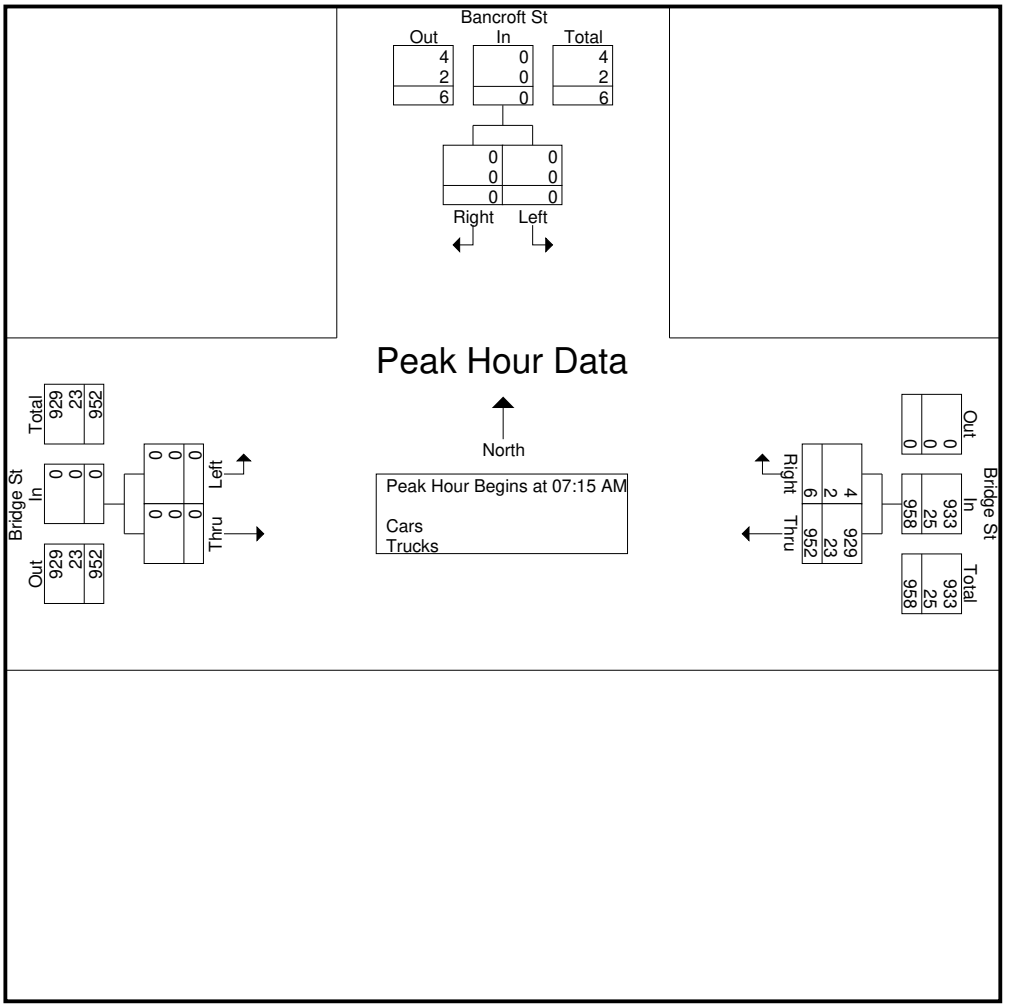
Accurate Counts

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 From North			Bridge St From East			Bridge St 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	**266**	1	**267**	0	0	0	**267**
07:45 AM	0	0	0	242	**2**	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

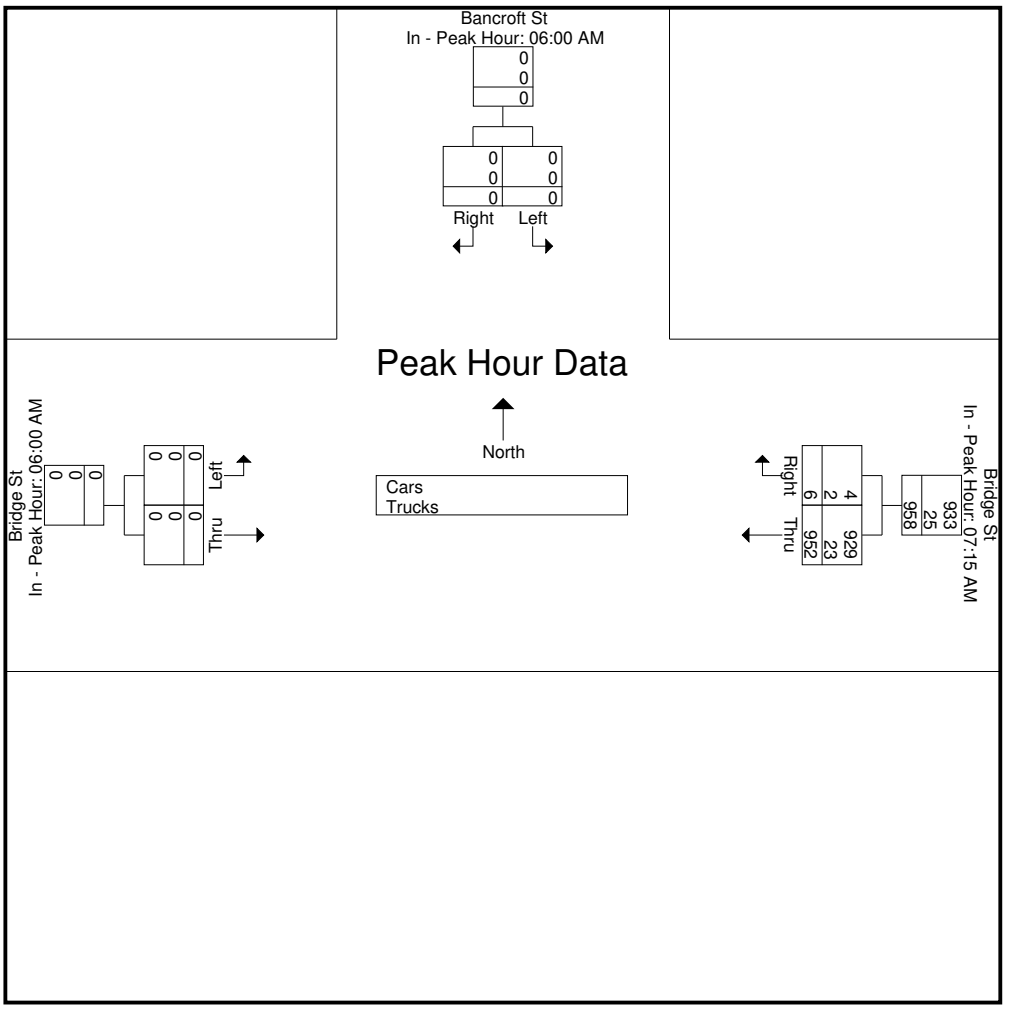
File Name : 18315008
Site Code : 18315008
Start Date : 4/10/2018
Page No : 3

	Bancroft St From North			Bridge St From East			Bridge St 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	**266**	1	**267**	0	0	0
+30 mins.	0	0	0	242	**2**	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 From North		Bridge St From East		Bridge St 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	

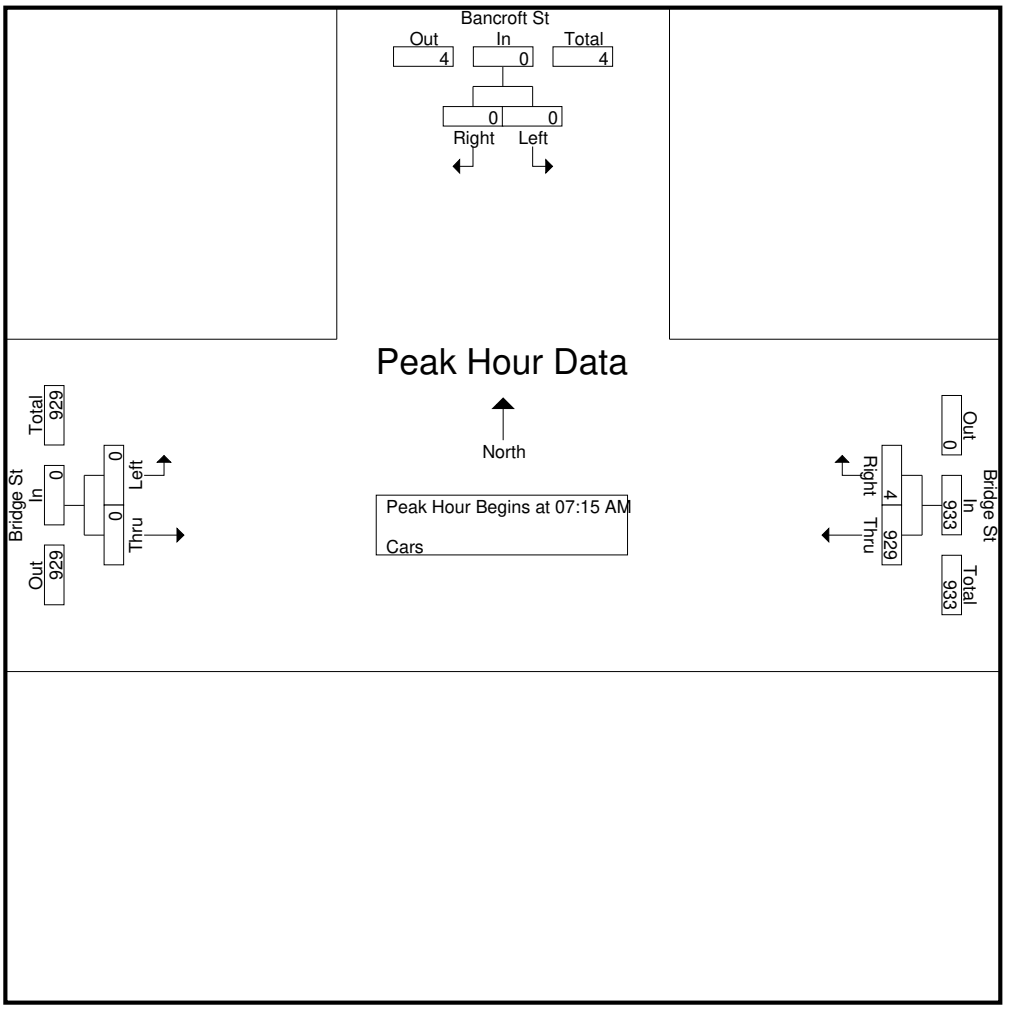
Accurate Counts

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 From North			Bridge St From East			Bridge St 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	**262**	0	**262**	0	0	0	**262**
07:45 AM	0	0	0	236	**2**	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

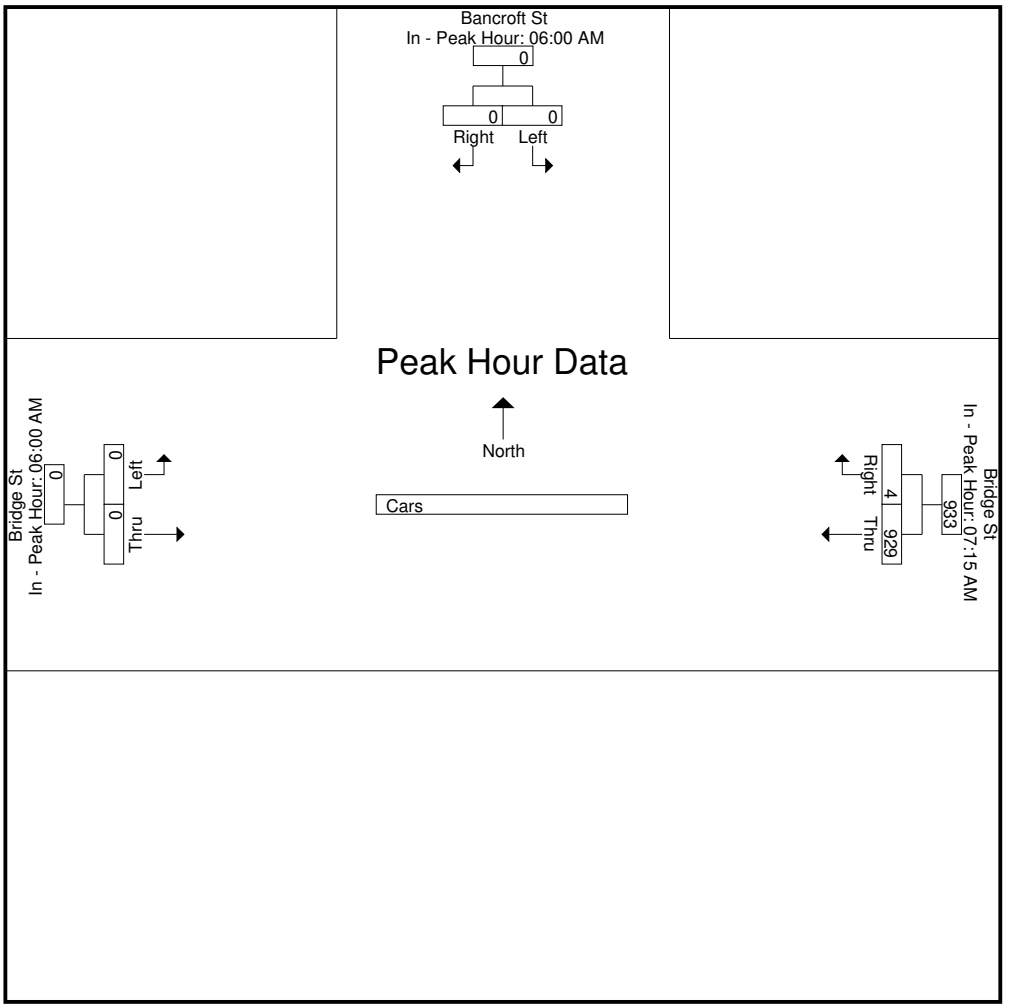
File Name : 18315008
Site Code : 18315008
Start Date : 4/10/2018
Page No : 6

	Bancroft St From North			Bridge St From East			Bridge St 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	**262**	0	**262**	0	0	0
+30 mins.	0	0	0	236	**2**	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 From North		Bridge St From East		Bridge St 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	

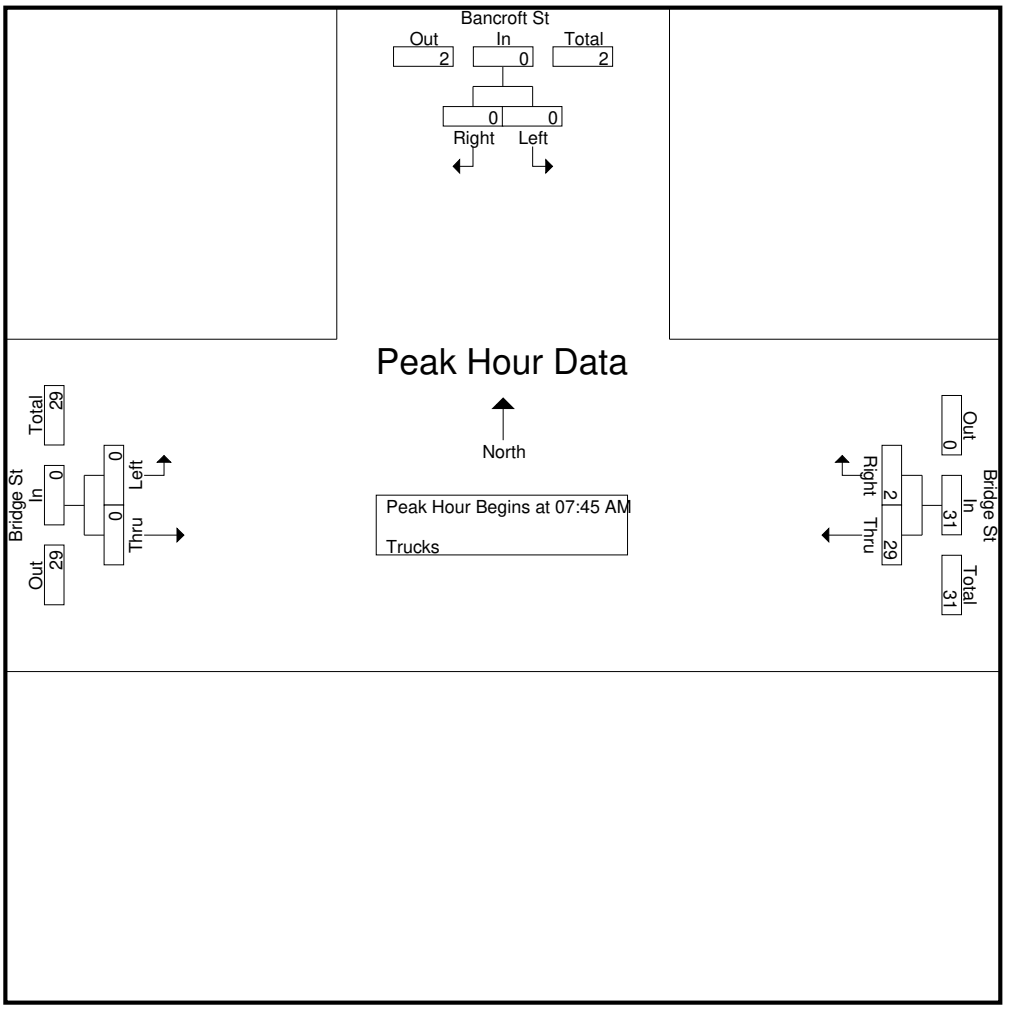
Accurate Counts

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 From North			Bridge St From East			Bridge St 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	**1**	7	0	0	0	7
08:15 AM	0	0	0	7	0	7	0	0	0	7
08:30 AM	0	0	0	**10**	1	**11**	0	0	0	**11**
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

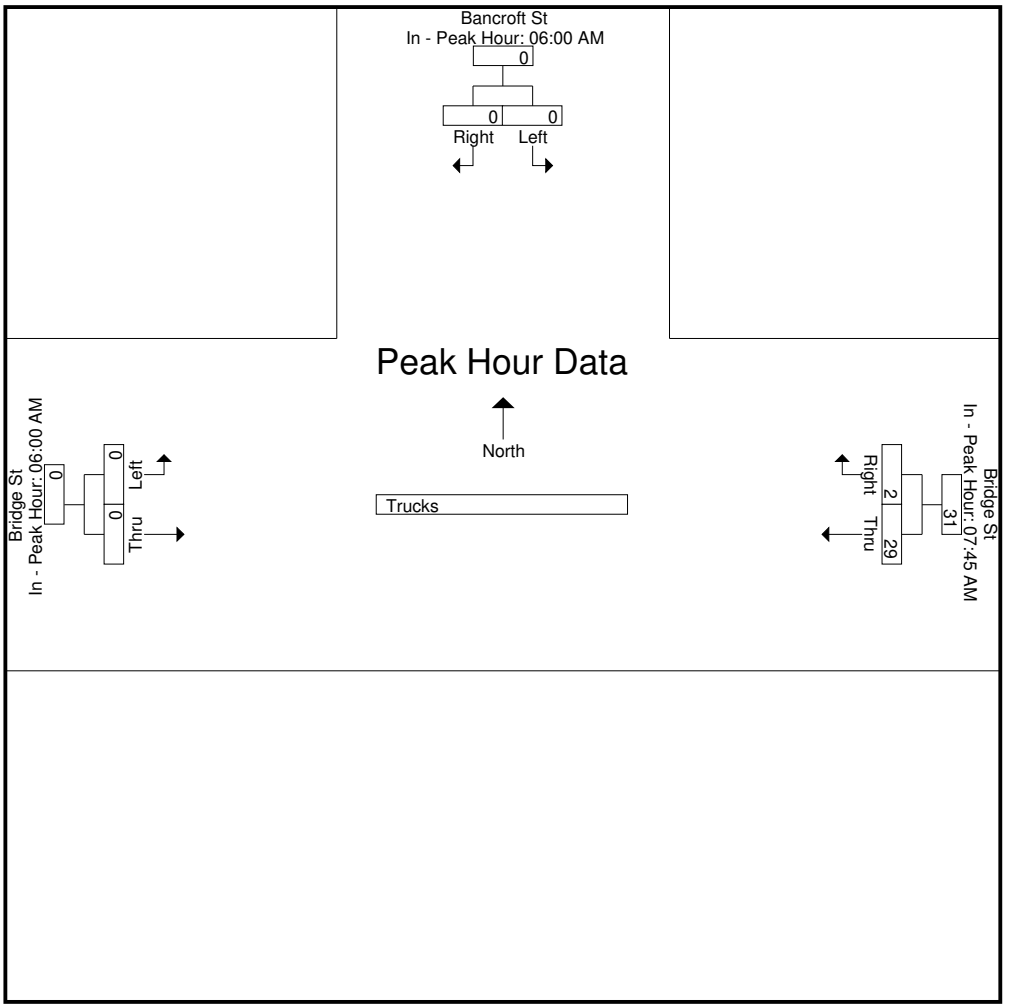
File Name : 18315008
Site Code : 18315008
Start Date : 4/10/2018
Page No : 9

	Bancroft St From North			Bridge St From East			Bridge St 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	**1**	7	0	0	0
+30 mins.	0	0	0	7	0	7	0	0	0
+45 mins.	0	0	0	**10**	1	**11**	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



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 : 10

Groups Printed- Bikes Peds

	Bancroft St From North			Bridge St From East			Bridge St 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	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0				
Total %										0	0	

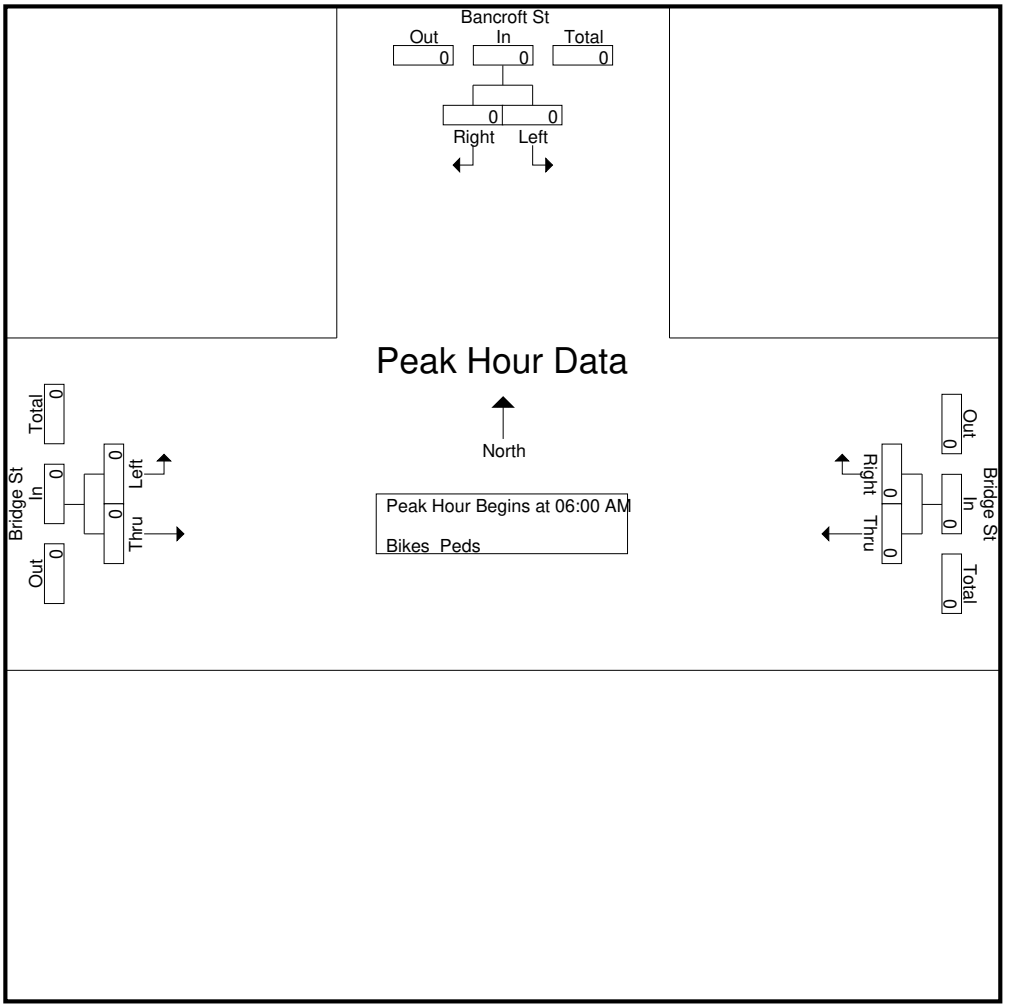
Accurate Counts

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 : 11

	Bancroft St From North			Bridge St From East			Bridge St 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

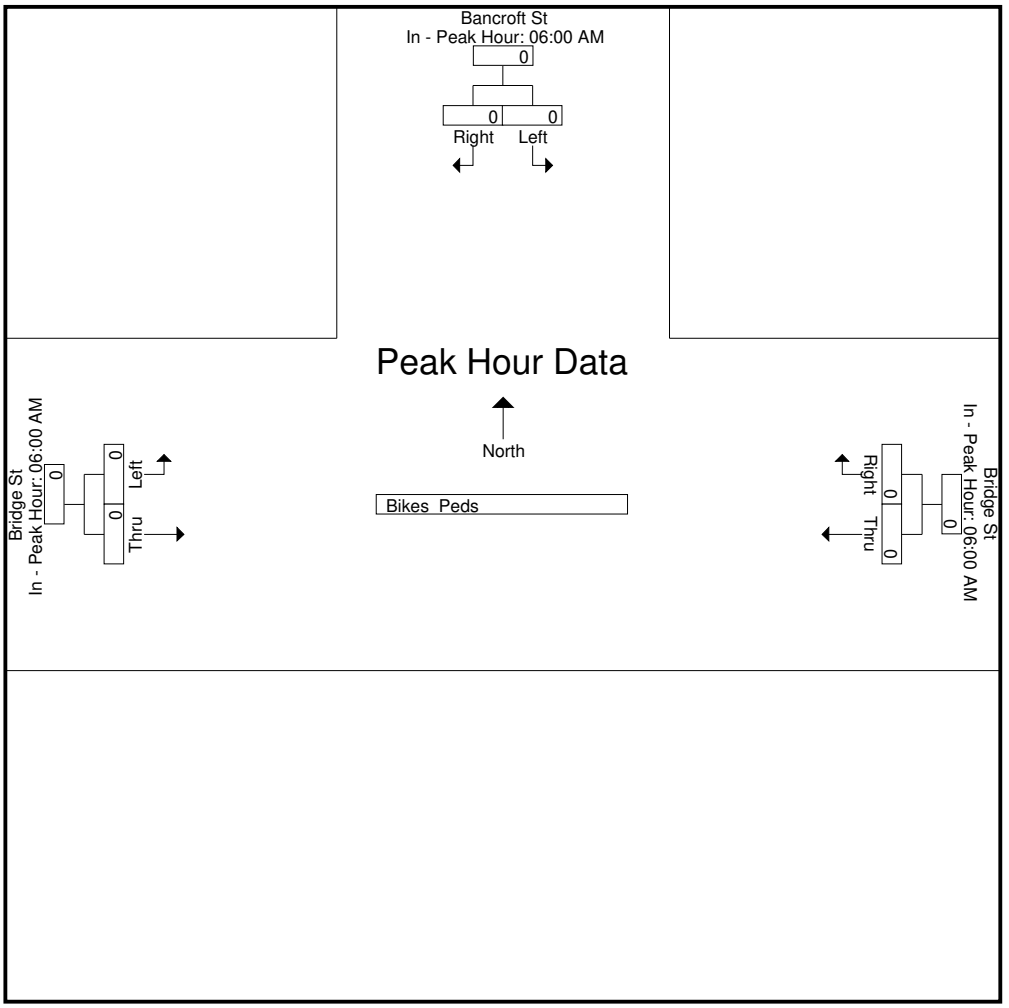
File Name : 18315008
Site Code : 18315008
Start Date : 4/10/2018
Page No : 12

	Bancroft St From North			Bridge St From East			Bridge St 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 From North		Bridge St From East		Bridge St 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

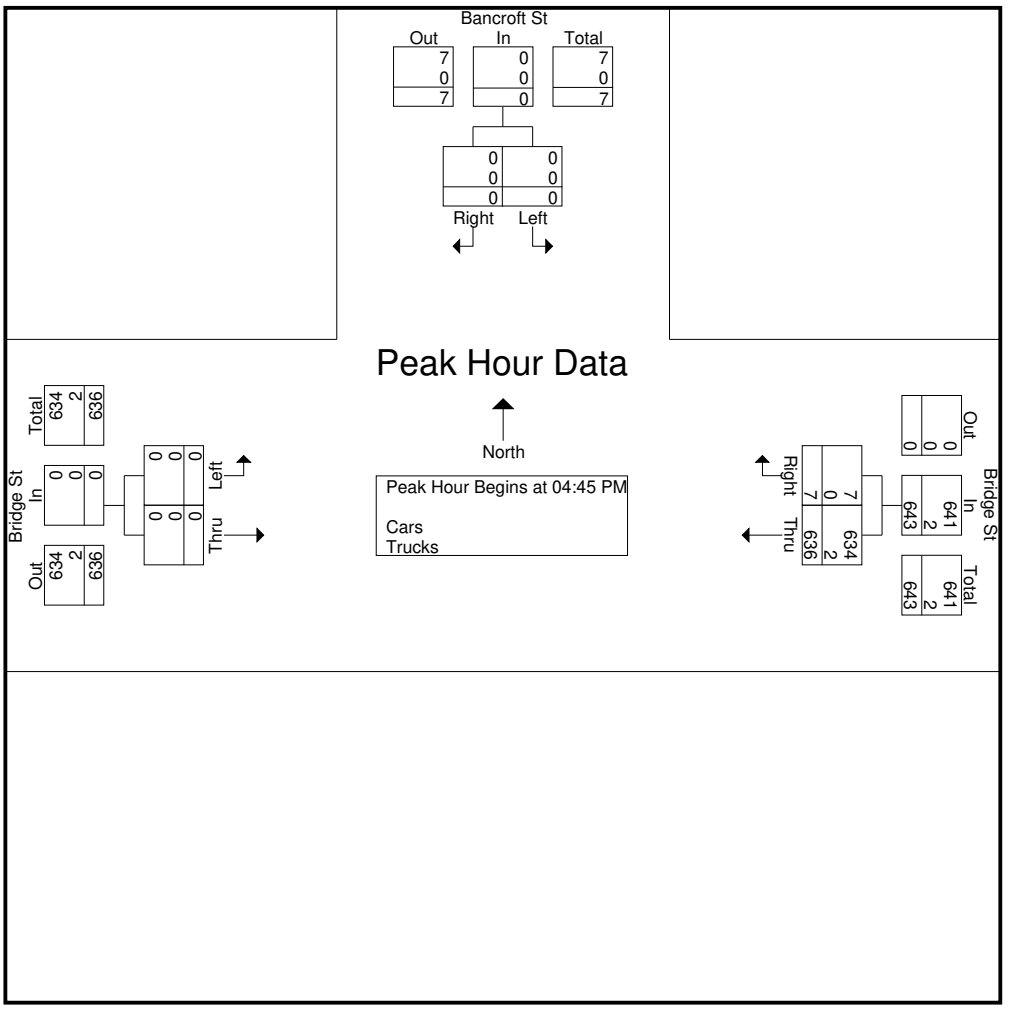
Accurate Counts

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 From North			Bridge St From East			Bridge St 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	**2**	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	**179**	2	**181**	0	0	0	**181**
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

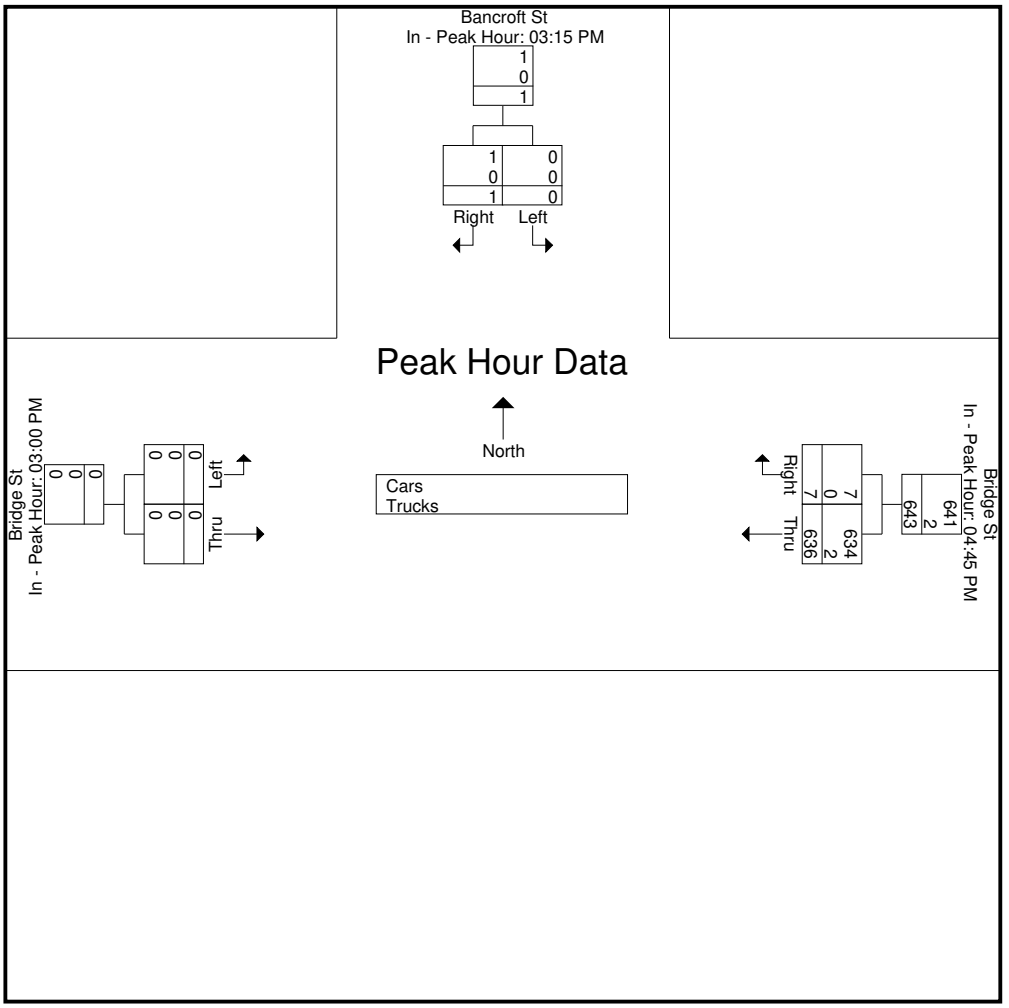
File Name : 18315008
Site Code : 18315008
Start Date : 4/10/2018
Page No : 3

	Bancroft St From North			Bridge St From East			Bridge St 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 From North		Bridge St From East		Bridge St 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	

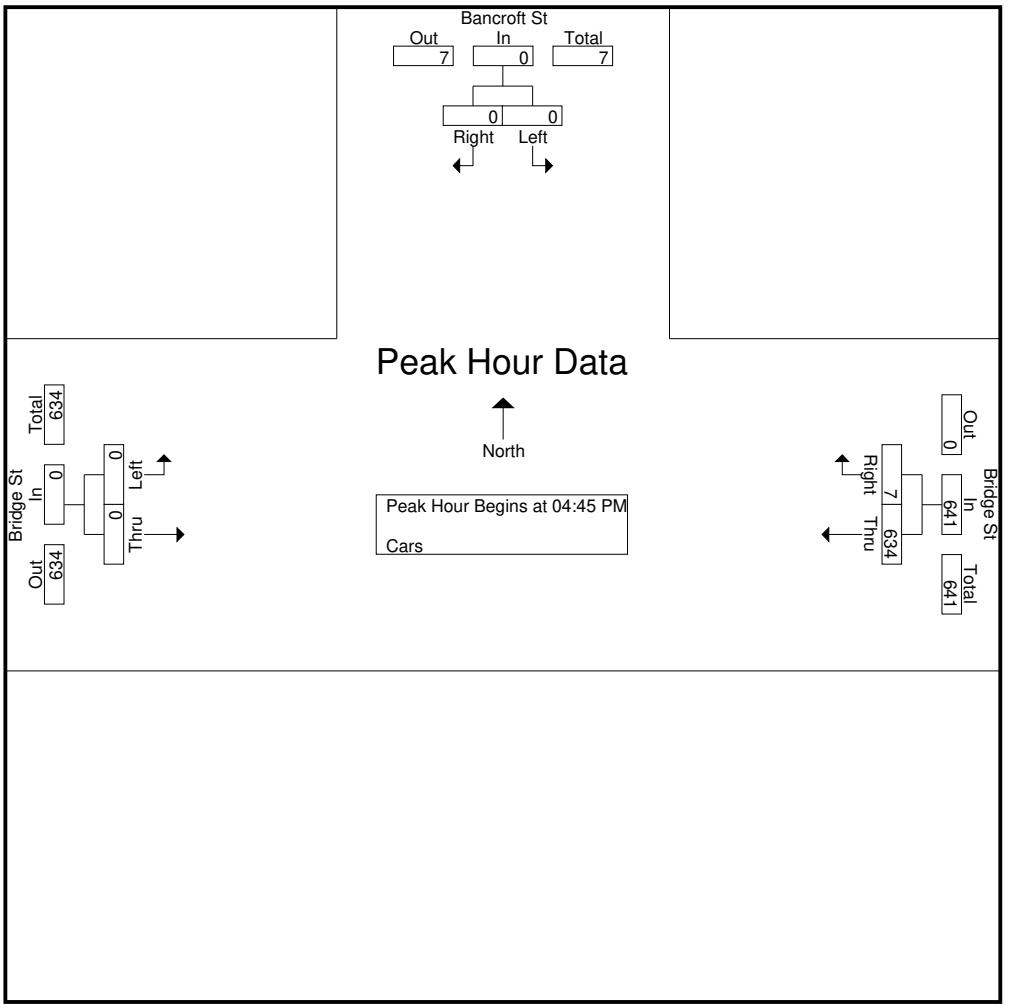
Accurate Counts

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 From North			Bridge St From East			Bridge St 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	**2**	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	**179**	2	**181**	0	0	0	**181**
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

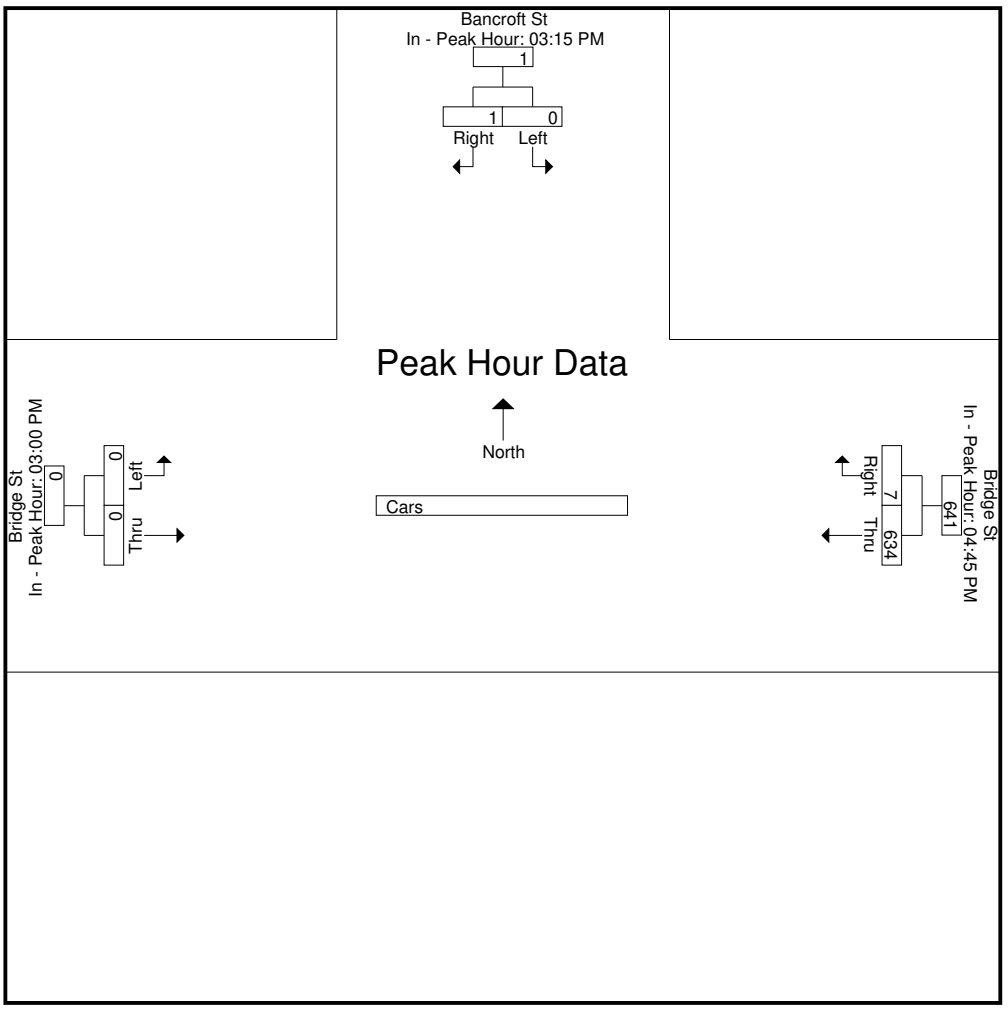
File Name : 18315008
Site Code : 18315008
Start Date : 4/10/2018
Page No : 6

	Bancroft St From North			Bridge St From East			Bridge St 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	**2**	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	**1**	**1**	**179**	2	**181**	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 From North		Bridge St From East		Bridge St 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	

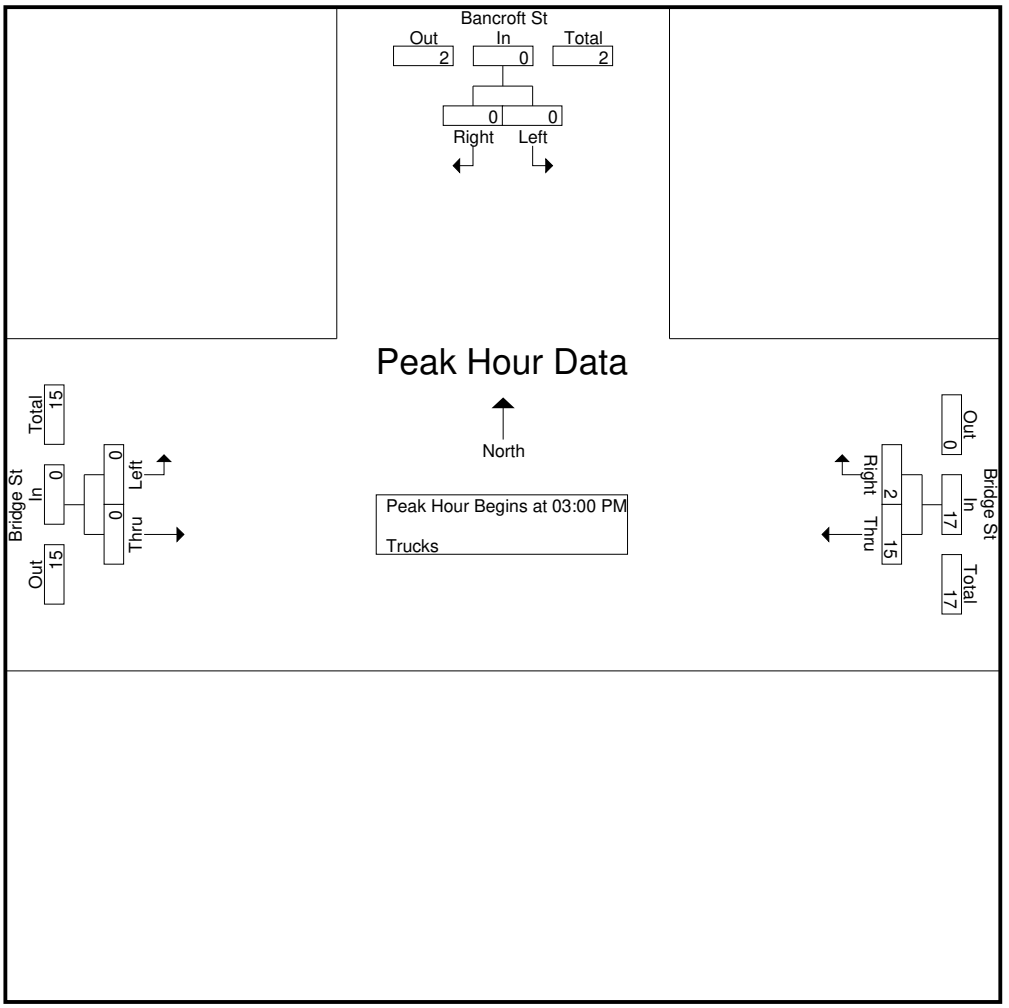
Accurate Counts

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 From North			Bridge St From East			Bridge St 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

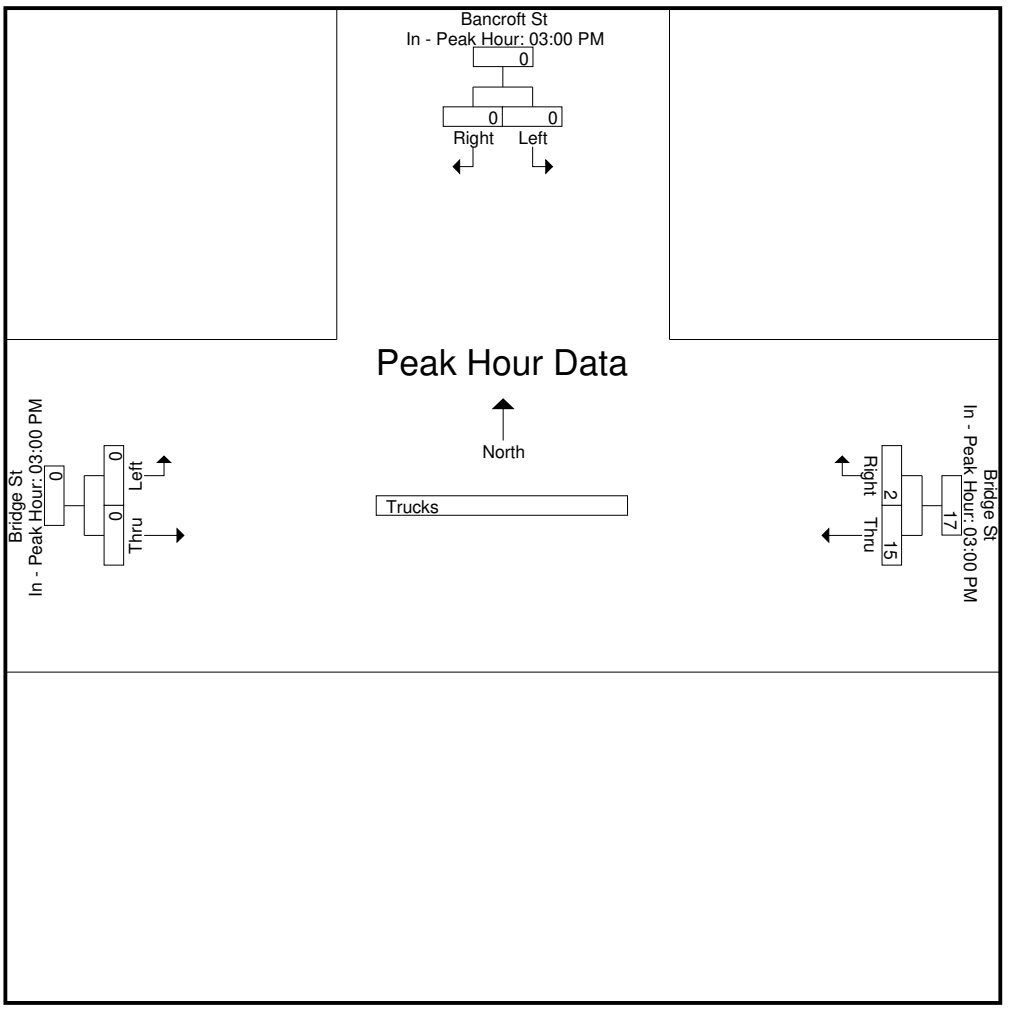
File Name : 18315008
Site Code : 18315008
Start Date : 4/10/2018
Page No : 9

	Bancroft St From North			Bridge St From East			Bridge St 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



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 : 10

Groups Printed- Bikes Peds

	Bancroft St From North			Bridge St From East			Bridge St 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	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0				
Total %										0	0	

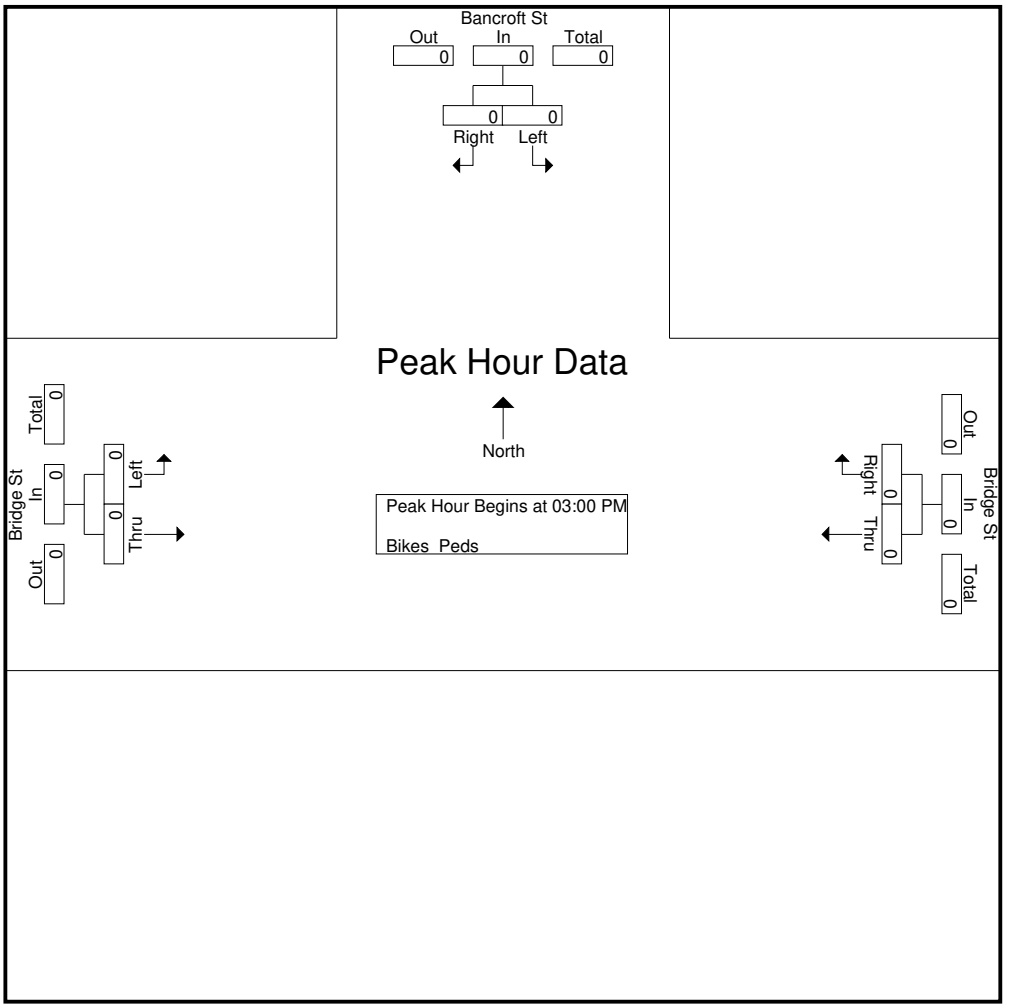
Accurate Counts

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 : 11

	Bancroft St From North			Bridge St From East			Bridge St 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

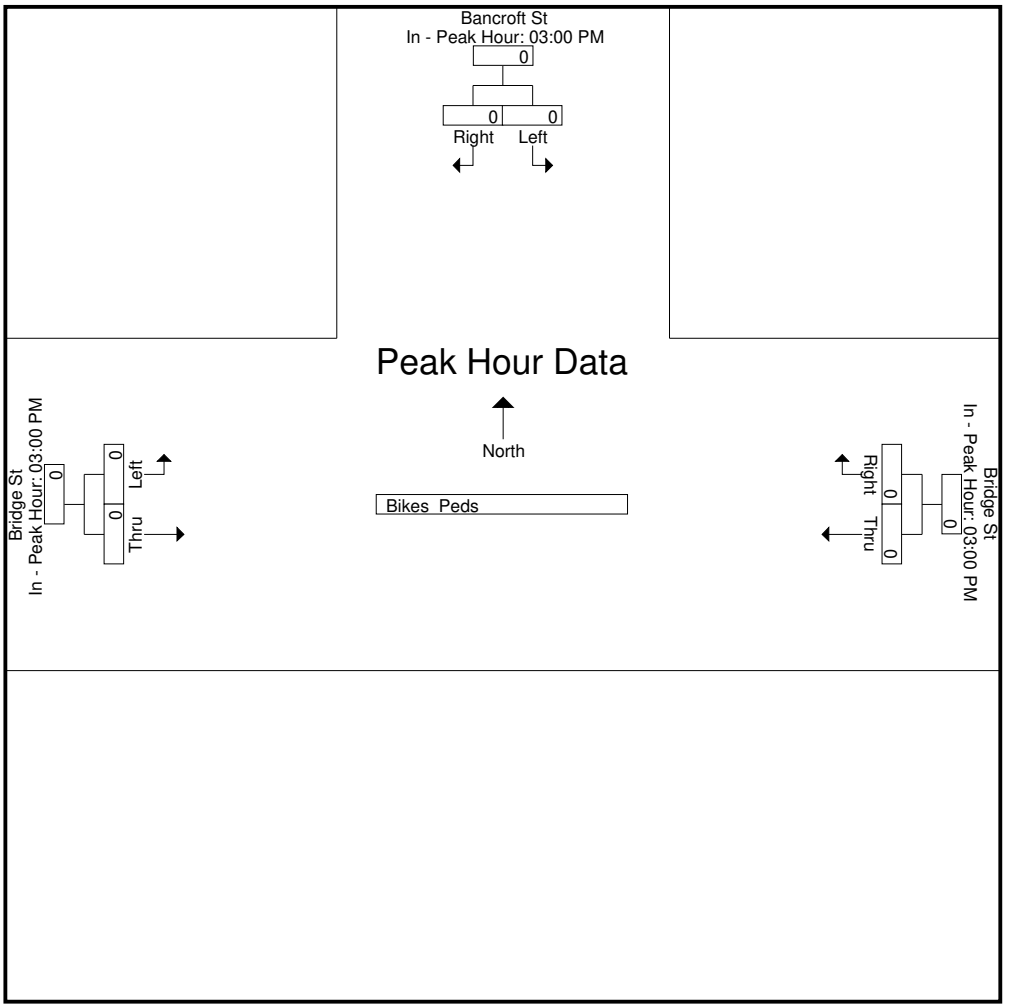
File Name : 18315008
Site Code : 18315008
Start Date : 4/10/2018
Page No : 12

	Bancroft St From North			Bridge St From East			Bridge St 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

978-664-2565

Location : Taylor Falls Bridge EB
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.	Daily Average 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

978-664-2565

Location : Taylor Falls Bridge EB
Location :
City/State: Nashua, NH

18315VLEB1

Start Time	Fri 4/13/2018 A.M.	P.M.	Sat 4/14/2018 A.M.	P.M.	Sun 4/15/2018 A.M.	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	00:30 -	10:45	12:00
Vol.	879	997 -	926	940 -	713	824 -	809	869
P.H.F.	0.931	0.878	0.977	0.971	0.905	0.892	0.932	0.966

Accurate Counts

978-664-2565

Location : Taylor Falls Bridge EB
Location :
City/State: Nashua, NH

18315VLEB1

Start Time	Mon 4/16/2018 A.M.	P.M.	Tue 4/17/2018 A.M.	P.M.	Wed 4/18/2018 A.M.	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 4/9/2018	Tue 4/10/2018	Wed 4/11/2018	Thu 4/12/2018	Fri 4/13/2018	Average Day	Sat 4/14/2018	Sun 4/15/2018	Week Average
12:00 AM	*	63	76	71	87	74	186	156	106
01:00	*	52	43	45	61	50	123	119	74
02:00	*	50	42	48	47	47	67	63	53
03:00	*	58	46	49	54	52	50	42	50
04:00	*	128	135	135	136	134	65	53	109
05:00	*	358	349	373	330	352	156	80	274
06:00	*	656	658	623	627	641	278	133	496
07:00	*	802	**804**	807	820	808	450	235	653
08:00	*	**808**	767	**826**	**879**	**820**	630	336	708
09:00	*	742	735	720	771	742	799	554	720
10:00	*	702	722	729	754	727	884	629	737
11:00	*	756	773	775	816	780	**902**	**707**	**788**
12:00 PM	*	748	783	789	867	797	**925**	**818**	822
01:00	*	766	803	858	837	816	911	769	824
02:00	*	926	921	936	875	914	837	723	870
03:00	*	**1026**	**1012**	**1082**	**997**	**1029**	853	689	**943**
04:00	*	747	968	845	926	872	796	661	824
05:00	*	564	780	612	825	695	727	591	683
06:00	*	726	959	910	867	866	638	517	770
07:00	*	699	743	684	690	704	541	476	639
08:00	*	600	628	613	609	612	483	381	552
09:00	*	414	487	463	537	475	449	240	432
10:00	*	276	322	301	475	344	340	183	316
11:00	*	181	179	200	296	214	246	128	205
Day Total	0	12848	13735	13494	14183	13565	12336	9283	12648
% Avg. WkDay	0.0%	94.7%	101.3%	99.5%	104.6%				
% Avg. 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 4/16/2018	Tue 4/17/2018	Wed 4/18/2018	Thu 4/19/2018	Fri 4/20/2018	Average Day	Sat 4/21/2018	Sun 4/22/2018	Week 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	**747**	*	*	*	*	**747**	*	*	**747**
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	**1114**	*	*	*	*	**1114**	*	*	**1114**
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

978-664-2565

Location : Taylor Falls Bridge EB
Location :
City/State: Nashua, NH

18315SPEB1

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	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

978-664-2565

Location : Taylor Falls Bridge EB
Location :
City/State: Nashua, NH

18315SPEB1

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	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

978-664-2565

Location : Taylor Falls Bridge EB
Location :
City/State: Nashua, NH

18315SPEB1

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	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

978-664-2565

Location : Taylor Falls Bridge EB
Location :
City/State: Nashua, NH

18315SPEB1

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	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 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	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

978-664-2565

Location : Taylor Falls Bridge EB
Location :
City/State: Nashua, NH

18315SPEB1

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	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

978-664-2565

Location : Taylor Falls Bridge EB
Location :
City/State: Nashua, NH

18315SPEB1

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	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

978-664-2565

Location : Taylor Falls Bridge WB
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.	Daily Average 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

978-664-2565

Location : Taylor Falls Bridge WB
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.	Daily Average 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.	Daily Average 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 4/9/2018	Tue 4/10/2018	Wed 4/11/2018	Thu 4/12/2018	Fri 4/13/2018	Average Day	Sat 4/14/2018	Sun 4/15/2018	Week Average
12:00 AM	*	65	55	80	73	68	132	139	91
01:00	*	40	30	46	49	41	70	92	54
02:00	*	37	36	41	39	38	57	39	42
03:00	*	55	50	48	52	51	40	31	46
04:00	*	143	155	155	145	150	72	28	116
05:00	*	426	389	429	431	419	184	103	327
06:00	*	880	842	843	877	860	354	202	666
07:00	*	**1129**	979	1018	1128	1064	540	283	846
08:00	*	1113	**1015**	**1068**	**1140**	**1084**	703	463	**917**
09:00	*	820	784	833	825	816	839	609	785
10:00	*	760	789	805	812	792	834	692	782
11:00	*	730	734	768	806	760	**953**	**694**	781
12:00 PM	*	778	766	765	801	778	**920**	**735**	794
01:00	*	751	769	816	827	791	871	726	793
02:00	*	839	828	893	926	872	820	695	834
03:00	*	**946**	931	906	972	939	852	667	879
04:00	*	915	907	945	936	926	742	618	844
05:00	*	929	**942**	**986**	**1058**	**979**	782	594	**882**
06:00	*	741	784	795	891	803	631	523	728
07:00	*	560	599	590	678	607	498	425	558
08:00	*	399	474	475	520	467	403	309	430
09:00	*	341	402	352	445	385	403	229	362
10:00	*	232	251	235	361	270	304	148	255
11:00	*	139	138	130	241	162	230	113	165
Day Total	0	13768	13649	14022	15033	14122	12234	9157	12977
% Avg. WkDay	0.0%	97.5%	96.7%	99.3%	106.5%				
% Avg. 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 4/16/2018	Tue 4/17/2018	Wed 4/18/2018	Thu 4/19/2018	Fri 4/20/2018	Average Day	Sat 4/21/2018	Sun 4/22/2018	Week 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	**1152**	*	*	*	*	**1152**	*	*	**1152**
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	**930**	*	*	*	*	**930**	*	*	**930**
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. 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.	1152	-	-	-	-	1152	-	-	1152
PM Peak	15:00	-	-	-	-	15:00	-	-	15:00
Vol.	930	-	-	-	-	930	-	-	930
Grand Total	13409	13768	13649	14022	15033	27531	12234	9157	26386

ADT ADT 13,039 AADT 13,039

Accurate Counts

978-664-2565

Location : Taylor Falls Bridge WB
Location :
City/State: Nashua, NH

18315SPWB1

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	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

978-664-2565

Location : Taylor Falls Bridge WB
Location :
City/State: Nashua, NH

18315SPWB1

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	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

978-664-2565

Location : Taylor Falls Bridge WB
Location :
City/State: Nashua, NH

18315SPWB1

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	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

978-664-2565

Location : Taylor Falls Bridge WB
Location :
City/State: Nashua, NH

18315SPWB1

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	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

978-664-2565

Location : Taylor Falls Bridge WB
Location :
City/State: Nashua, NH

18315SPWB1

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	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

978-664-2565

Location : Taylor Falls Bridge WB
Location :
City/State: Nashua, NH

18315SPWB1

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	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

978-664-2565

Location : Taylor Falls Bridge WB
Location :
City/State: Nashua, NH

18315SPWB1

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	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

New Hampshire DOT

MS2

Transportation Data Management System

Home | TMC | TCLS | TTDS | PMS | PMDS | RDMS | RMDS | PMMS | WIDES | RTTV

Login | Locate | Locate All | Email This

Auto-Locate OFF

List View | All Data

Record 1 of 1 Goto Record go

Location ID	32015011	MPO ID	
Type	HPMS	HPMS ID	
On NHS	Yes	On HPMS	Yes
LRS ID	5000011	LRS Loc PL	
SF Group	34	Route Type	
GF Group	32	Route	
CF Group	E	Active	Yes
Class Dist Grp	Default	Category	1
Seas Class Grp	Default		
WIM Group	Default		
QC Group	Perm		
FHWA Class	Other Principal Arterial	Milepost	
Located On	Ferry St		
Loc On Alias	NH 111 (FERRY ST) IN THE VICINITY EAST OF MERRIMACK RIVER (SB-WB) (01/31/2008-01/31/2009)		

PR	MP	PT

More Detail

STATION DATA — Show Data

Directions: BOTH | EB | WB

1 2 1 2

AADT

	Year	AADT	Dir+Ob	K %	D %	P/A	DC	Inc
	2017	31,000*				29,365 (93%)	2,281 (7%)	Grown from 2016
	2016	31,046						
	2015	32,439						
	2014	32,288	0	53				
	2013	32,565	0					

1-5 of 39

Travel Demand Model

	Model Year	Model AADT	AM PMV	AM PPV	MD PMV	MD PPV	PM PMV	PM PPV	NT PMV	NT PPV

VOLUME COUNT

	Date	Int	Total
	Fri 1/26/2018	60	36,411
	Thu 1/25/2018	60	35,193
	Wed 1/24/2018	60	34,810
	Tue 1/23/2018	60	33,797
	Mon 1/22/2018	60	33,165
	Sun 1/21/2018	60	31,213
	Sat 1/20/2018	60	25,966
	Fri 1/19/2018	60	36,210
	Thu 1/18/2018	60	35,103
	Wed 1/17/2018	60	35,341

1-10 of 2202 — To Date

VOLUME TREND

Year	Annual Growth
2017	2%
2016	-4%
2015	1%
2014	-1%
2013	-2%
2012	-2%
2011	-2%
2010	2%
2009	-1%
2008	0%

1-10 of 39

SPEED

Date	Int	Pace	85th	Total

No Data

CLASSIFICATION

Date	Int	Total

No Data

WEIGH-IN-MOTION

PER VEHICLE

New Hampshire DOT

MS2

Transportation Data Management System

Home | TMC | TCLS | TTDS | PMS | PMDS | RDMS | RMDS | PMMS | WIDES | RTTV

Login | Locate | Locate All | Email This

Auto-Locate OFF

List View | All Data

Record 1 of 1 Goto Record go

Location ID	32015011	MPO ID	
Type	HPMS	HPMS ID	
On NHS	Yes	On HPMS	Yes
LRS ID	5000011	LRS Loc PL	
SF Group	34	Route Type	
GF Group	32	Route	
CF Group	E	Active	Yes
Class Dist Grp	Default	Category	1
Seas Class Grp	Default		
WIM Group	Default		
QC Group	Perm		
FHWA Class	Other Principal Arterial	Milepost	
Located On	Ferry St		
Loc On Alias	NH 111 (FERRY ST) IN THE VICINITY EAST OF MERRIMACK RIVER (SB-WB) (01/31/2008-01/31/2009)		

PR	MP	PT

More Detail

STATION DATA — Show Data

Directions: BOTH | EB | WB

1 2 1 2

AADT

	Year	AADT	Dir+Ob	K %	D %	P/A	DC	Inc
	2017	31,000*				29,365 (93%)	2,281 (7%)	Grown from 2016
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1-5 of 39

Travel Demand Model

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1-10 of 2202 — To Date

VOLUME TREND

Year	Annual Growth
2017	2%
2016	-4%
2015	1%
2014	-1%
2013	-2%
2012	-2%
2011	-2%
2010	2%
2009	-1%
2008	0%

1-10 of 39

SPEED

Date	Int	Pace	85th	Total

No Data

CLASSIFICATION

Date	Int	Total

No Data

WEIGH-IN-MOTION

PER VEHICLE

- Traffic Adjustment Factors

Year 2016 Monthly Data

Group 4 Averages: Urban Highways

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

Average ADT: 15,677

Peak ADT: 17,007

GROUP	COUNTER
04	02051003
04	02089001
04	02091001
04	62099056
04	72099278
04	02125001
04	02133021
04	82197076
04	02229022
04	02253025
04	02255001
04	02287001
04	02297001
04	02303001
04	02315051
04	02339001
04	02345001
04	62387052
04	62389040
04	02445001
04	02489001

TOWN	LOCATION
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)

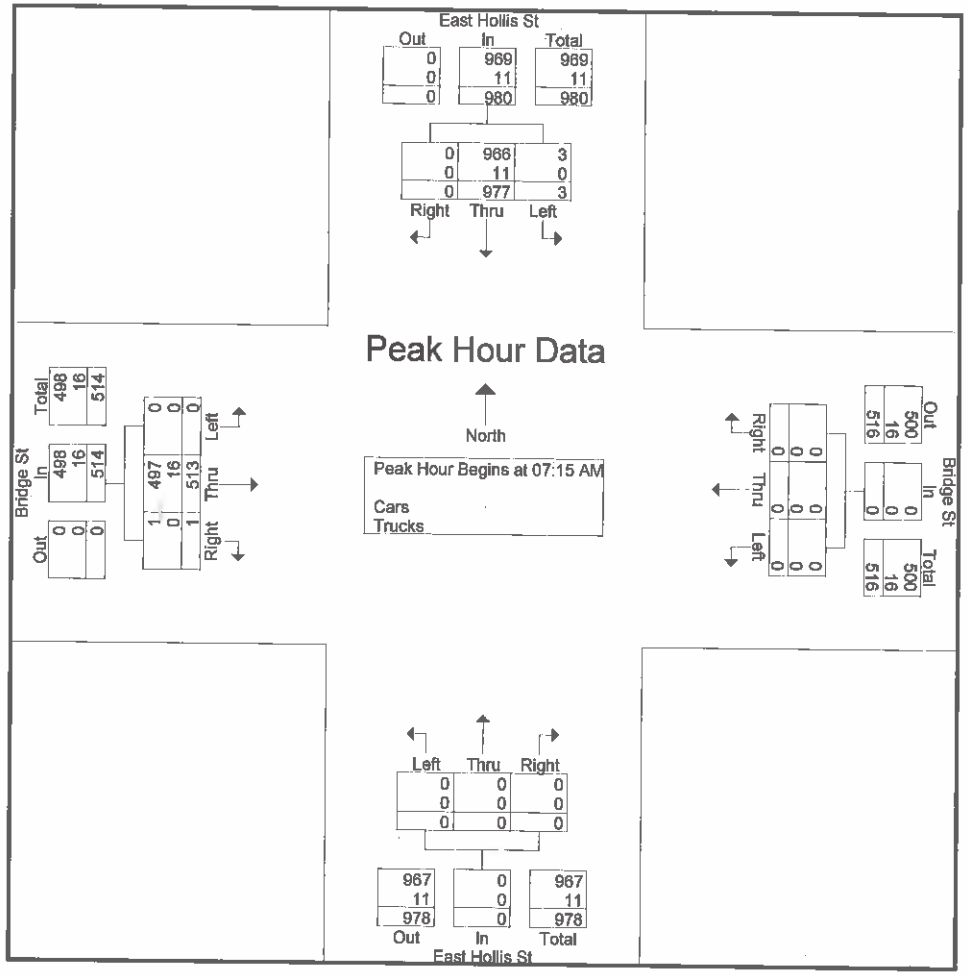
- Traffic Calculations

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 : 3

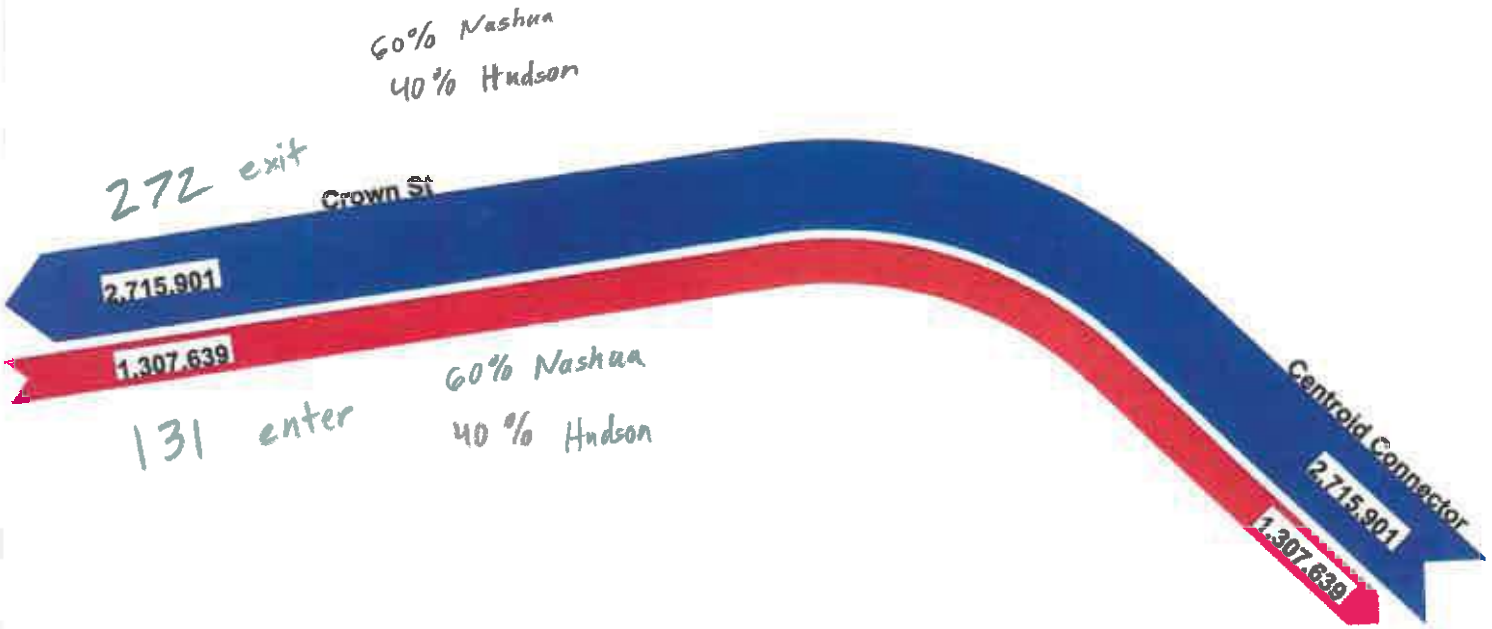


Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

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

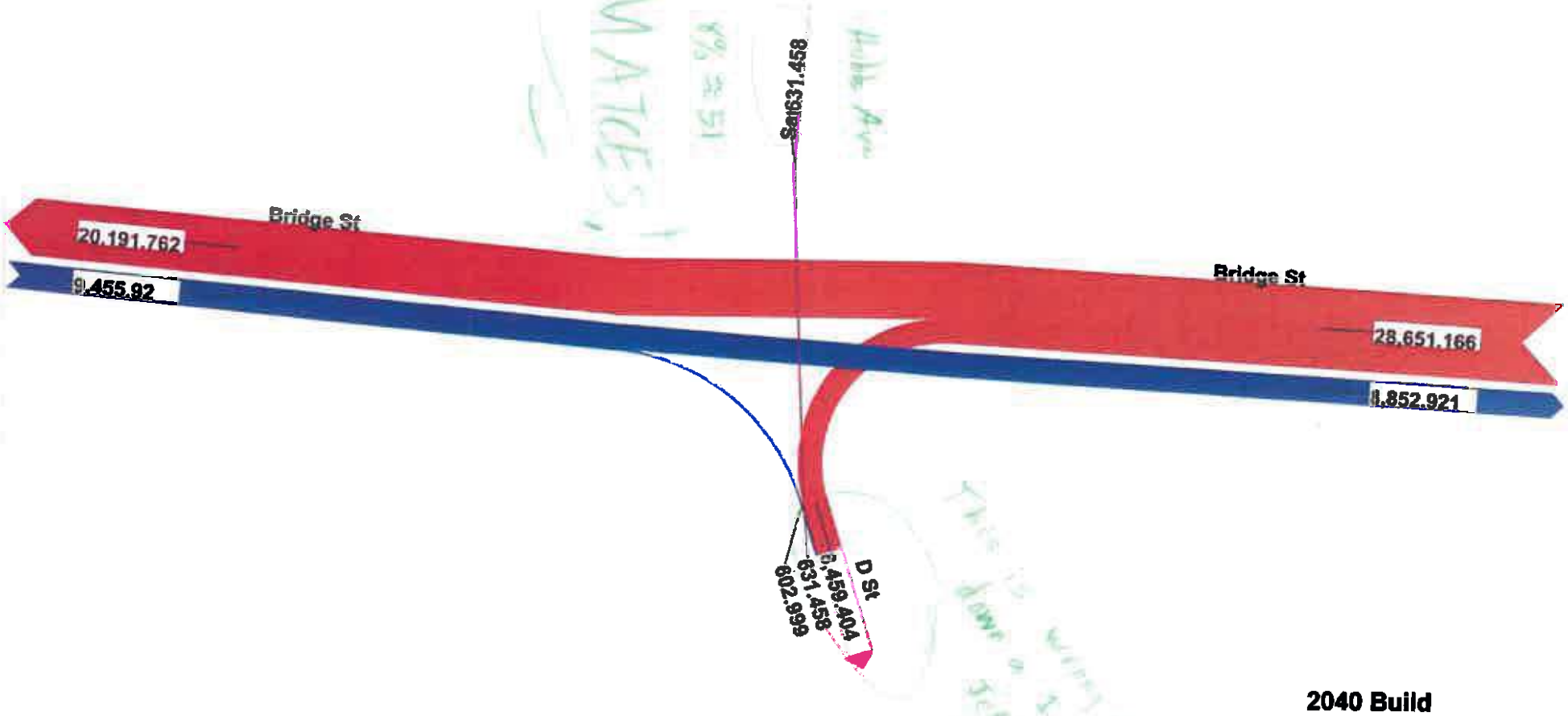
Crown St



Crown St

2040 Build

Bridge St Middle



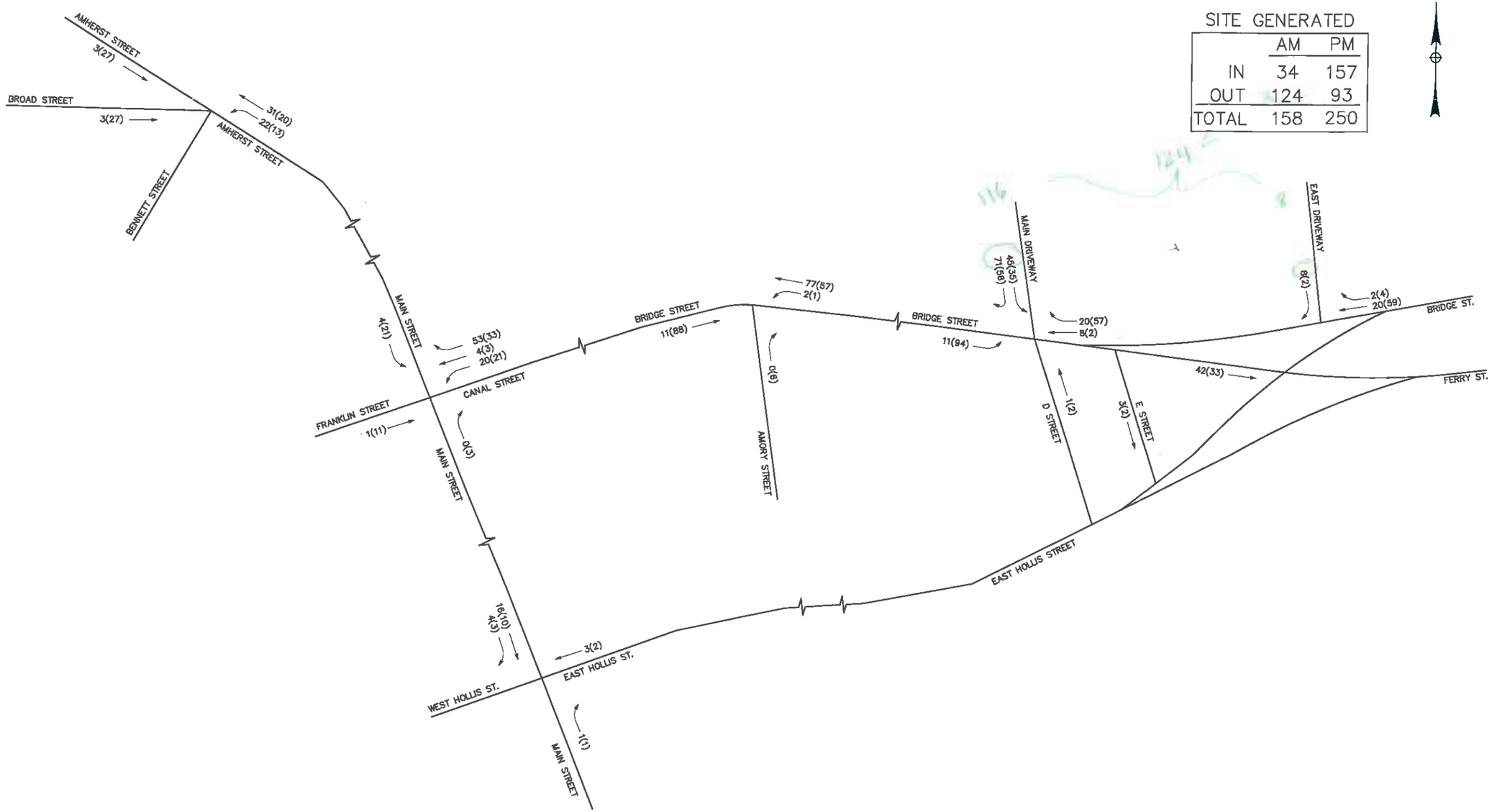
2040 Build

		Restaurant	Retail	Residential	Site Totals
AM Peak	entering	12	2	12	26
	exiting	11	1	58	70
	total	23	3	70	96

		Restaurant	Retail	Residential	Site Totals
PM Peak	entering	13	15	55	83
	exiting	9	18	27	54
	total	22	33	82	137

SITE GENERATED

	AM	PM
IN	34	157
OUT	124	93
TOTAL	158	250



LEGEND

XXXX Weekday AM Peak Hour Volume
(XXXX) Weekday PM Peak Hour Volume

Turning Movements

Volumes between intersections do not balance due to number of driveways and side streets between intersections.

REV	DATE	DESCRIPTION	BY

McFarland Johnson
53 REGIONAL DRIVE, CONCORD, NH 03301-5022
PH: 603-225-2978 FAX: 603-225-0065

Bridge Street Development
Renaissance Downtowns, LLC
Nashua, NH

SITE GENERATED TRAFFIC VOLUMES

SCALE: N.T.S.	DESIGN: JWS	SHEET: FIGURE 10
DRAWN: JWS	PROJECT: 17766.01	
CHECKED: CPB	DATE: JAN. 2013	

Archive

Synchro AH. 1

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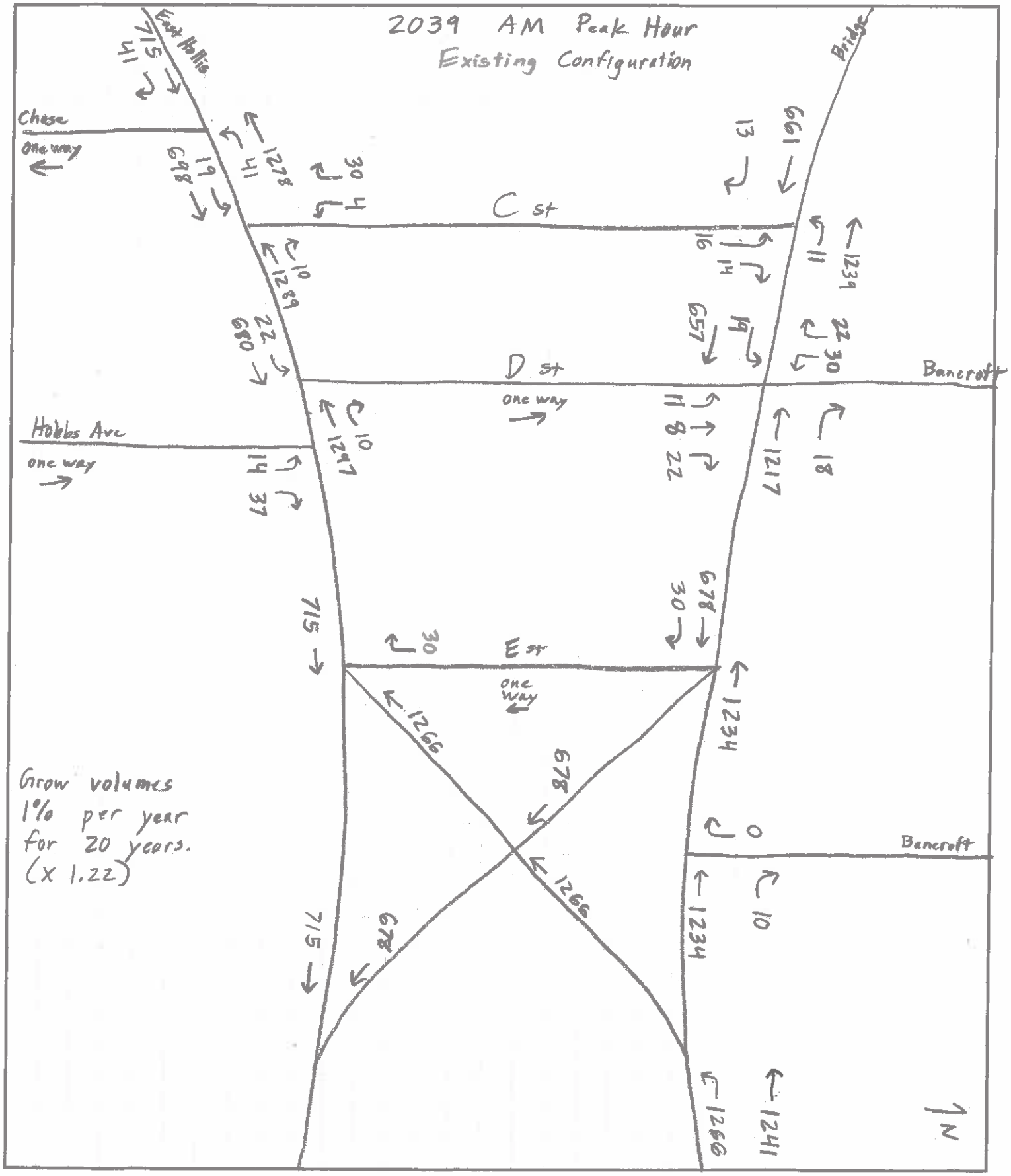
JOB East Hollis St
SHEET NO. 4A OF
CALCULATED BY SKI DATE 3/18/19
CHECKED BY DATE
SCALE NTS



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SHEET NO. 4AA OF
CALCULATED BY SKI DATE 3/18/19
CHECKED BY DATE
SCALE NTS

Phase 1 of the Renaissance Development is complete and Phase 2 is under way. Traffic counted in 2018 entering/exiting Renaissance Development area should be removed from the volumes as these were partial development counts and replaced with the Site Generated Volumes, (See Figure 10 of Phase 1 Traffic Study and excel spreadsheet for Phase 2).

		Phase 1	Phase 2
AM	enter	34	26
	exit	124	70
PM	enter	157	83
	exit	93	54

All Phase 1 traffic will be assumed to use Bancroft St. and all Phase 2 traffic will use Sanders St. For analysis Sanders St. will be shown directly across from "C" St as vehicles will need to understand intent of other vehicles in order to turn left, the offset intersection has minimal effect.

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JOB East Hollis St
SHEET NO. 4AB OF
CALCULATED BY SKI DATE 3/18/19
CHECKED BY DATE
SCALE NTS

Development expected along Crown St has been projected by Nashua RPC. This development is expected, and will be included in the future analysis. In the existing intersection configuration all development traffic is assumed to use Crown St. to Arlington St. which is outside the study area. Some of this (Lefts exiting) traffic has been added to East Hollis St. traveling through to Hudson, and some (Lefts entering) traffic has been added to Bridge St traveling from Hudson through to East Hollis St. Reconfiguration options show development traffic where it is expected.

Nashua RCP Development on Crown St.		Use 10% for Peak	Distribution
exit 2,716	daily	272	40% Hudson
enter 1,307	daily	131	60% Nashua

∴ Add exiting 40% to start of Network on East Hollis St. (+109 cars)

Add entering 40% to Bridge St at start of Network (+53 cars)

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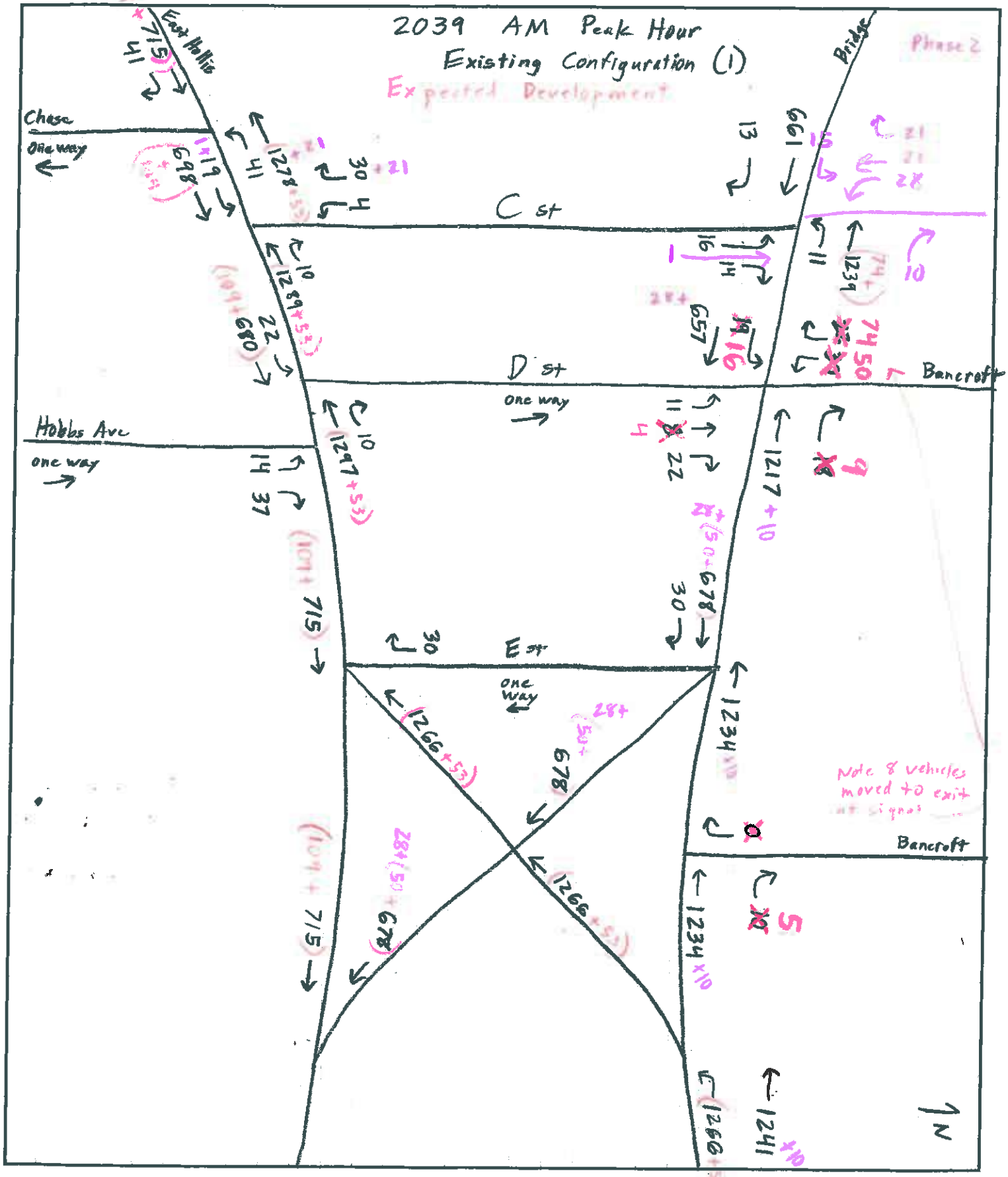
JOB East Hollis St
SHEET NO. 4B OF
CALCULATED BY SKI DATE 3/18/19
CHECKED BY DATE
SCALE NTS



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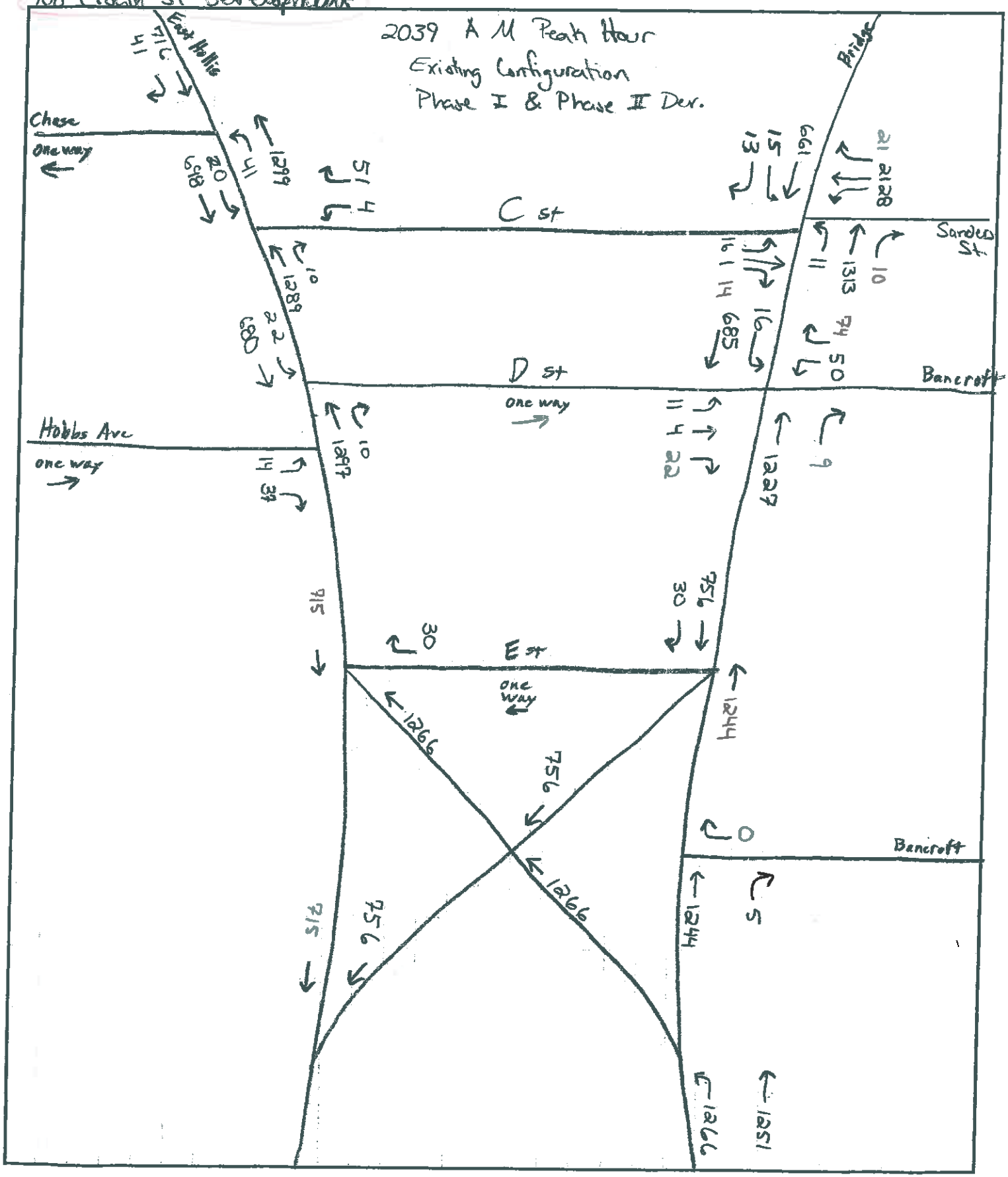
JOB East Hollis St
SHEET NO. 4BA OF
CALCULATED BY SRL DATE 5/14/19
CHECKED BY DATE
SCALE NTS

No Crown St Development

2039 A M Peak Hour
Existing Configuration
Phase I & Phase II Dev.



Changes from 4A

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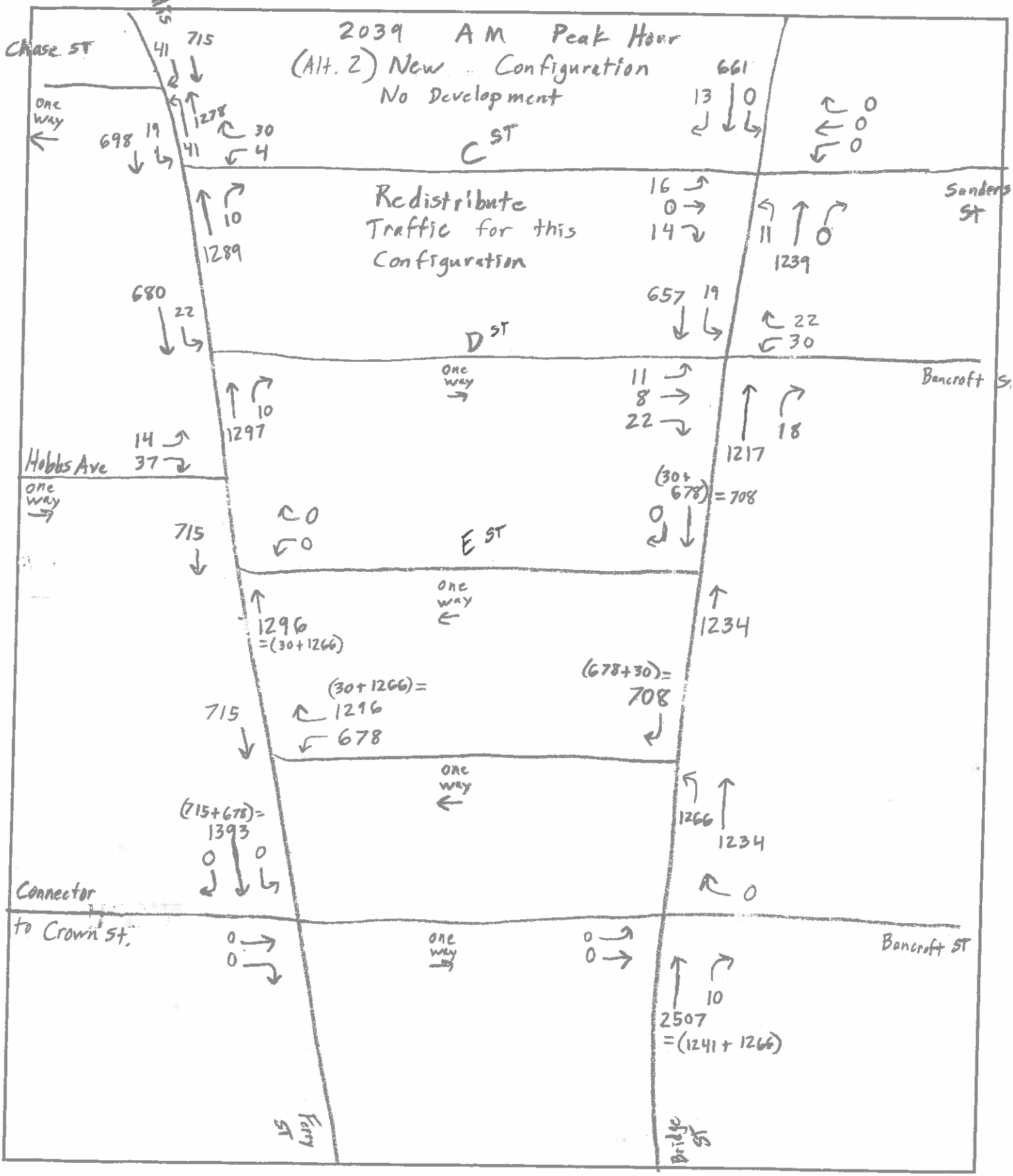
JOB East Hollis St
SHEET NO. 4C OF
CALCULATED BY SKI DATE 3/18/19
CHECKED BY DATE
SCALE NTS



Synchro Alt. 2

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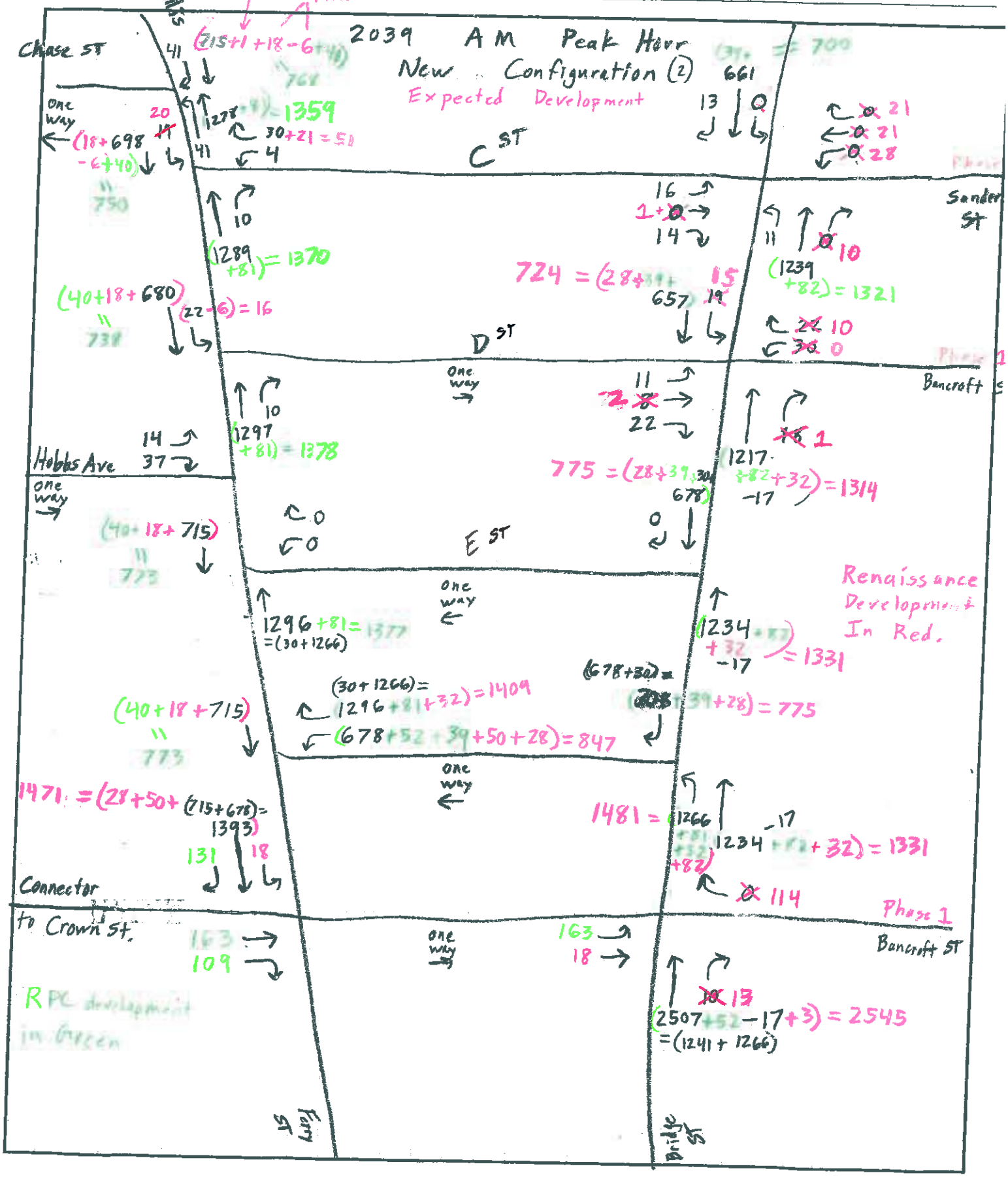
JOB East Hollis St
SHEET NO. 4D OF
CALCULATED BY SKI DATE 3/18/19
CHECKED BY DATE
SCALE NTS



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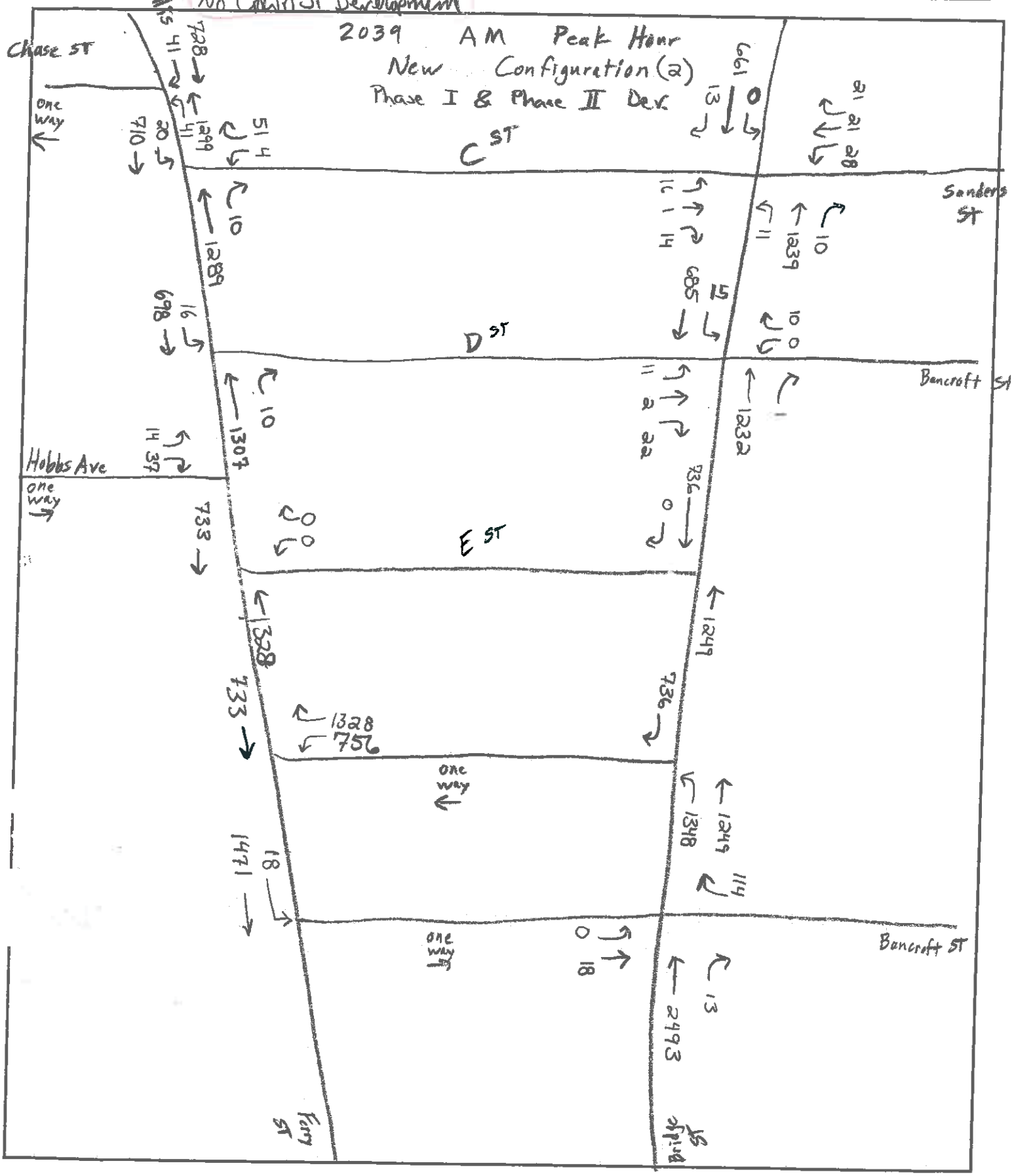
JOB East Hollis St
SHEET NO. 4 DA OF
CALCULATED BY SRL DATE 5/14/19
CHECKED BY DATE
SCALE NTS

No Crown St Development
2039 AM Peak Hour
New Configuration (2)
Phase I & Phase II Dev.



changes from 4C

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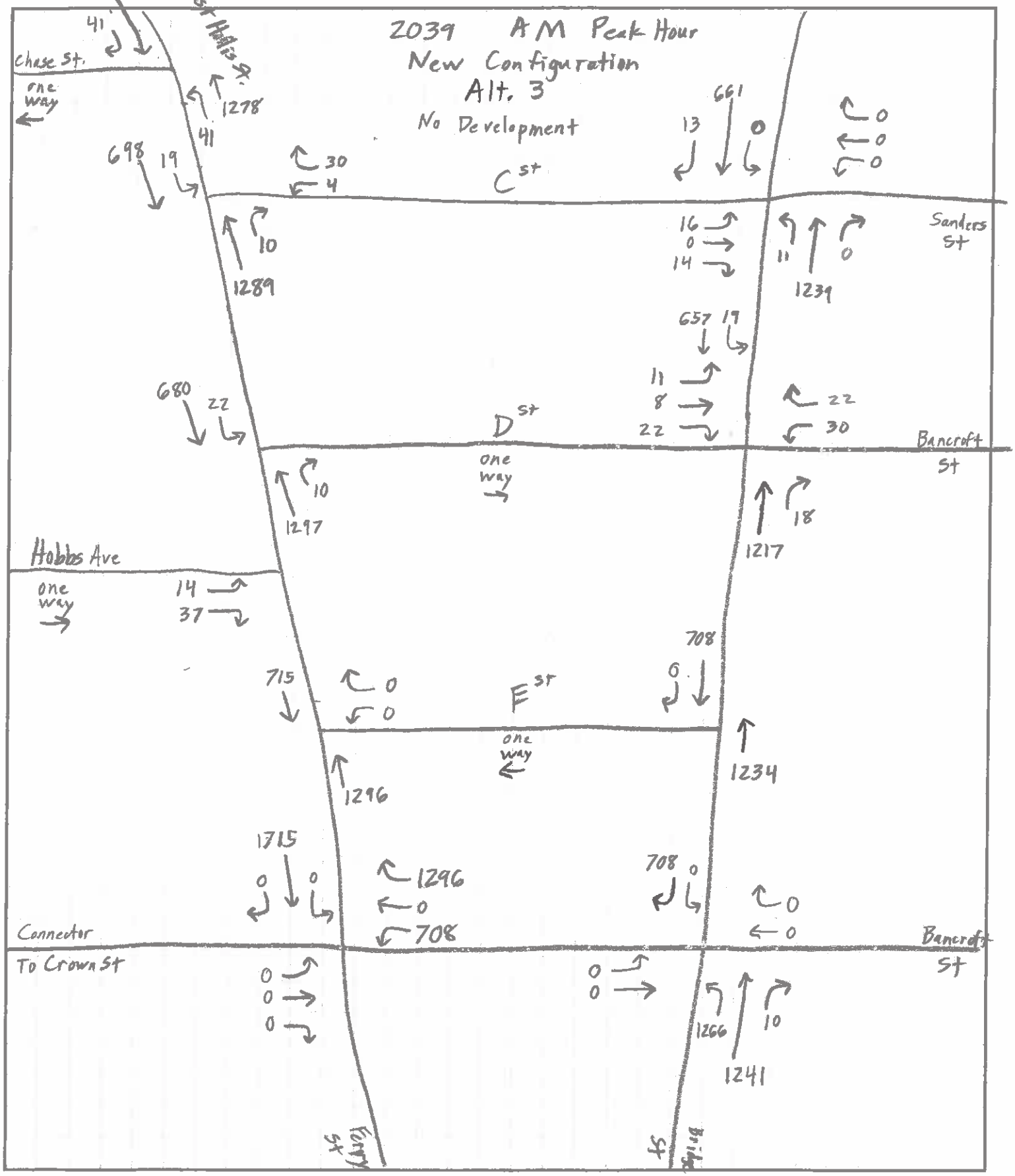
JOB East Hollis St

SHEET NO. 4 E OF

CALCULATED BY SKI DATE 3/29/19

CHECKED BY DATE

SCALE NTS



Synchro Alt 3,

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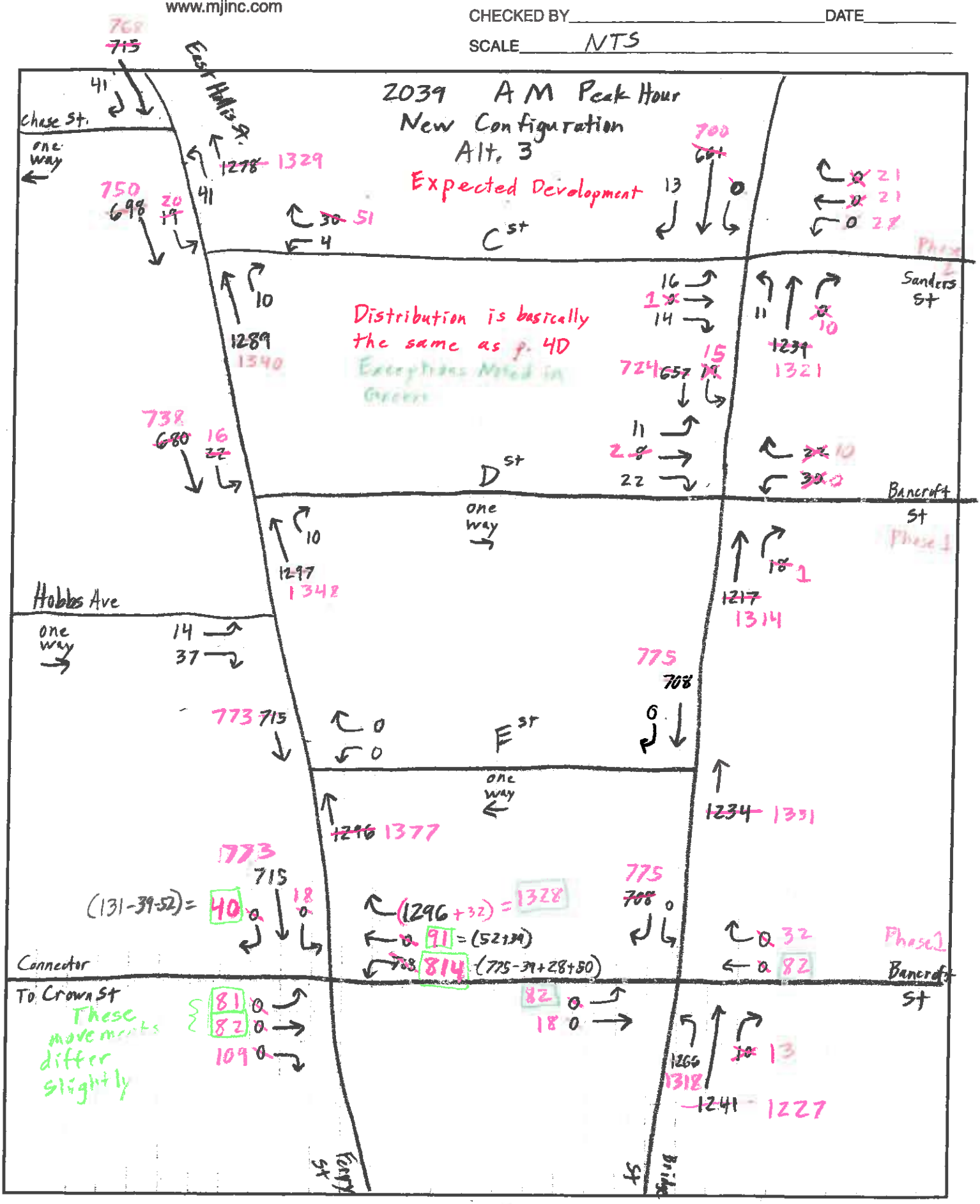
JOB East Hollis St
SHEET NO. 4 F OF
CALCULATED BY SKI DATE 3/29/19
CHECKED BY DATE
SCALE NTS



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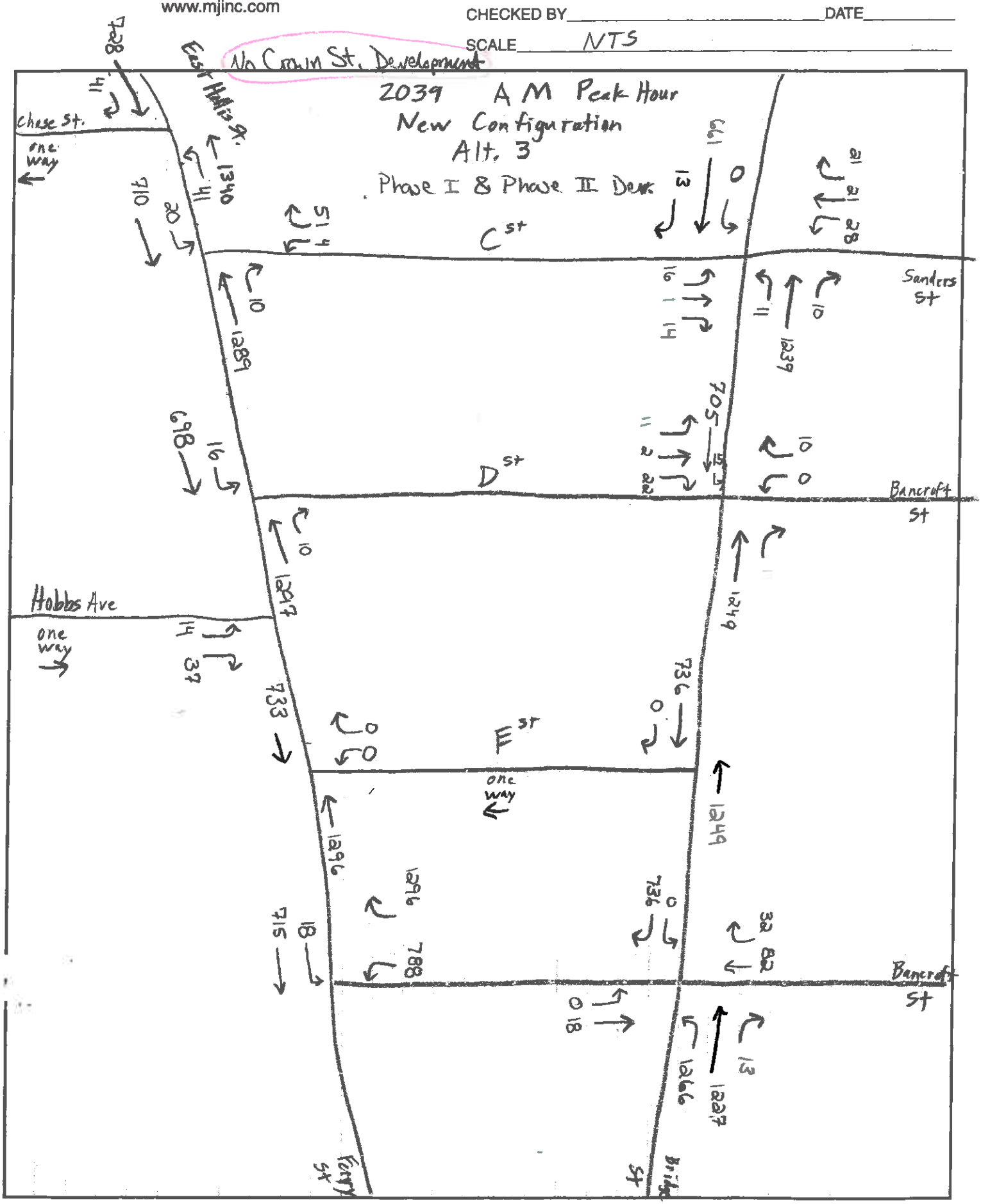
JOB East Hollis St
SHEET NO. 4 FA OF
CALCULATED BY SRL DATE 5/14/19
CHECKED BY DATE
SCALE NTS



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JOB: EAST HOLLIS ST
SHEET NO. 5 OF 14
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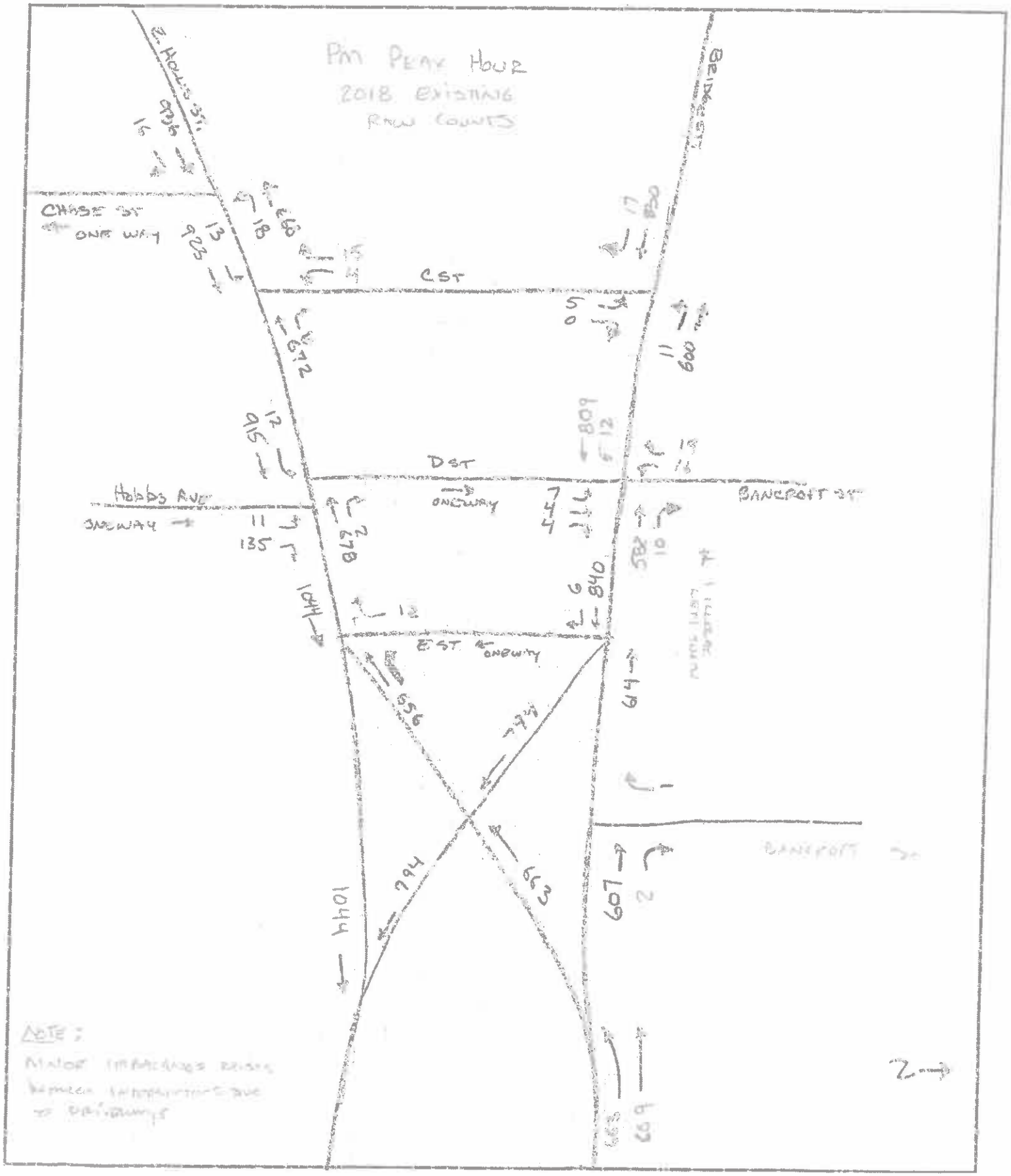
CHECKED BY: MKM DATE: 5/9/18
SCALE: NTS



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JOB: EAST HOLLIS ST
SHEET NO.: 6 OF: 11
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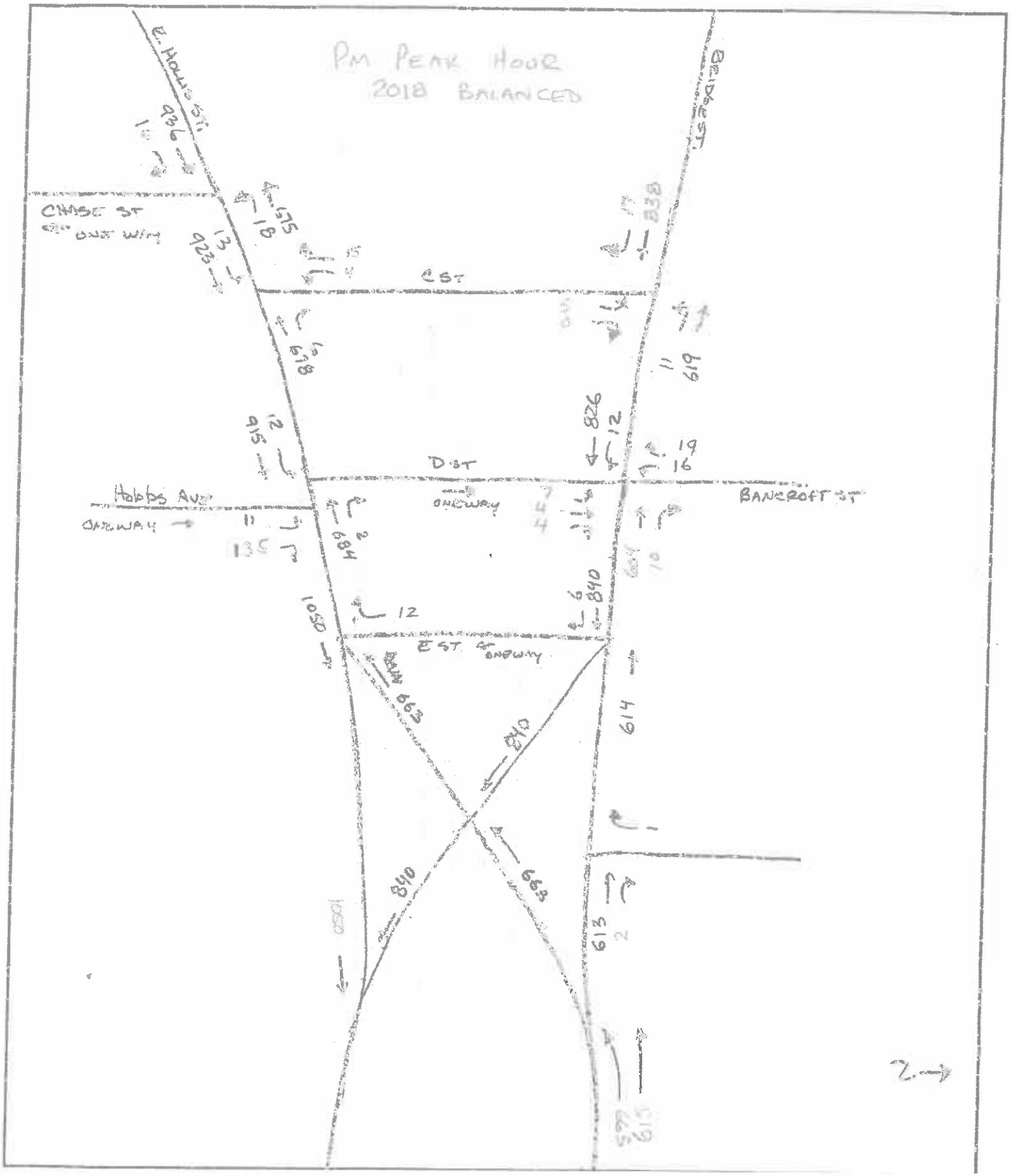
CHECKED BY: MLM DATE: 5/4/18
SCALE: NTS



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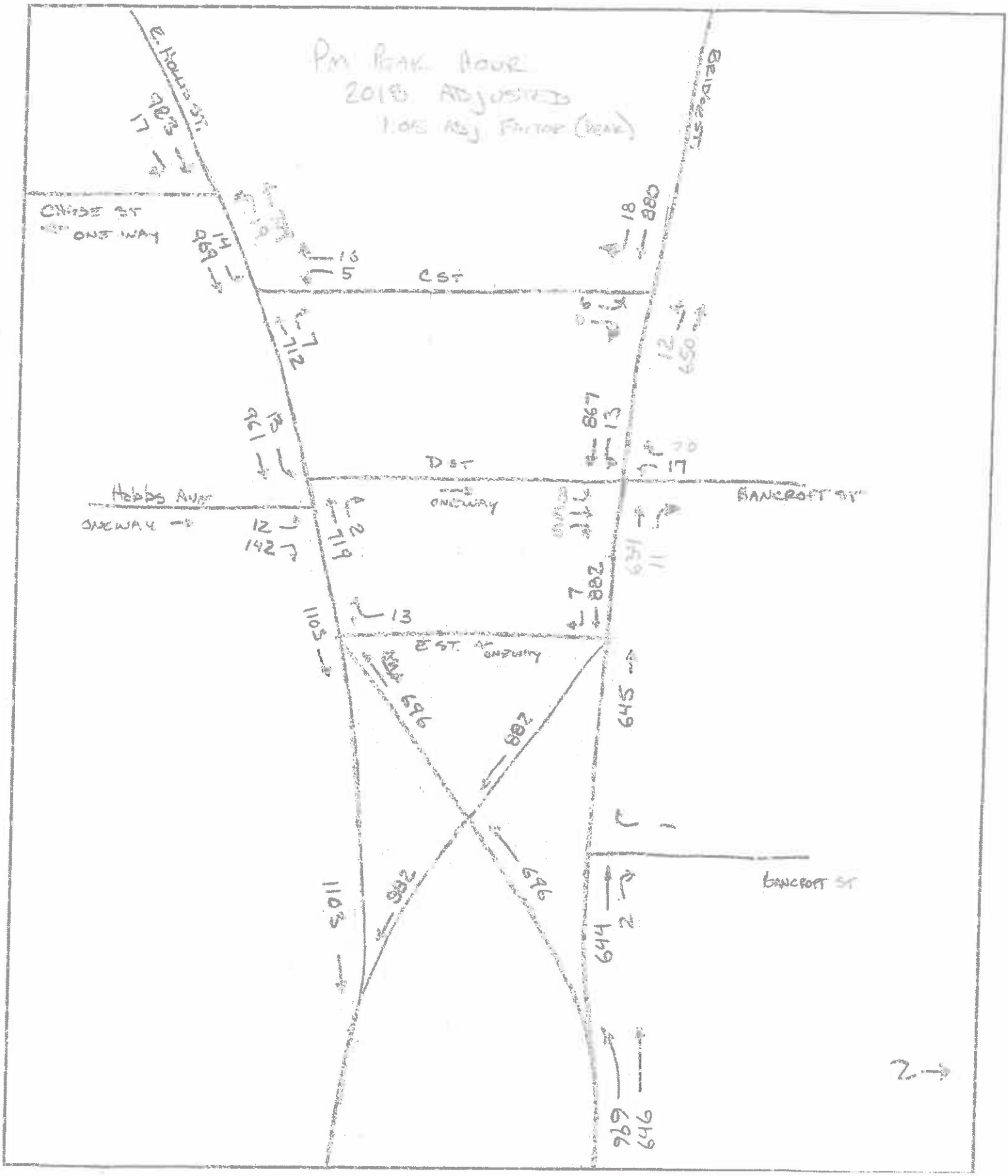
JOB: EAST HOLLIS ST

SHEET NO. 7 OF 14

CALCULATED BY: JWS DATE: 5/4/18

CHECKED BY: MKM DATE: 5/9/18

SCALE: NTS



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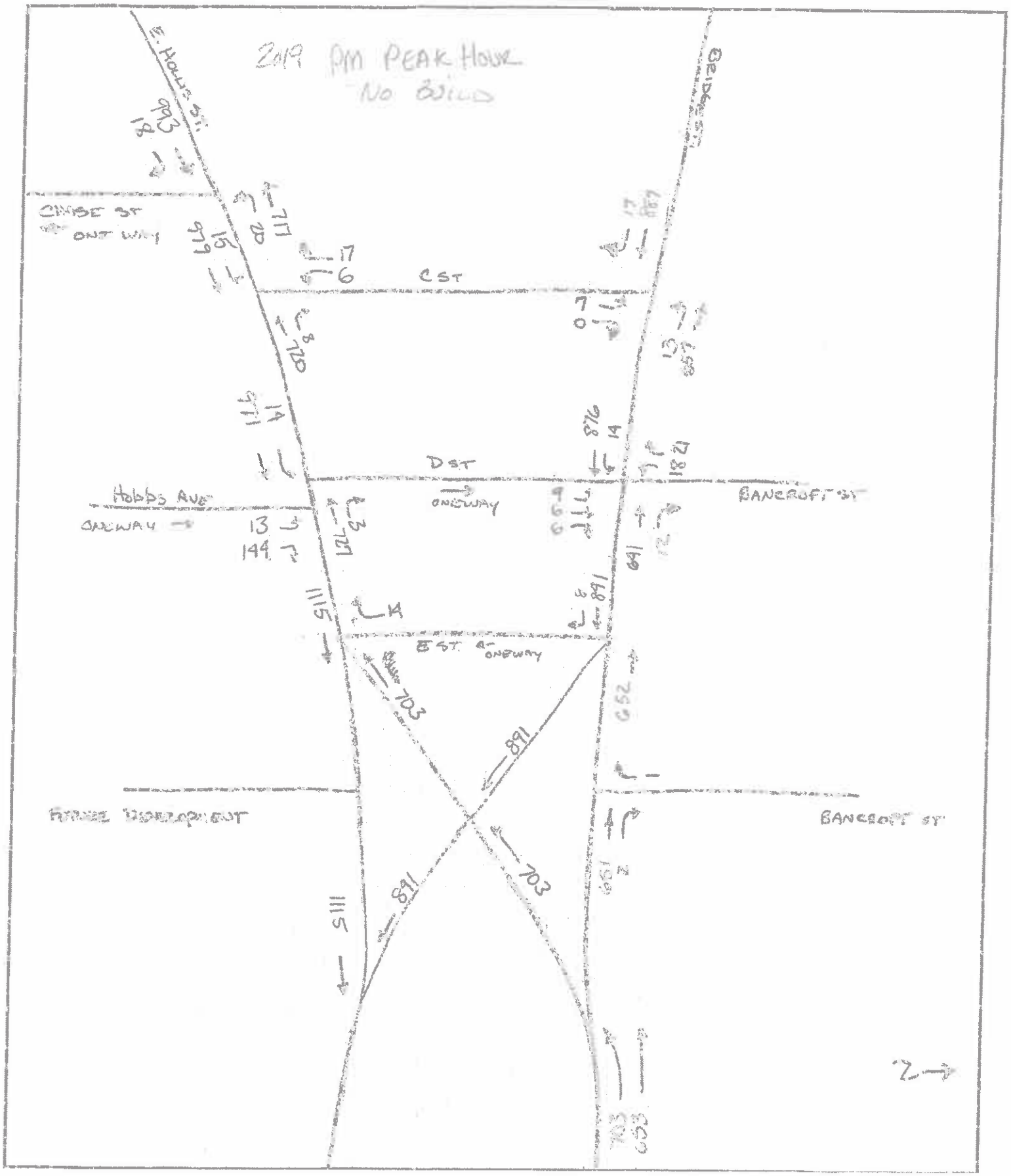
CHECKED BY: BEP DATE: 11/7/18
SCALE: NTS



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CHECKED BY: PCP DATE: 5/10/18
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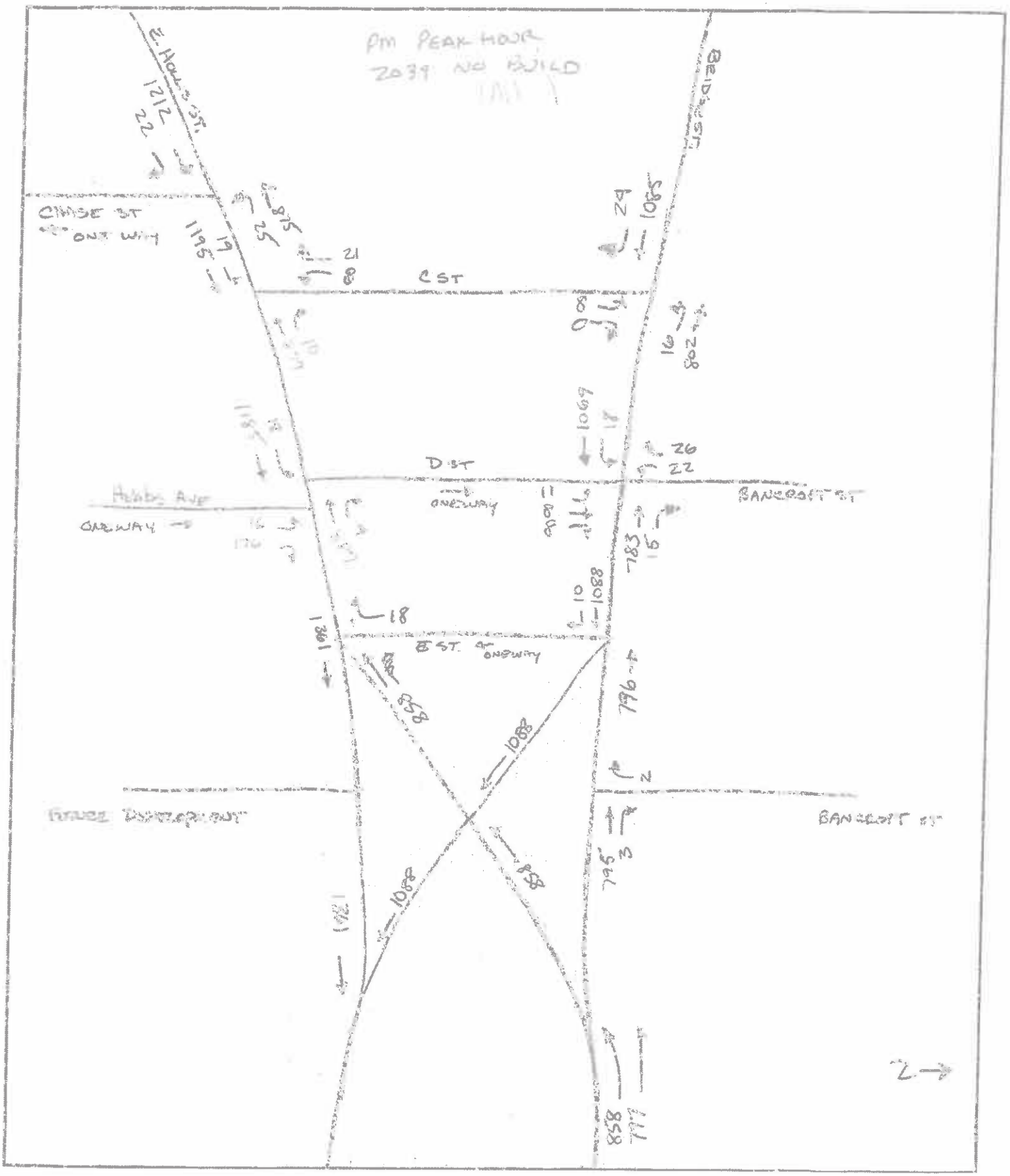

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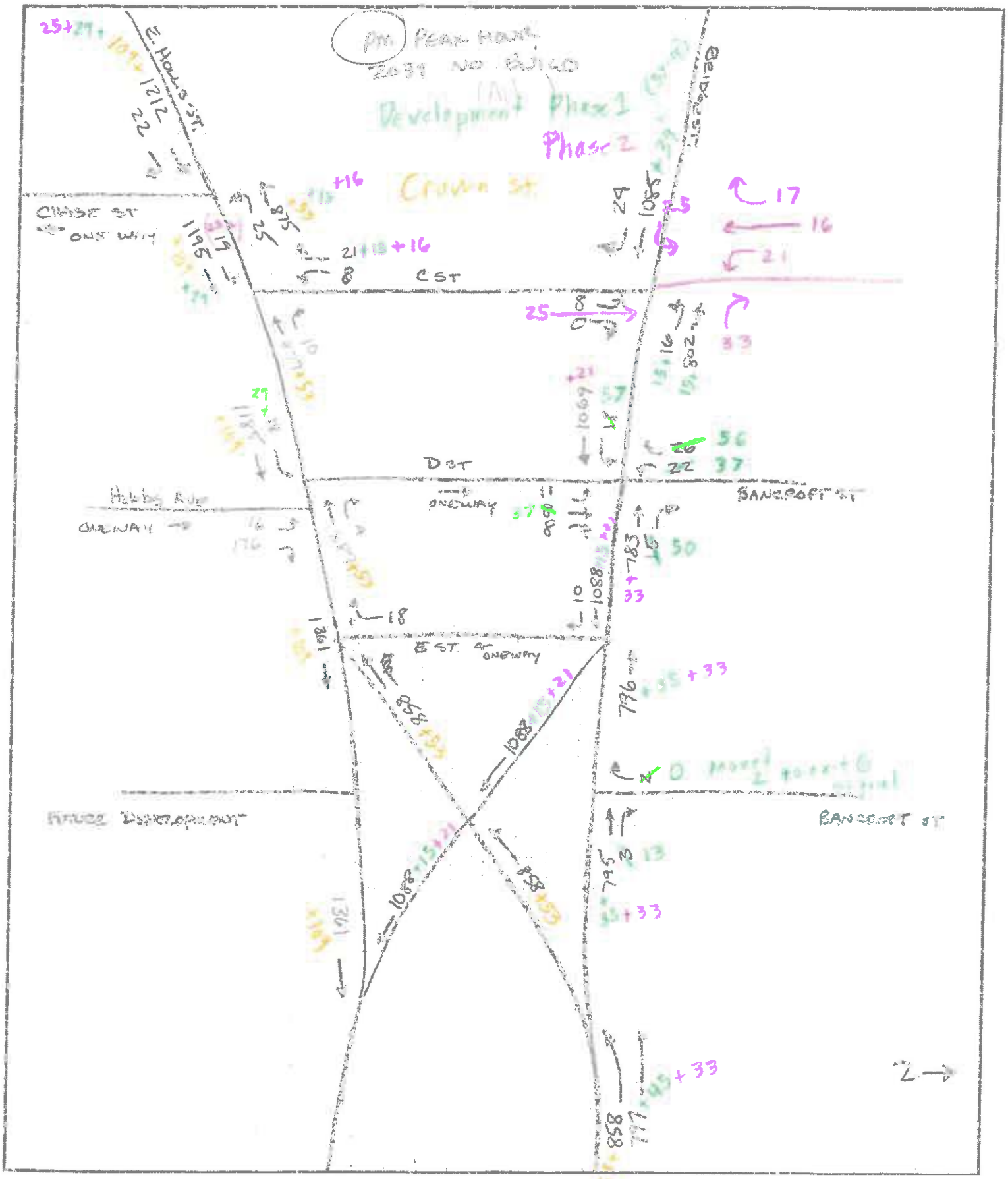
CHECKED BY: RCP DATE: 5/9/18
SCALE: NTS



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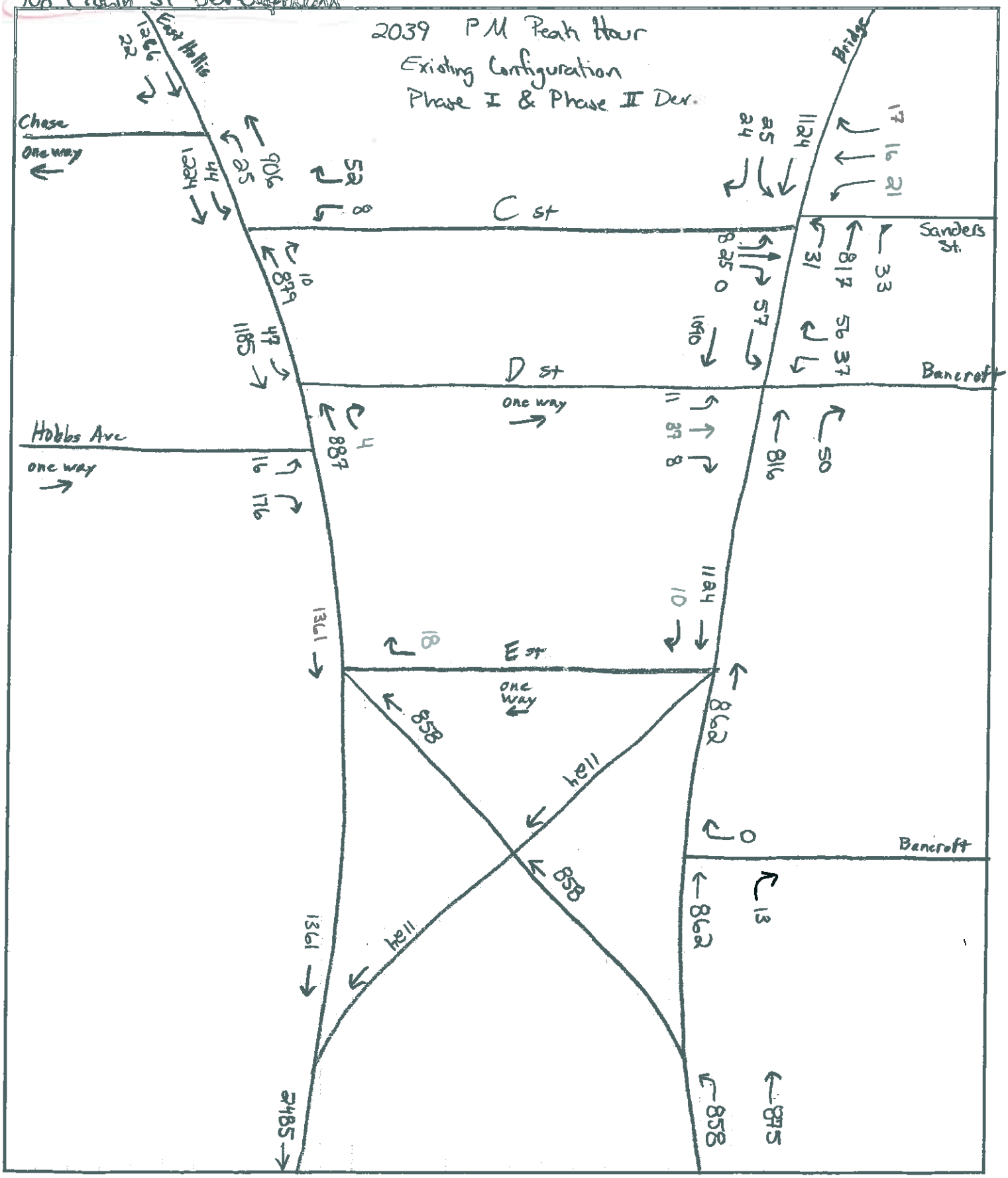
JOB East Hollis St
SHEET NO. 10A OF
CALCULATED BY SRL DATE 5/15/19
CHECKED BY DATE
SCALE NTS

No Cowan St Development

2039 PM Peak Hour
Existing Configuration
Phase I & Phase II Dev.



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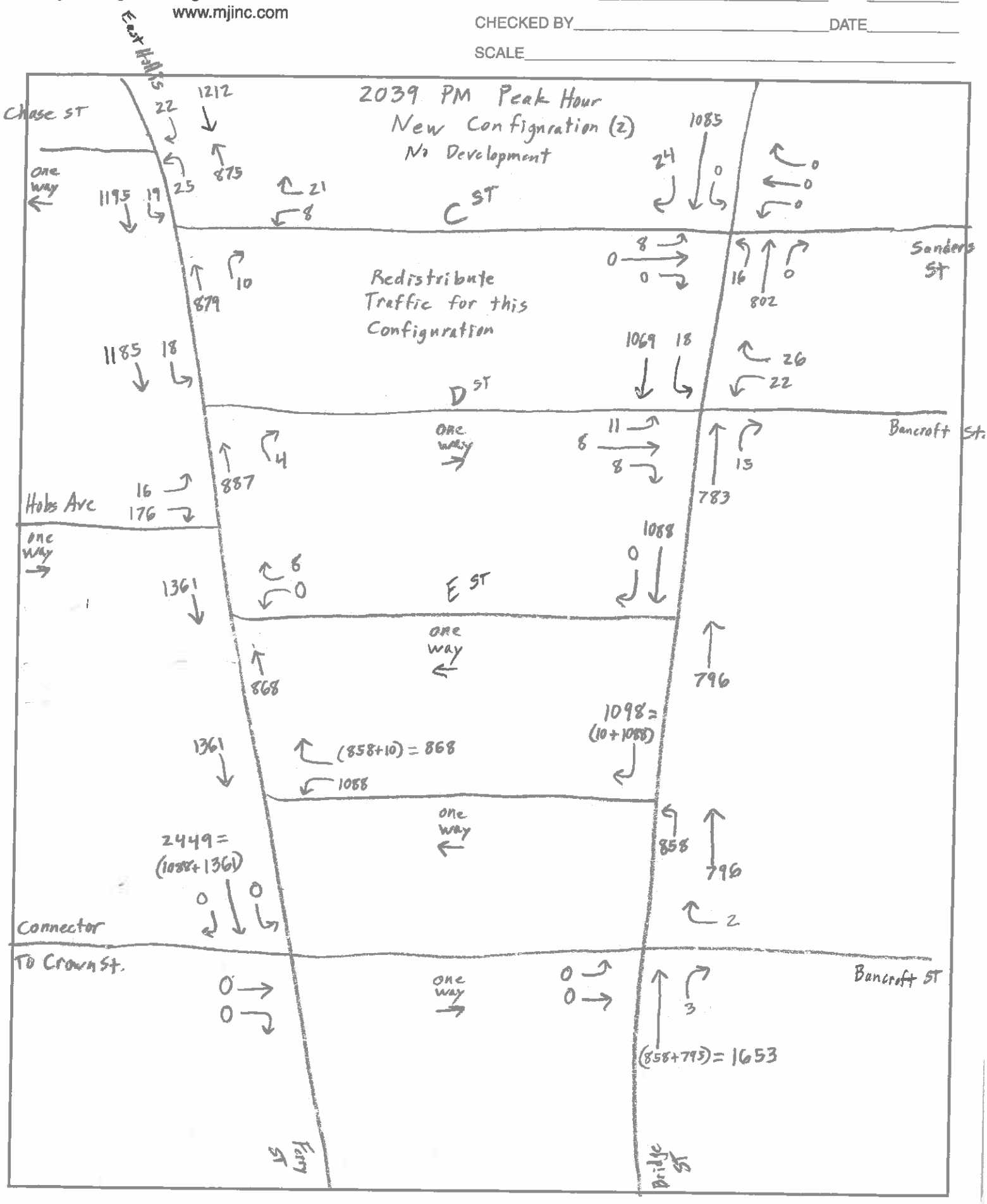
JOB East Hollis ST
SHEET NO. PM 11 OF
CALCULATED BY DATE
CHECKED BY DATE
SCALE



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JOB East Hollis ST
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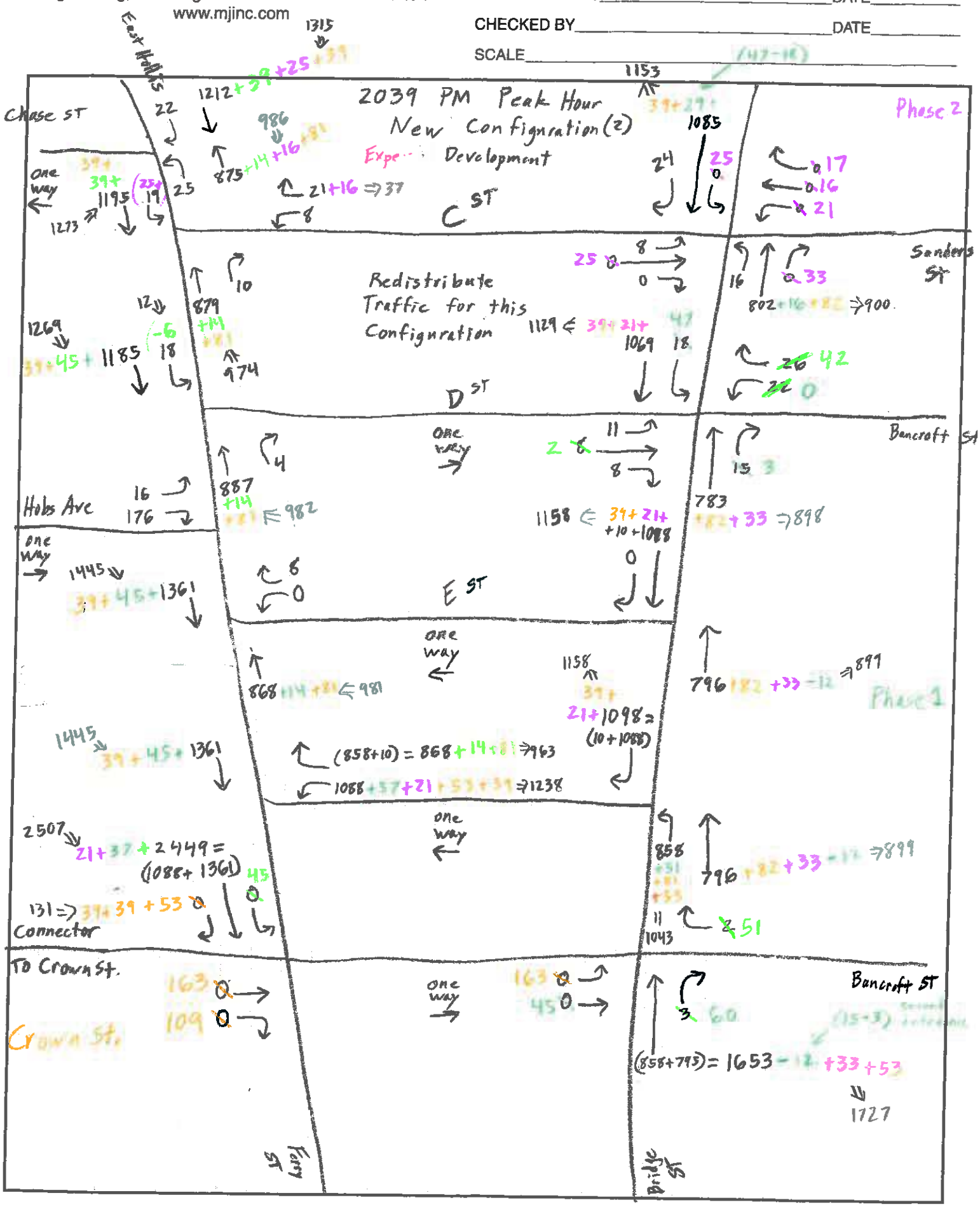
CHECKED BY DATE
SCALE



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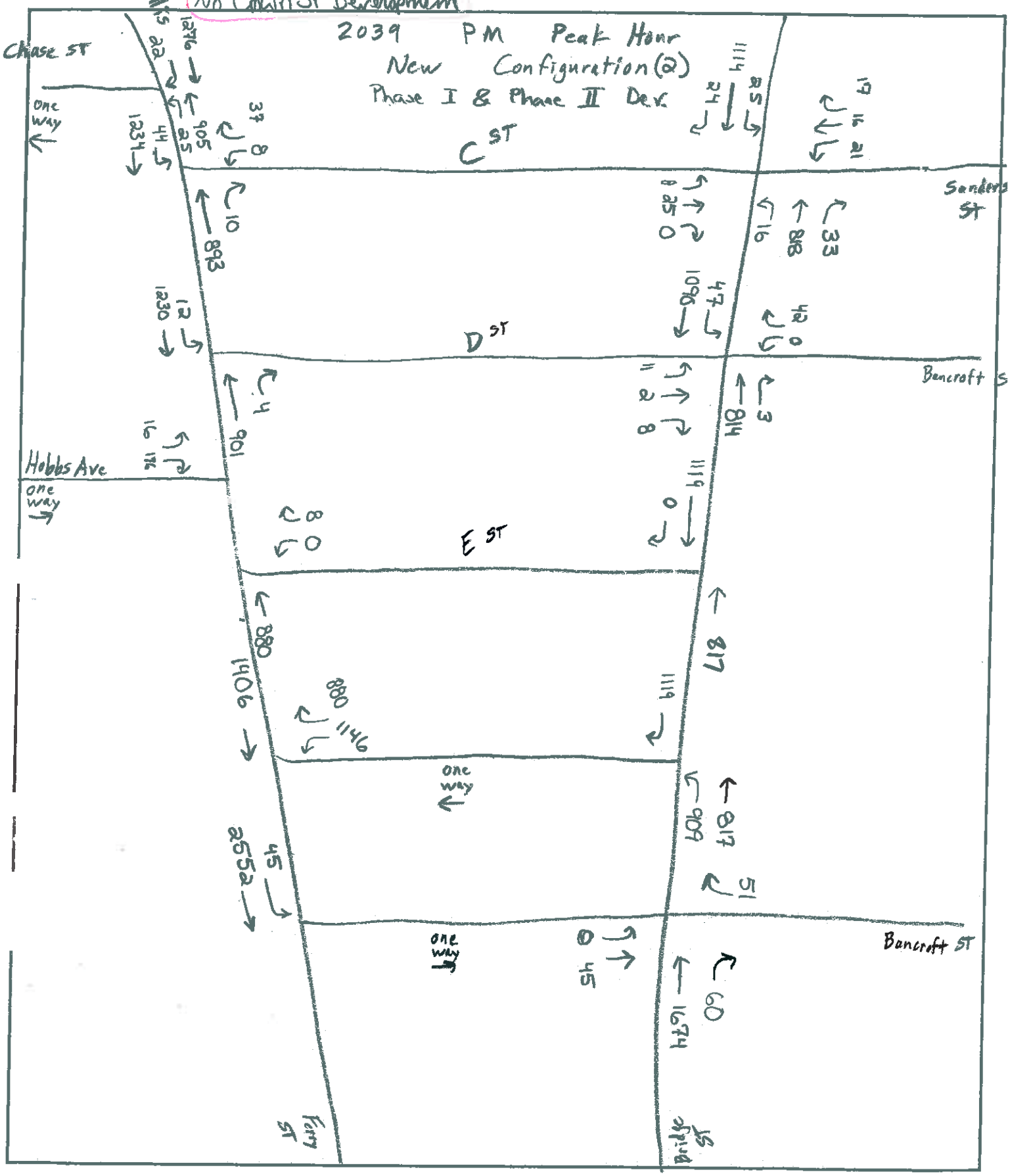
CALCULATED BY SRL DATE 5/15/19
CHECKED BY DATE
SCALE NTS



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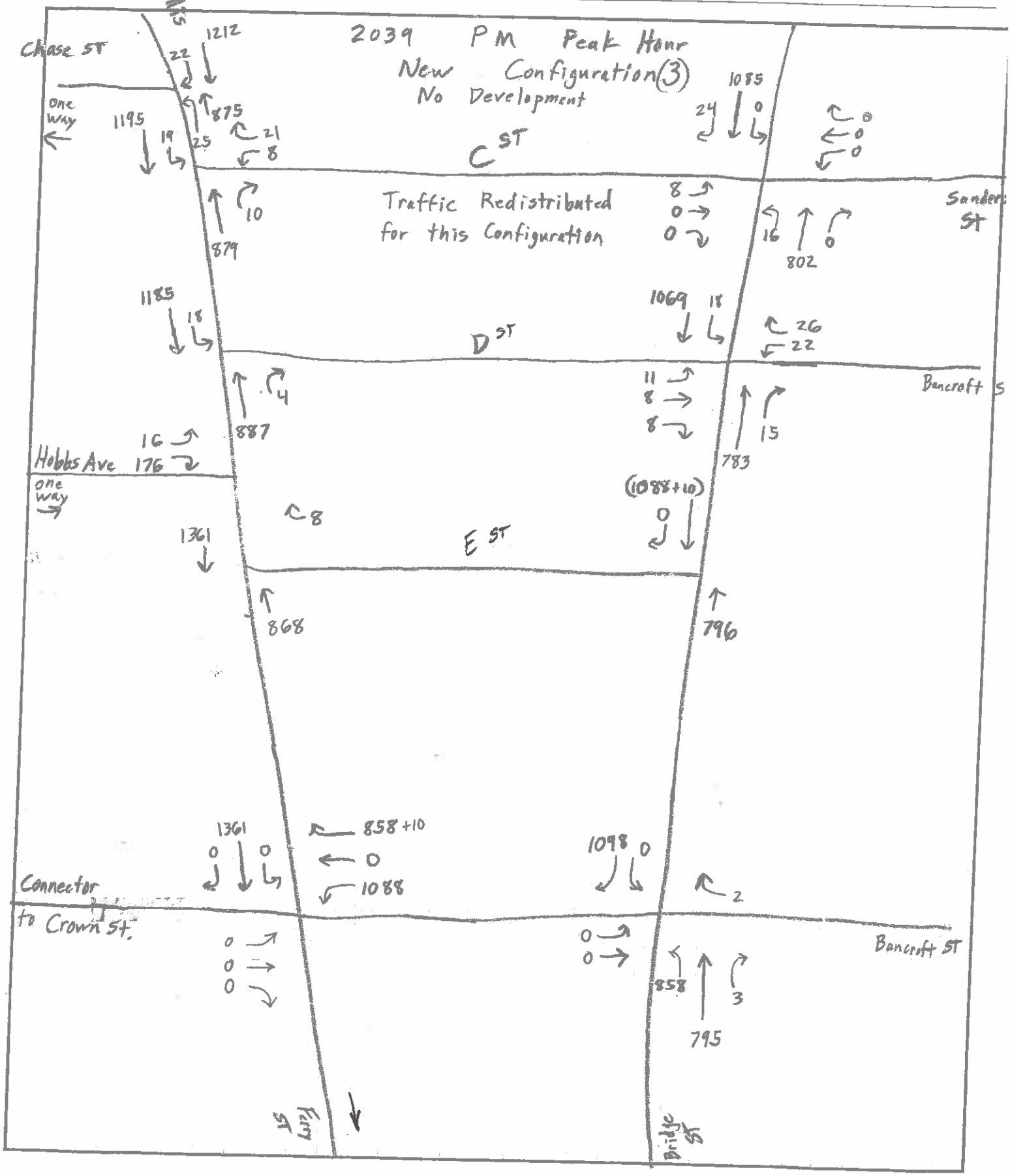
JOB East Hollis St
SHEET NO. 13 OF
CALCULATED BY DATE
CHECKED BY DATE
SCALE NTS



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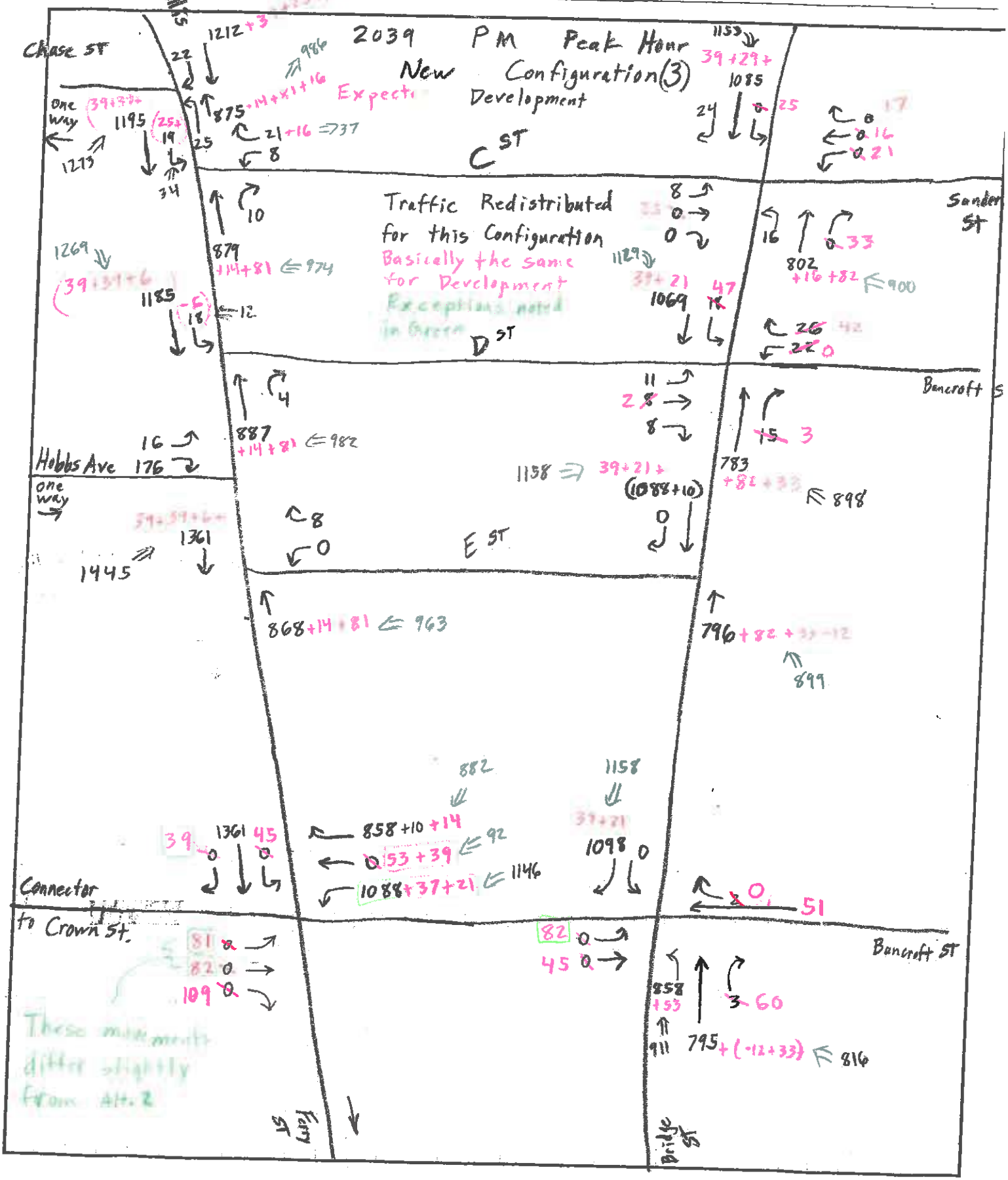
JOB East Hollis St
SHEET NO. 14 OF
CALCULATED BY DATE
CHECKED BY DATE
SCALE NTS



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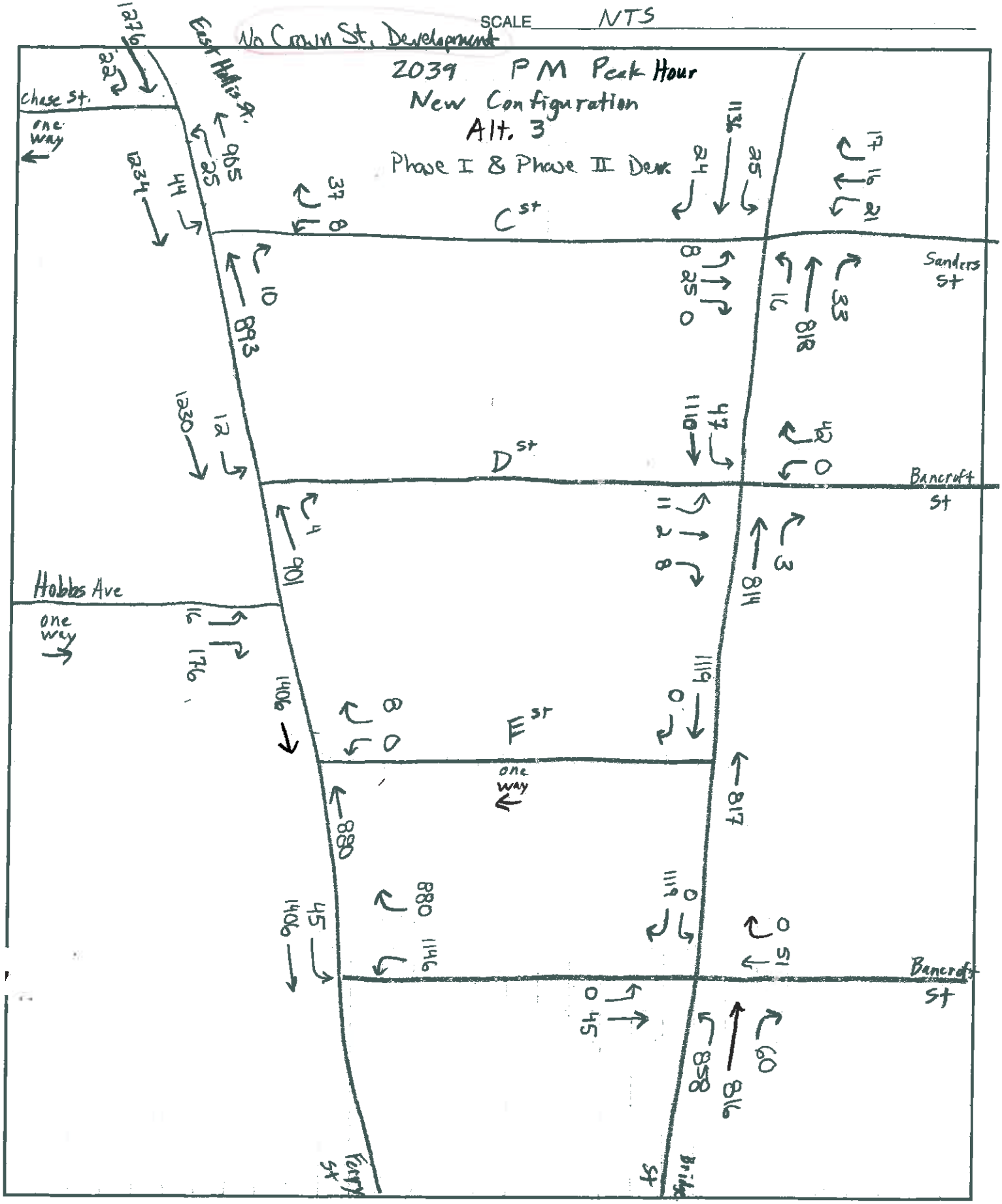
JOB East Hollis St
SHEET NO. 14A OF
CALCULATED BY SRL DATE 5/15/19
CHECKED BY DATE
SCALE NTS



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JOB East Hollis
SHEET NO. 15 OF
CALCULATED BY SKI DATE
CHECKED BY DATE
SCALE

Note: Vehicles exiting "C" Street making a left onto East Hollis St traveling toward Hudson are unable to turn left due to oposing traffic volumes. This was observed in Alternative 2 in the PM condition specifically. The 8 left turns blocked "C" Street and additional traffic on "C" Street eventually built up and blocked Bridge Street, creating gridlock.

Due to this the left turns out of "C" Street onto East Hollis were re-routed to make a right out of "C" Street onto Bridge Street and followed through to Hudson. This was done with all Alternatives.

The following sheets show this modification in Green for each Alternative.

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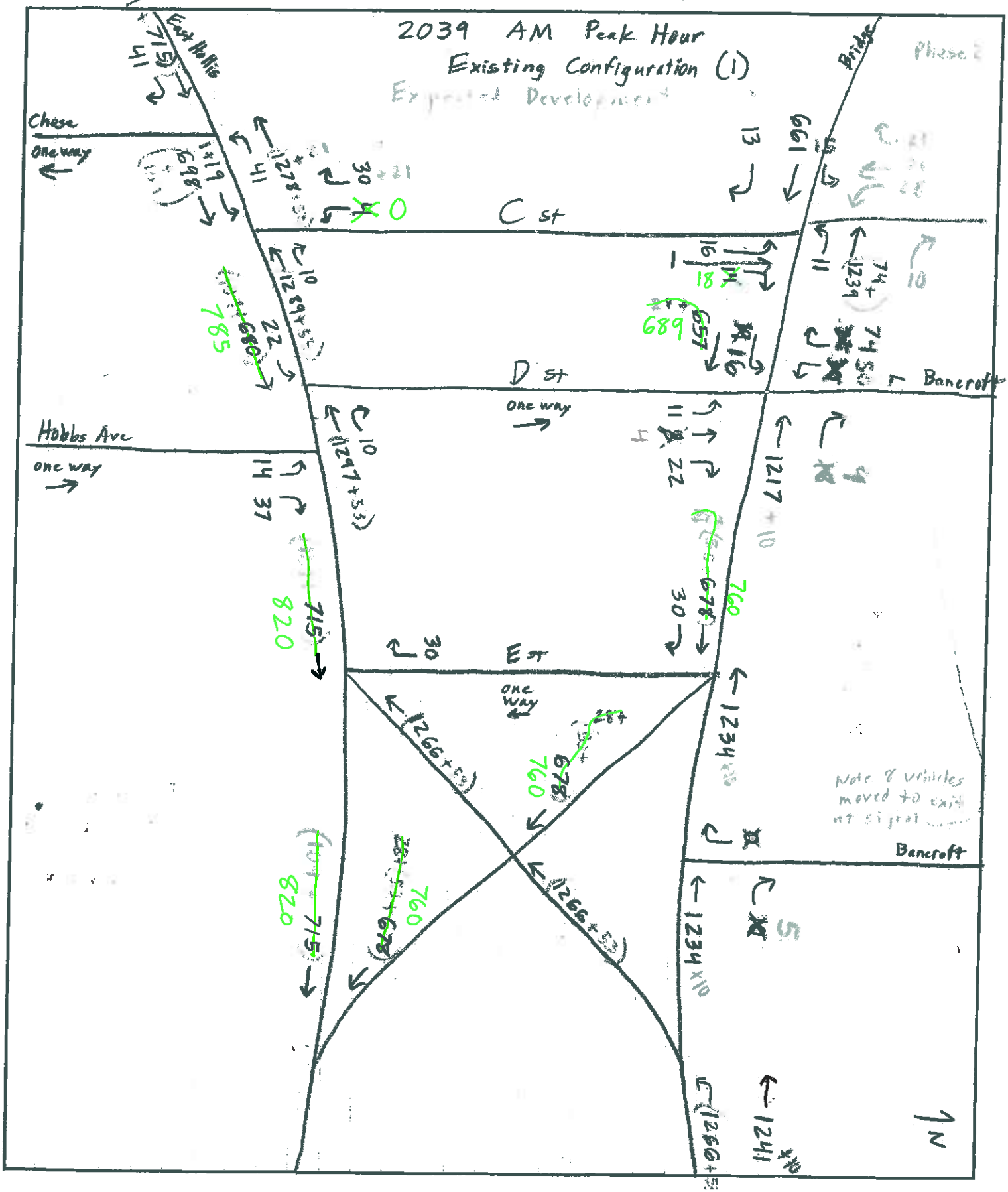
JOB East Hollis St
SHEET NO. 16 OF
CALCULATED BY SKJ DATE 3/18/19
CHECKED BY DATE
SCALE NTS



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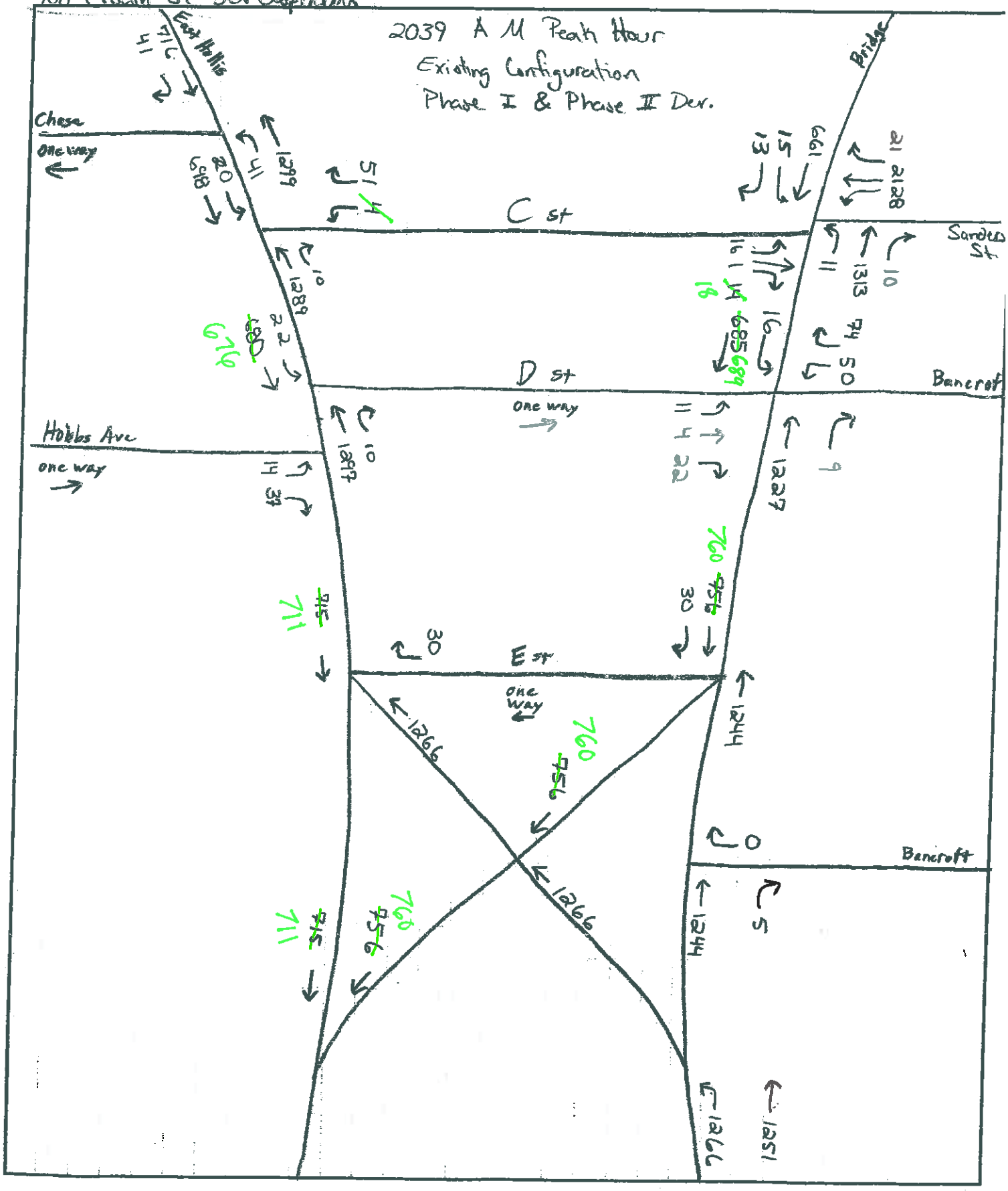
JOB East Hollis St
SHEET NO. 17 OF
CALCULATED BY SRL DATE 5/14/19
CHECKED BY DATE
SCALE NTS

No Cronin St Development

2039 A M Peak Hour
Existing Configuration
Phase I & Phase II Dev.



Synchro Alt. 2

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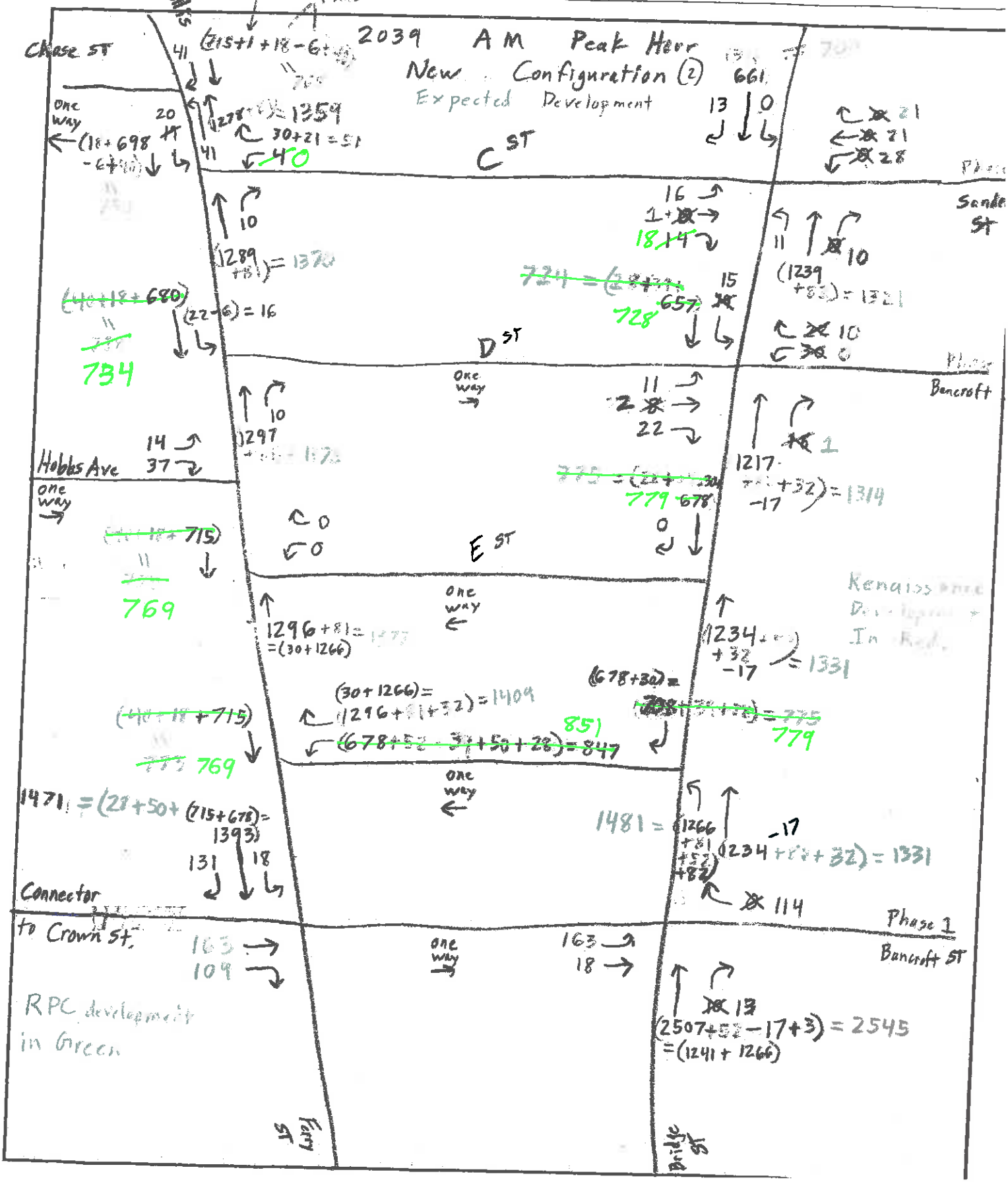
JOB East Hollis St
SHEET NO. 18 OF
CALCULATED BY SKI DATE 3/18/11
CHECKED BY DATE
SCALE NTS



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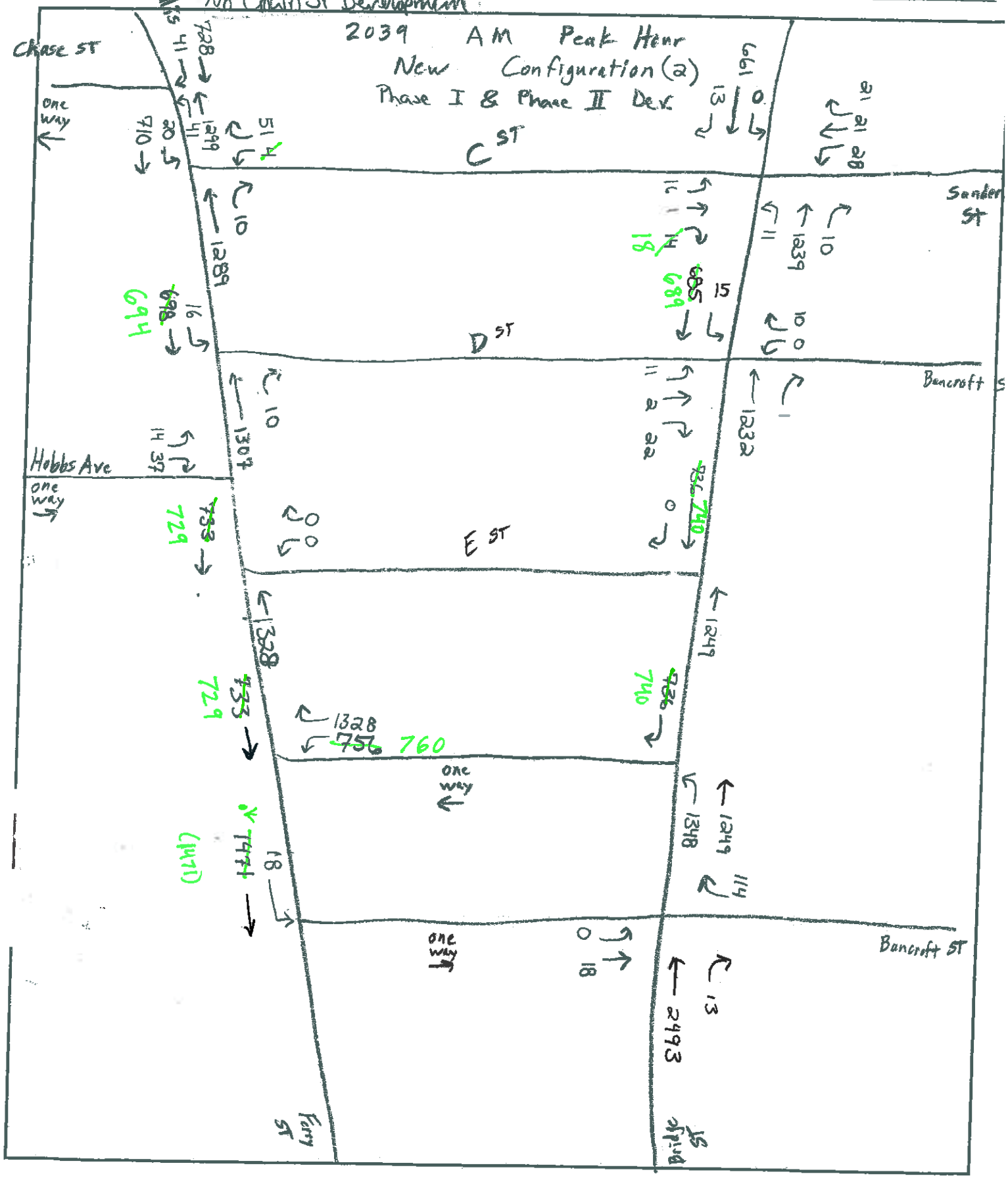
JOB East Hollis St
SHEET NO. 19 OF
CALCULATED BY SRL DATE 5/14/19
CHECKED BY DATE
SCALE NTS

No Crown St Development
2039 AM Peak Hour
New Configuration (2)
Phase I & Phase II Dev.



Synchro Alt 3,

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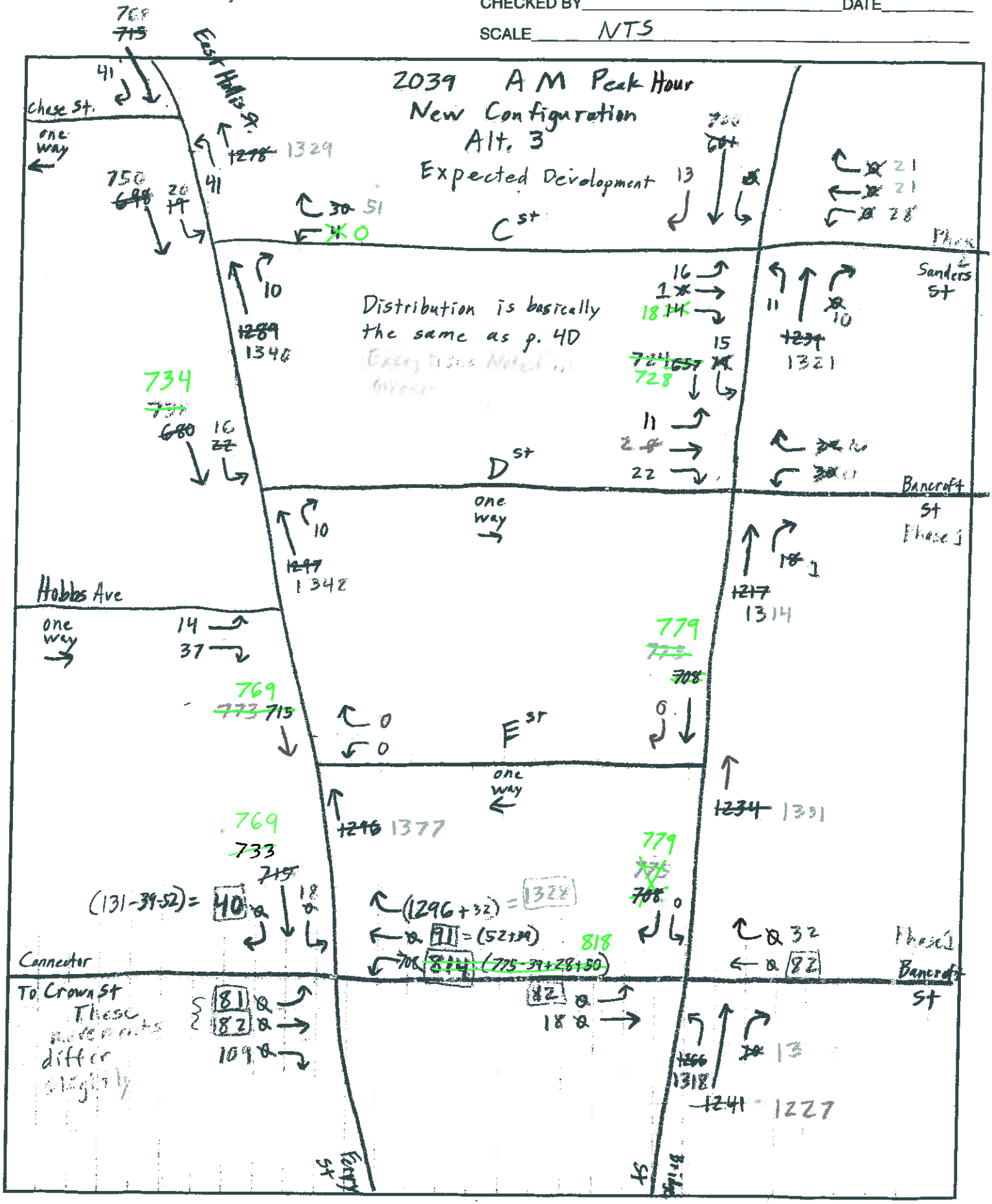
CALCULATED BY SKI DATE 3/29/19
CHECKED BY DATE
SCALE NTS



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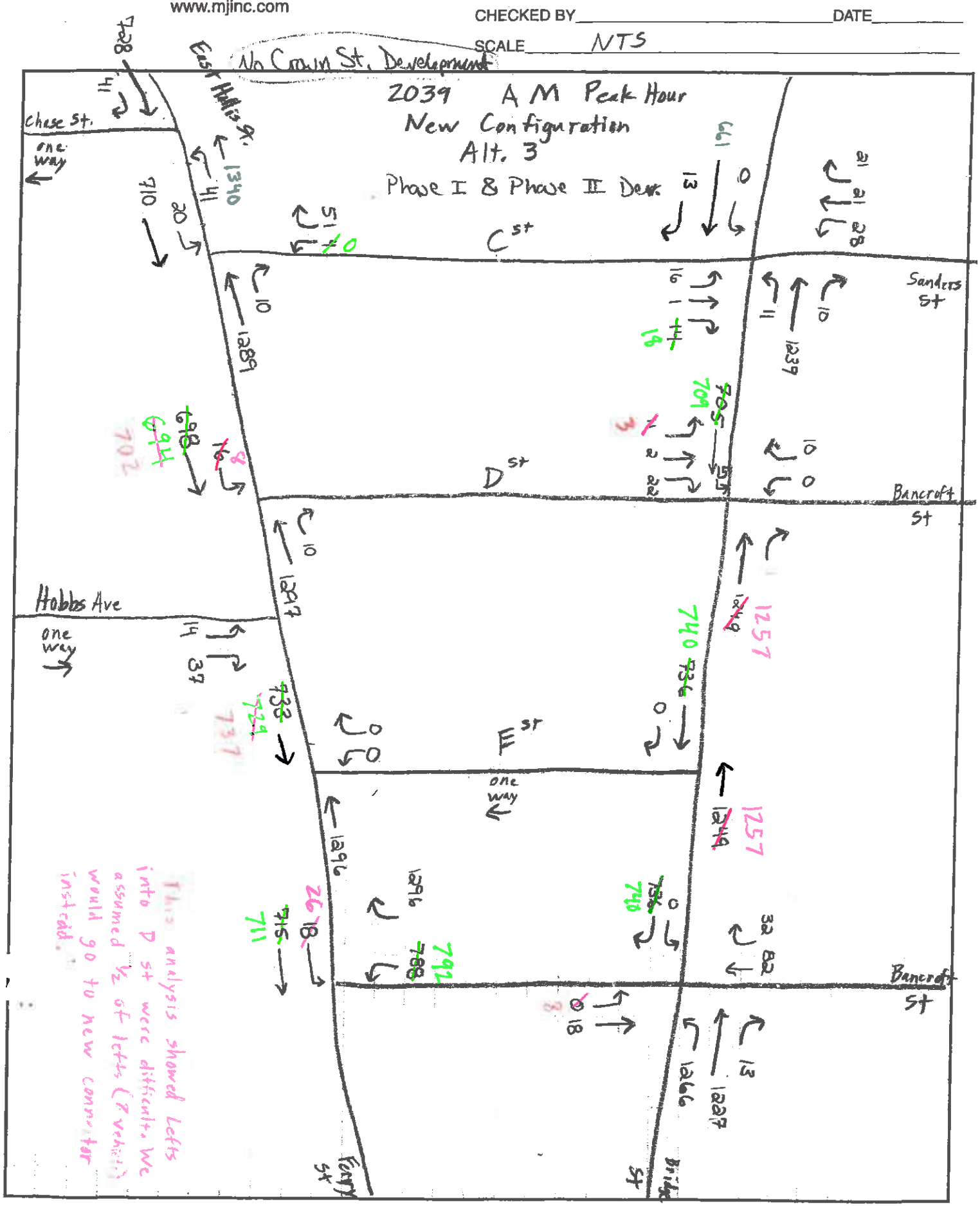
JOB East Hollis St
SHEET NO. 21 OF
CALCULATED BY SRL DATE 5/14/19
CHECKED BY DATE
SCALE NTS



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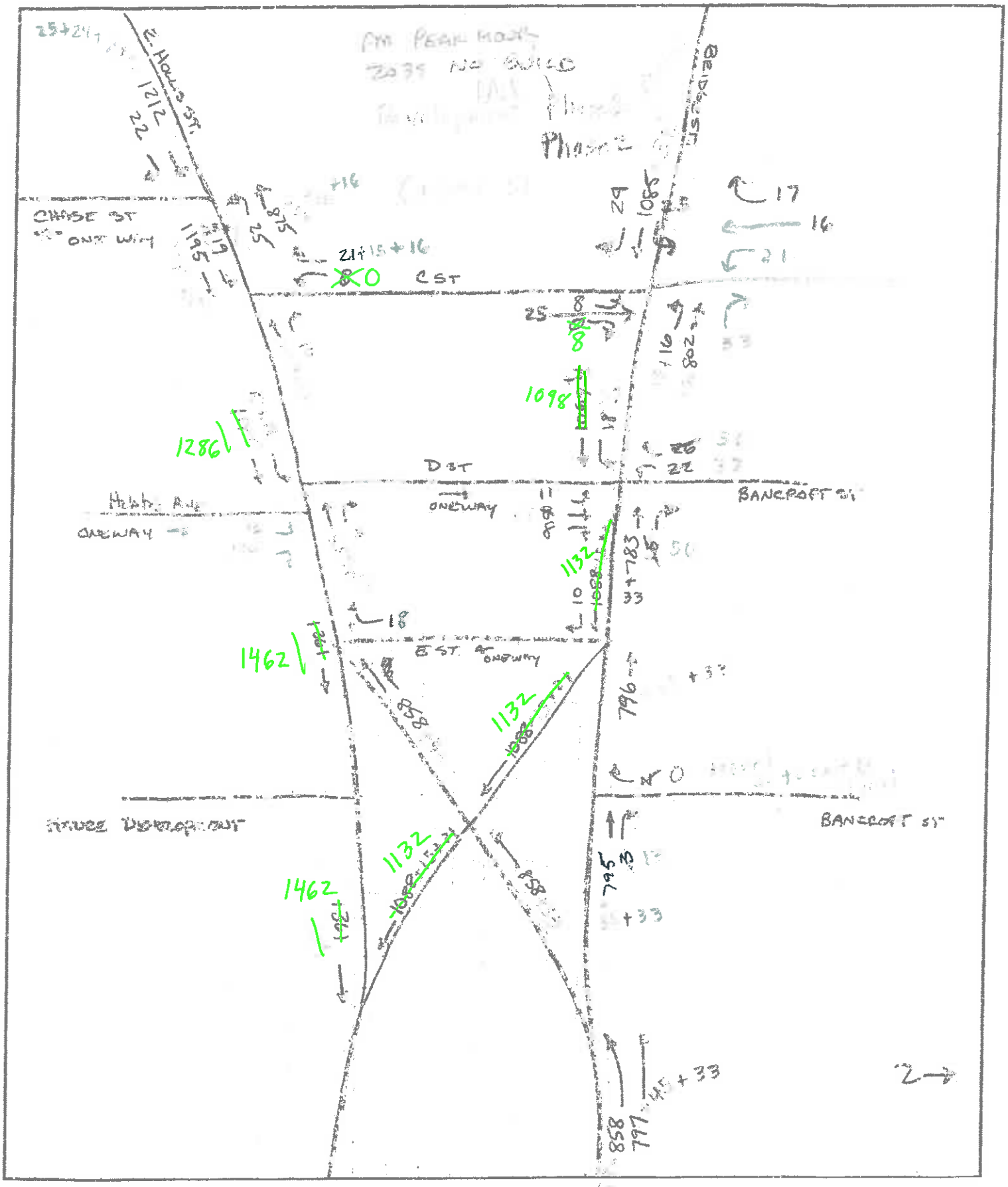
JOB: EAST HOLLIS ST
SHEET NO. 22 OF 14
CALCULATED BY: MKM DATE: 5/9/18
CHECKED BY: RCP DATE: 5/9/18
SCALE: NTS



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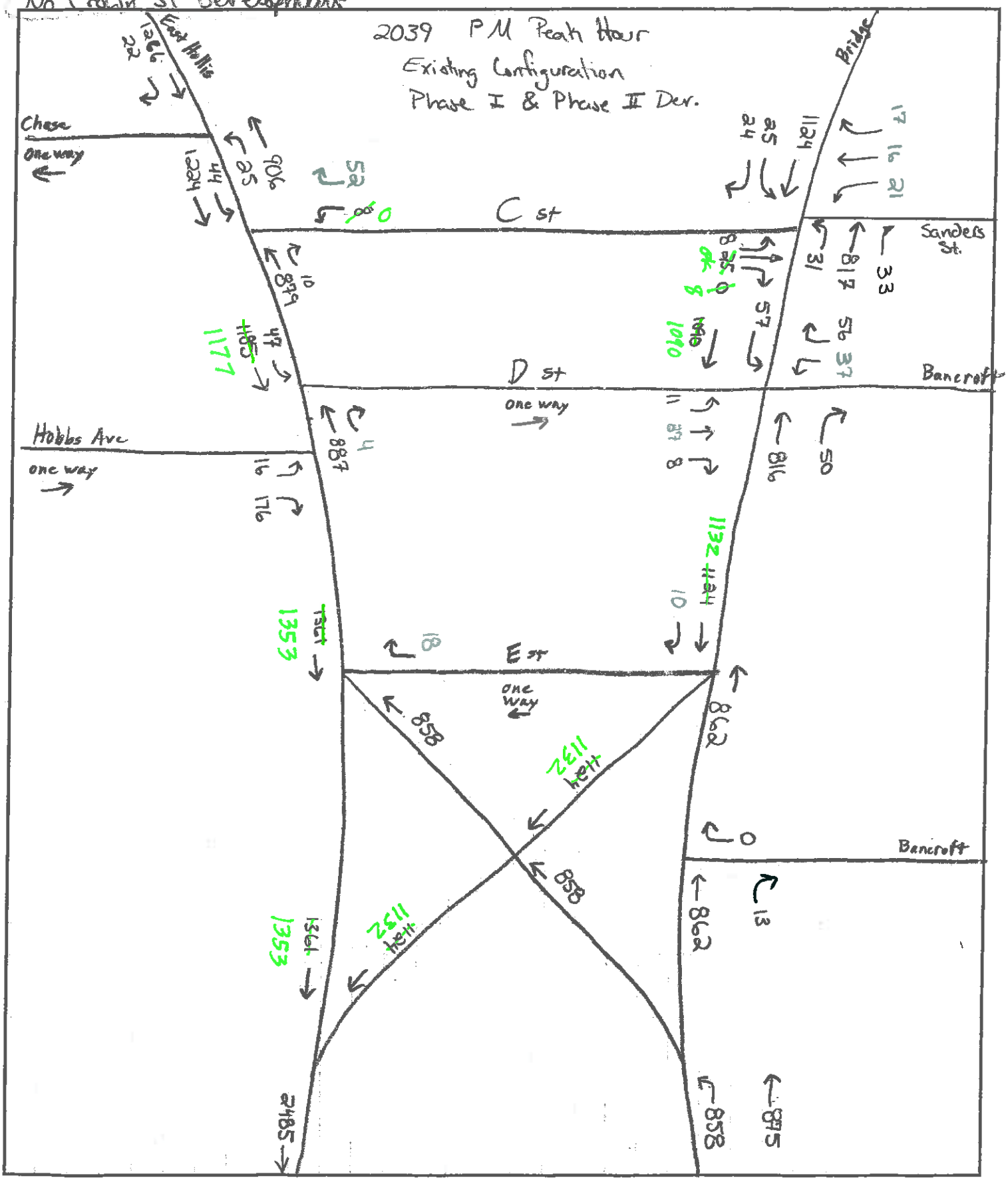
JOB East Hollis St
SHEET NO. 23 OF
CALCULATED BY SRL DATE 5/15/19
CHECKED BY DATE
SCALE NTS

No Crown St Development

2039 PM Peak Hour
Existing Configuration
Phase I & Phase II Dev.



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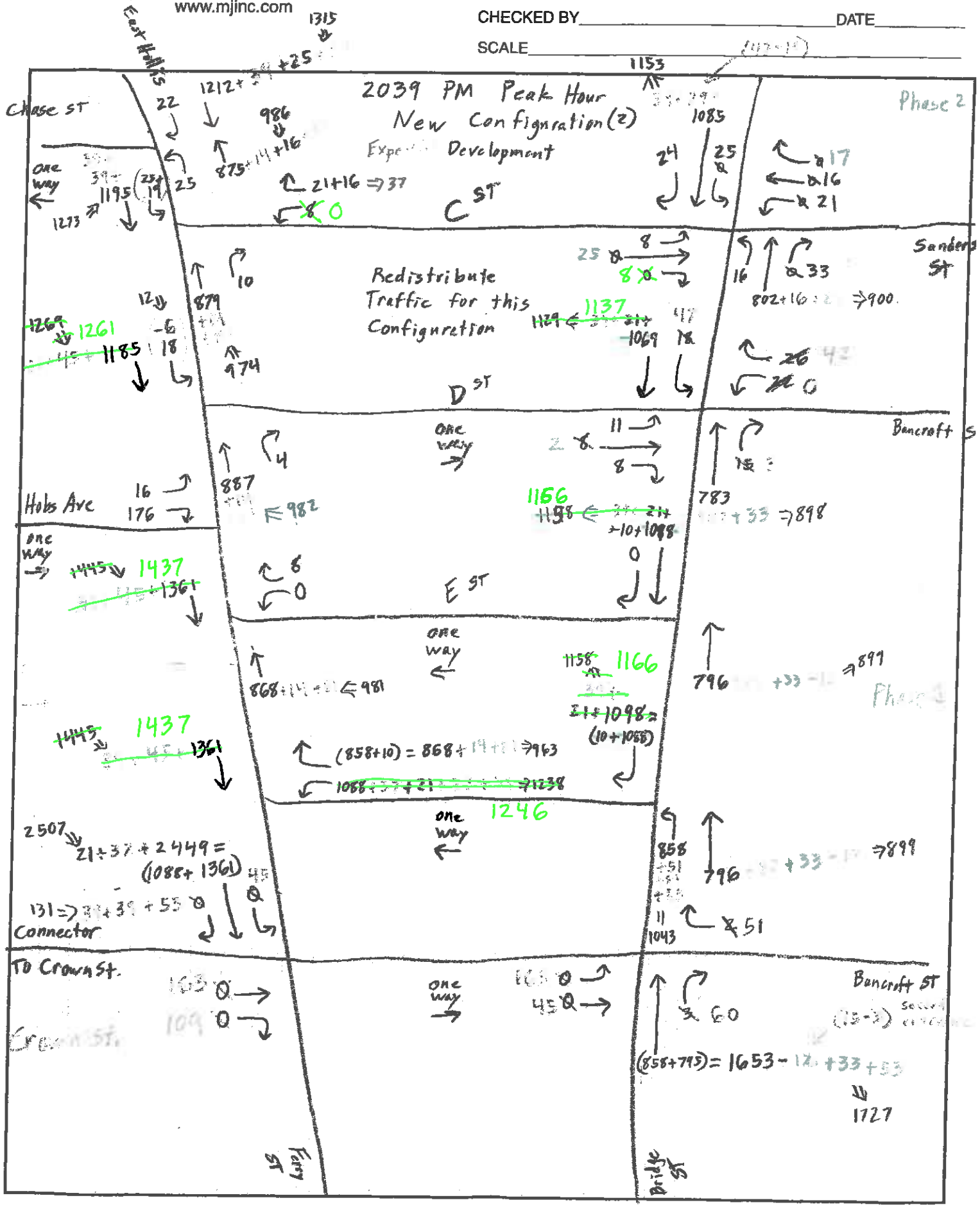
JOB East Hollis ST
SHEET NO. PM 24 OF
CALCULATED BY DATE
CHECKED BY DATE
SCALE



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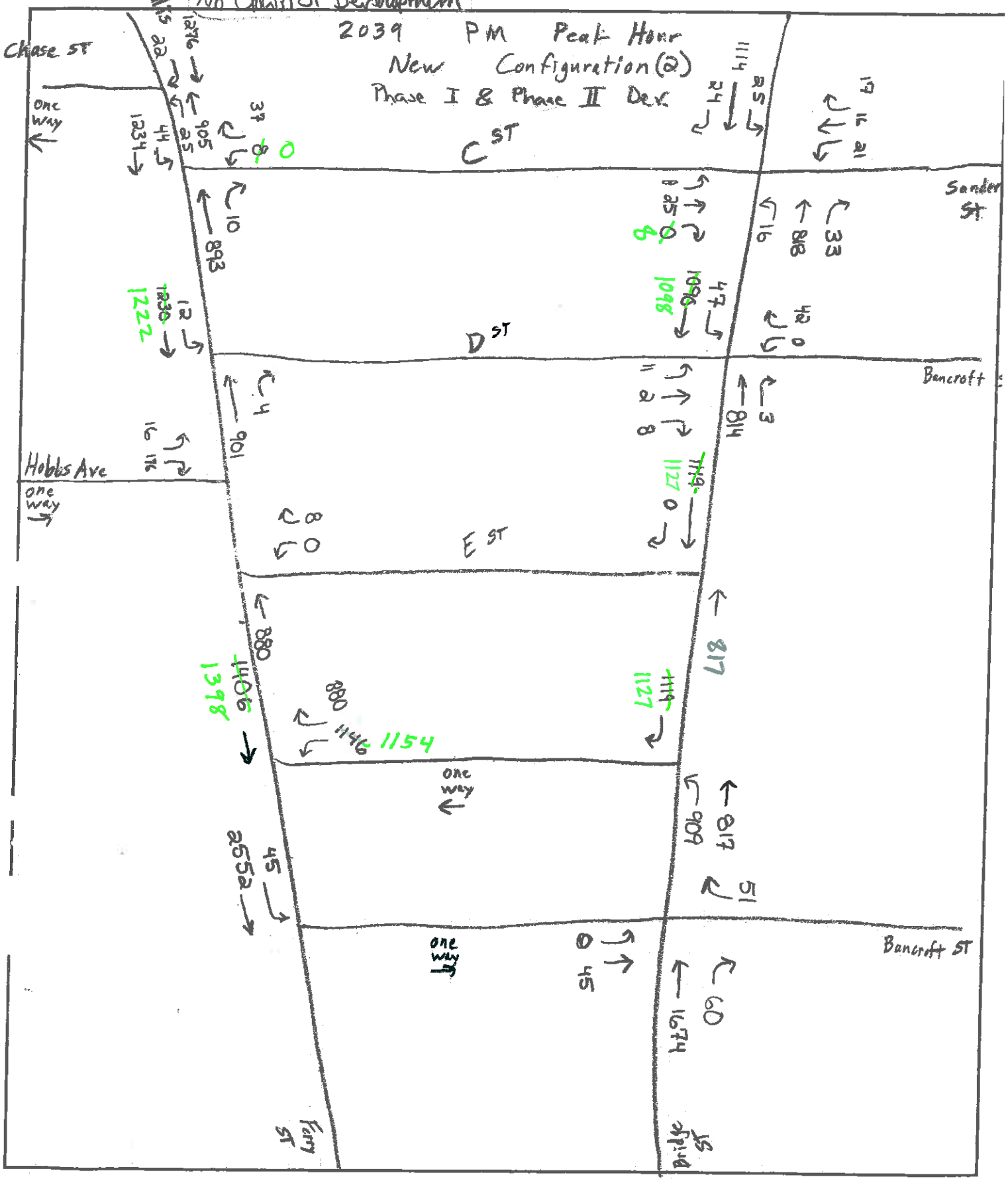
JOB East Hollis St
SHEET NO. 25 OF
CALCULATED BY SRL DATE 5/15/19
CHECKED BY DATE
SCALE NTS

No Crown St Development
2039 PM Peak Hour
New Configuration (2)
Phase I & Phase II Dev.



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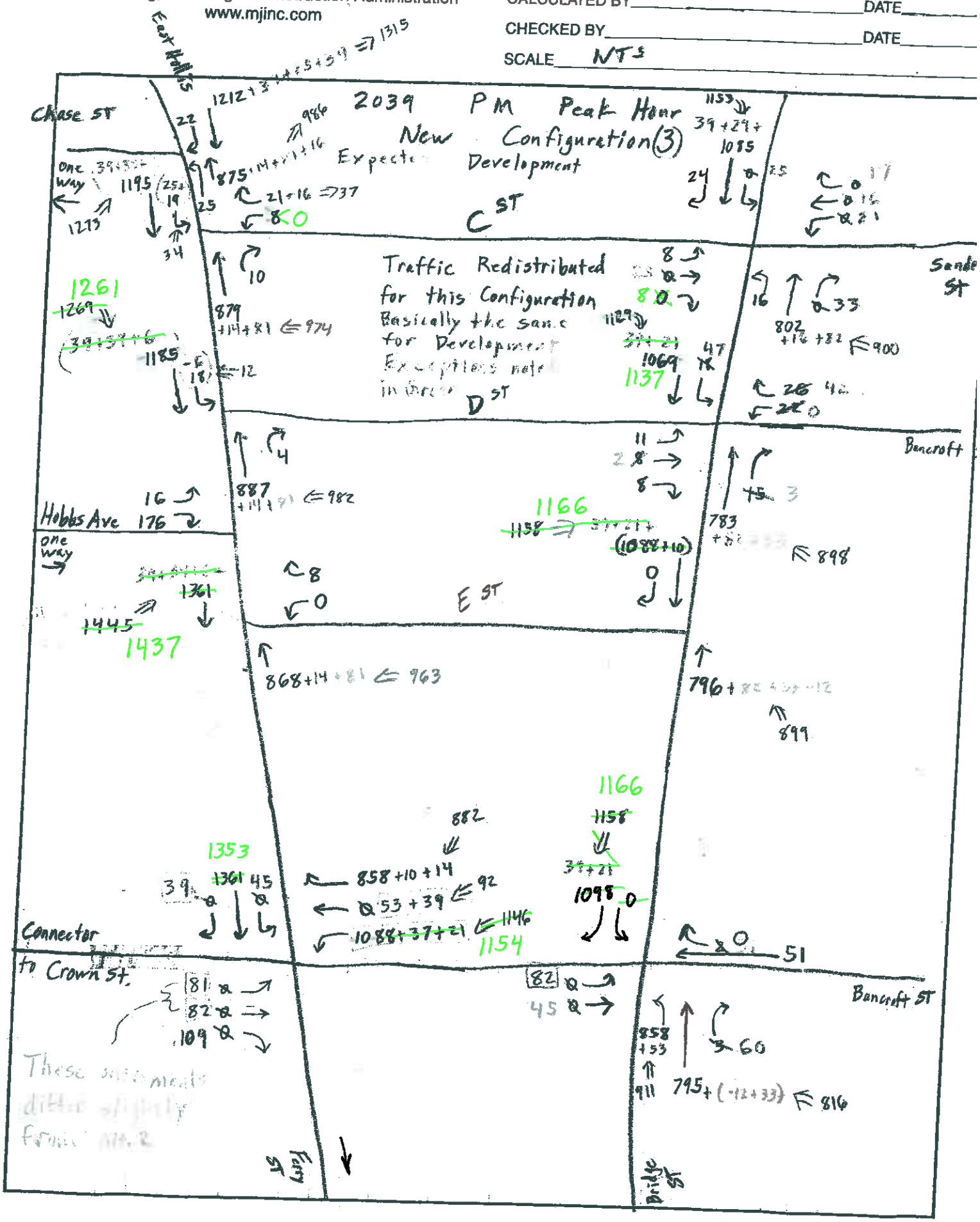
CHECKED BY DATE
SCALE NTS



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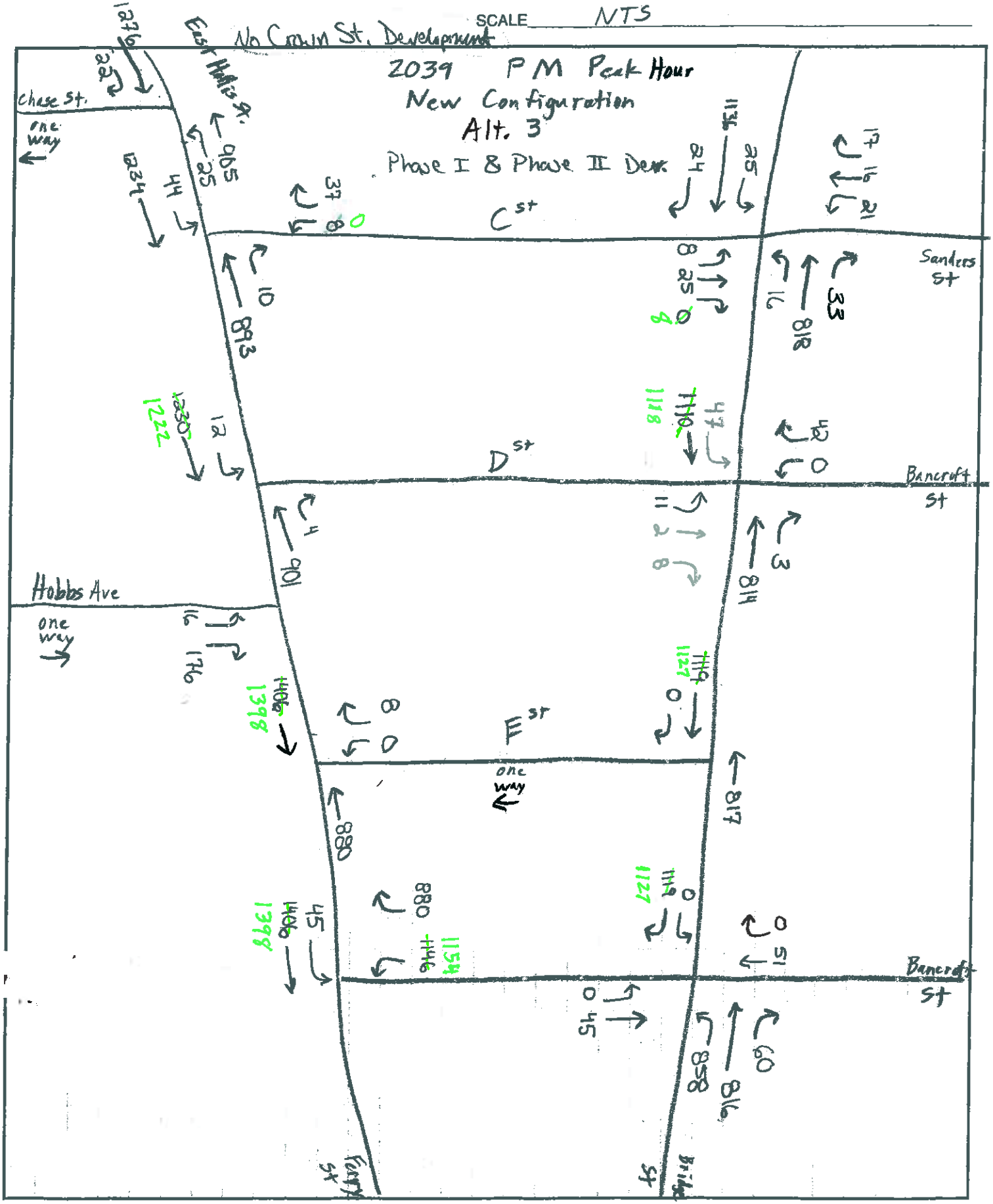
CHECKED BY DATE
SCALE NTS



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JOB East Hollis St.
SHEET NO. 28 OF
CALCULATED BY SKI DATE
CHECKED BY DATE
SCALE NTS

In a circular motion with a one directional crossing through Z signals out of Hudson some movements must be adjusted.

Vehicles coming from Hudson entering the Crown St Developement would likely have 3/4 vehicles (31 of 41 cars) that entered @ Chase St would enter @ new entrance.

Vehicles on East Hollis turining onto C ST headed toward Reinisance Developement would likely use the circular movement to enter @ the main entrance. Of the 20 lefts assume 10 will go to main entrance (leaving C st the 1 through and 9 rights) would be moved.

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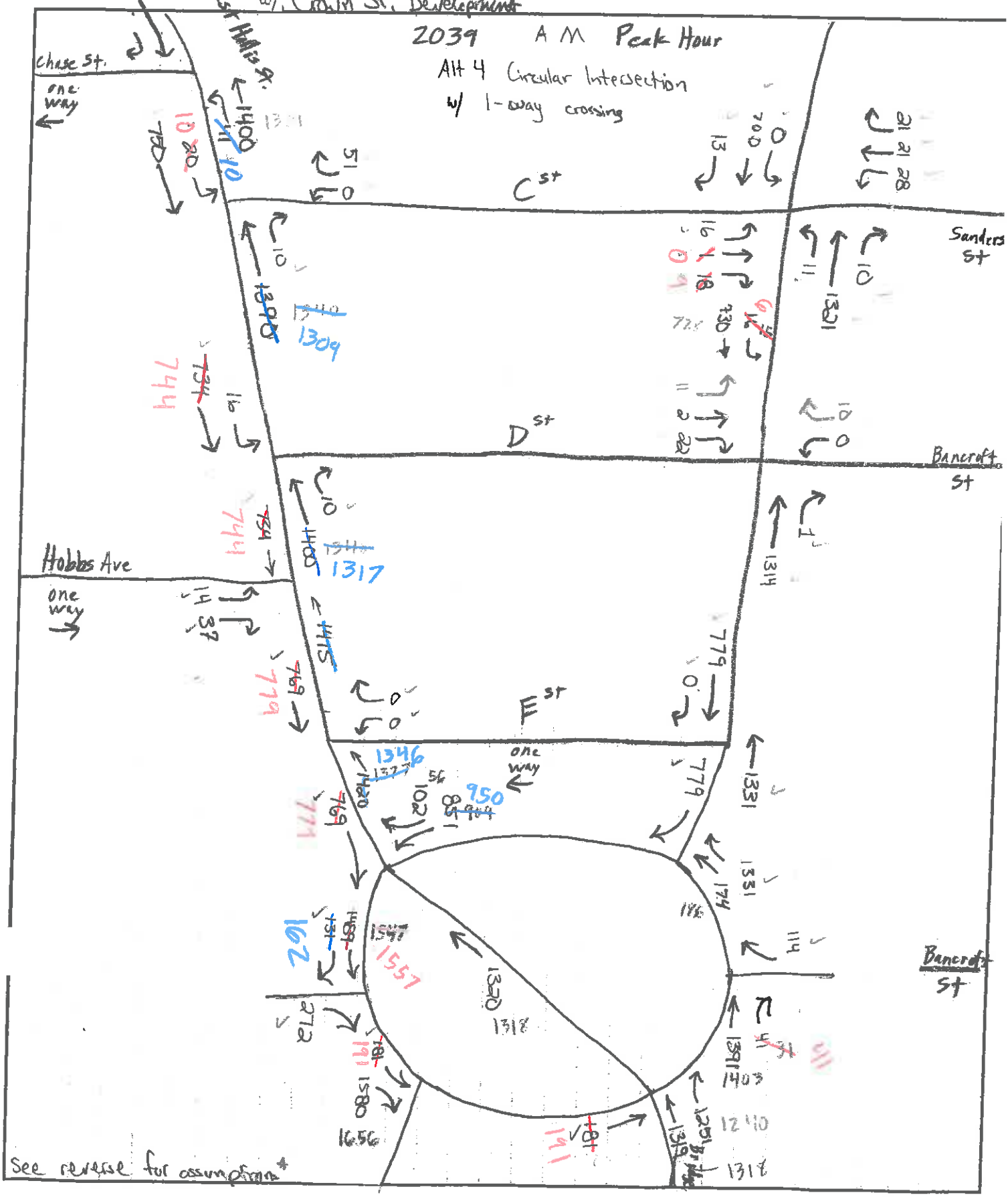
JOB East Hollis St
SHEET NO. 29 OF
CALCULATED BY SRL DATE 8/23/19
CHECKED BY DATE
SCALE NTS

w/ Crown St. Development

2039 A M Peak Hour
Alt 4 Circular Intersection
w/ 1-way crossing



See reverse for assumptions*

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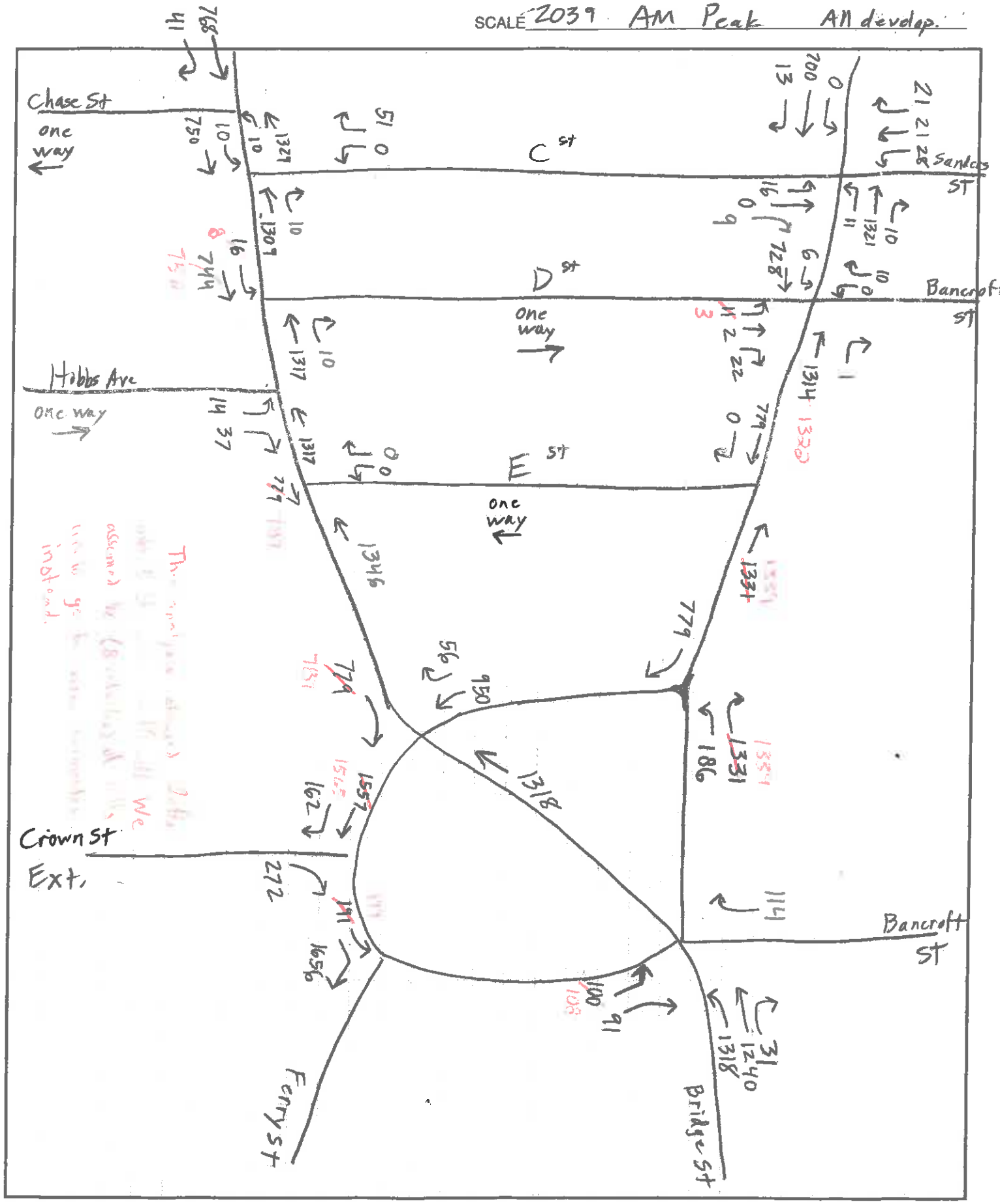
CALCULATED BY _____ DATE _____
CHECKED BY _____ DATE _____
SCALE 2039 AM Peak All develop.



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JOB East Hollis ST
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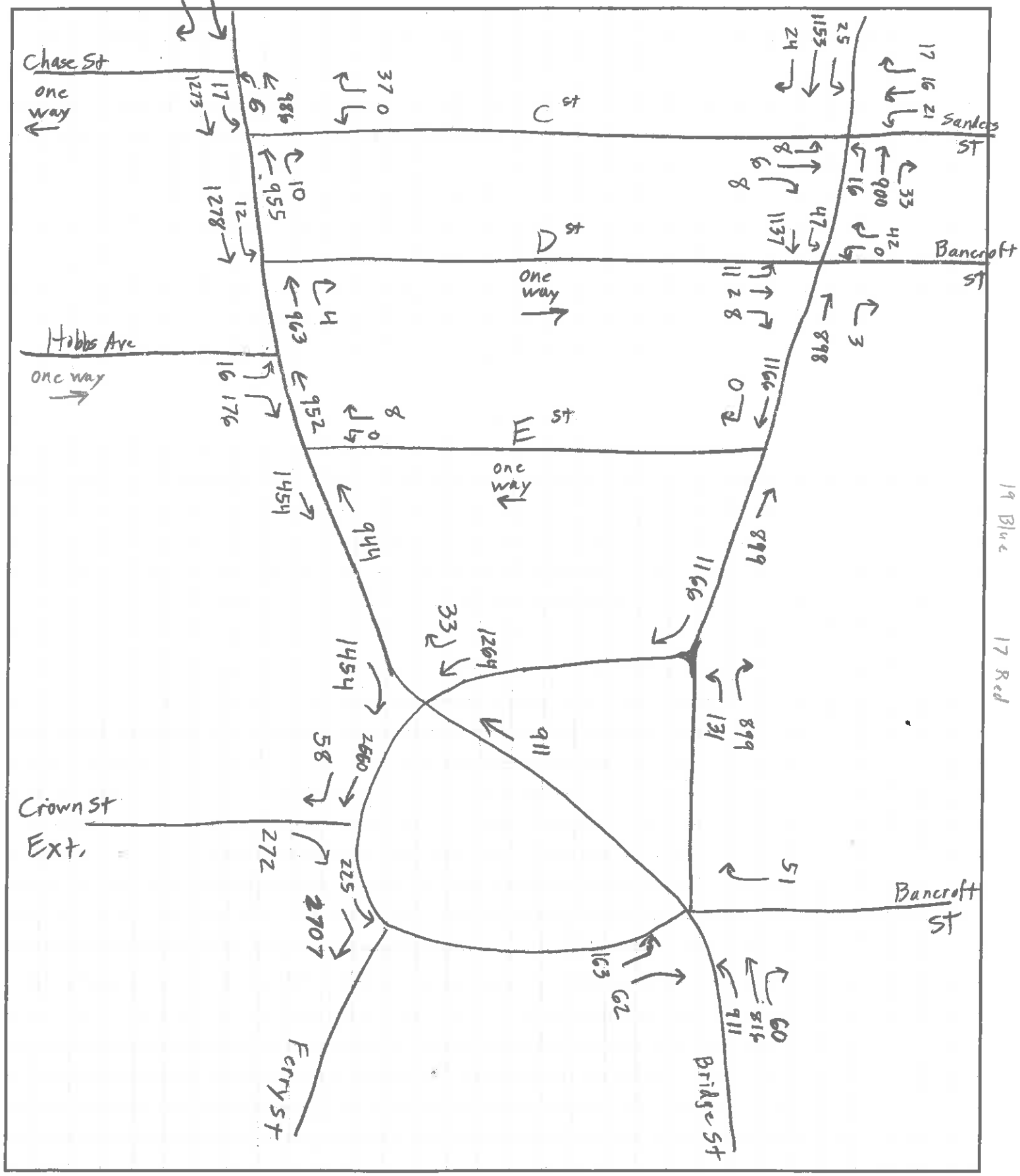
CALCULATED BY _____ DATE _____
CHECKED BY _____ DATE _____
SCALE 2039 P.M Peak All develop.



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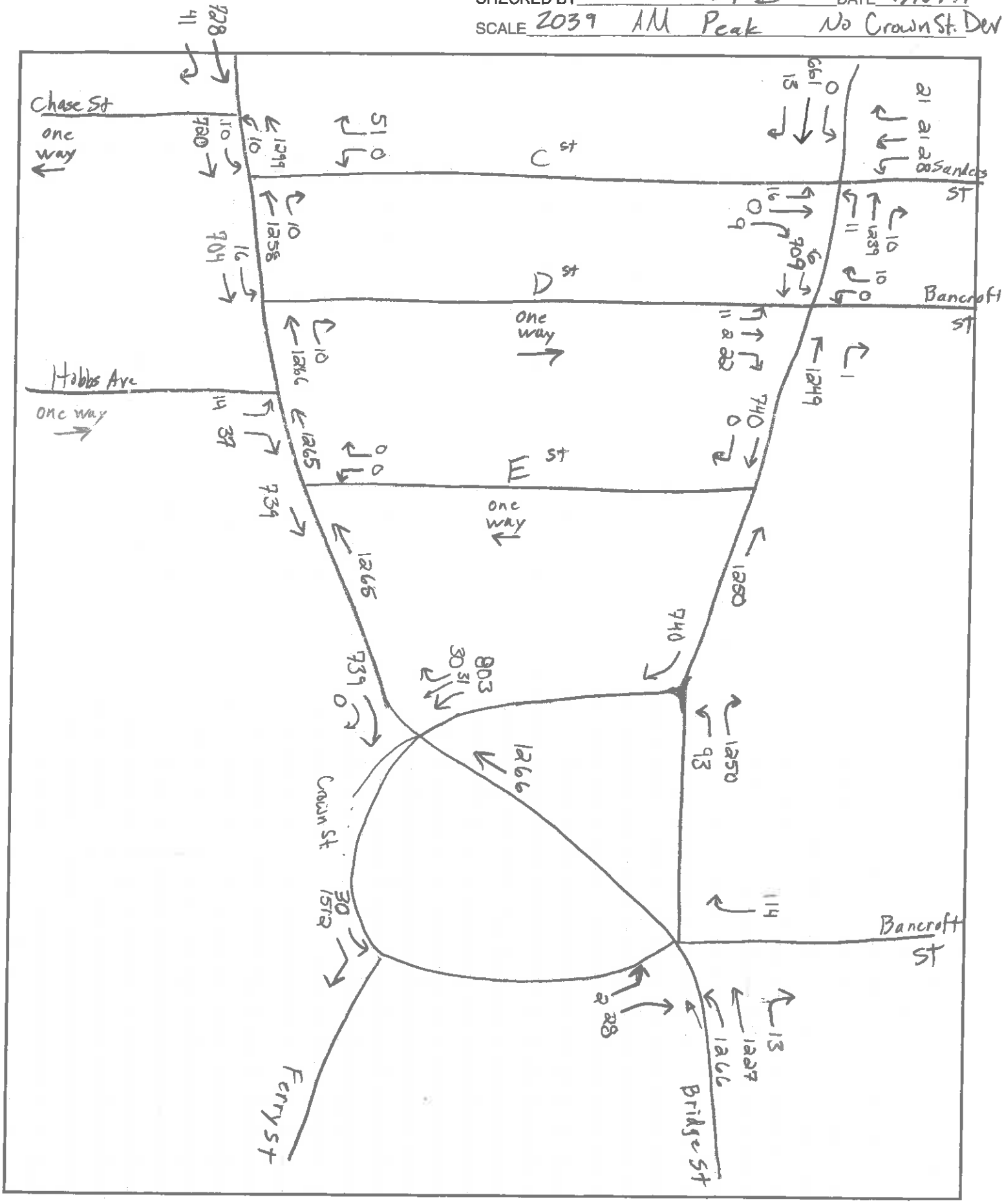
JOB East Hollis ST
SHEET NO. Circular Motion (2sig) OF 32
CALCULATED BY SRL DATE 6 Sept. '19
CHECKED BY SKI DATE 9/10/19
SCALE 2039 AM Peak No Crown St. Dev



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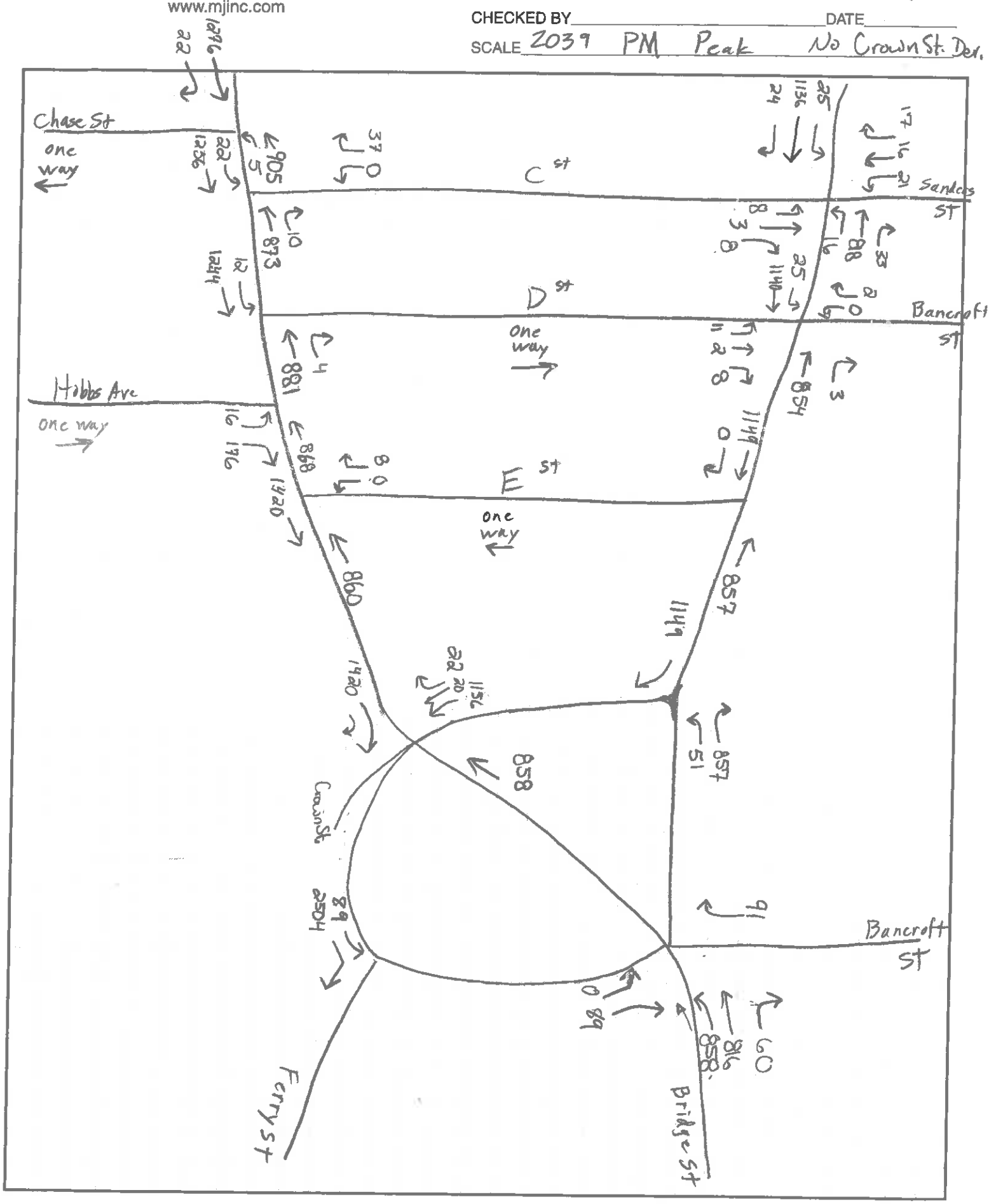
SHEET NO. Circular Motion (2sig) OF 33
CALCULATED BY SRL DATE 6 Sept '19
CHECKED BY DATE
SCALE 2039 PM Peak No Crown St. Det.



APPENDIX C

Crash History

Nashua 16314 - East Hollis St / Bridge St improvements
Crash Study 2012-2016 (Data source: NH DMV)
Data query by NHDOT - 8/15/18

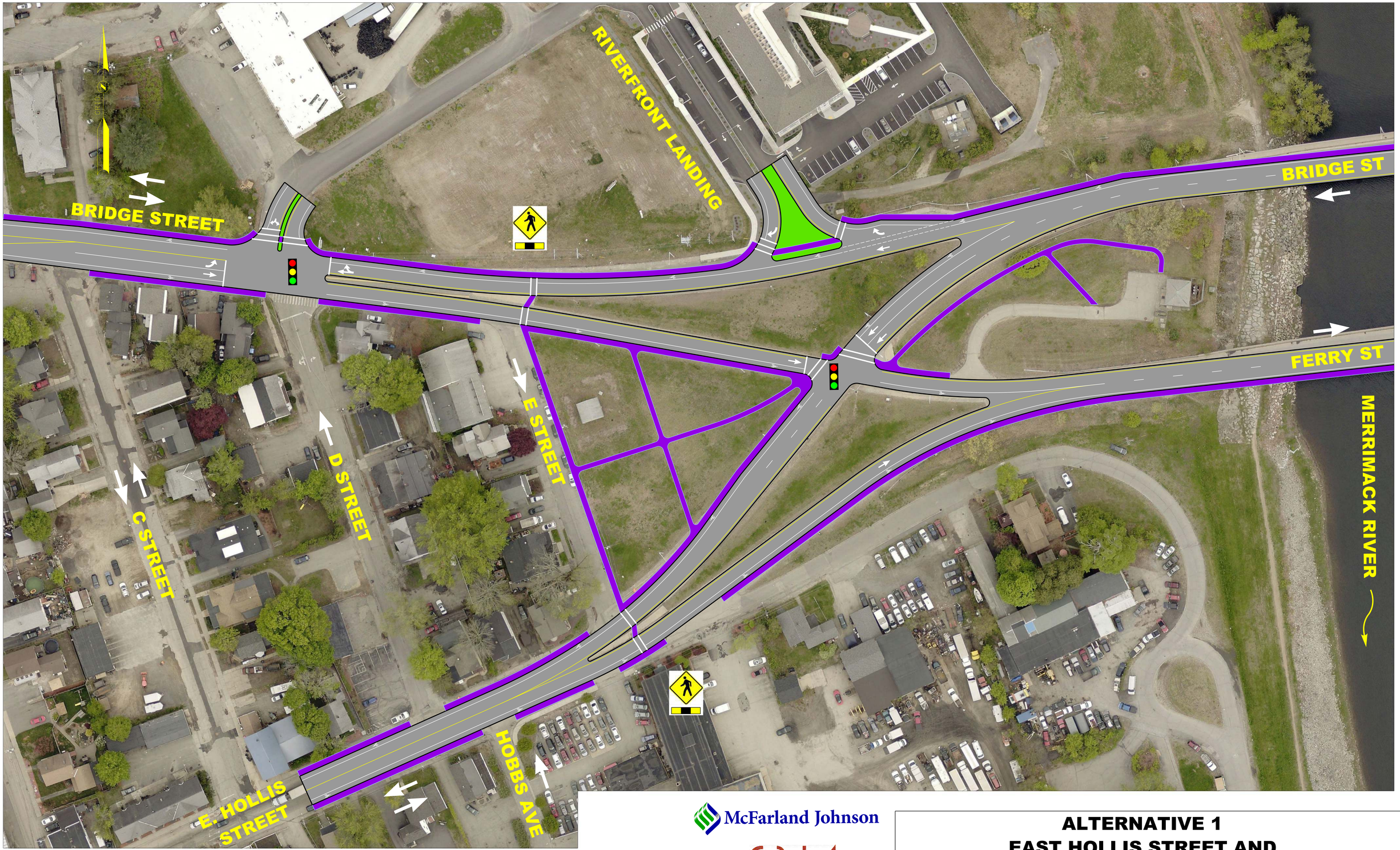
Maximum injury severity for each crash						
.	Years					
Max injury severity	**2012**	**2013**	**2014**	**2015**	**2016**	**Total**
Non_Incapacitating	4	1	3	5		13
Possible		1		1		2
No Apparent Injury	5	6	16	15	7	49
Unknown			1		3	4
<Null>		2	1			3
Total	**9**	**10**	**21**	**21**	**10**	**71**

Apparent contributing factors for each unit	
Contributing factors	**Count**
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
Total	**144**

Injury severity for each occupant	
Injury severity	**Count**
Non Incapacitating	15
Possible	2
No Apparent Injury	135
Unknown	11
Total	**163**

APPENDIX D

Alternatives



50 0 50 100

SCALE IN FEET

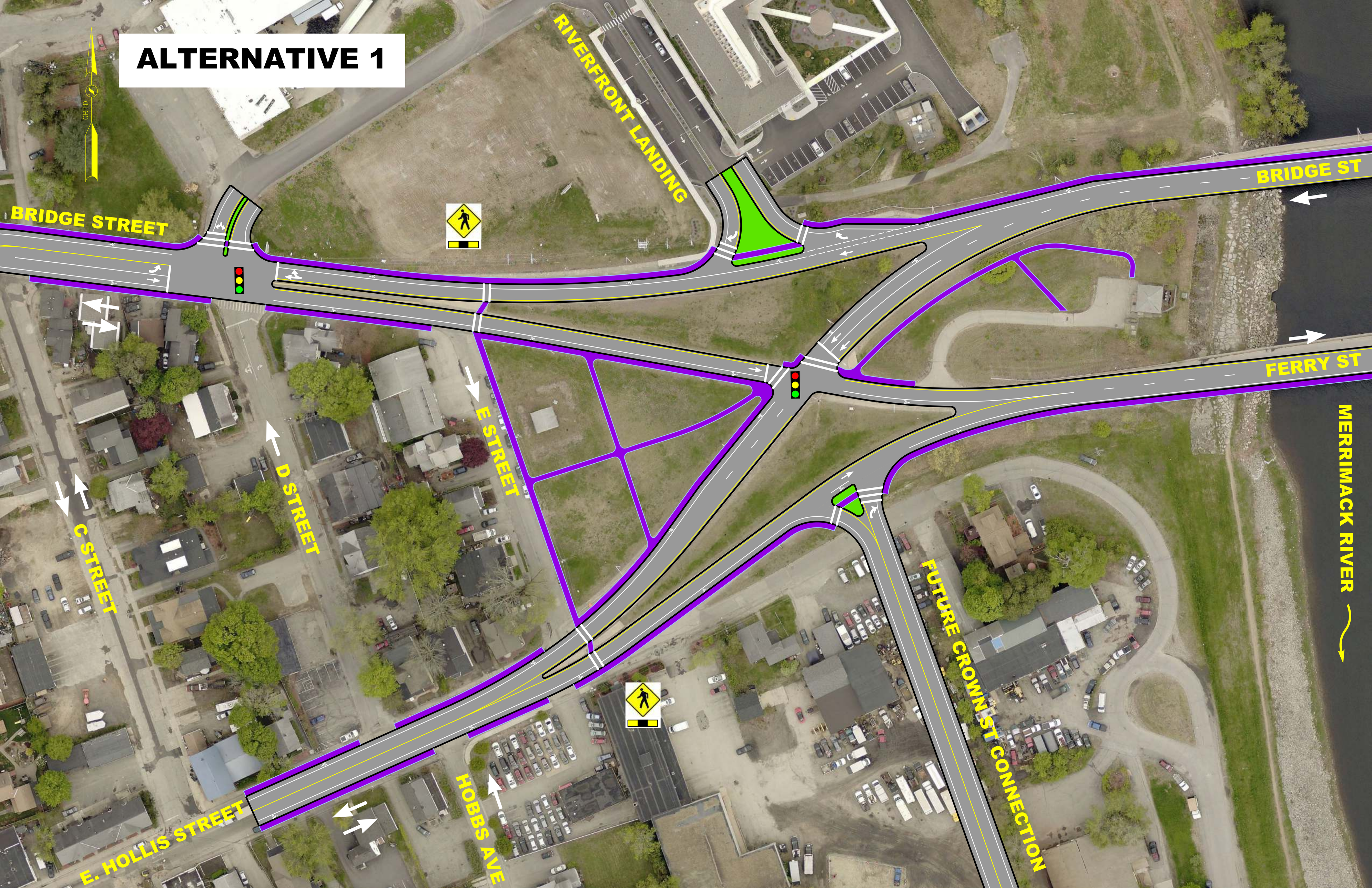
McFarland Johnson

CRJA landscape architects

ALTERNATIVE 1

EAST HOLLIS STREET AND BRIDGE STREET INTERSECTION NASHUA, NH

ALTERNATIVE 1

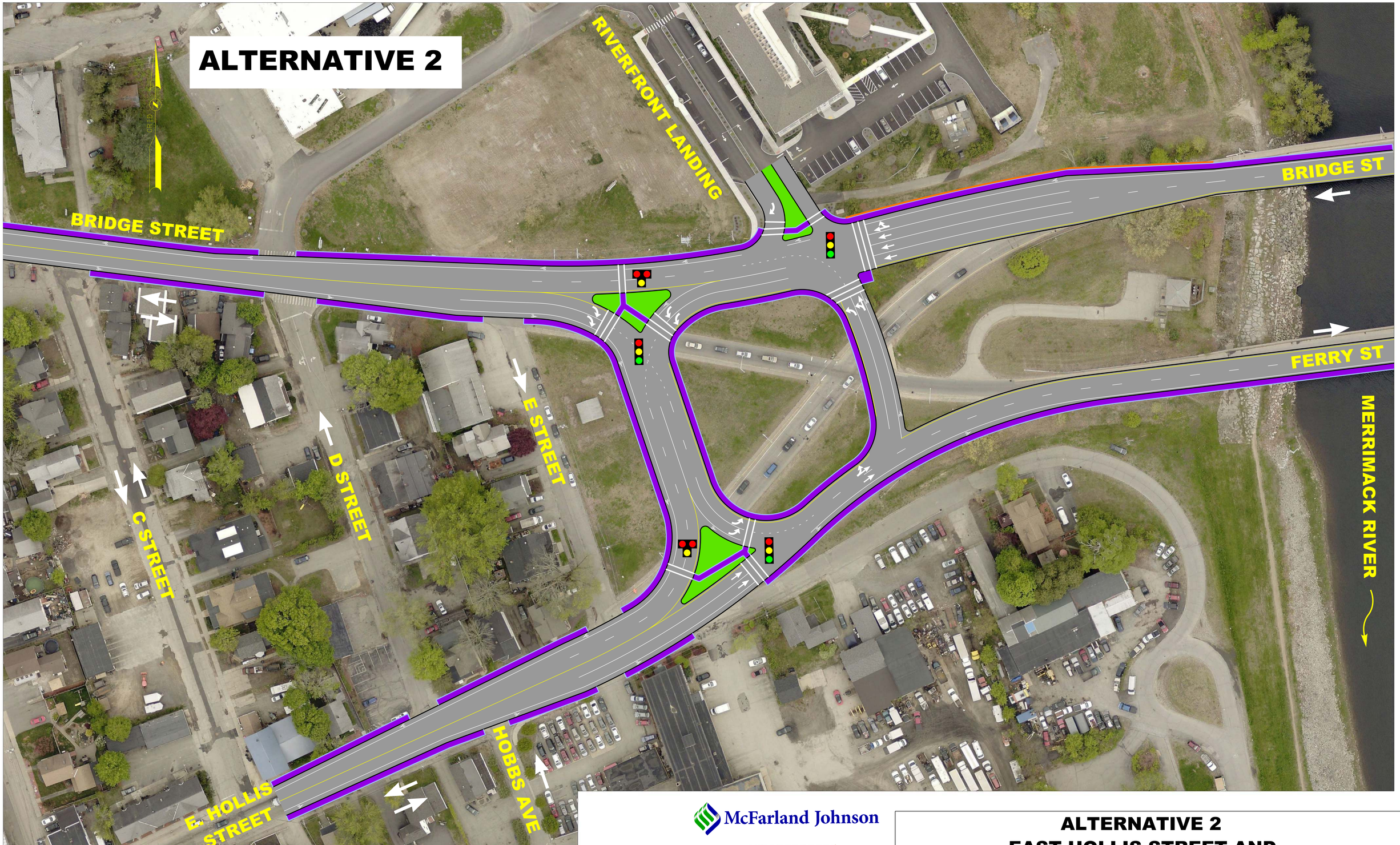


LANDSCAPE CONCEPTUAL PLAN OPTION 1 - BASIC DESIGN

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

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 PEDESTRAIN SIDEWALKS
9. EXISTING BUILDINGS TO REMAIN
10. LANDSCAPED BERM 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



McFarland Johnson

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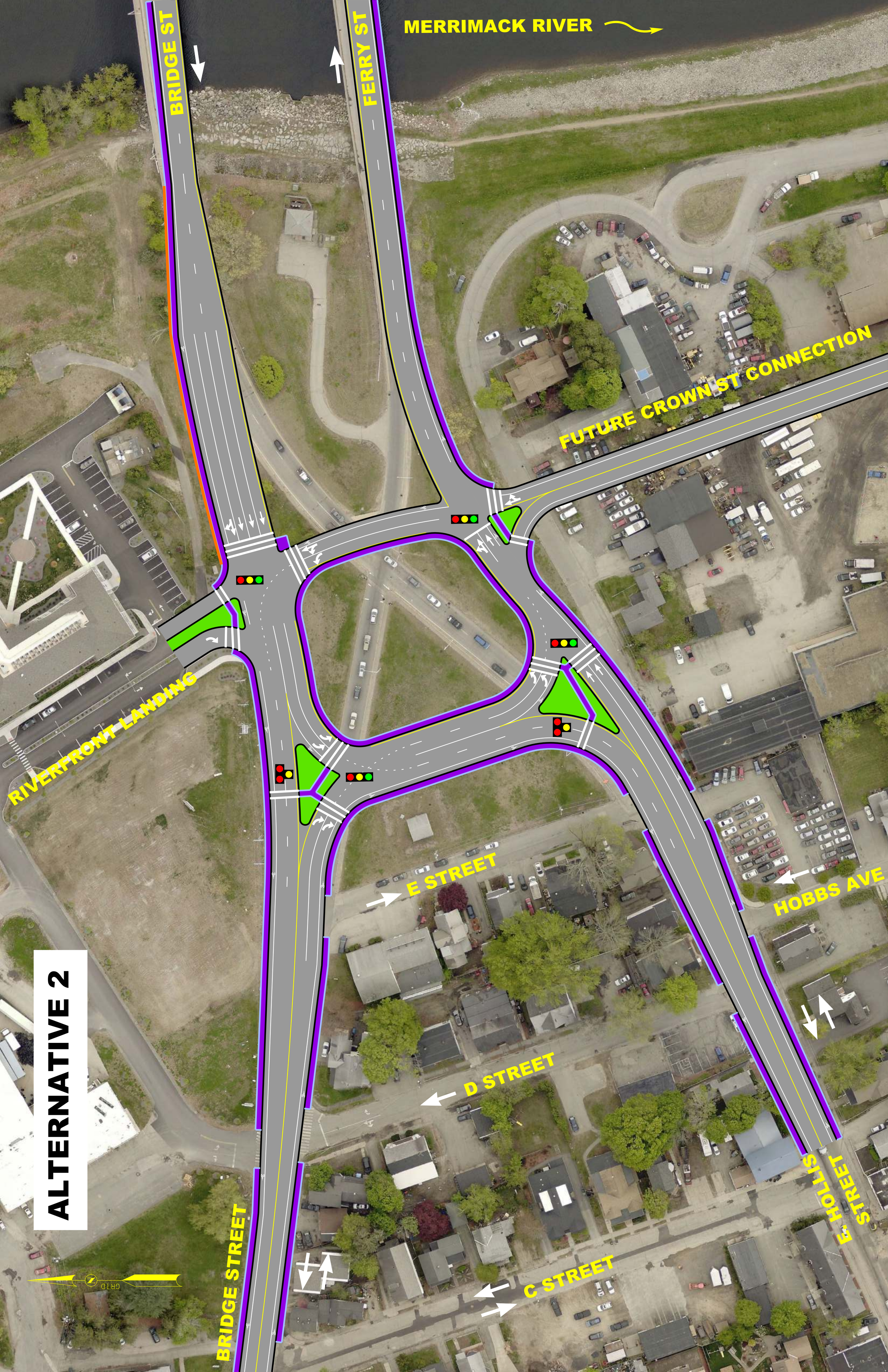
landscape architects

ALTERNATIVE 2

EAST HOLLIS STREET AND BRIDGE STREET INTERSECTION

NASHUA, NH

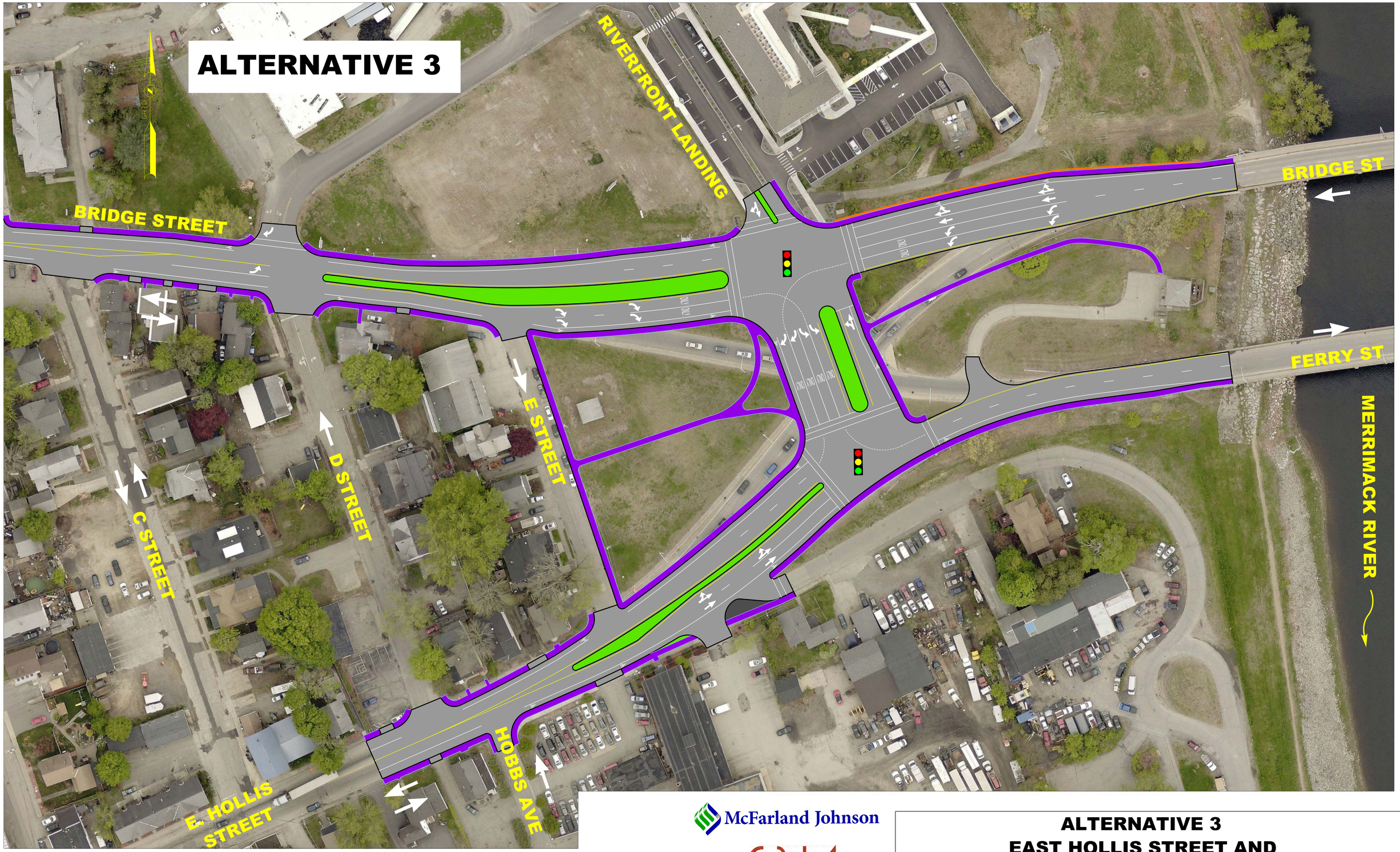

ALTERNATIVE 2
MERRIMACK RIVER
BRIDGE ST
FERRY ST
FUTURE CROWN ST CONNECTION
RIVERFRONT LANDING
E STREET
HOBBS AVE
D STREET
E HOLLIS STREET
C STREET
BRIDGE STREET
GRID

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
7. PEDESTRIAN CONNECTION THE TO MERRIMACK RIVER

LANDSCAPE CONCEPTUAL PLAN OPTION 2 - FULL BUILD DESIGN

1. NEW STREET TREES
2. GATEWAY STRUCTURE
3. BUFFER PLANTING
4. FLAG POLE
5. CHILDREN'S PLAYGROUD WITH FENCING
6. COMMUNITY GARDEN
7. OPEN GREEN SPACE
8. NEW PEDESTRIAN SIDEWALKS
9. EXISTING BUILDINGS TO REMAIN
10. LANDSCAPED BERM 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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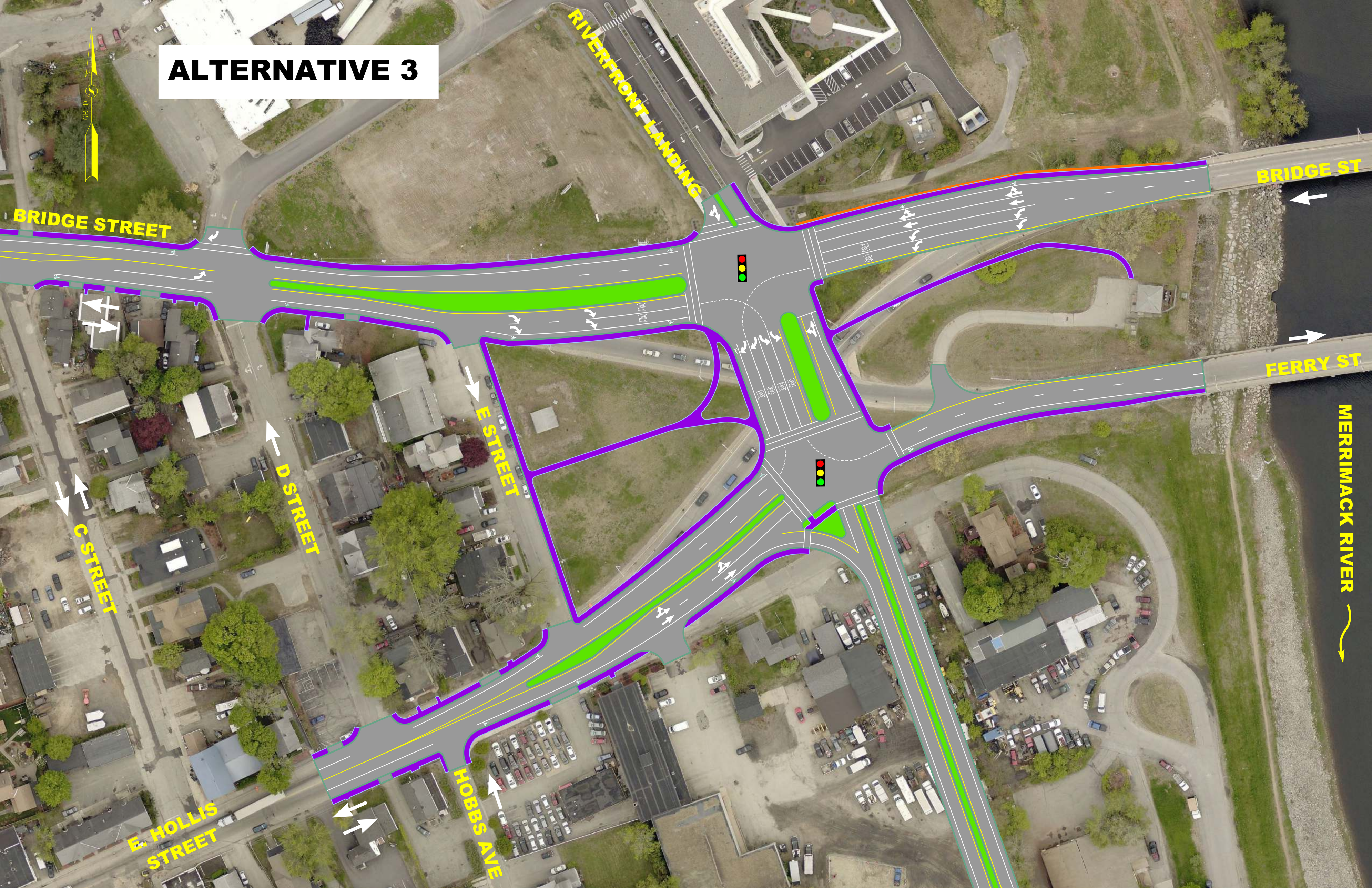
ALTERNATIVE 3

EAST HOLLIS STREET AND BRIDGE STREET INTERSECTION

NASHUA, NH

ALTERNATIVE 3



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 CROSSWALKS
7. PEDESTRIAN CONNECTION TO THE MERRIMACK RIVER

LANDSCAPE CONCEPTUAL PLAN OPTION 3 - FULL BUILD DESIGN

1. NEW STREET TREES
2. GATEWAY STRUCTURE
3. BUFFER PLANTING
4. FLAG POLE
5. CHILDREN'S PLAYGROUD WITH FENCING
6. COMMUNITY GARDEN
7. OPEN GREEN SPACE
8. NEW PEDESTRIAN SIDEWALKS
9. EXISTING BUILDINGS TO REMAIN
10. LANDSCAPED BERM WITH PLANTING TO HELP SCREEN TRAFFIC
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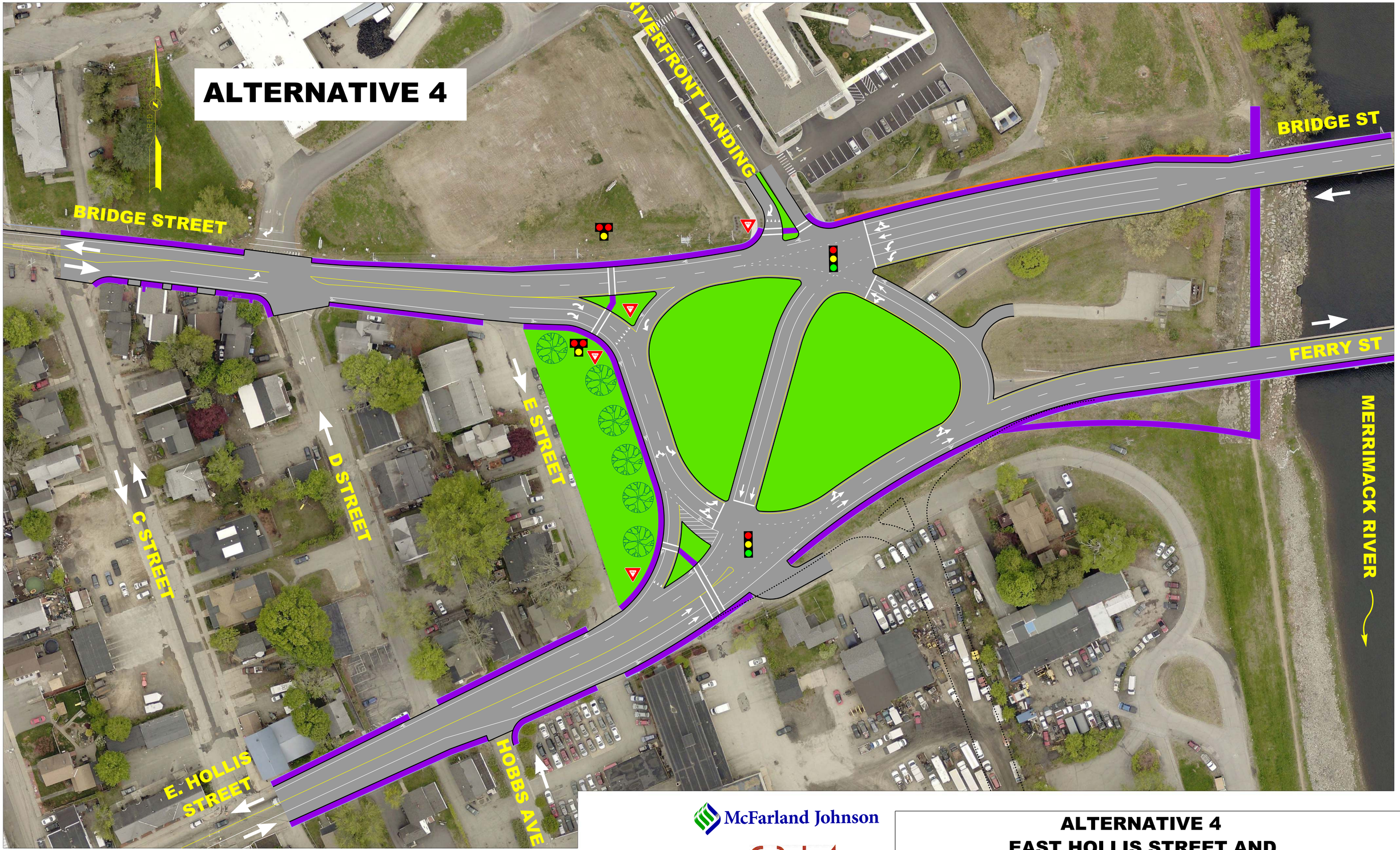
13. ACCESS DRIVE
14. PEDESTRIAN CROSSWALKS
15. DOG PARK / OPEN GREEN SPACE
16. TODDLER PLAYGROUND WITH FENCING



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CRJA
landscape architects

ALTERNATIVE 4

EAST HOLLIS STREET AND BRIDGE STREET INTERSECTION

NASHUA, NH

APPENDIX E

Cost Estimates

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

ALTERNATIVE 1 ESTIMATE
OCTOBER, 2019

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
	TRAFFIC SIGNS		3.00%		$22,581
	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			$1,976,901
	MOBILIZATION		7.00%		$138,383
		HIGHWAY ITEMS SUB-TOTAL COST			$2,115,284
	CONSTRUCTION ENGINEERING		6.00%		$126,917
	** Percentages Estimated from other similar NHDOT projects				
		OVERALL TOTAL PROJECT COST			$2,242,201
			Use		***$2,300,000***

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

ALTERNATIVE 2 ESTIMATE
OCTOBER, 2019

McFarland-Johnson, Inc.
Concord, NH

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	COST
	MAJOR CONSTRUCTION ITEMS:				
203.1	COMMON EXCAVATION	CY	12,000	$12	$144,000
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	2,700	$45	$121,500
609.01	STRAIGHT GRANITE CURB	LF	5,200	$28	$145,600
	MAJOR ITEM SUB-TOTAL COST				$1,055,000
	Costs Estimated by Contract Percentages**:		Contract %		Estimate
	PEDESTRIAN HYBRID BEACON		1	$80,000	$80,000
	TRAFFIC SIGNALS		3	$165,000	$495,000
	TRAFFIC CONTROL		10.00%		$105,500
	TRAFFIC SIGNS		3.00%		$31,650
	DRAINAGE		15.00%		$158,250
	EROSION CONTROL ITEMS		5.00%		$52,750
	STREETSCAPE				$0
	RETAINING WALL	SF	1,560	$50	$78,000
	OTHER ITEMS AND CONTINGENCIES		30.00%		$316,500
	SUB-TOTAL COST				$2,372,650
	MOBILIZATION		7.00%		$166,086
	HIGHWAY ITEMS SUB-TOTAL COST				$2,538,736
	CONSTRUCTION ENGINEERING		6.00%		$152,324
	OVERALL TOTAL PROJECT COST				$2,691,060
			Use		***$2,700,000***

** Percentages Estimated from other similar NHDOT projects

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

ALTERNATIVE 3 ESTIMATE
OCTOBER, 2019

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
	TRAFFIC SIGNS		10.00%		$105,490
	DRAINAGE		15.00%		$158,235
	EROSION CONTROL ITEMS		5.00%		$52,745
	STREETSCAPE				$150,000
	RETAINING WALL	SF	1,560	$50	$78,000
	OTHER ITEMS AND CONTINGENCIES		30.00%		$316,470
	SUB-TOTAL COST				$2,371,330
	MOBILIZATION		7.00%		$165,993
	HIGHWAY ITEMS SUB-TOTAL COST				$2,537,323
	CONSTRUCTION ENGINEERING		6.00%		$152,239
	** Percentages Estimated from other similar NHDOT projects				
	OVERALL TOTAL PROJECT COST				$2,689,562
			Use		***$2,700,000***

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

ALTERNATIVE 4 ESTIMATE
OCTOBER, 2019

McFarland-Johnson, Inc.
Concord, NH

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	COST
	MAJOR CONSTRUCTION ITEMS:				
203.1	COMMON EXCAVATION	CY	12,500	$12	$150,000
304.4	CRUSHED STONE (FINE GRADATION) (F)	CY	5,000	$32	$160,000
304.5	CRUSHED STONE (COARSE GRADATION) (F)	CY	4,300	$32	$137,600
403.11	HOT BITUMINOUS PAVEMENT, MACHINE METHOD	TON	4,700	$85	$399,500
608.24	4" CONCRETE SIDEWALK (F)	SY	2,300	$45	$103,500
609.01	STRAIGHT GRANITE CURB	LF	5,600	$28	$156,800
	MAJOR ITEM SUB-TOTAL COST				$1,107,400
	Costs Estimated by Contract Percentages**:		Contract %		Estimate
	HYBRID BEACON		1	$80,000	$80,000
	TRAFFIC SIGNALS		2	$175,000	$350,000
	TRAFFIC CONTROL		10.00%		$110,740
	TRAFFIC SIGNS		3.00%		$33,222
	DRAINAGE		15.00%		$166,110
	EROSION CONTROL ITEMS		5.00%		$55,370
	STREETSCAPE				$50,000
	RETAINING WALL	SF	1,560	$50	$78,000
	OTHER ITEMS AND CONTINGENCIES		30.00%		$332,220
	SUB-TOTAL COST				$2,363,062
	MOBILIZATION		7.00%		$165,414
	HIGHWAY ITEMS SUB-TOTAL COST				$2,528,476
	CONSTRUCTION ENGINEERING		6.00%		$151,709
	** Percentages Estimated from other similar NHDOT projects				
	OVERALL TOTAL PROJECT COST				$2,680,185
			Use		***$2,700,000***

APPENDIX F

Decision Matrix

EAST HOLLIS STREET & BRIDGE STREET INTERSECTION IMPROVEMENT PROJECT
EVALUATION MATRIX – October 2019

CRITERIA		NO BUILD (DO NOTHING)		ALTERNATIVE 1		ALTERNATIVE 2		ALTERNATIVE 3		ALTERNATIVE 4	
MOBILITY	Bicycle Accommodations	None		5 FT Bicycle Lanes		5 FT Bicycle Lanes		5 FT Bicycle Lanes		5 FT Bicycle Lanes	
	Pedestrian Accommodations	Limited		5 FT Sidewalks		5 FT Sidewalks		5 FT Sidewalks		5 FT Sidewalks	
	Connection to the River	None		Yes		Yes		Yes		Yes	
VEHICLE ACCESS	Riverfront Landing	Right In/Right-Out at Bancroft St. Maintain Signal at D St.		Right In/Right-Out at Bancroft St. Maintain Signal at D St.		Full Access at Bancroft St. Signal at D St. Removed		Full Access at Bancroft St. Signal at D St. Removed		Improved Access at Bancroft St. Signal at D St. Removed	
	Crown Street Area	Signals at Allds St. & Arlington St.		Right In/Right Out w/ New Future Road Signals at Allds St. & Arlington St.		Full Access with New Future Roadway		Full Access with New Future Roadway		Improved Access with New Future Roadway	
	Emergency Vehicle Access	Uses Side Streets		Use 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	
TRAFFIC OPERATIONS LEVEL OF SERVICE (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	AM Peak Hour	PM Peak Hour
	East Hollis St. to Hudson	A	B	A	B	B/B	D/F	C	F	A	F
	Bridge St. to Hudson	F	F	E	F	D/E/B	D/E/F	C/F	F/F	F	F
	Hudson to Bridge St.	A	A	A	A	B/A	B/A	A	A	A	B
	Hudson to East Hollis St.	B	C	D	F	B/B/A	B/D/A	E/A (Queues into Hudson Signals)	C/A	A/F	A/F
	Crown St. Access	-	-	F	F	D	F	D	E	Yield	Yield
	Riverfront Landing Driveway	D	F	D	F	A	A	C	C	C	A
	Reduces Neighborhood Street Traffic	No Change		No Change		Reduces Traffic on D St.		Reduces Traffic on D St.		Reduces Traffic on D St. & Chase St.	
AESTHETICS	Gateway Views	Poor		Excellent		Excellent		Excellent		Excellent	
	Greenspace	Underutilized		0.8 Acres Adjacent to E St. 0.8 Acres Surrounded by Roadways 1.0 Acres Adjacent to River		0.3 Acres Adjacent to E St. 0.7 Acres Surrounded by Roadways 1.2 Acres Adjacent to River		1.0 Acres Adjacent to E St. 1.3 Acres Adjacent to River		0.4 Acres Adjacent to E St. 1.1 Acres Surrounded by Roadways 0.9 Acres Adjacent to River	
	Potential Street Tree Plantings	None		152 Deciduous, 50 Flowering		132 Deciduous, 30 Flowering		140 Deciduous, 33 Flowering		132 Deciduous, 30 Flowering	
	Potential 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		13 Benches, 3 Trash Receptacles, Flag Pole, Gateway Element	
	Potential Street and Pedestrian Lighting	Traditional		47 Pedestrian Lights		46 Pedestrian Lights		54 Pedestrian Lights		46 Pedestrian Lights	
POTENTIAL NEIGHBORHOOD AMENITIES (In New Green Space) (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		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		Located Adjacent to 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.		No Practical Location	
COST				~ $2.3 Million ($400 K Streetscape Budget)		~ $2.7 Million ($0 Streetscape Budget)		~ $2.7 Million ($150 K Streetscape Budget)		~ $2.7 Million ($50 K Streetscape Budget)	

KEY

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

Nashua NEW HAMPSHIRE'S GATE CITY

CRJA landscape architecture

McFarland Johnson

APPENDIX G

Environmental/Hazardous Materials Screening Report

SANBORN HEAD
Building Trust. Engineering Success.

20 Foundry Street
Concord, NH 03301

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[1]. 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.

[1] 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

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

File: P:\4300s\4381.00\Graphics Files\CAD\Summary of Enviro-Hazard\Locus.dwg User: ddombrowsky Plot Date: 5-10-18 8:22 AM

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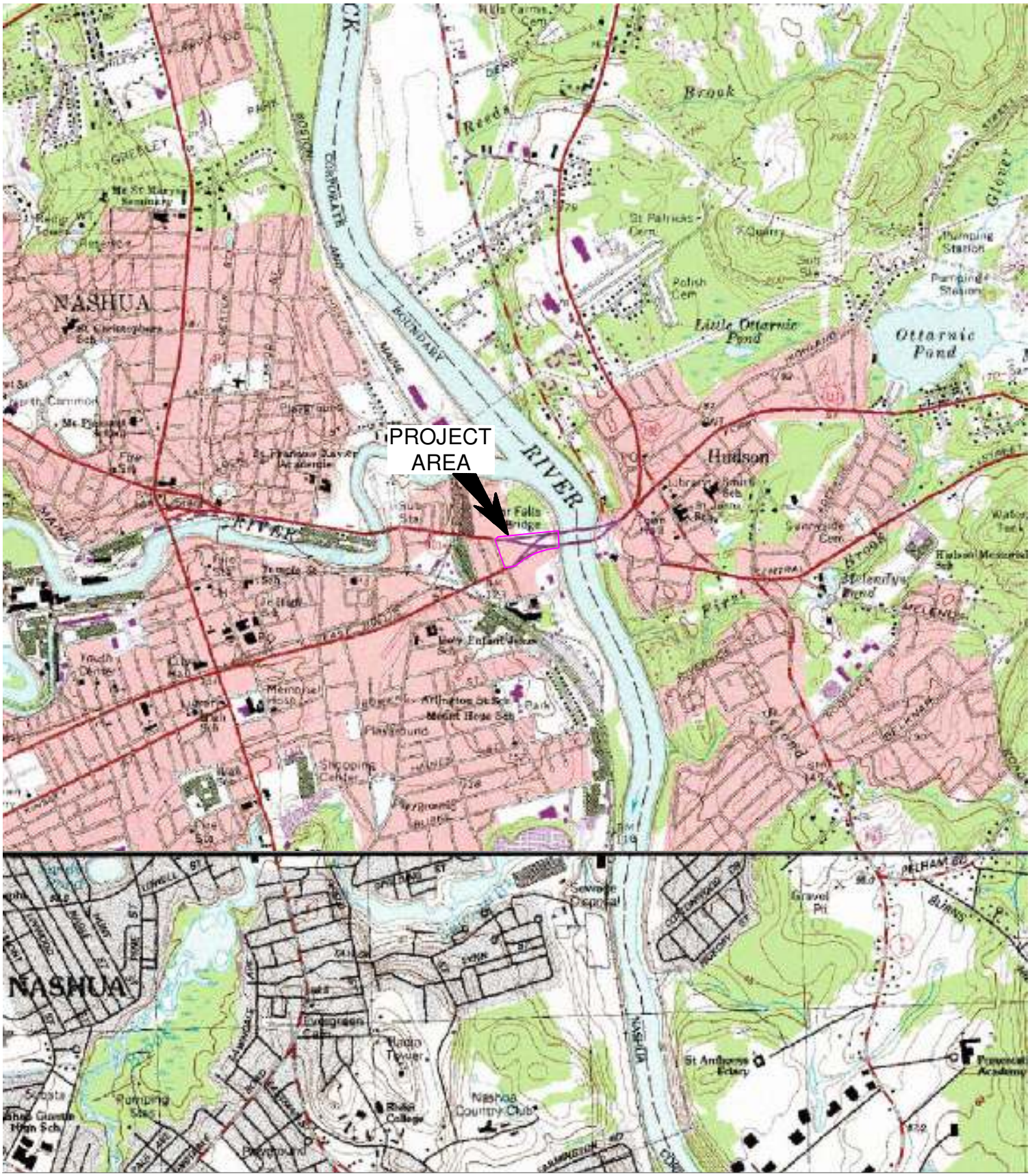

Notes:
Base maps taken from 7.5 minute USGS Quadrangle Maps. Nashua North (1985) and Nashua South (1987), New Hampshire

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

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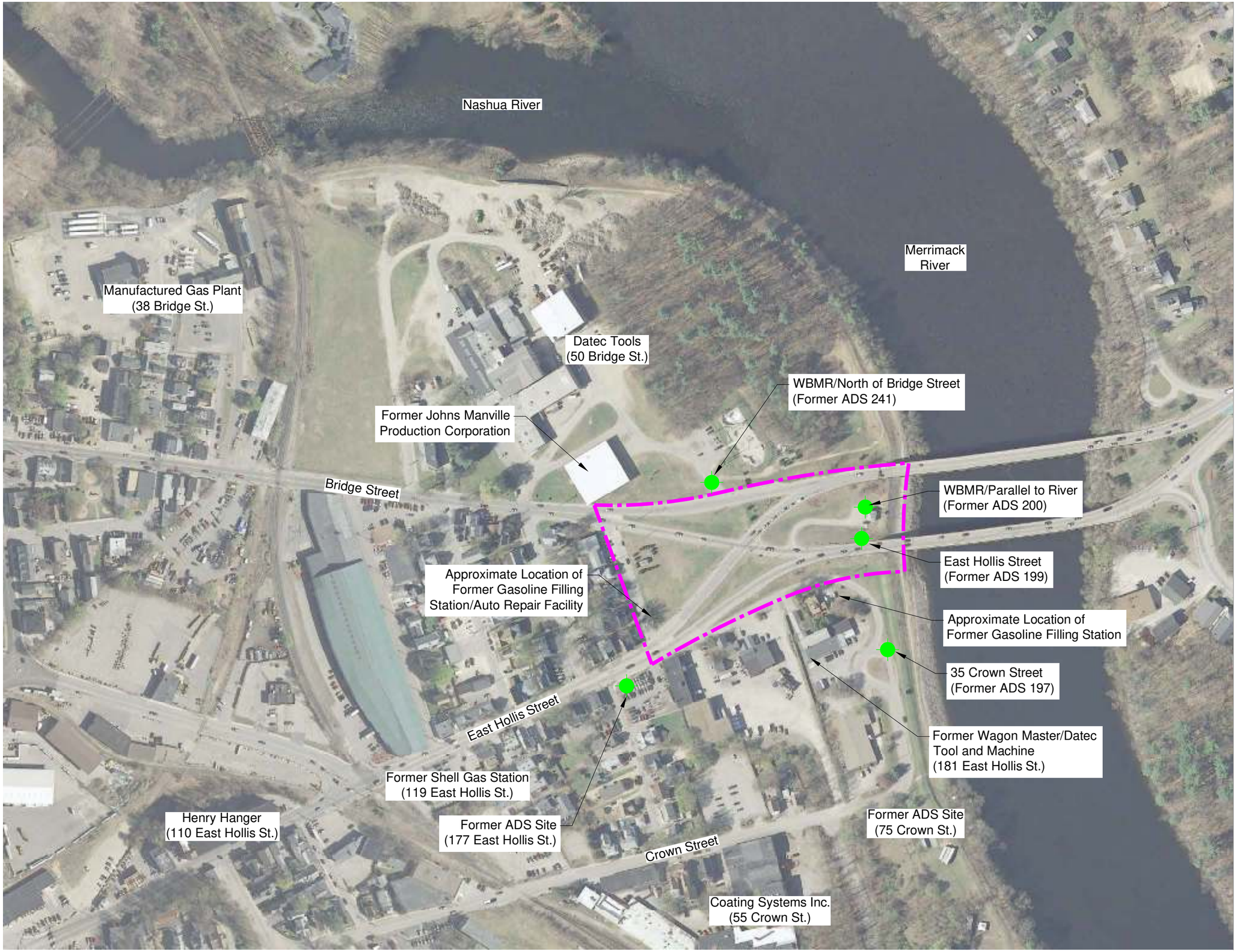

Figure 2

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 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

N W E S

120' 60' 0 120' 240' Feet

SANBORN HEAD

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APPENDIX H

Public Meeting Summaries

53 Regional Drive
Concord, NH 03313

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MEETING NOTES

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	Finance Manager
	J. Vayo	Downtown Specialist
	J. Caron	Ward 7 Alderman
	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	
MakeIt Labs:	A. Shrey	
SMC Management Corp:	S. Riley	
CRJA:	J. Law	
TOWN of HUDSON:	E. Dhima	Town Engineer
	S. Malizia	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.

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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MEETING NOTES

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

ATTENDED BY:

CITY of NASHUA:	J. Vayo	Downtown Specialist
	J. Caron	Ward 7 Alderman
	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	

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	lallycj19660@gmail.com
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DAVID WEBSTER	9 E ST NASHUA	lilly2_1@hotmail.com
JACK ATKINSON	36 CAMPBELL St HUDSON	603 490 3598
Angela Ricker	156 East Hollis St. Apt 1	Angiil@Yahoo.com
PETER SCHAEFER	15 E STREET	HPS55@COMCAST.NET
Mary Beth Restivo	51 Gillis St	mbrestivo@gmail.com
Normand G Martin	3 Edgar Court Hudson NH 03051	nmartin@hudsonh.gov
JAN SCHMIDT	11 Pope Circle	teshe7@gmail.com
Gene Harrington	38 1/2 Bridge St	nashuafarmers@myfairpoint.net
Jay Minkyah	13 Mt. Pleasant St	Jaym@NashuaRPC.org
Michael Rourke	35 Lock St 03064	mbneilh@gmail
Jaime McGrath	11 Van Buren St. Nashua 03060	mcgrathj007@gmail.com

East Hollis Street and Bridge Street Intersection Improvement Project

Project Listening Session
April 4, 2018

SIGN IN SHEET

Name	Address	E-Mail
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Tom Lopez	68 east pearl	LopezT@nashuanh.gov
RANDY TURMEL	2-6½ Bridge St	RTURMEL@KW.com
Angela Routsis	15 Cardinal Dr Hudson	angelapapakostas@yahoo.com
James Vayo	229 Main	Vayoj@nashuanh.gov
SCOTT LAGROTTERIA	41B ARLINGTON ST	SCOTTLAGR@GMAIL.COM
DAN KELLY	9 LILAC CT / NASHUA	DRKMH.HQ2@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	mfbailey@alumni.unh.edu
Tracy Hatch	GNCC, 142 Main St. Nashua	thatch@nashuachamber.com
Matt Laliberte	90 E. Hollis St. Nashua	matt@ripano.com
FRANK KOCZALKA	20 PARK AVE, NASHUA	FKOCZALKA@COMCAST.NET

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MEETING NOTES

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

ATTENDED BY:

CITY of NASHUA:	J. Graziano	Finance Manager
	J. Vayo	Downtown Specialist
	J. Caron	Ward 7 Alderman
	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	

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

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. Santacruce 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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MEETING NOTES

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 OF NASHUA	S. Bonnette	

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-

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
2. GATEWAY STRUCTURE WITH PLAZA
3. BUFFER PLANTING
4. FLAG POLE
5. CHILDREN'S PLAYGROUND WITH FENCING
6. COMMUNITY GARDEN
7. OPEN GREEN SPACE
8. NEW PEDESTRAIN SIDEWALKS
9. EXISTING BUILDINGS TO REMAIN
10. LANDSCAPED BERM WITH PLANTING TO HELP SCREEN
11. SCULPTED LAWN LAND FORM FOR GATHERING / PLAY

Nashua
NEW HAMPSHIRE'S GATE CITY

CRJA
landscape architects

McFarland Johnson

East Hollis / Bridge Street Intersection Improvement Project

LANDSCAPE CONCEPTUAL DESIGN OPTION 2

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 BERM WITH PLANTING TO HELP SCREEN
11. SCULPTED LAWN LAND FORM FOR GATHERING / PLAY
12. DOG PARK

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MEETING NOTES

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

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 OF NASHUA	S. Bonnette	

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

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.

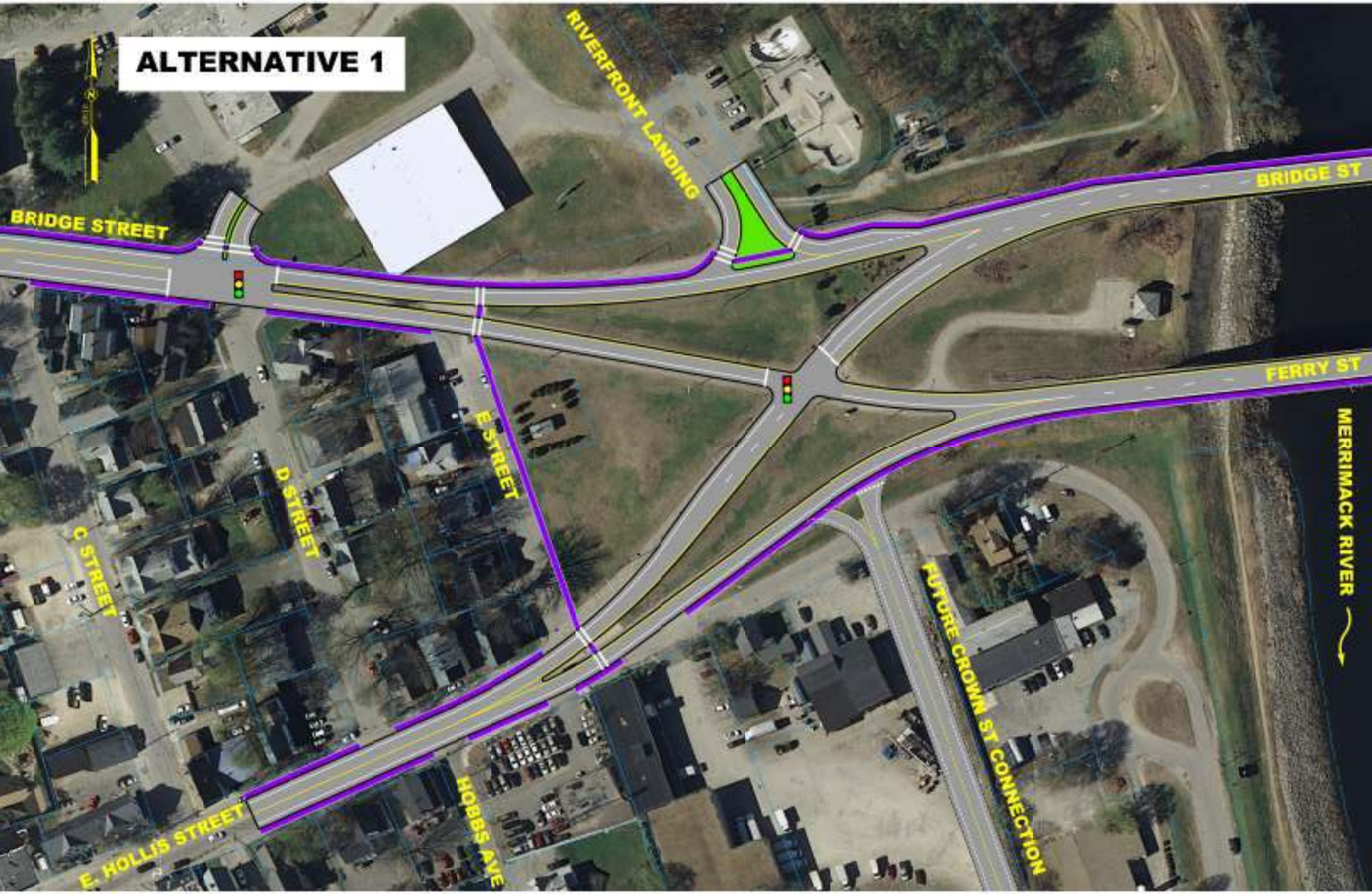
ACTION ITEMS:

- 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
BRIDGE STREET
RIVERFRONT LANDING
BRIDGE ST
FERRY ST
MERRIMACK RIVER
E STREET
D STREET
C STREET
E. HOLLIS STREET
HOBBS AVE
FUTURE CROWN ST CONNECTION

East Hollis / Bridge Street Intersection Improvement Project

LANDSCAPE CONCEPTUAL DESIGN OPTION 1

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 PEDESTRAIN SIDEWALKS
9. EXISTING BUILDINGS TO REMAIN
10. LANDSCAPED BERM 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

Nashua
NEW HAMPSHIRE'S GATE CITY

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East Hollis / Bridge Street Intersection Improvement Project

LANDSCAPE CONCEPTUAL DESIGN OPTION 1

COST INFORMATION: $1,113,000 (BUDGET $400,000+/-)

SOFTSCAPE	COST
• 152 SHADE TREES	$1,000 EACH
• 50 FLOWERING	$800 EACH
• EARTHWORK	$150,000 ALLOWANCE
• PLANTING	$50,000 ALLOWANCE
TOTAL	$392,000

SITE AMENITIES	COST
• 47' PEDESTRIAN LIGHT FIXTURES	$4,000 EACH
• 10 BENCHES	$2,500 EACH
• 3 TRASH RECEPTACLES	$1,000 EACH
• FLAGPOLE	$5,000 EACH
TOTAL	$221,000

COMMUNITY AMENITIES	COST
• CHILDREN'S PLAYGROUND	$200,000 ALLOWANCE
• COMMUNITY GARDEN	$80,000 ALLOWANCE
• GATEWAY ELEMENT	$100,000 ALLOWANCE
TOTAL	$380,000

HARDSCAPE	COST
• CONCRETE SIDEWALKS	$120,000
TOTAL	$120,000

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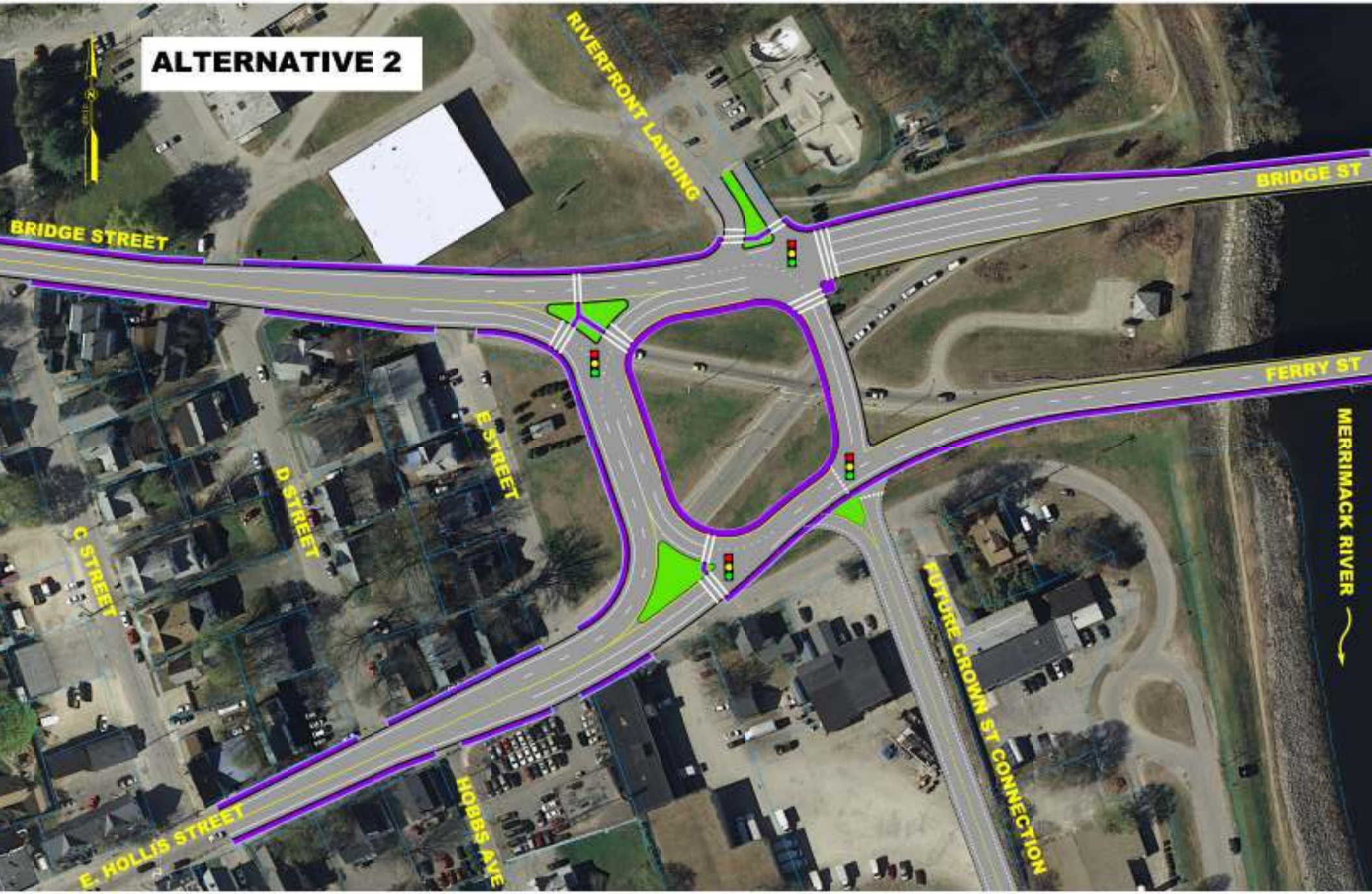
ALTERNATIVE 2
RIVERFRONT LANDING
BRIDGE STREET
BRIDGE ST
FERRY ST
MERRIMACK RIVER
E STREET
D STREET
C STREET
E. HOLLIS STREET
HOBBS AVE
FUTURE CROWN ST CONNECTION

East Hollis / Bridge Street Intersection Improvement Project

LANDSCAPE CONCEPTUAL DESIGN OPTION 2

1. NEW STREET TREES
2. GATEWAY STRUCTURE
3. BUFFER PLANTING
4. FLAG POLE
5. CHILDREN'S PLAYGROUD WITH FENCING
6. COMMUNITY GARDEN
7. OPEN GREEN SPACE
8. NEW PEDESTRIAN SIDEWALKS
9. EXISTING BUILDINGS TO REMAIN
10. LANDSCAPED BERM 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
16. TODDLER PLAYGROUND WITH FENCING

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LANDSCAPE CONCEPTUAL DESIGN OPTION 2

COST INFORMATION: $949,400 (BUDGET $100,000+/-)

SOFTSCAPE	COST
• 132 SHADE TREES	$1,000 EACH
• 33 FLOWERING	$800 EACH
• EARTHWORK	$150,000 ALLOWANCE
• PLANTING	$50,000 ALLOWANCE
TOTAL	**$202,400**

SITE AMENITIES	COST
• 46 PEDESTRIAN LIGHT FIXTURES	$4,000 EACH
• 11 BENCHES	$2,500 EACH
• 3 TRASH RECEPTACLES	$1,000 EACH
• FLAGPOLE	$5,000 EACH
TOTAL	**$212,000**

COMMUNITY AMENITIES	COST
• CHILDREN'S PLAYGROUND	$200,000 ALLOWANCE
• TODDLER PLAYGROUND	$50,000 ALLOWANCE
• COMMUNITY GARDEN	$80,000 ALLOWANCE
• GATEWAY ELEMENT	$100,000 ALLOWANCE
TOTAL	**$430,000**

HARDSCAPE	COST
• CONCRETE SIDEWALKS	$105,000 ALLOWANCE
TOTAL	**$105,000**

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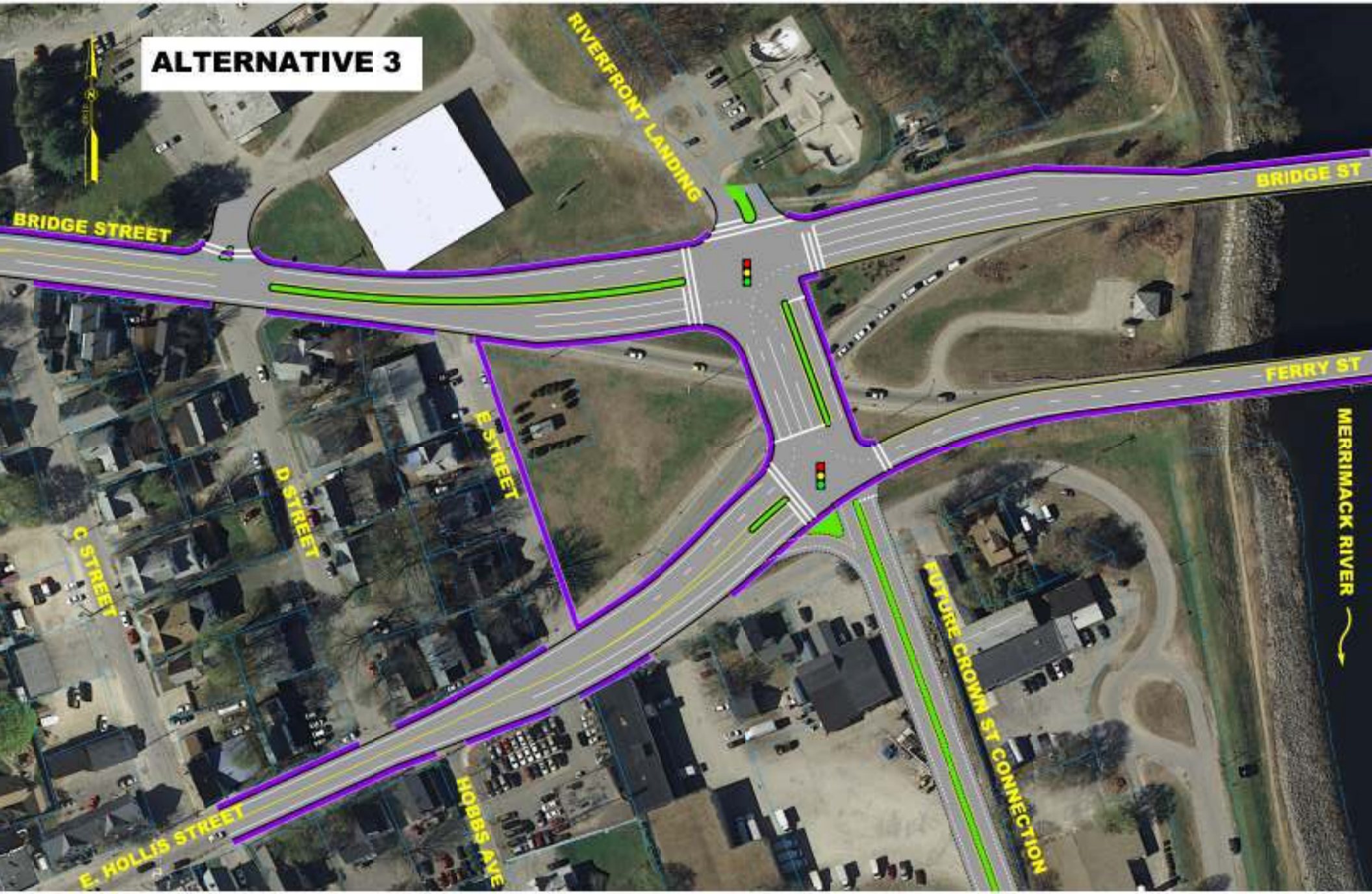
ALTERNATIVE 3
RIVERFRONT LANDING
BRIDGE STREET
BRIDGE ST
FERRY ST
MERRIMACK RIVER
E STREET
D STREET
C STREET
E. HOLLIS STREET
HOBBS AVE
FUTURE CROWN ST CONNECTION

East Hollis / Bridge Street Intersection Improvement Project

LANDSCAPE CONCEPTUAL DESIGN OPTION 3

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East Hollis / Bridge Street Intersection Improvement Project

LANDSCAPE CONCEPTUAL DESIGN OPTION 3

COST INFORMATION: $1,147,900 (BUDGET $300,000+/-)

SOFTSCAPE	COST
• 139 SHADE TREES	$1,000 EACH
• 33 FLOWERING TREES	$800 EACH
• EARTHWORK	$150,000 ALLOWANCE
• PLANTING	$50,000 ALLOWANCE
TOTAL	**$365,400**

SITE AMENITIES	COST
• 54 PEDESTRIAN LIGHT FIXTURES	$4,000 EACH
• 11 BENCHES	$2,500 EACH
• 3 TRASH RECEPTACLES	$1,000 EACH
• FLAGPOLE	$5,000 EACH
TOTAL	**$251,500**

COMMUNITY AMENITIES	COST
• CHILDREN'S PLAYGROUND	$200,000 ALLOWANCE
• TODDLER PLAYGROUND	$50,000 ALLOWANCE
• COMMUNITY GARDEN	$80,000 ALLOWANCE
• GATEWAY ELEMENT	$100,000 ALLOWANCE
TOTAL	**$430,000**

HARDSCAPE	COST
• CONCRETE SIDEWALKS	$101,000 ALLOWANCE
TOTAL	**$101,000**

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MEETING NOTES

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	

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
    - The 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.

- The opinions were split on whether the traffic signal at D Street should remain.
- 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 WOODCREST DR.	JRMAMC@COMCAST.NET
DONALD GINGRAS	PO Box 1153 Merrimack	—
Thomas W Levesque Sr	144. E Hollis St	CLIP 339 MSN. Com
Claudette Durocher	158 Chas. Bancroft Hwy	
~~[illegible]~~	Litchfield, NH 03052	
Angela Ricker	156 E. Hollis Street Apt one	Angiil@yahoo.com
[illegible]	135. Hollis St.	
Gem Harrington	38 1/2 Bridge St	nashuafarmers@myfairpoint.net
Dr. Cary SHAFFER	154 E Hollis / 18-20 "O" St	
PETER SCHAEFER	15 E STREET	HPS55@COMCAST.NET
Mary Beth Restivo	51 Gillis St	mbrestivo@gmail.com
Carl + Kathy Simon	42 Crown St	carl@RHSeales.com.
Shauna Riley		manager@riverfrontlanding.com
Caroline Lally	152 East Hollis St. Apt. 1	lallycj1986@gmail.com
ELVIS DIHIMA	TOWN OF HUDSON	edhima@hudsonnh.gov.
Carol Clark	8 Hobbs Ave	

East Hollis Street and Bridge Street Intersection Improvement Project

Nashua Gateway Options Workshop
August 15, 2018

SIGN IN SHEET

Name	Address	E-Mail
Lise Tremblay	57 Bridge St	Lise.Tremblay@Verani.com
Bob Simonds	11 Bancroft St	rcs@smcmgtrc.com
Robert S Carter JR	8 Hobbs Ave	mpRobCarter@Gmail.Com
Elizabeth LaRocca	Eversource 370 Amh St, Nashua	
JEAN TREMBLAY	57 B RIDGE ST.	
Mary Ann Melizzi-Golja	Ward 8 Alderwoman	—

East Hollis Street and Bridge Street Intersection Improvement Project

Nashua Gateway Options Workshop
August 15, 2018

SIGN IN SHEET

Name	Address	E-Mail
TED TROST	142 LOWELL RD #17-323 HUDSON NH 03051	Ted@trost.ca
Paul Hutsteiner	310 Brook Village Rd Nashua	

EAST HOLLIS STREET & BRIDGE STREET INTERSECTION IMPROVEMENT PROJECT
EVALUATION MATRIX – 8/15/18

CRITERIA		NO BUILD (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. Maintain Signal at D St.		Right In/Right-Out at Bancroft St. Maintain Signal at D St.		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 Alds St. & Arlington St.		Right In/Right Out w/ New Future Road Signals at Alds St. & Arlington St.		Full Access with New Future Roadway		Full Access with New Future 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 LEVEL OF SERVICE (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. 0.8 Acres Surrounded by Roadways 1.0 Acres Adjacent to River		0.3 Acres Adjacent to E St. 0.7 Acres Surrounded by Roadways 1.2 Acres Adjacent to River		1.0 Acres Adjacent to E St. 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 Lighing	Traditional		47 Pedestrian Lights		46 Pedestrian Lights		54 Pedestrian Lights	
POTENTIAL NEIGHBORHOOD AMENITIES (In New Green Space) (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		~ $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

Nashua
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McFarland Johnson

CRJA

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

East Hollis / Bridge Street Intersection Improvement Project

LANDSCAPE CONCEPTUAL PLAN OPTION 1 - BASIC DESIGN

1. NEW STREET TREES
2. NEW PEDESTRAIN SIDEWALKS
3. OPEN GREEN SPACE
4. EXISTING BUILDINGS TO REMAIN
5. ACCESS DRIVE
6. PEDESTRIAN CROSSWALKS
6. TODDLER PLAYGROUND WITH FENCING

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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 BERM 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

Nashua
NEW HAMPSHIRE'S GATE CITY

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

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 PLAYGROUD WITH FENCING
6. COMMUNITY GARDEN
7. OPEN GREEN SPACE
8. NEW PEDESTRIAN SIDEWALKS
9. EXISTING BUILDINGS TO REMAIN
10. LANDSCAPED BERM 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

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 CROSSWALKS

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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 PLAYGROUD WITH FENCING
6. COMMUNITY GARDEN
7. OPEN GREEN SPACE
8. NEW PEDESTRIAN SIDEWALKS
9. EXISTING BUILDINGS TO REMAIN
10. LANDSCAPED BERM WITH PLANTING TO HELP SCREEN TRAFFIC
11. SCULPTED LAWN LAND FORM FOR GATHERING / PLAY
12. PEDESTRIAN CONNECTION TO THE MERRIMACK RIVER
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14. PEDESTRIAN CROSSWALKS
15. DOG PARK / OPEN GREEN SPACE
16. TODDLER PLAYGROUND WITH FENCING

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McFarland Johnson

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McFARLAND JOHNSON
Established 1946

MEETING NOTES

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

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	

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

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

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MEETING NOTES

PROJECT: NASHUA, NH – EAST HOLLIS STREET AND BRIDGE STREET INTERSECTION IMPROVEMENTS (NHDOT PROJECT NO. 16314) (MJ Project No: 18315.00)

DATE OF MEETING: September 13, 2019

LOCATION: Room 208, City Hall, Nashua, NH

TIME: 11:00 AM – 12:00 PM

SUBJECT: Steering Committee - New Alternative Meeting

ATTENDED BY:

CITY of NASHUA:	J. Caron	Ward 7 Alderman
	P. Kohalmi	Deputy City Engineer
	J. Chizmas	Transportation Planner
	T. Cummings	Director of Economic Development
MJ:	B. Colburn	
	S. Ireland	
RESIDENTS:	P. Schaefer	
SMC MANAGEMENT	Tess	
TOWN of HUDSON:	B. Groth	

PROJECT DISCUSSION:

B. Colburn began the meeting by giving an overview of the project including this history to date. The Steering Committee met almost exactly one year prior to endorse Alternative #3. Since that time NHDOT has provided feedback regarding Alternative #3. NHDOT requested that simulations for each alternative be created to determine the queue length of vehicles entering the project location. After determining that the queue lengths for Alternative #3 would likely impact intersections in Hudson MJ developed a fourth alternative.

ALTERNATIVE 4

This alternative functions similarly to the existing layout utilizing 2, two phase coordinated signals. Traffic from Hudson to East Hollis Street has a similar movement as they do today. A circular motion around the movement form Hudson to East Hollis Street for other directions of travel provides complete access for traffic crossing from River Front Landing to Crown street and vice-a-versa. Hybrid Pedestrian Beacons could be provided to make pedestrians crossings Bridge Street safer. Pedestrian access to the two center green areas has not been shown as this area has been divided in two and is more conducive to a gateway application than a pedestrian destination. Under this alternative, the signal at D Street would be eliminated.

This may be a benefit to some people and a negative impact for others. The main benefits of this alternative are that traffic would be approximately the same in terms of queue length and delay to the existing condition with improved access. 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.

PROS

- Similar traffic Capacity to Existing Configuration
- Proven Layout
- Shortened Crosswalk Lengths

CONS

- More Delay for some vehicles
- Green space is isolated

DISCUSSION:

B. Colburn asked the attendees for their input regarding Alternative #4. They came up with the following:

- Overall the steering committee felt the Alternative was acceptable.
- It was noted that the existing D Street signal has not been working well so this alternative removing that signal would be beneficial.
- One member of the steering committee requested access under the bridges for pedestrians and recreational activities. The area was noted as being under the jurisdiction of the Army Core of Engineers (ACE). MJ will reach out to the ACE to investigate the possibility of access under the bridges.
- Construction access and traffic backup during construction were of concern.
- It was noted that there are some invasive species near the pump house currently and these will likely need to be addressed during construction.
- The presentation was requested to be placed on the web site and Facebook.
- The main drawback to Alternative #4 is that the open space provided is isolated and less desirable.

Submitted by:

Steven Ireland, PE
McFarland Johnson, Inc.

cc: Attendees