TRAFFIC IMPACT ASSESSMENT

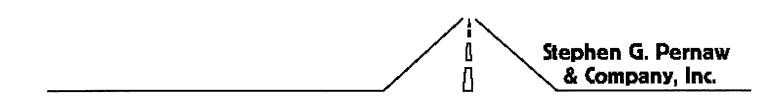
PROPOSED DRIVE-THRU COFFEE SHOP

Northwood, New Hampshire

October 2019

Prepared for

New Hampshire Land Consultants, PLLC





Transportation: Engineering • Planning • Design

TRAFFIC IMPACT ASSESSMENT PROPOSED DRIVE-THRU COFFEE SHOP NORTHWOOD, NEW HAMPSHIRE October 22, 2019

INTRODUCTION

This study has been prepared for New Hampshire Land Consultants, PLLC on behalf of their client Michael Sullivan and it addresses the traffic impacts associated with the Drive-Thru Coffee Shop that is proposed on Bow Lake Road in Northwood, New Hampshire. The subject site is located on the northeast corner of the US4/Bow Lake Road intersection. The scope of this study was based on input received from our client and Town officials and includes the installation of three automatic traffic recorders in the study area, weekday morning (AM) and evening (PM) peak period traffic counts at two study area intersections, and future traffic projections for 2020 (Opening Year) and 2030 (Horizon Year) with and without the proposed development, and several technical analyses. The existing residential driveway on Bow Lake Road was not included in the analysis contained herein as this driveway is proposed to be closed.

This report is intended to summarize our findings and recommendations relative to traffic operations, capacity, and safety.

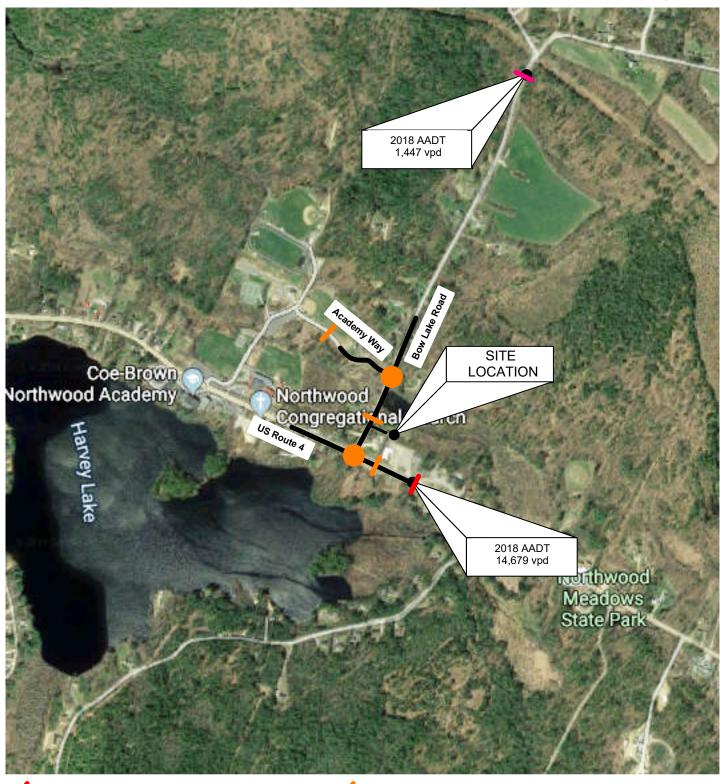
PROPOSAL

The development proposal calls for the construction of a one-story drive-thru only coffee shop with a gross floor area of approximately 866 sf and two service windows, a walk-up window with patio seating, and on-site parking for 14 vehicles. The proposed parking areas will also provide access to the small greenhouse retail area (250 sf), a single-family residence, and a small office (203 sf). The plan entitled *"Proposed Site Plan - Drive Thru Coffee Shop,"* Sheet SP-1, prepared by New Hampshire Land Consultants, PLLC, dated June 3, 2019 (revised 9/20/19) is included in Appendix A.

Vehicular access to the site is proposed via one full-access driveway on the east side of Bow Lake Road located approximately 270-feet north of US4. The existing residential driveway on Bow Lake Road will be eliminated and access to this building (and the greenhouse retail shop) will be provided via the proposed site driveway. Figure 1 shows the general location of the site with respect to the area highway system, the location of the nearest NHDOT traffic recorder station, and the three automatic traffic recorder locations.



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= AUTOMATIC TRAFFIC RECORDER LOCATION (NHDOT) / = AUTOMATIC TRAFFIC RECORDER LOCATION (Pernaw) = INTERSECTION TURNING MOVEMENT COUNT LOCATION (Pernaw)

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Figure 1

Site Location

Traffic Impact Assessment, Proposed Drive-Thru Coffee Shop, Northwood, New Hampshire



EXISTING CONDITIONS

ROADWAYS

US4 (and US202 & NH9) functions as a rural arterial highway that carries through traffic in a general east-west direction between Epsom to the west and Nottingham to the east, and points beyond. In the immediate study area US4 is a three-lane highway that provides one travel lane in each direction and a center lane that is delineated as an exclusive left-turn lane (for Bow Lake Road) or as a continuous two-way left-turn lane (in the area of Coe-Brown Northwood Academy to the west and the Town Offices to the east). Along the site frontage the pavement is delineated with two-way left-turn lane markings and four-inch white edge lines. Paved and/or gravel shoulders of variable width are present along both sides of the highway. A sidewalk is present along the north side of US4 and is separated from the paved shoulder by a vertical granite curb.

The horizontal alignment of the highway follows a straight tangent section and the vertical alignment is generally flat in this area. The speed limit on this section of US4 is posted at 45 miles per hour in both directions. This section of highway is under the jurisdiction of NHDOT District 6.

Bow Lake Road functions as a rural collector roadway that provides access to numerous abutting parcels and intersecting streets and it carries through traffic between US4 and the town of Strafford. There are no pavement markings along this roadway and the speed limit is posted at 25 miles per hour.

Academy Way extends from the west side of Bow Lake Road to Faculty Way and provides access to the Coe-Brown Northwood Academy campus. This two-way school driveway is delineated with a single four-inch yellow centerline and there is a gate system located west of Bow Lake Road.

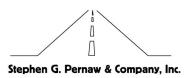
TRAFFIC VOLUMES

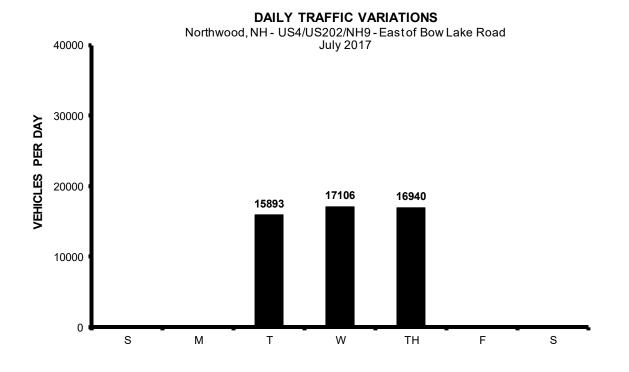
The New Hampshire Department of Transportation maintains a short-term traffic recorder station on US4 a short distance to the east of the subject site. According to NHDOT estimates this section of highway carried an estimated Annual Average Daily Traffic (AADT) volume of 14,679 vehicles per day (vpd) in 2018, up slightly from 14,391 vpd in 2017.

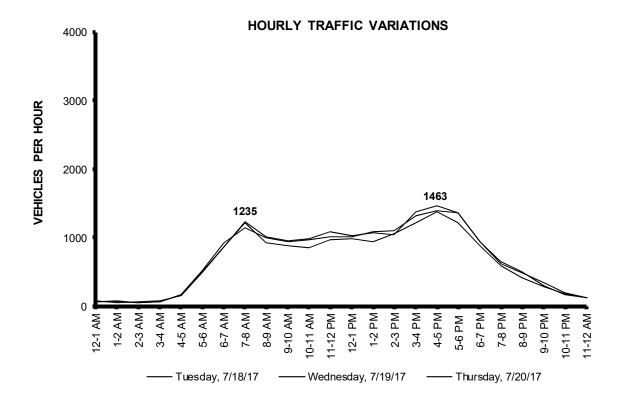
Several facts and conclusions are evident from the July 2017 count data:

- The daily traffic volume averaged 16,646 vpd in July 2017 (when nearby schools are not in session).
- This data demonstrates that the traffic demand on US4 reached peak levels during the typical AM (7:00 to 8:00) and PM (4:00 to 5:00) commuter periods on weekdays.
- The number of vehicles passing the site averaged 1,198 (AM) and 1,413 (PM) vehicles

The 2017 traffic volumes are summarized graphically in terms of daily and hourly variations on Page 4 (see Appendix B).







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At the request of the Town of Northwood, Pernaw & Company, Inc. installed automatic traffic recorders on US4 (east of Bow Lake Road), Bow Lake Road (south of Academy Way) and on Academy Way (west of Bow Lake Road) in September 2019 while school is in session. The following table summarizes the data in terms of traffic volume, vehicle speeds, and vehicle classification. Appendix B contains additional summaries and the detail sheets pertaining to these counts.

Automatic	Traffic Record	der Summary	[,] - Average W	/eekday Condi	itions
	Daily Traffic Volume	AM Peak Hour ¹	PM Peak Hour ²	Speeds Avg (85th)	Percent Trucks / Busses
US Route 4	15,316 vpd	1,414 vph	1,310 vph	44 (52) mph	16%
Bow Lake Road	1,841 vpd	226 vph	201 vph	33 (39) mph	7%
Academy Way	448 vpd	168 vph	63 vph	18 (23) mph	7%

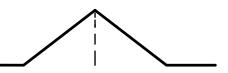
¹ One hour traffic volume between 7-9 AM

² One hour traffic volume between 4-6 PM

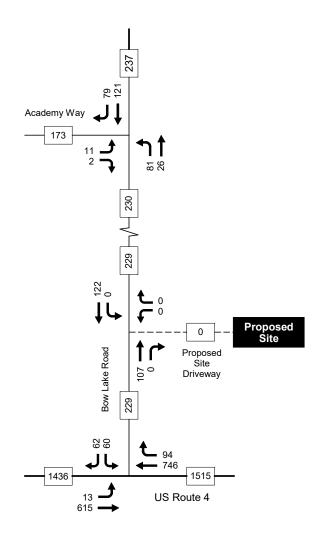
To supplement this data, Pernaw & Company, Inc., conducted intersection turning movement and vehicle classification counts at the US4 / Bow Lake Road and Bow Lake Road / Academy Way intersections on Tuesday, September 10, 2019. These counts were conducted simultaneously at both study area intersections from 7:00 to 9:00 AM and from 2:00 to 6:00 PM. The highest hourly traffic volume occurred from 7:00 to 8:00 AM and from 5:00 to 6:00 PM. The peak hour count data for the study area intersections are summarized on Figure 2. Several facts and conclusions are evident from this data:

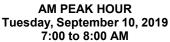
- During the AM peak hour the two-way traffic volume passing the subject site (east of Bow Lake Road) totaled 1,515 vehicles and the higher directional traffic flow was in the <u>westbound</u> direction (55% WB). During the PM peak hour period 1,448 vehicles passed the site and 52% traveled in the <u>westbound</u> direction.
- The two-way traffic volume on Bow Lake Road traveling past the Proposed Site Driveway intersection totaled 229 (AM) and 209 (PM) vehicles during the peak hour periods. The majority traveled in the southbound direction during the morning and reversed to the northbound direction during the evening peak hour.
- The departures from Bow Lake Road on to US4 were relatively equal in each direction. Most vehicles turning onto Bow Lake Road did so from points east on US4 (right-turn arrivals).
- Academy Way accommodated 173 (AM) and 69 (PM) vehicles during the peak hour periods. The majority traveled to/from points north on Bow Lake Road.
- Truck traffic on US4 accounted for approximately 6-7% of the traffic flow during the AM peak hour and approximately 2-3% during the PM peak hour. Truck traffic on Bow Lake Road accounted for approximately 4% (AM) and 1% (PM) of the total traffic flow.
- Pedestrian activity at the US4/Bow Lake Road intersection was minimal: 3 pedestrians and 1 bicyclist were observed during the 7-9 AM count, and none from 3-6 PM. Only one bike (motorized?) was observed at the Bow Lake Road/Academy Way intersection (at 3:15 PM).

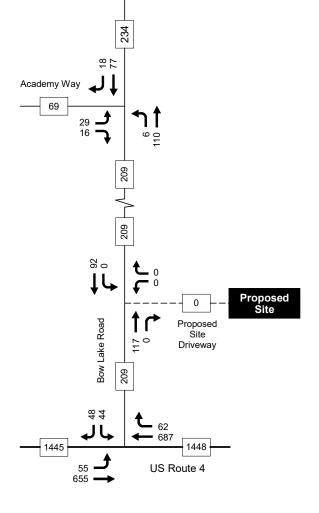
Appendix C contains the detail sheets summarizing the raw turning movement count data.



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PM PEAK HOUR Tuesday, September 10, 2019 5:00 to 6:00 PM

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Figure 2

2019 Existing Traffic Volumes

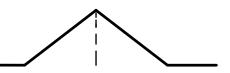
Traffic Impact Assessment, Proposed Drive-Thru Coffee Shop, Northwood, New Hampshire



NO-BUILD TRAFFIC VOLUMES

In order to identify the net impact that the proposed development will have in the study area, future traffic projections with and without the proposed drive-thru coffee shop are necessary. The future traffic projections <u>without</u> the proposed development are referred to as the "No-Build" traffic projections and these are summarized on Figure 3 (2020) and Figure 4 (2030). These projections are based on the September 2019 traffic counts (Figure 2), a 1.0 percent annual background traffic growth rate (compounded annually) to account for normal growth in the area, and a 1.04 peak-month adjustment factor.

The No-Build traffic projections therefore reflect worst-case, peak-month, peak-hour conditions. Calculations pertaining to the derivation of the background traffic growth rate are found in Appendix D.



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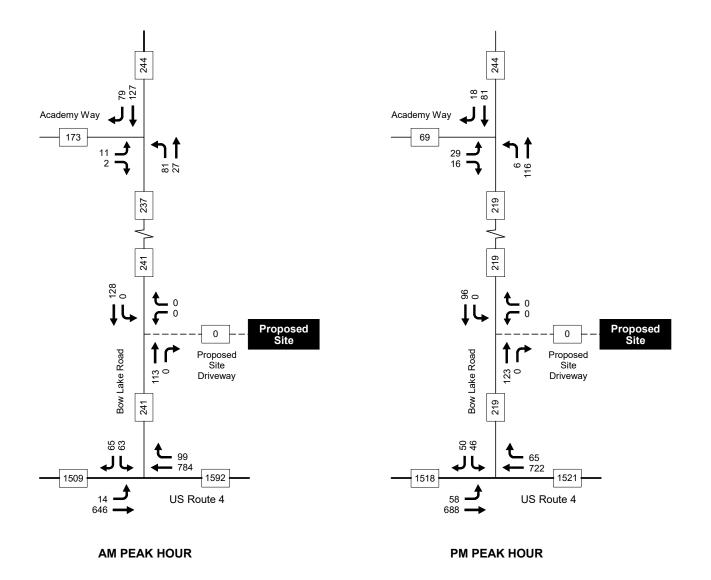
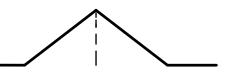


Figure 3

2020 No-Build Traffic Volumes

Traffic Impact Assessment, Proposed Drive-Thru Coffee Shop, Northwood, New Hampshire



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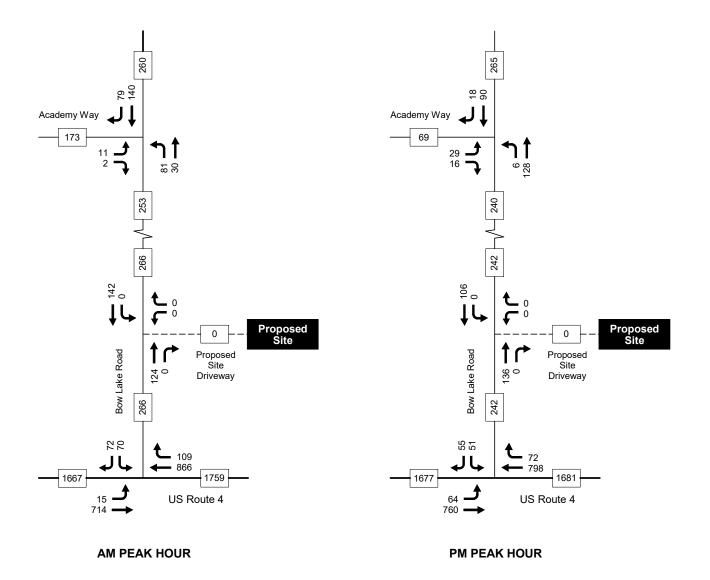


Figure 4

2030 No-Build Traffic Volumes

Traffic Impact Assessment, Proposed Drive-Thru Coffee Shop, Northwood, New Hampshire



SITE GENERATED TRAFFIC

To estimate the quantity of vehicle trips that will be produced by the proposed drive-thru coffee shop, Pernaw & Company, Inc. considered using the standard trip generation rates published by the Institute of Transportation Engineers (ITE)¹. However, Land Use Code (LUC) 938 (Coffee/Donut Shop with Drive-Through Window and No Indoor Seating) pertains to sites with a very small gross floor area (90 sf average). For this type of land use our experience has confirmed that the traffic volume passing a coffee shop is a far better indicator of vehicle-trips than the square footage of the building.

Consequently, transaction data for a similar drive-thru Aroma Joe's in Tilton, New Hampshire was obtained and combined with Tilton traffic count data to establish a local "capture rate" for that store. The Tilton site is an excellent match as it is also located on a state-maintained highway with a high school located nearby. The AM and PM capture rates were then applied to the 2030 No-Build traffic volumes passing the Northwood site to arrive at the trip generation estimates for the proposed coffee shop. The vehicle-trips associated with the greenhouse shop, office, and single-family residence were estimated using ITE Land Use Codes 820, 712 and 210, respectively. Table 1 on Page 11 summarizes the trip generation estimates for the subject site. The site driveway on Bow Lake Road is expected to accommodate approximately 93 vehicle-trips (47 arrivals, 46 departures) during the morning peak hour and 35 vehicle-trips (17 arrivals, 18 departures) during the evening peak hour period.

It should be noted that the majority of the vehicle-trips generated by the site will be drawn from the existing traffic stream on US4 as "pass-by" trips. According to ITE statistics, approximately 89% of the coffee shop trips will be pass-by trips. The high percentage of pass-by traffic means that that net increases on the adjacent street system will be much less than the total trips shown in Table 1; particularly where the "primary" trips or new trips to the area will be split between points east and west on the highway (and on Bow Lake Road).

Appendix E shows the travel patterns and traffic volumes associated with both trips types, along with the derivation of the trip generation estimates.

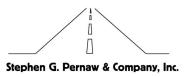
 ¹ Institute of Transportation Engineers, *Trip Generation*, 10th edition (Washington, D.C., 2017).
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Stephen G. Pernaw & Company, Inc.

Trip Generation Summary	Sinnla.
	Coffee Shop (965 sf)
Table 1	

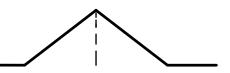
		5		c	c	Single-			1
			2030	Retail ²	Office ³	Family	2030	Primary	Pass-By
		Estimate ¹	Estimate ¹	(250 sf)	(203 sf)	Residence ⁴	Total	Trips	Trips ⁵
AM Peak Hour									
Ent	tering	41 veh	45 veh	1 veh	1 veh	0 veh	47 veh	7 veh	40 veh
Exi	Exiting	<u>41 veh</u>	<u>45 veh</u>	<u>0 veh</u>	<u>0 veh</u>	<u>1 veh</u>	<u>46 veh</u>	<u>6 veh</u>	<u>40 veh</u>
Tot	al	82 trips	90 trips	1 trips	1 trips	1 trips	93 trips	13 trips	80 trips
PM Peak Hour									
Ent	tering	14 veh	16 veh	0 veh	0 veh	1 veh	17 veh	3 veh	14 veh
Exi	Exiting	<u>14 veh</u>	<u>16 veh</u>	<u>1 veh</u>	<u>1 veh</u>	<u>0 veh</u>	<u>18 veh</u>	<u>4 veh</u>	<u>14 veh</u>
Total	al	28 trips	32 trips	1 trips	1 trips	1 trips	35 trips	7 trips	28 trips

¹ Trip Generation Computations (See Appendix E) ² ITE Land Use Code 820 - Shopping Center (250 sf) ³ ITE Land Use Code 712 - Small Office Building (203 sf) ⁴ ITE Land Use Code 210 - Single-Family Detached Housing (1 Dwelling Unit) ⁵ ITE Land Use Code 938 - Pass-By Trips = 89%, Page 216 of ITE Handbook



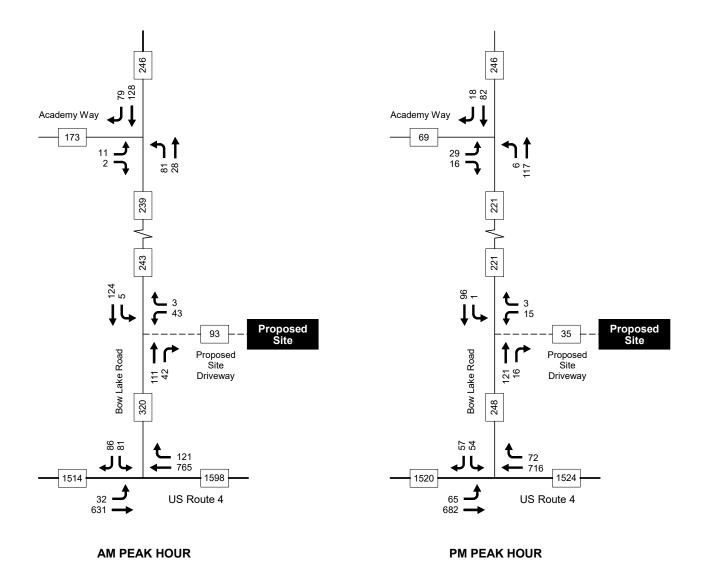
BUILD TRAFFIC VOLUMES

The future traffic projections with the proposed drive-thru coffee shop in full operation are referred to as the "Build" traffic projections and these are summarized schematically on Figure 5 (2020) and Figure 6 (2030). These traffic projections are based on the No-Build projections (Figures 3 & 4), the site generated traffic levels depicted in Table 1, and the expectation that the new trips will be distributed accordingly: 40% to/from points <u>east</u> on US4, 40% to/from points <u>west</u> on US4, and 20% to/from points <u>north</u> via Bow Lake Road. The pass-by trips are expected to be distributed in proportion to the approach volumes observed at the US4/Bow Lake Road intersection during the peak hour periods.



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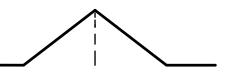


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Figure 5

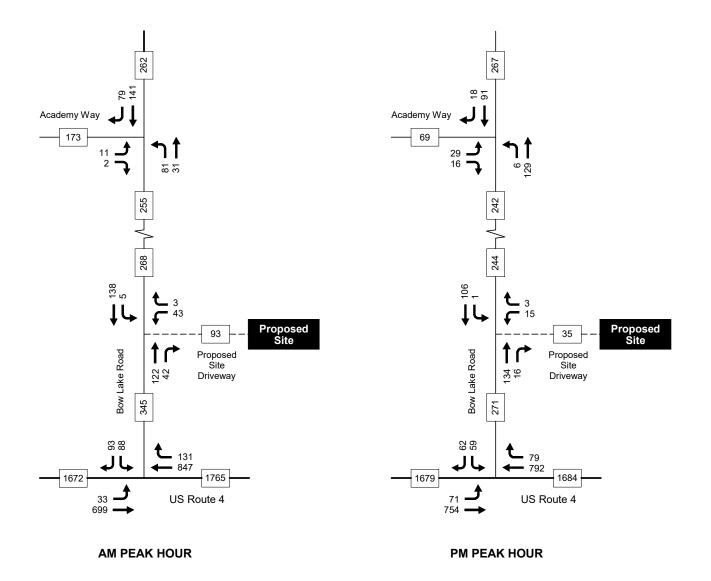
2020 Build Traffic Volumes

Traffic Impact Assessment, Proposed Drive-Thru Coffee Shop, Northwood, New Hampshire



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Figure 6

2030 Build Traffic Volumes

Traffic Impact Assessment, Proposed Drive-Thru Coffee Shop, Northwood, New Hampshire



IMPACT SUMMARY

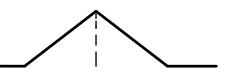
TRAFFIC VOLUME INCREASES

The net impact that the proposed drive-thru coffee shop (with small greenhouse shop, small office, and one residence) will have on area roadway and intersection traffic volumes can be estimated by comparing the No-Build traffic projections with the Build projections. A comparison for the two peak hour cases is summarized on Figure 7.

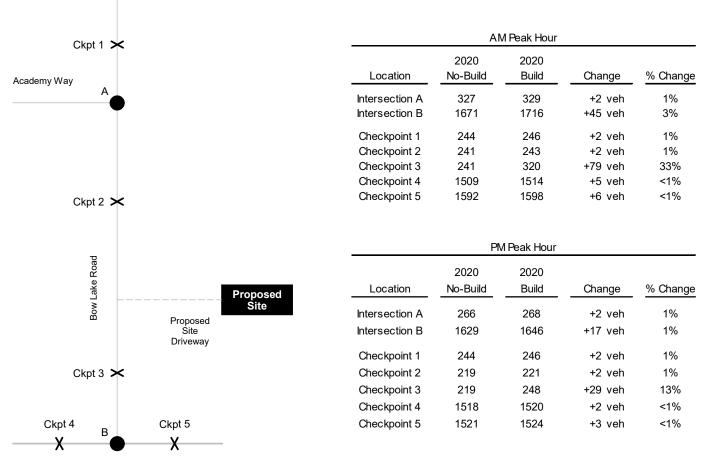
In terms of roadways, this analysis shows that the proposed development will increase the twoway traffic volume on US4 by less than +1% during both peak hour periods. The net increases are minimal (six or fewer vehicles) over the course of the one-hour period.

In terms of intersections, the volume of traffic entering the US4/Bow Lake Road intersection will increase by approximately +3% (AM) and +1% (PM) during the peak hour periods as a result of the proposed development. This translates into approximately +45 vehicles during the morning peak hour and +17 vehicles during the evening peak hour.

To put these increases into perspective, the raw traffic count data collected on US4 (east of Bow Lake Road) revealed that the morning peak hour traffic demand ranged from 1,250 to 1,549 vehicles over the course of the week, or by as much as +24%. Stated another way; normal variations in random traffic flow from one day to the next account for greater impacts than will be created by the proposed coffee shop.



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US Route 4

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Figure 7

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2020 Impact Summary Traffic Impact Assessment, Proposed Drive Thru Coffee Shop, Northwood, New Hampshire

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TRAFFIC OPERATIONS AND SAFETY

INTERSECTION CAPACITY – UNSIGNALIZED INTERSECTIONS

The short-range (2020) and long-range (2030) traffic projections form the basis for assessing traffic operations at the two existing study area intersections and the proposed site driveway intersection Bow Lake Road from a capacity and delay standpoint. These intersections were analyzed according to the methodologies of the *Highway Capacity Manual*² as replicated by the latest edition of the *Synchro Traffic Signal Coordination Software (Version 10)*, which also performs unsignalized intersection capacity analyses.

Capacity and Level of Service (LOS) calculations pertaining to unsignalized intersections address the quality of service for those vehicles turning into and out of intersecting side streets. The availability of adequate gaps in the traffic stream on the major street (US4 or Bow Lake Road) actually controls the potential capacity for vehicle movements to and from the minor approaches. Levels of Service are simply letter grades (A-F) that categorize the vehicle delays associated with specific turning maneuvers. Table 2 describes the criteria used in this analysis.

Table 2	Level-of-Service Criteria for Unsignalized Intersections
Level of Service	Control Delay (seconds/vehicle)
А	<u><</u> 10.0
В	> 10.0 and <u><</u> 15.0
С	> 15.0 and <u><</u> 25.0
D	> 25.0 and <u><</u> 35.0
E	> 35.0 and <u><</u> 50.0
F	> 50.0

Source: Transportation Research Board, Highway Capacity Manual 2010.

The results of the analysis for the US4/Bow Lake Road intersection are summarized on Table 3. The results confirm the obvious: drivers turning left from Bow Lake Road on to US4 eastbound currently experience long delays, more so during the morning peak hour than the evening peak hour (due to the influence of the nearby school), while waiting for an acceptable gap in the two-way traffic stream on US4. Unfortunately, the predicted delay for left-turn departures from Bow Lake Road during the AM peak hour (106 seconds) does <u>not</u> correlate well with the actual delays that were measured in the field (45 seconds). For this reason, the predicted capacities and delay estimates shown on Table 3 are considered to be unrealistically conservative, thus caution should be used in interpreting the results.

When drivers encounter long delays exiting left from a minor approach, and a wide painted median is present on the highway (center turn lane), some drivers will make the left-turn movement in two stages (first cross the near-side lane, then wait in the median area for an acceptable gap in the far-side lane, and then proceed). This is known as "two-stage gap

 ² Transportation Research Board, *Highway Capacity Manual* (Washington, D.C., 2000).
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acceptance." The actual hourly capacity for left-turn departures from Bow Lake Road likely falls between the two predicted values found on Table 3.

Drivers turning right from Bow Lake Road (onto US4 westbound) and those turning left from US4 (onto Bow Lake Road) currently operate at LOS C or higher during all hours of the day. The capacity and Level of Service results for these movements are higher (better) as there is only one conflicting traffic stream for the driver to negotiate. These traffic movements will continue to operate at LOS C or higher in 2020 with the proposed development in full operation. By 2030 the right-turn departure movement from Bow Lake Road is expected to operate at LOS D during the morning peak hour (only).

Table 3	S	TOP-Co			section C Bow Lake	-	nalysis		
		W	/eekday Al	VI Peak Ho	ur	V	/eekday Pl	VI Peak Ho	ur
		Delay ¹	V/C ²	LOS ³	Queue ⁴	Delay ¹	V/C ²	LOS ³	Queue ⁴
US Route 4 - EB Left	Turns Arrivals								
	2019 Existing	10.9	0.03	В	<1	9.7	0.08	А	<1
	2020 No Build	11.2	0.03	В	<1	10.0	0.08	А	<1
	2020 Build	11.5	0.07	В	<1	10.0	0.09	В	<1
	2030 No Build	12.0	0.04	В	<1	10.4	0.10	В	<1
	2030 Build	12.3	0.08	В	<1	10.5	0.11	В	<1
Bow Lake Road - Lef	t-Turn Departures								
	2019 Existing (1 Stage) ⁵	106.3 *	0.71	F	4	83.2	0.62	F	3
	2019 Existing (2 Stage) ⁶	27.5	0.30	D	1	25.4	0.27	D	1
	2020 No Build (1 Stage)	146.2	0.84	F	4	110.6	0.73	F	4
	2020 Build (1 Stage)	237.9	1.14	F	7	140.4	0.86	F	5
	2020 No Build (2 Stage)	30.1	0.33	D	1	27.6	0.30	D	1
	2020 Build (2 Stage)	35.4	0.44	E	2	29.6	0.36	D	2
	2030 No Build (1 Stage)	300.7	1.24	F	6	224.1	1.06	F	6
	2030 Build (1 Stage)	>300	1.63	F	9	296.4	1.26	F	7
				_	_			_	
	2030 No Build (2 Stage) 2030 Build (2 Stage)	37.9 46.5	0.42 0.54	E	2 3	34.1 37.5	0.38 0.45	D E	2 2
		40.5	0.54	E	3	57.5	0.45	E	2
Bow Lake Road - Rig	ht-Turn Departures								
	2019 Existing	19.0	0.21	С	1	15.4	0.17	С	1
	2020 No Build	20.3	0.24	С	1	16.2	0.19	С	1
	2020 Build	21.2	0.30	С	1	16.4	0.21	С	1
	2030 No Build	24.0	0.30	С	1	18.1	0.23	С	1
	2030 Build	25.6	0.37	D	2	18.5	0.26	С	1

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

⁵ Single-stage gap acceptance (driver seeks an acceptable gap in both the EB and WB traffic streams simultaneously)

⁶ Tw o-stage gap acceptance (driver seeks acceptable gap in the WB stream, then waits for an acceptable gap in the EB traffic stream)

* Actual measured delay = 45 seconds (See Appendix F)



Analysis of traffic operations at the existing Bow Lake Road/Academy Way intersection is summarized on Table 4 and it confirmed that all applicable traffic movements currently operate well below capacity and at LOS B or better during the morning and evening peak hour periods. Analysis of the post-development traffic volumes at this intersection revealed that site traffic is not of sufficient magnitude to alter the prevailing Levels of Service. By 2030, all applicable traffic movements at this intersection will continue to operate below capacity and at Level of Service B or better regardless of the proposed development.

Table 4		STOP-C			rsection (ad / Acade		Analysi	S	
		N	/eekday Al	VI Peak Ho	our	N	/eekday Pl	VI Peak Ho	ur
		Delay ¹	V/C ²	LOS ³	Queue ⁴	Delay ¹	V/C ²	LOS ³	Queue ⁴
Bow Lake Road - NB	B Left Turns								
	2019 Existing	8.1	0.13	А	<1	7.5	0.01	А	<1
	2020 No Build	8.2	0.13	А	<1	7.5	0.01	А	<1
	2020 Build	8.2	0.13	А	<1	7.5	0.01	А	<1
	2030 No Build	8.2	0.13	А	1	7.5	0.01	А	<1
	2030 Build	8.2	0.13	А	1	7.5	0.01	А	<1
Academy Way - EB I	_eft & Right-Turn Departu	r,							
	2019 Existing	13.7	0.06	В	<1	10.5	0.17	В	1
	2020 No Build	13.9	0.07	В	<1	10.6	0.17	В	1
	2020 Build	13.9	0.07	В	<1	10.7	0.17	В	1
	2030 No Build	14.2	0.07	В	<1	10.8	0.17	В	1
	2030 Build	14.2	0.07	В	<1	10.9	0.17	В	1

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

Analysis of the Proposed Site Driveway intersection on Bow Lake Road is summarized on Table 5 and shows that all applicable traffic movements will operate below capacity and at LOS B or better through 2030 with the proposed site in full operation.

Table 5					rsection (roposed (S	
		N	/eekday Al	∕l Peak Ho	ur	W	/eekday Pl	VI Peak Ho	ur
		Delay ¹	V/C ²	LOS ³	Queue ⁴	Delay ¹	V/C ²	LOS ³	Queue ⁴
Proposed Site Drivew	ay - WB LT & RT Departu	ures							
	2020 Build	11.6	0.09	В	<1	10.1	0.03	В	<1
	2030 Build	12.0	0.09	В	<1	10.3	0.03	В	<1
Bow Lake Road - NB	Left-Turn Arrivals								
	2020 Build	7.9	0.00	А	<1	7.5	0.00	А	<1
	2030 Build	7.9	0.01	А	<1	7.5	0.00	А	<1

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

Appendix F contains the computations pertaining to the intersection capacity and LOS analyses.



AUXILIARY TURN LANES

Determining the appropriate design of the site driveway intersection on Bow Lake Road should take into account the hourly traffic volumes and turning movement patterns, vehicle types and speeds, and the projected Level of Service and capacity analysis results. This intersection was also analyzed to determine the ideal approach lane configuration for providing safe and efficient traffic operations.

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

Analysis of the 2030 Build traffic volume projections using NCHRP 457 guidelines is summarized in Table 6 and confirms that left-turn treatment is not necessary to accommodate the anticipated volume of vehicles turning left into the site from Bow Lake Road. This means that the existing southbound travel lane on the roadway will function adequately as a shared through-left lane.

Table 6		Гurn Lane Warra Road / Propose	nts Analysis ed Site Driveway
		2030 AM Build Volumes	2030 PM Build Volumes
Peak Hour Inputs			
Left-Turr	volume (SB)	5	1
Advancing	Volume (SB)	143	107
Opposing	Volume (NB)	164	150
	Percent Lefts	3.5%	0.9%
	Speed (mph)	25	25
Limiting Advancing Vo	olume (veh/h)	913	>1000
Conclusion			
Left-Turn Treatment V	Varranted	NO	NO

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

Analysis of the 2030 Build traffic volume projections and NCHRP 457 guidelines is summarized in Table 7 and confirms that right-turn treatment is <u>not</u> warranted at the proposed site driveway location. This finding means that the existing northbound lane on Bow Lake Road will function safely and adequately as a shared through-right lane.



Table 7		Turn Lane Warr Road / Propose	ants Analysis ed Site Driveway
		2030 AM Build Volumes	2030 PM Build Volumes
Peak Hour Inputs			
Right-Turr	n Volume (NB)	42	16
Total Approach	n Volume (NB)	164	150
	Speed (mph)	25	25
Limiting Right-Turn Vo	blume (veh/h)	>1000	>1000
Conclusion			
Add Right-Turn Bay		NO	NO

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

Analysis of the Proposed Site Driveway intersection on Bow Lake Road using the 2030 traffic volumes and NCHRP 457 guidelines is summarized on Table 8 below and confirms that <u>one</u> shared left-right lane on the site driveway approach to the Bow Lake Road is sufficient for the anticipated traffic volumes. Auxiliary turn lanes are not warranted at the Bow Lake Road/Academy Way intersection.

Table 8		r-Road Approac Road / Propose	h Geometry ed Site Driveway
		2030 AM Build Volumes	2030 PM Build Volumes
Peak Hour Inputs			
Major-Road Vo	olume (NB-SB)	307	257
% Right-Turns	on Minor (WB)	7	17
Minor-Road App	roach Volume	46	18
Limiting Minor-Road V	/olume (veh/h)	352	393
Conclusion			
Consider TWO Ap	proach Lanes	NO	NO

Appendix G contains the auxiliary turn Lane warrants analyses computations.

TRAFFIC CONTROL DEVICES

The appropriate form of traffic control at the Proposed Site Driveway intersection on Bow Lake Road is STOP sign control (MUTCD #R1-1) on the minor approach. This should be supplemented with a 12-inch (minimum) stop line, and a short section of four-inch double-yellow centerline pavement markings.

STUDY FINDINGS AND RECOMMENDATIONS

Based on the existing traffic data available on US4 and Bow Lake Road in the vicinity of the subject site, the anticipated traffic increases resulting from the proposed drive-thru coffee shop (with small greenhouse shop, small office, and one residence), and the analysis of future traffic levels in the study area, Pernaw & Company, Inc. concludes:

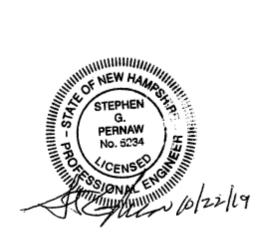
- Traffic on US4 in the study area reached peak levels from 7:00 to 8:00 AM in the morning, and from 5:00 to 6:00 PM in the evening. The two-way traffic volume on US4 along the site frontage totaled 1,515 vehicles (AM) and 1,448 vehicles (PM) during the peak hour periods in September 2019. Bow Lake Road (north of US4) carried 229 (AM) and 209 (PM) vehicles during these hours. Similarly, Academy Way carried 173 (AM) and 69 (PM) vehicles during the peak hour periods.
- 2. The results of the trip generation analysis indicate that the subject site will generate approximately 93 vehicle-trips (47 arrivals, 46 departures) during the AM peak hour, and 35 vehicle-trips (17 arrivals, 18 departures) during the PM peak period. These estimates do not represent all new vehicles to the study area; rather a high percentage of the customers will be drawn from the existing traffic stream on US4.
- 3. Analysis of the traffic operations at the proposed site driveway intersection on Bow Lake Road confirmed that all applicable traffic movements will operate well below capacity during all hours of the day through 2030 and beyond. All applicable traffic movements will operate at Level of Service B or higher through 2030. Vehicle queuing at the proposed site driveway will be minimal during the worst-case peak hour periods. Analysis of the Bow Lake Road/Academy Way intersection produced similar results.
- 4. Analysis of the traffic operations at the existing US4/Bow Lake Road intersection confirmed that left-turn departures from Bow Lake Road currently involve long delays during the peak hour periods. The Highway Capacity Manual computations contained herein estimate that the left-turn departures encounter approximately 106 seconds of delay (LOS F) during the morning peak hour period. Field measurements confirm that this is quite overstated; the actual delay averaged 45 seconds (LOS E) per vehicle. Fortunately, Bow Lake Road has been widened to provide two separate exit lanes. This serves to minimize delays and queuing and maximize the egress capacity of Bow Lake Road.
- 5. The auxiliary turn lane warrants analysis indicates that turn lanes are not warranted at the Bow Lake Road/Proposed Site Driveway intersection. This means that one shared generaluse approach lane is sufficient on each leg of this intersection. Auxiliary turn lanes are also not warranted at the Bow Lake Road/Academy Way intersection.

Study recommendations include the following:

- A. Closure of the existing residential driveway on Bow Lake Road and provide access to said residence via the Proposed Site Driveway.
- B. Locate the Proposed Site Driveway at least 200-feet from US4 and provide one inbound lane and one outbound lane.
- C. Install stop sign control on the Proposed Site Driveway approach to Bow Lake Road. Supplement this with a 12" (minimum) white stop line.



- D. Install a short section of 4" double-yellow centerline pavement markings on the site driveway to separate inbound and outbound vehicles.
- E. Maintain clear "sight distance triangles" looking left and right from the Proposed Site Driveway approach by clearing and maintaining roadside vegetation (and snow banks). Prohibit any signs or landscaping that may block the view for exiting drivers.
- F. Provide a pedestrian pathway that extends from the existing sidewalk on US4 to the proposed patio area. Install a marked crosswalk across the two travel lanes within the site.

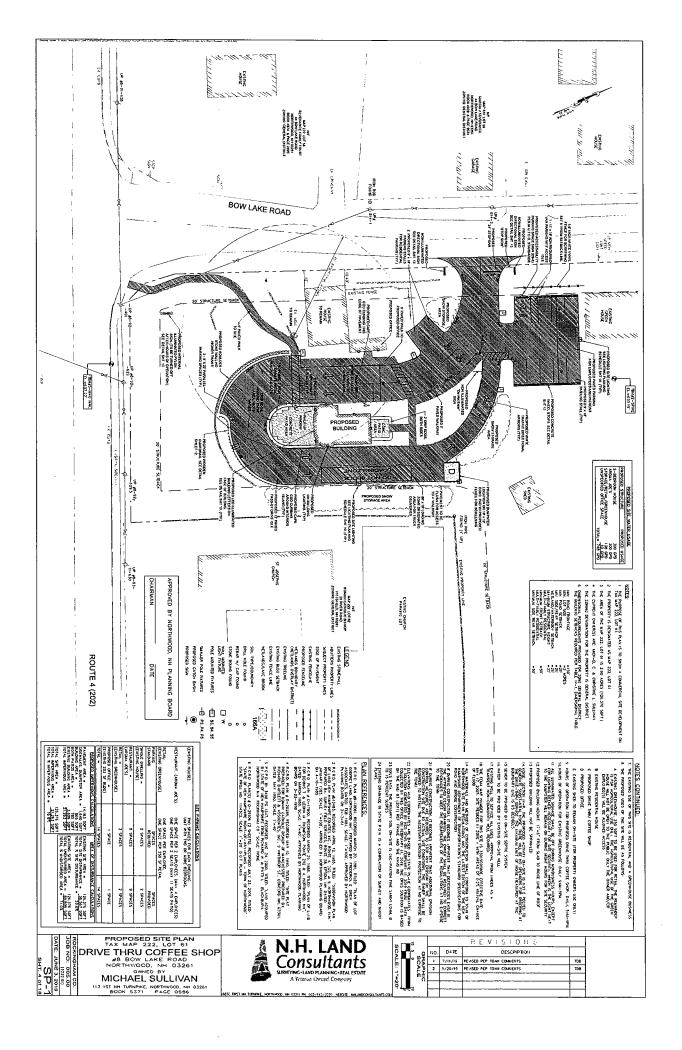


APPENDIX

Appendix A	Proposed Site Plan
Appendix B	Automatic Traffic Recorder Counts
Appendix C	Intersection Turning Movement Counts
Appendix D	Seasonal Adjustment Factors / Historical Growth Rates
Appendix E	Site Generated Traffic Volumes / Trip Distribution
Appendix F	Capacity and Level of Service Calculations – Unsignalized
Appendix G	Auxiliary Turn Lane Warrants Analysis
Appendix H	Sight Distance Photographs

Appendix A

Proposed Site Plan



Appendix B

Automatic Traffic Recorder Counts

.





Transportation Data Management System



Excel Version

eekly Volume	Report		
Location ID:	62349053	Туре:	SPOT
Located On:	First New Hampshire Tpke	:	
Direction:	2-WAY		· · · · · · · · · · · · · · · · · · ·
Community:	NORTHWOOD	Period:	Mon 7/17/2017 - Sun 7/23/2017
AADT:	14391		

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg	Graph	
12:00 AM		75	65	65				68	0	.4%
1:00 AM		47	68	79				65	0	.4%
2:00 AM		63	59	53				58	0	.4%
3:00 AM		87	72	66				75	0	.5%
4:00 AM		152	166	170				163	1	.0%
5:00 AM		488	506	525				506	3	.0%
6:00 AM		869 -	867	920				885	5	.3%
7:00 AM		(1214)	(1235)	(1144)				1,198	7	.2%
8:00 AM		932	1021	1002				985	5	.9%
9:00 AM		878	954	947				926	5	.6%
10:00 AM		858	978	968				935	5	.6%
11:00 AM		968	1087	1012				1,022	6	.1%
12:00 PM		981	1030	1011				1,007	6	.1%
1:00 PM		945	1067	1090				1,034	6	.2%
2:00 PM		1051	1047	1099				1,066		.4%
3:00 PM		1221	1383	1324				1,309	7	.9%
4:00 PM	400 400 a 40	(1385)	(1463)	(1391)				1,413	8	.5%
5:00 PM		1212	1364	1358				1,311	7	.9%
6:00 PM		877	936	946				920	5	.5%
7:00 PM		587	644	625				619	3	.7%
8:00 PM		422	498	484				468	2	.8%
9:00 PM		282	304	344				310	1	.9%
10:00 PM		181	162	195		_		179	1	.1%
11:00 PM		118	130	122				123	0	.7%
Total	0	15,893	17,106	16,940	0	0	0		<u> </u>	
24hr Total		15893	17106	16940				16,646		
AM Pk Hr		7:00	7:00	7:00						
AM Peak		1214	1235	1144				1,198		
PM Pk Hr		4:00	4:00	4:00						
PM Peak		1385		1391				1,413		
% Pk Hr		8.71%	8.55%	8.21%				8.49%		



Automatic Traffic Recorder Count Summaries - Northwood

I. US4 (east of Bow Lake Road)

					Travel	Speeds	
Day	Date	Daily Traffic Volume	AM Peak Hour	PM Peak Hour	Averge	85th Percentile	Percent Trucks
Tuesday	9/10/2019	16,132	1,549	1,291	44	50	16
Wednesday	9/11/2019	16,290	1,525	1,380	NA	NA	NA
Thursday	9/12/2019	16,279	1,486	1,358	NA	NA	NA
Friday	9/13/2019	NA	1,447	1,371	44	52	13
Saturday	9/14/2019	14,485	821	1,052	44	52	11
Sunday	9/15/2019	12,484	508	957	45	54	10
Monday	9/16/2019	14,196	1,250	1,237	44	53	17
Tuesday	9/17/2019	14,272	1,335	1,245	44	53	17
Wednesday	9/18/2019	14,729	1,303	1,288	44	53	16
Average Weekd	ay	15,316	1,414	1,310	44	52	16

II. Bow Lake Road (south of Academy Way)

					Trave	Speeds	
Day	Date	Daily Traffic Volume	AM Peak Hour	PM Peak Hour	Averge	85th Percentile	Percent Trucks
Tuesday	9/10/2019	1,843	218	202	33	39	7
Wednesday	9/11/2019	1,875	229	198	33	39	7
Thursday	9/12/2019	1,788	228	159	33	39	6
Friday	9/13/2019	1,919	247	189	33	39	7
Saturday	9/14/2019	1,921	104	133	33	38	6
Sunday	9/15/2019	1,394	63	122	35	40	4
Monday	9/16/2019	1,750	219	219	34	39	7
Tuesday	9/17/2019	1,773	228	228	33	39	7
Wednesday	9/18/2019	1,937	211	211	33	39	9
Average Weekda	ay	1,841	226	201	33	39	7

III. Academy Way (west of Bow Lake Road)

					Travel	Speeds	
Day	Date	Daily Traffic Volume	AM Peak Hour	PM Peak Hour	Averge	85th Percentile	Percent Trucks
Tuesday	9/10/2019	454	154	57	18	23	7
Wednesday	9/11/2019	454	179	39	18	24	8
Thursday	9/12/2019	441	170	48	18	23	7
Friday	9/13/2019	469	181	70	18	23	10
Saturday	9/14/2019	659	53	51	17	22	11
Sunday	9/15/2019	21	0	1	18	21	29
Monday	9/16/2019	404	165	71	18	23	5
Tuesday	9/17/2019	470	158	82	18	23	7
Wednesday	9/18/2019	447	166	71	18	23	6
Average Weekd	ay	448	168	63	18	23	7

Unit ID: SGP13

Location: US Route 4 (East of Bow Lake Road)

Week of 09/10/2019

erade	2820	EB	49	47	45	73	163	428	946	1520	957	828	857	929	927	971	1131	1253	1377	1366	856	601	386	258	162	103	16233	21629	07:00	1520	16:00	1377
Daily Average	i finn	WB	31	29	30	38	57	139	310	502	312	275	269.	303	299	311	355	425	462	471	277	221	124	78	53	25	5396		02:00	502	17:00	471
16	iday	EB	•	3	•	•	•	'	•	-		1	1	t	1	•	•	1	•	•	•	-	•	1	ŧ			-	-	-	-	-
09/16	Mon	WB	•	•	•	•	•	1	•	-	-	-	-	•	•	•	•	1	•	ľ	•	1	-	-	-	-	-		-	1	-	-
09/15	iday	EB	•	•	•	T	-	T	1	-	-	-	ť	•	•	•	•	1		•	•		-	-	-	•	,	•	-	•	•	1
60	Sur	ЯМ	•	~	•	•	-	-	3	-	-	•	-	•	1	•	•	1	•	1	•	-	•	1		1	-		•	1	•	-
09/14	rday	E B	•	-	•	•	•	T	2	-	-		1	•	•	•	•	1	1	•	1	•	•	•	1	•	-	-	•	•	-	-
60	Satu	BW	•	-	•	L	-	•	B	1	-	-	•	•	1	•	•	1	-	•	•	-	•	•	•	•	•		-	•	•	1
09/13	Friday	83	•	-	•	1	-	T	I	1	-	•	1		-	•	•		•	•	•	-	•	-	•	•	ſ	•	•	•	•	
60	Ξ	WB	1	-	•		•	•	•	-	-	1	•	•	-	•	•		1	1		1	ŀ	•	1	5	•		•	•	•	•
09/12	sday	EB	53	53	38	76	175	425	960	1486	923	816	894	962	884	974	1123	1213	1358	1326	861	600	420	316	198	145	(16279)	16281	06:52	1559	16:40	1405
/60	Thur	WB	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	،	0	0	0	0	0	0	0	2		09:28	-	15:35	-
11	esday	EB	62	46	49	62	144	441	942	(1525)	1003	840	868	914	966	1002	1202	1264	1380	1349	861	539	361	221	130	8	(16290)	16481	07:02	1528	16:14	1412
09/11	Wednesday	WB	63	45	40	34	4	1	õ	0	0	0	-	3	0	0	0	0	0	0	0	0	0	0	0	0	191		00:11	67	1	
10	day	EB	32	42	49	80	171	419	937	(1549	944	829	810	910	901	936	1068	1281	1393	1424	846	663	378	237	157	76	(16132)	32129	06:52	1583	16:50	1446
09/10	Tuesday	WB	31	42	20	80	168	417	930	1507	926	825	804	906	268	932	1064	1276	1386	1413	831	662	372	235	158	75	15997		06:52	1539	16:50	1440
Start	Time		00:00	01:00	02:00	03:00	04:00	05:00	00:00	00:20	08:00	00:60	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Lane Total	Day Total	AM Peak	AM Count	PM Peak	PM Count

Unit ID: SGP13

Location: US Route 4 (East of Bow Lake Road)

Week of 09/13/2019

Daily Average	EB	3 19	0 19	5 11	4 19	7 59	5 151	9 271	5 351	4 335	393	5 461	976	2 488	3 495	555	561	569	3 597	395	7 283	192	3 136	101	5 51	6988	13786	11:00	476	17:00
Daily	WB	23	20	16	14	27	92	229	435	334	366	405	460	482	453	525	276	909	558	419	297	194	138	81	55	6798		11:00	460	16-00
19 sday	B		•	•	1	•	•	•	•		•	1	1	1	•	•		,	-	-	-	•	-	-	-	-	-	-	•	•
09/19 Thursday	WB	•	•	-	•	•	ī	•	1	•	1	ľ	•	•	-	•		•	•	-		•	*	1	•	-		-	•	1
18 esday	8	13	23	14	24	95	264	464	562	446	370	358	390	366	461	552	615	589	688	392	271	195	140	83	62	7437	14729	06:51	589	16-50
09/18 Wednesday	WB	22	25	24	16	39	139	364	741	450	364	341	381	426	384	497	638	650	600	448	291	192	157	57	46	7292		06:56	755	15.26
17 day	B	12	20	18	34	103	282	475	600	426	352	390	410	413	470	547	564	565	653	330	267	152	118	73	27	7301	14272	06:59	607	17.02
09/17 Tuesday	WB	22	26	21	25	44	120	381	735	508	338	361	353	361	357	475	536	641	592	414	269	183	103	58	48	6971		06:52	743	16-05
l6 lay	8	16	27	13	32	101	241	435	549	408	373	384	412	440	454	544	581	644	631	367	221	176	105	57	32	7243	14196	06:50	561	16-43
09/16 Monday	WB	19	14	19	10	38	148	388	701	446	377	362	371	396	381	468	551	593	598	427	278	170	110	49	39	6953		06:55	722	16-21
5 ay	8	46	21	12	14	17	38	89	140	290	454	556	613	634	480	483	465	453	455	363	262	190	110	65	36	6286	12484	10:58	618	19.00
09/15 Sunday	WB	28	23	13	17	19	37	73	151	218	335	455	571	573	553	538	529	488	502	413	294	186	86	51	33	6198		10:56	576	13-27
4 fay	EB	27	22	11	10	38	19	165	255	440	461	640	600	594	604	578	434	519	428	353	357	180	156	209	78	7238	14485	10:11	660	13.35
09/14 Saturday	WB	47	33	19	16	20	63	166	283	381	473	512	640	619	570	588	548	533	435	333	330	210	199	148	81	7247		10:55	645	12-03
e y	EB	0	0	0	0	0	0	0	0	0	347	439	430	479	501	626	206	643	729	564	320	259	185	117	70	6415	12528	10:46	454	14.35
09/13 Friday	WB	0	0	0	0	0	0	0	0	0	309	399	442	516	474	581	656	728	621	477	318	224	162	124	82	6113		10:52	442	16-02
Start	I Me	00:00	01:00	02:00	03:00	04:00	05:00	06:00	02:00	08:00	00:60	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Lane Total	Day Total	AM Peak	AM Count	PM Peak

Unit ID: SGP15

Location: Bow lake Road, (South of Academy Way)

Week of 09/10/2019

erage	BB	3	2	1	-	2	2	7	84	29	36	45	51	58	59	76	69	85	106	77	57	38	26	22	7	943	1784	00:20	84	17:00	106
Daily Average	SB	1	1	1	2	10	27	58	96	66	51	57	50	42	49	62	48	54	58	40	31	15	1	8	3	841		00:20	96	14:00	62
16 day	BB	3	0	1	3	1	2	5	104	36	30	36	28	46	46	93	75	97	134	101	51	46	19	8	4	696	1750	07:11	108	17:06	137
09/16 Monday	SB	0	2	1	0	8	30	63	115	53	41	52	39	37	46	72	44	49	51	36	17	14	4	3	4	781		06:44	117	14:00	72
15 day	BB	3	3	1	0	2	9	2	7	17	44	67	86	74	64	47	46	65	59	42	35	16	6	9	1	702	1394	10:54	92	12:01	76
09/15 Sunday	SB	2	1	0	2	3	2	11	31	46	62	73	65	61	42	43	55	57	46	31	31	13	8	-	1	692		09:51	80	15:14	65
14 rday	BB	7	2	2	2	0	2	4	34	45	58	65	69	115	88	06	62	57	58	54	57	34	34	64	12	1015	1921	10:36	74	12:01	117
09/14 Saturday	SB	2	3	2	2	3	10	21	45	59	56	94	22	74	82	61	42	76	50	29	48	10	30	21	6	906		10:31	86	13:29	91
13 ay	BB	5	4	0	1	L	2	10	112	31	36	43	38	40	46	75	87	88	127	95	50	38	40	25	19	1013	1919	06:59	113	17:00	127
09/13 Friday	SB	1	0	0	9	6	33	71	135	76	45	41	38	26	46	99	60	64	62	53	22	22	15	11	4	906		06:58	141	16:47	72
12 sday	BB	Э	1	0	0	2	4	6	111	26	27	37	43	52	56	65	68	90	109	87	102	49	24	14	3	950	1788	00:20	111	16:48	115
09/12 Thursday	SB	0	0	0	1	13	40	69	117	84	53	36	46	33	46	56	36	50	50	41	39	10	8	6	-	838		06:48	122	14:24	59
11 esday	BB	2	3	3	0	3	-	9	114	25	31	34	48	40	58	75	74	86	137	73	65	35	37	16	2	985	1875	07:02	116	16:58	137
09/11 Wednesday	SB	-	١	1	1	14	37	86	115	72	49	61	42	35	35	74	46	49	61	51	26	19	8	5	-	890		06:44	126	14:23	27
10 day	BB	1	1	0	0	e	0	11	106	21	29	31	47	38	54	89	72	98	116	66	73	48	18	18	9	970	1843	06:56	108	17:17	126
09/10 Tuesday	ß	0	0	0	1	17	32	84	112	72	53	42	45	30	49	64	51	33	86	36	36	18	5	5	2	873		06:31	117	17:11	91
Start	emii	00:00	01:00	02:00	03:00	04:00	05:00	06:00	02:00	08:00	00:60	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Lane Total	Day Total	AM Peak	AM Count	PM Peak	PM Count

Unit ID: SGP15

Location: Bow lake Road, (South of Academy Way)

Week of 09/17/2019

rage	4	NB	с С	3	1	t	7	۴	8	101	27	31	42	45	50	53	94	76	92	131	82	-67	44	28	13	3	966	1869	00:20	101	17:00	131
Daily Average		SB	Ó	1	1	2	13	30	77	119	57	48	51	47	37	44	68	52	48	78	39	32	11	7	7	2	871		00:20	119	17:00	78
09/23 Manday	luay	BN	-	•	•	-	•	ï	-	-	•	ł	-	1	-	-	1	1	•	•	1	-	,	'	'	1		-	1	7		
60 100		SB	•	1	•	•	1	-	-	1	1	•	1	-	•	•	-	•	1	-	-	-	-	•	1	-	1		-	'	-	1
09/22 Sunday		BB	-	-	•	-	-	-		-	-	•	-	-	-	1	-	1		-	1	•	-	•	1	-	-	•	-	1	•	•
ŏ		SB		-			•					•																				
09/21		BB		•			•		•	1		•		'	•	1	•	-	•	•	•	•		1	•	•	•	1	1	•	•	1
60 50	odu	SB	•	•	•	•	ľ	1	3	,	•	•	ľ	•	•	1	ľ	-		1	1	•	•	r	1	T	•			1	٩	'
09/20 E-ido::		NB	•	•		•		•	•	1	•	L	•	'		'	ı	1	•		•	•	•	-	•	·			1	-	1	1
60 1		SB	•	•	-		•		•		•	•	1	•	•		•	•	•	•	T		•	1	-	•			•	1	r	
19	soay	NB	-	•	•	T		•	•	1	-	•		•	•	1	1	-	•	•	•	•	•	•	-	ſ	1	1	•	-	-	1
09/19		SB	-	1	1	-	•	ľ	•	•	•	1		1	•	I	1	1	6	-	•	L	•	1	-	1			•	1	ı	1
18	esday	NB	2	2	1	-	2	0	5	103	22	36	49	49	55	56	97	87	89	134	87	64	45	28	14	2	1030	1937	07:02	105	17:01	135
09/18	vvednesday	SB	0	2	1	-	12	30	20	108	56	49	49	51	47	52	71	60	52	89	47	30	14	9	8	2	206		06:52	114	16:54	89
17	gay	NB	3	4	0	-	2	2	11	66	31	26	35	40	44	50	6	65	94	127	17	69	43	27	11	e	954	1773	07:05	100	17:02	129
09/17	Ines	SB	0	0	-	e	13	30	84	129	22	46	52	42	26	35	64	44	43	99	30	33	7	ω	5	-	819		06:46	132	14:18	74
Start	Time		00:00	01:00	02:00	03:00	04:00	05:00	00:90	00:00	08:00	00:60	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Lane Total	Day Total	AM Peak	AM Count	PM Peak	PM Count

.

Unit ID: SGP14

Location: Academy Way (West of Bow Lake Road) - Northwood, NH

Week of 09/10/2019

erage	EB	0	0	0	0	0	0	с	116	7	8	4	7	9	6	21	6	8	16	7	e	-	-	2	0	228	415	02:00	116	14:00	21
Daily Average	WB	0	0	0	0	0	0	-	13	2	3	10	4	5	12	48	11	19	32	7	10	9	2	2	0	187		00:20	13	14:00	48
6 ay	EB	0	0	0	0	0	0	5	153	2	4	4	5	0	4	16	7	10	19	9	1	1	1	0	0	238	404	06:52	154	16:39	22
09/16 Monday	WB	0	0	0	0	0	0	2	12	0	0	3	2	0	5	59	13	5	52	6	0	4	0	0	0	166		06:43	12	14:30	65
15 day	EB	0	0	0	0	0	0	0	0	0	2	0	1	2	1	1	1	0	0	0	1	0	0	0	0	6	21	08:43	2	12:00	7
09/15 Sunday	WB	0	0	0	0	0	0	0	0	0	2	0	2	2	£	3	0	0	1	0	1	0	0	0	0	12		08:48	2	13:33	e
14 day	EB	0	0	0	0	0	0	2	37	29	22	11	35	31	36	41	24	14	13	8	10	2	3	6	0	327	659	07:26	39	14:21	47
09/14 Saturday	WB	0	0	0	0	0	0	0	16	9	9	45	19	21	44	26	13	57	38	15	10	1	4	10	1	332		10:09	48	16:34	80
13 ay	B	0	0	0	0	ō	0	4	160	3	3	ŝ	4	2	~	22	9	12	21	15	0	3	0	-	0	260	469	06:59	160	16:37	30
09/13 Friday	WB	0	0	0	0	0	0	1	21	3	4	-	0	e	6	62	12	19	49	5	2	12	5 L	-	0	209		06:53	21	14:26	99
12 sday	B	0	0	0	0	0	0	2	157	9	9	2	-	2	9	26	80	4	26		4	2	0	0	0	253	441	06:52	159	13:44	26
09/12 Thursday	WB	0	0	0	0	0	0	3	13	3	4	4	0	2	80	60	18	13	22	11	13	6	5	0	0	188		06:51	15	14:32	71
11 esday	. 8	0	0	0	0	0	0	2	161	2	7	+	ŝ	2	6	22	5	80	14	2	4	0	-	-	0	247	454	06:56	161	13:43	26
09/11 Wednesday	WB	0	0	0	0	0	ō	2	18	2	0	19	3	5	7	67	13	25	25	-	14	4	-	-	0	207		09:58	19	14:17	73
10 day	E	0	0	0	0	0	0	3	144	9	6	9	-	-	5	16	12	8	17	14	e	0	-	0	0	246	454	07:02	146	17:12	20
09/10 Tuesday	WB	0	0	0	0	0	0	2	10	2	3	ō	-	5	11	57	6	13	40	11	29	14	-	0	0	208		06:42	11	13:50	63
Start	lime	00:00	01:00	02:00	03:00	04:00	05:00	00:90	02:00	08:00	00:60	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Lane Total	Day Total	AM Peak	AM Count	PM Peak	PM Count

Unit-ID: SGP14

Location: Academy Way (West of Bow Lake Road) - Northwood, NH

Week of 09/17/2019

erage	EB	0	0	0	0	0	0	80	148	3	11	e	2	2	2	20	14	19	17	7	7	7	0	0	0	260	466	00:20	148	14:00	20
Daily Average	WB	0	0	0	0	0	0	-	14	-	1	-	7	2	ω	62	12	12	60	80	14	5	n	0	0	206		02:00	14	14:00	62
23 day	B		1	1	-	'	•	1	-	'	-	-	-	•	I	1	1	1	•	1	•	'	1	'	-	-	-			1	
09/23 Monday	WB	-	1	•	1	•	1	•	1	-	-	•	-	1	-	•	1	-	-	•	i	1	1	-	-	ī		ŀ	-	'	-
22 day	EB	-	-	-	•	•	•	-	1	ł	-	ı	-	•	-	•	1	-	1	•	•		•	•	•	•	1	-	'	1	t
09/22 Sunday	WB	•	-	1	•	•	-	•	•	-	•	•	•		-	1	-	•	1	•	•	•	•	•	•	-		-	•	1	1
09/21 Saturday	EB	•		•	1	-	-	-	l	1	•	-	-	•	-	•	-	1	1	•	-	•		•	-		-		•	•	1
09, Satu	WB	•	-	-	-	-	-	-	1	R	-	1	-	-	1	-	1	-	-	I	-	-	-	-	-	-			1	•	
09/20 Friday	EB			•	-	-	•	1	-	-	-	-	-	-	•	•	•	-	-	-	-	-	-	-	-	•	-	•	•	•	-
Pric Fric	WB	•	1	-	T	-	•	-	-	-	-	-	-	•	•	•	1	•	-	-	B	1	•	1	•			•	-	-	1
09/19 Thursday	EB	•	-	-	-	-	•	-	-	1	1	-	•	-	1	i	-	1	-		1	-	•	•	•	I	-	•	•	-	1
09/ Thur	WB	1	5	1	-	•	•	•	-	•	•	•	-	L	-	•		1	-	•	•	-	•	•	•	•		•		-	1
18 esdav	ĒB	0	0	0	0	0	0	7	151	e	2	2	4	2	1	20	14	15	15	6	e	1	0	0	0	249	447	06:54	154	14:14	22
09/18 Wednesdav	WB	0	0	0	0	0	0	1	15	0	0	2	2	2	0	55	11	13	56	6	18	5	0	0	0	198		06:47	16	14:25	60
17 sdav	ĒB	0	0	0	0	0	0	8	145	e C	19	e	0	2	e	19	14	23	19	4	0	2	0	0	0	264	470	06:47	148	15:54	27
09/17 Tuesdav	MB	0	0	0	0	0	0	-	13	2	2	0	-	-	9	68	12	9	63	9	9	5	9	0	0	206		06:48	14	14:10	70
Start	Time	00:00	01:00	02:00	03:00	04:00	05:00	06:00	02:00	08:00	00:60	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Lane Total	Day Total	AM Peak	AM Count	PM Peak	PM Count

Study Date: Tuesday, 09/10/2019

Unit ID: SGP13

Location: US Route 4 (East of Bow Lake Road)

	5- 14	15- 19	20- 24	25- 29	30- 34	35- 39	40- 44	45- 49	50- 54	55- 59	60- 64	65- 69	70- 74	75- 79	80- 99	Total
00:00 - 00:59	0	0	0	0	1	4	6	14	4	1	0	0	0	0	0	30
01:00 - 01:59	0	0	0	0	1	4	9	10	6	3	0	0	0	0	0	33
02:00 - 02:59	0	0	0	1	0	2	11	9	4	3	1	0	1	0	0	32
03:00 - 03:59	0	0	0	1	0	2	20	26	11	0	0	0	0	0	0	60
04:00 - 04:59	0	0	1	5	6	2	27	63	38	6	0	0	0	0	0	148
05:00 - 05:59	0	1	0	7	11	24	85	150	78	14	2	0	0	0	0	372
06:00 - 06:59	0	0	4	14	38	65	301	327	79	8	1	1	0	0	0	838
07:00 - 07:59	15	6	19	66	182	345	424	188	30	6	2	0	0	0	2	1285
08:00 - 08:59	0	1	3	17	21	69	278	326	79	12	1	0	2	0	1	810
09:00 - 09:59	1	1	5	22	18	65	295	224	67	9	3	0	1	0	1	712
10:00 - 10:59	0	0	2	11	20	49	263	298	52	5	0	0	0	1	2	703
11:00 - 11:59	0	2	3	13	29	66	318	261	78	7	0	0	0	0	.0	777
12:00 - 12:59	0	0	0	16		84	308	285	70	9	0	0	0	0	0	787
13:00 - 13:59	3	1	3	13	29	67	277	318	99	10	0	2	0	0	1	823
14:00 - 14:59	3	3	4	35	121	201	325	207	33	4	1	1	0	0	0	938
15:00 - 15:59	1	1	5	28	56	112	421	398	118	9	1	1	1	0	2	1154
16:00 - 16:59	1	0	6	31	62	129	444	402	148	13	0	1	3	1	2	1243
17:00 - 17:59	1	0	3	38	66	122	486	409	139	20	2	1	1	2	0	1290
18:00 - 18:59	0	0	2	23	31	44	216	317	113	13	1	0	0	0	0	760
19:00 - 19:59	0	0	2	18	21	62	237	199	77	11	1	0	0	0	0	628
20:00 - 20:59	0	0	1	18	19	22	104	134	53	4	2	1	0	0	0	358
21:00 - 21:59	0	0	2	8	5	21	66	87	27	8	0	0	0	0	1	225
22:00 - 22:59	0	0	0	6		9	39	50	27	9	1	0	0	0	0	149
23:00 - 23:59	0	0	0	0	2	9	18	25	12	3	0	0	1	0	0	70
Totals	25	16	65	391	762	1579	4978	4727	1442	187	19	8	10	4	12	14225
ercent of Total	0.2	0.1	0.5	2.7	5.4	11.1	35.0	33.2	10.1	1.3	0.1	0.1	0.1	0.0	0.1	100
ercent of AM	0.3	0.2	0.6	2.7	5.6	12.0	35.1	32.7	9.1	1.3	0.2	0.0	0.1	0.0	0.1	100
ercent of PM	0.1	0.1	0.3	2.8	5.2	10.5	34.9	33.6	10.9	1.3	0.1	0.1	0.1	0.0	0.1	100
Standard	Deviatio	n:	6.7 M	PH			Ten Mil	e Pace:	40 to	49 MPH			85th F	Percentile	e:	49.5 MPH
Me	an Spee	ed:	43.8 M	PH	Pe	ercent in	Ten Mil	e Pace:		68.2%						
Medi	ian Spee	ed:	44.3 M	PH										Percentile		37.8 MPH
Mo	dal Spee	ed:	42.5 M	РН										Percentile		50.9 MPH
													95th F	Percentile	e:	53.4 MPH

Study Date: Wednesday, 09/11/2019

Unit ID: SGP13

Location: US Route 4 (East of Bow Lake Road)

ſ	5- 14	15- 19	20- 24	25- 29	30- 34	35- 39	40- 44	45- 49	50- 54	55- 59	60- 64	65- 69	70- 74	75- 79	80- 99	Total
00:00 - 00:59	14	19	0	29 0	34	39 3	44 9	49 26	54 11	59 0	04 1	09	- 14	19	99	52
01:00 - 01:59	- 0	0	0	2	0	2	9	12	7	2	1	0	0	0	0	35
02:00 - 02:59	0	0	0	1	1	0	10	8	4	2		0	0	0	0	27
03:00 - 03:59	0	0	0	0	0	1	2	8	6	- 1		0	0	0	0	21
04:00 - 04:59		0	0	0	0	0	0	0	0	0		0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:59	0	0	0	1	0	0	0	0	0	0		· 0	0	0	0	1
11:00 - 11:59	0	0	0	Ó	0	0	1	0	0	0		0	0	0	1	2
12:00 - 12:59	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
13:00 - 13:59	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:00 - 14:59	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
15:00 - 15:59	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0
16:00 - 16:59	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	
17:00 - 17:59	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	-
18:00 - 18:59	0	0	0		0	0	0	0	0	0	-	0	0	0	0	-
19:00 - 19:59	0	0	0		0	0	. 0	0	0	0	-	0	0	0	0	-
20:00 - 20:59	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	-
21:00 - 21:59	0	0	0	-	0	0	0	0	0	0		0	0	0	0	-
22:00 - 22:59	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	-
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	
Totals	0	0	0	4	3	6	31	54	28	5	-	0	0	0	1	138
ercent of Total	0.0	0.0	0.0	2.9	2.2	4.3	22.5	39.1	20.3	3.6		0.0	0.0	0.0	0.7	
ercent of AM	0.0	0.0	0.0	2.9	2.2	4.3	22.5	39.1	20.3	3.6		0.0	0.0	0.0	0.7	100
ercent of PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Standard			7.7 M		_		Ten Mil		40 to	49 MPH			85th I	Percentile	9:	53.4 MPH
	Mean Speed: 47.4 MPH				P	ercent ir	Ten Mil	e Pace:		61.6%			15th I	Percentile	. .	41.2 MPH
	an Spee		47.3 M											Percentile		54.6 MPH
Mo	Modal Speed: 47.5 MPH			PH										Percentile		59.7 MPF
													ອວເກັ	-ercentille	5.	59.7 WPF

Study Date: Thursday, 09/12/2019

Unit ID: SGP13

Location: US Route 4 (East of Bow Lake Road)

ſ	5- 14	15- 19	20- 24	25- 29	30- 34	35- 39	40- 44	45- 49	50- 54	55- 59	60- 64	65- 69	70- 74	75- 79	80- 99	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:59	0	0	0	0	0	0	0	Õ	0	0	0	0	0	0	0	0
09:00 - 09:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:59	0	0	0	0	0	0	0	0	· 0	0	0	0	0	0	0	0
12:00 - 12:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:59	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
15:00 - 15:59	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
16:00 - 16:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:59	· 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00 - 19:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00 - 20:59	0	0	0	. 0	0	0	0	0	0	0	0	0	0	0	0	0
21:00 - 21:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00 - 22:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	00	0	0	0	0	0	0	0	0	0	0
ercent of Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
ercent of AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
ercent of PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Standard	Deviatio	n:	0.0 M	PH			Ten Mil	e Pace:	0 to	9 MPH			85th F	Percentile	e:	5.0 MPH
Me	an Spee	d:	0.0 M	PH	Pe	ercent in	Ten Mil	e Pace:		N/A						
Medi	ian Spee	d:	5.0 M	PH									15th Percentile:			5.0 MPH
Mod	dal Spee	ed:	0.0 M	PH										Percentile		5.0 MPH
													95th F	e:	5.0 MPH	

Study Date: Friday, 09/13/2019

Unit ID: SGP13

Location: US Route 4 (East of Bow Lake Road)

ſ	5- 14	15- 19	20- 24	25- 29	30- 34	35- 39	40- 44	45- 49	50- 54	55- 59	60- 64	65- 69	70- 74	75- 79	80- 99	Total
00:00 - 00:59	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	. 0	0	0	0
06:00 - 06:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:59	1	0	4	15	18	96	243	174	89	14	1	0	0	0	1	656
10:00 - 10:59	2	1	1	18	22	111	311	200	146	22	3	1	0	0	0	838
11:00 - 11:59	0	2	6	14	33	169	294	181	132	35	4	1	0	0	1	872
12:00 - 12:59	1	2	8	13	38	203	292	227	161	41	6	1	0	0	2	995
13:00 - 13:59	0	1	3	22	32	216	293	216	143	43	5	1	0	0	0	975
14:00 - 14:59	2	3	11	53	210	277	280	236	105	22	3	1	0	1	1	1205
15:00 - 15:59	2	0	7	28	62	245	411	339	198	57	7	3	0	1	2	1362
16:00 - 16:59	0	0	10	44	55	292	352	226	295	83	9	0	2	0	1	1369
17:00 - 17:59	0	0	6	52	63	247	337	304	257	69	11	2	0	0	2	1350
18:00 - 18:59	0	1	8	43	25	153	282	237	231	48	5	1	3	2	2	1041
19:00 - 19:59	0	0	6		32	145	165	151	103	12	3	0	0	0	1	638
20:00 - 20:59	0	0	2	21	26	108	117	78	96	30	-	0	0	0	0	483
21:00 - 21:59	0	0	8	10	12	71	88	70	64	17	5	2	0	0	0	347
22:00 - 22:59	0	0	3	-	8	48	54	50	42	22	8	0	0	0	0	241
23:00 - 23:59	0	0	1	6	9	24	47	28	22	11	3	1	0	0	0	
Totals	8	10	84	365	645	2405	3566	2717	2084	526	78	14	5	4	13	12524
ercent of Total	0.1	0.1	0.7	2.9	5.2	19.2	28.5	21.7	16.6	4.2	0.6	0.1	0.0	0.0	0.1	100
ercent of AM	0.1	0.1	0.5	2.0	3.1	15.9	35.8	23.5	15.5	3.0	0.3	0.1	0.0	0.0	0.1	100
ercent of PM	0.0	0.1	0.7	3.1	5.6	20.0	26.8	21.3	16.9	4.5	0.7	0.1	0.0	0.0	0.1	100
Standard	Deviatio	on:	7.6 M	PH			Ten Mil	e Pace:	40 to	49 MPH			85th F	Percentile	e:	52.0 MPH
Me	an Spee	ed:	44.0 M	PH	Pe	ercent in	Ten Mil	e Pace:		50.2%				_		
Medi	ian Spee	ed:	43.8 M	PH										Percentile		36.6 MPH
Mo	dal Spee	ed:	42.5 M	РН										Percentile		53.5 MPH
													95th F	Percentile	ə:	55.1 MPH

Study Date: Saturday, 09/14/2019

Unit ID: SGP13

Location: US Route 4 (East of Bow Lake Road)

	5- 14	15- 19	20- 24	25- 29	30- 34	35- 39	40- 44	45- 49	50- 54	55- 59	60- 64	65- 69	70- 74	75- 79	80- 99	Total
00:00 - 00:59	0	0	1	4	4	11		49 14	34 9	59	04	09	0	0		74
01:00 - 01:59	0	1	0	0	4	11	18	6	9	3	2	1	- 0	0	0	55
02:00 - 02:59	0	0	2	1	0	6	7	10	2	1		0	0	0	0	30
03:00 - 03:59	0	0	0	1	2	4	6	6	4	3	0	0	0	0	0	26
04:00 - 04:59	0	0	0	0	1	10	11	9	12	8	7	0	0	0	0	58
05:00 - 05:59	0	0	1	4	15	11	35	11	26	29	8	1	1	0	0	142
06:00 - 06:59	0	0	2	7	4	34	115	44	65	39	20	. 1	0	0	0	331
07:00 - 07:59	0	0	6	22	25	91	165	78	84	54	9	3	1	Ó	0	538
08:00 - 08:59	0	1	3	22	40	168	178	128	184	78	15	2	0	0	2	821
09:00 - 09:59	0	0	9	30	65	196	224	138	188	75	8	0	0	0	0	933
10:00 - 10:59	0	1	6	34	63	253	300	275	179	36	2	0	0	1	2	1152
11:00 - 11:59	0	1	8	44	82	352	270	216	211	47	6	3	0	0	0	1240
12:00 - 12:59	0	1	9	62	71	279	355	244	166	19	5	1	0	0	1	1213
13:00 - 13:59	0	3	12	52	82	279	300	236	173	29	4	0	0	2	1	1173
14:00 - 14:59	1	1	10	50	87	285	274	244	165	40	3	1	0	1	0	1162
15:00 - 15:59	0	1	3	30	38	278	274	155	146	51	4	0	1	0	1	982
16:00 - 16:59	0	1	. 5	42	46	258	266	179	173	71	11	0	0	0	0	1052
17:00 - 17:59	1	1	6	23	46	193	211	139	174	60	9	0	0	0	0	863
18:00 - 18:59	0	1	9	25	35	106	193	125	138	46	7	1	0	0	0	686
19:00 - 19:59	0	1	4	17	41	157	178	178	93	15	2	1	0	0	0	687
20:00 - 20:59	0	0	10	35	39	55	118	64	41	19	9	0	0	0	0	390
21:00 - 21:59	0	0	7	23	26	77	83	52	56	24	6	0	0	1	0	355
22:00 - 22:59	0	0	1	11	18	75	115	79	42	12	2	0	1	0	1	357
23:00 - 23:59	0	0	0	10	7	30	39	32	23	13	2	1	2	0	0	159
Totals	2	14	114	549	841	3219	3761	2662	2363	777	142	16	6	5	8	14479
ercent of Total	0.0	0.1	0.8	3.8	5.8	22.2	26.0	18.4	16.3	5.4	1.0	0.1	0.0	0.0	0.1	100
ercent of AM	0.0	0.1	0.7	3.1	5.6	21.2	25.1	17.3	18.0	7.0	1.4	0.2	0.0	0.0	0.1	100
ercent of PM	0.0	0.1	0.8	4.2	5.9	22.8	26.5	19.0	15.3	4.4	0.7	0.1	0.0	0.0	0.0	100
Standard	Deviatio	n:	8.0 M				Ten Mile	e Pace:	35 to	44 MPH			85th F	Percentile):	52.4 MPH
Me	an Spee	d:	43.7 M	PH	Pe	ercent in	Ten Mile	e Pace:		48.2%						
Medi	an Spee	d:	43.3 M	PH										Percentile	-	36.0 MPH
Mod	dal Spee	d:	42.5 M	PH									90th F	Percentile	: :	54.0 MPH
													95th F	Percentile):	56.5 MPH

Study Date: Sunday, 09/15/2019

Unit ID: SGP13

Location: US Route 4 (East of Bow Lake Road)

ſ	5-	15-	20-	25-	30-	35-	40-	45-	50-	55-	60-	65-	70-	75-	80-	
	14	19	24	29	34	39	44	49	54	59	64	69	74	79	99	Total
00:00 - 00:59	0	0	1	1	2	9	20	11	19	6	3	0	1	0	1	74
01:00 - 01:59	0	0	1	3	0	10	13	7	3	4	1	2	0	0	0	44
02:00 - 02:59	0	0	0	0	0	2	14	5	0	2	2	0	0	0	0	25
03:00 - 03:59	0	0	0	1	4	4	7	6	4	5	0	0	0	0	0	31
04:00 - 04:59	0	0	1	1	3	5	12	2	6	5	1	0	0	0	0	36
05:00 - 05:59	0	0	0	3	1	15	15	14	12	11	4	0	0	0	0	75
06:00 - 06:59	0	0	0	5	3	19	42	25	30	17	16	3	2	0	0	162
07:00 - 07:59	0	0	1	7	10	36	86	47	51	34	16	3	Ô	0	0	291
08:00 - 08:59	1	0	1	14	16	60	135	57	123	75	22	2	2	0	0	508
09:00 - 09:59	0	0	17	46	33	116	191	145	166	59	14	2	0	0	0	789
10:00 - 10:59	0	1	6	25	44	218	213	190	248	61	5	0	0	0	0	1011
11:00 - 11:59	0	0	16	61	60	284	266	220	210	58	8	0	1	0	0	1184
12:00 - 12:59	0	2	12	36	39	214	332	235	244	84	5	1	0	1	1	1206
13:00 - 13:59	1	1	7	35	40	234	278	175	193	61	8	0	0	0	0	1033
14:00 - 14:59	1	1	3	19	38	184	316	144	203	92	13	1	1	0	3	1019
15:00 - 15:59	0	0	8	20	27	167	356	159	166	77	12	1	0	1	0	994
16:00 - 16:59	0	1	7	24	29	159	292	165	213	40	8	0	0	0	2	940
17:00 - 17:59	0	0	3	40	98	276	205	122	155	44	12	2	0	0	0	957
18:00 - 18:59	0	2	5	17	20	168	230	116	154	52	12	0	0	0	0	776
19:00 - 19:59	0	1	3	15	39	138	131	92	94	33	8	2	0	0	0	556
20:00 - 20:59	0	0	1	7	10	78	105	74	58	34	7	1	0	0	1	376
21:00 - 21:59	0	0	1	5	14	33	44	23	59	20	8	1	0	0	0	208
22:00 - 22:59	0	0	0	2	2	16	38	18	22	14	3	1	0	0	0	116
23:00 - 23:59	0	0	0	0	1	7	21	17	10	9	3	1	0	0	0	69
Totals	3	9	94	387	533	2452	3362	2069	2443	897	191	23	7	2	8	12480
ercent of Total	0.0	0.1	0.8	3.1	4.3	19.6	26.9	16.6	19.6	7.2	1.5	0.2	0.1	0.0	0.1	100
ercent of AM	0.0	0.0	1.0	3.9	4.2	18.4	24.0	17.2	20.6	8.0	2.2	0.3	0.1	0.0	0.0	100
ercent of PM	0.0	0.1	0.6	2.7	4.3	20.3	28.5	16.2	19.0	6.8	1.2	0.1	0.0	0.0	0.1	100
Standard	Deviatio	n:	8.1 M	PH			Ten Mile	e Pace:	35 to	44 MPH			85th Percentile:			53.5 MPI
Me	an Spee	d:	44.7 M	PH	Pe	ercent in	Ten Mile	e Pace:		46.6%						
Medi	an Spee	d:	44.1 M	PH									15th F	Percentile):	36.7 MP
Mod	dal Spee	ed:	42.5 M	РН									90th F	Percentile):	54.8 MPI
	•												95th F	Percentile):	57.8 MPI

Study Date: Monday, 09/16/2019

Unit ID: SGP13

Location: US Route 4 (East of Bow Lake Road)

	5- 14	15- 19	20- 24	25- 29	30- 34	35- 39	40- 44	45- 49	50- 54	55- 59	60- 64	65- 69	70- 74	75- 79	80- 99	Total
00:00 - 00:59	0	0	0	2	3	3	11	2	8	3	3	0	0	0	0	35
01:00 - 01:59	0	0	0	0	1	6	9	4	11	8	2	0	0	0	0	41
02:00 - 02:59	0	0	0	1	1	3	11	6	8	0	2	0	0	0	0	32
03:00 - 03:59	0	0	0	0	1	3	7	11	9	6	4	1	0	0	0	42
04:00 - 04:59	0	0	1	4	3	15	23	20	26	32	14	1	0	0	0	139
05:00 - 05:59	1	0	1	9	9	50	88	40	107	70	13	0	1	0	0	389
06:00 - 06:59	0	0	2	7	21	161	234	130	162	85	19	1	0	0	1	823
07:00 - 07:59	0	5	26	108	280	267	192	218	124	23	2	2	1	0	1	1249
08:00 - 08:59	1	1	8	21	40	199	231	146	146	53	6	1	0	0	0	853
09:00 - 09:59	0	3	5	19	51	151	185	125	157	42	9	1	1	1	0	750
10:00 - 10:59	0	0	6	19	21	148	216	164	131	35	4	0	0	0	2	746
11:00 - 11:59	0	1	5	11	35	150	238	137	141	56	6	0	0	1	2	783
12:00 - 12:59	0	0	4	19	31	184	196	184	173	41	4	0	0	0	0	836
13:00 - 13:59	0	0	6	22	44	192	206	183	143	29	7	0	0	0	2	834
14:00 - 14:59	2	3	12	51	136	275	205	165	120	31	9	1	0	0	0	1010
15:00 - 15:59	3	0	6	40	65	225	296	192	235	57	5	0	0	0	3	1127
16:00 - 16:59	· 1	1	6	46	64	261	299	205	248	88	14	2	1	1	0	1237
17:00 - 17:59	0	0	12	48	60	247	294	188	265	98	13	2	1	0	1	1229
18:00 - 18:59	1	0	10	36	35	141	207	102	167	86	8	1	0	0	0	794
19:00 - 19:59	0	1	7	16	20	106	139	73	101	29	5	1	0	0	1	499
20:00 - 20:59	0	0	4	15	13	51	89	60	69	40	5	0	0	0	0	346
21:00 - 21:59	1	0	3	7	6	33	60	35	44	22	2	2	0	0	0	215
22:00 - 22:59	0	0	0	8	2	17	21	16	24	14	3	1	0	0	0	106
23:00 - 23:59	0	0	0	1	1	5	31	9	13	9	2	0	0	0	0	71
Totals	10	15	124	510	943	2893	3488	2415	2632	957	161	. 17	5	3	13	14186
ercent of Total	0.1	0.1	0.9	3.6	6.6	20.4	24.6	17.0	18.6	6.7	1.1	0.1	0.0	0.0	0.1	100
ercent of AM	0.0	0.2	0.9	3.4	7.9	19.7	24.6	17.1	17.5	7.0	1.4	0.1	0.1	0.0	0.1	100
ercent of PM	0.1	0.1	0.8	3.7	5.7	20.9	24.6	17.0	19.3	6.6	0.9	0.1	0.0	0.0	0.1	100
Standard	Deviatio	n:	8.4 M	PH			Ten Mil	e Pace:	35 to	44 MPH			85th F	Percentile	e:	53.2 MPH
	an Spee		44.1 M		P	ercent in	Ten Mile	e Pace:		45.0%			15th F	Percentile	- :	35.9 MPH
	an Spee		43.7 M											Percentile		54.5 MPF
Moo	dal Spee	ed:	42.5 M	РН										Percentile		57.3 MPF

Study Date: Tuesday, 09/17/2019

Unit ID: SGP13

Location: US Route 4 (East of Bow Lake Road)

Γ	5-	15-	20-	25-	30-	35-	40-	45-	50-	55-	60-	65-	70-	75-	80-	
	14	19	24	29	34	39	44	49	54	59	64	69	74	79	99	Total
00:00 - 00:59	0	0	0	1	1	4	15	4	6	1	1	1	0	0	0	34
01:00 - 01:59	0	0	0	1	1	5	19	4	6	6	2	2	0	0	0	46
02:00 - 02:59	0	0	0	0	1	6	13	4	8	4	3	0	0	0	0	39
03:00 - 03:59	0	0	0	1	1	8	10	15	6	12	6	0	0	0	. 0	59
04:00 - 04:59	0	0	3	3	4	13	24	19	33	31	17	0	0	0	0	147
05:00 - 05:59	0	0	2	6	15	26	88	88	- 98	57	19	2	1	0	0	402
06:00 - 06:59	0	0	1	13	22	150	264	139	163	82	19	3	0	0	0	856
07:00 - 07:59	15	24	35	93	255	296	199	212	169	29	5	1	1	0	1	1335
08:00 - 08:59	1	1	3	17	43	214	260	133	146	94	20	0	0	2	0	934
09:00 - 09:59	0	1	2	18	24	126	181	148	135	43	9	0	0	1	1	689
10:00 - 10:59	1	0	4	21	48	177	171	178	120	24	4	0	0	1	2	751
11:00 - 11:59	0	1	6	18	39	138	223	143	149	38	7	0	0	0	1	763
12:00 - 12:59	0	0	3	17	31	180	190	169	127	48	7	2	0	0	0	774
13:00 - 13:59	0	0	4	20	41	146	218	202	147	43	6	0	0	0	0	827
14:00 - 14:59	0	3	19	71	182	232	201	170	112	26	3	1	1	1	0	1022
15:00 - 15:59	0	2	3	30	58	219	295	201	204	72	12	1	0	0	2	1099
16:00 - 16:59	0	0	8	40	72	212	321	193	247	100	9	0	0	0	2	1204
17:00 - 17:59	1	1	10	54	56	208	354	204	251	90	15	1	0	0	0	1245
18:00 - 18:59	0	0	6	31	32	146	228	139	117	- 38	3	1	0	0	3	744
19:00 - 19:59	0	0	3	40	39	116	120	90	100	27	1	0	0	0	0	536
20:00 - 20:59	0	0	4	19	20	60	89	49	66	23	4	1	0	0	0	335
21:00 - 21:59	0	0	0	9	8	25	64	35	47	28	3	1	0	0	0	220
22:00 - 22:59	0	0	2	4	5	17	38	18	25	20	2	0	0	0	0	131
23:00 - 23:59	0	0	0	1	2	12	32	15	11	2	0	0	0	0	0	75
Totals	18	33	118	528	1000	2736	3617	2572	2493	938	177	17	3	5	12	14267
ercent of Total	0.1	0.2	0.8	3.7	7.0	19.2	25.4	18.0	17.5	6.6	1.2	0.1	0.0	0.0	0.1	100
ercent of AM	0.3	0.4	0.9	3.2	7.5	19.2	24.2	18.0	17.2	7.0	1.8	0.1	0.0	0.1	0.1	100
ercent of PM	0.0	0.1	0.8	4.1	6.6	19.2	26.2	18.1	17.7	6.3	0.8	0.1	0.0	0.0	0.1	100
Standard	Deviatio	n:	8.4 M	PH			Ten Mil	e Pace:	35 to	44 MPH			85th F	Percentile): 	53.0 MPI
Me	an Spee	ed:	44.0 M	PH	P	ercent in	Ten Mil	e Pace:		44.5%						
Medi	ian Spee	ed:	43.7 M	PH									15th F	Percentile	e :	35.8 MPI
	dal Spee		42.5 M	РН									90th F	Percentile	e:	54.4 MPI
		. = `		-									95th F	Percentile	e:	57.3 MPI

Study Date: Wednesday, 09/18/2019

Unit ID: SGP13

Location: US Route 4 (East of Bow Lake Road)

[5- 14	15- 19	20- 24	25- 29	30- 34	35- 39	40- 44	45- 49	50- 54	55- 59	60- 64	65- 69	70- 74	75- 79	80- 99	Total
00:00 - 00:59	0	- 0	1	1	1	55	13	4	4	55	1	0	0	- 13	0	35
01:00 - 01:59	1	0	0	3	i 1	9	11	4	12	4	3	0	0	0	0	48
02:00 - 02:59	0	0	0	1	1	6	14	5	6	3	2	0	0	0	0	38
03:00 - 03:59	0	0	0	0	3	8	6	7	7	5	4	0	0	0	0	40
04:00 - 04:59	0	0	0	3	3	14	27	6	29	41	9	1	0	1	0	134
05:00 - 05:59	1	0	1	4	10	46	81	82	113	57	6	2	0	0	0	403
06:00 - 06:59	1	0	2	6	32	132	244	155	164	79	9	1	0	1	1	827
07:00 - 07:59	0	8	29	108	262	313	178	208	164	24	6	0	2	0	0	1302
08:00 - 08:59	1	1	6	15	30	159	266	155	184	66	11	1	0	1	0	896
09:00 - 09:59	0	0	0	19	28	182	189	149	122	38	5	1	0	0	0	733
10:00 - 10:59	0	1	4	18	46	131	219	136	114	23	4	3	0	0	0	699
11:00 - 11:59	0	0	3	22	29	159	202	137	158	53	5	2	1	0	0	771
12:00 - 12:59	0	0	5	28	45	226	180	118	134	45	10	0	0	0	1	792
13:00 - 13:59	0	0	4	20	41	154	237	213	132	39	4	0	0	1	0	845
14:00 - 14:59	0	0	15		156	256	232	208	92	26	5	3	0	0	1	1049
15:00 - 15:59	2	1	8	39	73	288	330	258	184	57	6	3	1	0	2	1252
16:00 - 16:59	1	2	4	38	49	200	438	231	212	52	8	1	0	0	3	1239
17:00 - 17:59	1	0	10	52	58	195	374	265	248	69	11	1	1	0	1	1286
18:00 - 18:59	2	2	9		49	146		128	155	64	10	4	0	0	0	840
19:00 - 19:59	1	0	4	28	35	123	135	104	90	33	9	0	0	0	0	562
20:00 - 20:59	0	0	3		18	58		62	74	45	2	1	0	0	0	387
21:00 - 21:59	0	0	2		8	52	80	38	65	26	9	1	0	0	0	296
22:00 - 22:59	0	0	2	7	5		27	30	25	18		0	0	0	0	
23:00 - 23:59	0	0	0	1	4	14		23	25	15	-	0	0	0	0	
Totals	11	15	112	535	987	2898	3852	2726	2513	887	143	25	5	4	9	14722
ercent of Total	0.1	0.1	0.8	3.6	6.7	19.7	26.2	18.5	17.1	6.0	1.0	0.2	0.0	0.0	0.1	100
ercent of AM	0.1	0.2	0.8	3.4	7.5	19.6	24.5	17.7	18.2	6.7	1.1	0.2	0.1	0.1	0.0	100
ercent of PM	0.1	0.1	0.8	3.8	6.2	19.7		19.1	16.3	5.6	0.9	0.2	0.0	0.0	0.1	
Standard			8.2 MPH				Ten Mil		35 to	44 MPH			85th F	Percentile	э:	52.7 MPH
	an Spee		43.9 M		Р	ercent in	Ten Mil	e Pace:		45.8%			15 1 h 5	Percentile	. .	35.9 MPH
	ian Spee		43.6 M													54.2 MPH
Mo	dal Spee	ed:	42.5 M	PH										Percentile Percentile		56.9 MPH

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Daily Total Speeds (MPH)

Study Date: Tuesday, 09/10/2019

Unit ID: SGP15

Location: Bow lake Road, (South of Academy Way)

	5- 14	15- 19	20- 24	25- 29	30- 34	35- 39	40- 44	45- 49	50- 54	55- 59	60- 64	65- 69	70- 74	75- 79	80- 99	Total
00:00 - 00:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	0	0	0	0	0	0	Ó	0	0	0	0	0	0	0
03:00 - 03:59	0	0	Ó	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00 - 04:59	0	0	0	2	8	5	5	0	0	0	0	0	0	0	0	20
05:00 - 05:59	. 0	0	1	4	10	9	7	1	0	0	0	0	0	0	0	32
06:00 - 06:59	0	0	2	16	35	27	11	4	0	0	0	0	0	0	0	95
07:00 - 07:59	3	6	21	81	67	34	6	0	0	0	0	0	. 0	0	0	218
08:00 - 08:59	0	0	1	10	40	32	9	1	0	0	0	0	0	0	0	93
09:00 - 09:59	0	0	7	11	24	25	13	2	0	0	0	0	0	0	0	82
10:00 - 10:59	0	0	1	11	29	24	8	0	0	0	0	0	0	0	0	73
11:00 - 11:59	0	0	0	10	47	31	4	0	0	0	Ő	0	0	0	0	92
12:00 - 12:59	0	0	0	6	37	23	2	0	0	0	0	0	0	0	0	68
13:00 - 13:59	0	0	2	12	49	33	4	1	2	0	Ö	0	0	0	0	103
14:00 - 14:59	0	4	6	45	53	34	7	3	1	0	0	0	0	0	0	153
15:00 - 15:59	0	0	6	22	39	41	14	1	0	0	0	0	0	0	0	123
16:00 - 16:59	0	2	1	18	48	49	12	1	0	0	0	0	0	0	0	131
17:00 - 17:59	0	0	8	35	95	53	10	. 1	0	0	0	0	0	0	0	202
18:00 - 18:59	0	0	1	18	57	41	9	0	0	0	· 0	0	0	0	0	126
19:00 - 19:59	0	0	1	36	43	22	6	1	0	0	0	0	0	0	0	109
20:00 - 20:59	0	0	4	20	29	10	1	0	2	0	0	0	0	0	0	66
21:00 - 21:59	0	0	1	4	10	5	2	0	1	0	0	0	0	0	0	23
22:00 - 22:59	0	0	1	2	7	9	3	1	0	0	0	0	0	0	0	23
23:00 - 23:59	0	0	0	0	2	4	2	0	0	0	0	0	0	0	0	8
Totals	3	12	64	363	730	513	135	17	6	0	0	0	0	0	0	1843
ercent of Total	0.2	0.7	3.5	19.7	39.6	27.8	7.3	0.9	0.3	0.0	0.0	0.0	0.0	0.0	0.0	100
ercent of AM	0.4	0.8	4.7	20.5	36.9	26.7	8.9	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
ercent of PM	0.0	0.5	2.7	19.2	41.3	28.5	6.3	0.8	0.5	0.0	0.0	0.0	0.0	0.0	0.0	100
Standard			5.4 M				Ten Mile		30 to 3	39 MPH			85th F	Percentile	:	38.8 MPH
	an Spee		33.4 MPH			ercent in	Ten Mile	e Pace:		67.4%						
Medi	an Spee	ed:	33.3 M	эΗ										Percentile		27.7 MPH
Mod	Modal Speed: 32.5 MPH			РΗ										Percentile	-	39.7 MPH
													95th F	Percentile	:	42.4 MPH

Study Date: Wednesday, 09/11/2019

Unit ID: SGP15

Location: Bow lake Road, (South of Academy Way)

	5- 14	15- 19	20- 24	25- 29	30- 34	35- 39	40- 44	45- 49	50- 54	55- 59	60- 64	65- 69	70- 74	75- 79	80- 99	Total
00:00 - 00:59	0	0	0	1	1	1	0	0	0	0	0	0	0	0	. 0	3
01:00 - 01:59	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	4
02:00 - 02:59	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
03:00 - 03:59	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00 - 04:59	0	0	0	1	7	7	2	0	0	0	0	0	0	0	0	17
05:00 - 05:59	0	0	2	4	16	10	5	1	0	. 0	0	0	0	0	0	38
06:00 - 06:59	0	0	1	11	35	33	11	1	0	0	0	0	0	0	0	92
07:00 - 07:59	0	3	22	77	80	41	5	1	0	0	0	0	0	0	0	229
08:00 - 08:59	0	0	3	9	37	40	6	2	0	0	0	0	0	0	0	97
09:00 - 09:59	0	3	5	8	31	27	4	0	1	0	0	0	0	0	0	79
10:00 - 10:59	0	0	3	17	38	21	13	2	1	0	0	0	0	0	0	95
11:00 - 11:59	0	0	4	8	37	29	11	1	0	0	0	0	0	0	0	90
12:00 - 12:59	0	0	1	7	34	25	6	2	0	0	0	0	0	0	0	75
13:00 - 13:59	2	1	1	15	38	26	9	0	1	0	0	0	0	0	- 0	93
14:00 - 14:59	0	3	13	34	52	29	13	5	0	0	0	0	0	0	0	149
15:00 - 15:59	0	0	0	18	54	38	7	2	1	0	0	0	0	0	0	120
16:00 - 16:59	0	0	2	18	69	49	7	0	2	· 0	0	0	0	0	0	147
17:00 - 17:59	0	1	5		79	58	15		0	1	0	0	0	0	0	197
18:00 - 18:59	0	0	3	24	57	31	7	2	0	0	0	0	0	0	0	124
19:00 - 19:59	0	0	4	21	50	13	2	1	0	0	0	0	0	0	0	91
20:00 - 20:59	0	0	2	14	23	12	3	0	0	0	0	0	0	. 0	0	54
21:00 - 21:59	0,	0	2	11	25	6	1	0	0	0	-	0	0	0	0	45
22:00 - 22:59	0	0	0		10	4	4	0	0	1	0	0	0	0	0	21
23:00 - 23:59	0	0	0	2	5	1	0	0	0	0	0	0	0	. 0	0	8
Totals	2	11	73	343	781	501	133	21	6	2	0	0	0	0	· 0	1873
ercent of Total	0.1	0.6	3.9	18.3	41.7	26.7	7.1	1.1	0.3	0.1	0.0	0.0	0.0	0.0	0.0	100
ercent of AM	0.0	0.8	5.3	18.7	38.1	27.9	7.9	1.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0	100
ercent of PM	0.2	0.4	2.9	18.1	44.1	26.0	6.6	1.2	0.4	0.2	0.0	0.0	0.0	0.0	0.0	100
Standard	Deviatio	n:	5.5 M				Ten Mil		30 to	39 MPH			85th F	Percentile	e:	38.8 MPH
Me	an Spee	d:	33.4 M	PH	Pe	ercent in	Ten Mil	e Pace:		68.4%						
Medi	ian Spee	d:	33.2 M	PH									15th F		27.8 MPH	
Mod	dal Spee	d:	32.5 M	РН										Percentile		39.7 MPH
													95th F	Percentile	e:	42.6 MPH

Study Date: Thursday, 09/12/2019

Unit ID: SGP15

Location: Bow lake Road, (South of Academy Way)

	5- 14	15- 19	20- 24	25- 29	30- 34	35- 39	40- 44	45- 49	50- 54	55- 59	60- 64	65- 69	70- 74	75- 79	80- 99	Total
00:00 - 00:59	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3
01:00 - 01:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00 - 04:59	0	0	0	0	6	6	3	0	0	0	0	0	0	0	0	15
05:00 - 05:59	0	0	1	1	12	16	8	4	2	0	0	0	0	0	0	44
06:00 - 06:59	0	1	2	17	31	17	10	0	0	0	0	0	0	0	0	78
07:00 - 07:59	2	3	27	78	79	36	3	0	0	0	0	0	0	0	0	228
08:00 - 08:59	0	1	3	9	49	36	12	0	0	0	0	0	0	0	0	110
09:00 - 09:59	1	2	5	11	37	17	7	0	0	0	0	0	0	0	0	80
10:00 - 10:59	0	1	1	14	25	26	5	1	0	0	0	0	0	0	0	73
11:00 - 11:59	3	1	2	15	38	27	2	1	0	0	0	0	0	0	0	89
12:00 - 12:59	0	0	3	16	36	26	3	1	0	0	0	0	0	0	0	85
13:00 - 13:59	1	2	4	16	39	29	9	2	0	0	0	0	0	0	0	102
14:00 - 14:59	0	1	6	37	42	23	10	1	1	0	0	0	0	0	0	121
15:00 - 15:59	0	0	5	17	42	29	11	0	0	0	0	0	0	0	0	104
16:00 - 16:59	0	1	6	23	64	32	11	1	1	0	0	0	Ö	0	0	139
17:00 - 17:59	1	0	6	27	64	46	14	1	0	0	0	0	0	0	.0	159
18:00 - 18:59	0	0	5	16	49	45	13	0	0	0	0	0	0	0	0	128
19:00 - 19:59	0	0	9	18	59	17	4	1	1	0	0	0	0	0	0	109
20:00 - 20:59	0	0	. 1	9	29	17	3	0	0	0	0	0	0	0	0	59
21:00 - 21:59	0	0	1	16	8	7	0	0	0	0	0	0	0	0	0	32
22:00 - 22:59	0	0	0	5	13	4	0	1	0	0	0	0	0	0	0	23
23:00 - 23:59	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
Totals	8	13	87	347	726	456	130	15	5	0	0	0	0	0	0	1787
ercent of Total	0.4	0.7	4.9	19.4	40.6	25.5	7.3	0.8	0.3	0.0	0.0	0.0	0.0	0.0	0.0	100
ercent of AM	0.8	1.2	5.7	20.1	38.6	25.1	7.2	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	100
ercent of PM	0.2	0.4	4.3	19.0	42.0	25.8	7.3	0.8	0.3	0.0	0.0	0.0	0.0	0.0	0.0	100
Standard	Deviatio	n:	5.7 MPH				Ten Mil	e Pace:	30 to 3	39 MPH			85th F	ercentile	e:	38.7 MPH
Me	an Spee	•				ercent in	Ten Mil	e Pace:		66.1%						
Medi	an Spee	ed: 33.0 MPH												Percentile		27.3 MPH
Mod	Modal Speed: 32.5 MPH												90th F	ercentile	e:	39.7 MPH
													95th F	Percentile	e:	42.3 MPH

Study Date: Friday, 09/13/2019

Unit ID: SGP15

Location: Bow lake Road, (South of Academy Way)

ſ	5- 14	15- 19	20- 24	25- 29	30- 34	35- 39	40- 44	45- 49	50- 54	55- 59	60- 64	65- 69	70- 74	75- 79	80- 99	Total
00:00 - 00:59	0	0		1	2	3			0	0	0	03	0	0	0	6
01:00 - 01:59	0	0	0	1		1		0	0	0	0	0	0	0	0	4
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	2	3	1	0	1	0	0	0	0	0	0	0	7
04:00 - 04:59	0	0	0	0	3	4	3	0	0	0	0	0	0	0	0	10
05:00 - 05:59	0	0	2	4	7	17	4	0	1	0	0	0	0	0	0	35
06:00 - 06:59	1	0	3	10	32	26	9	0	0	0	0	0	0	0	0	81
07:00 - 07:59	1	3	33	67	98	41	4	0	0	0	0	0	0	0	0	247
08:00 - 08:59	0	0	- 4	7	48	38	7	3	0	0	0	0	0	0	0	107
09:00 - 09:59	0	3	5	14	28	25	5	1	0	0	0	0	0	0	0	81
10:00 - 10:59	0	0	1	9	42	27	4	1	0	0	0	0	0	0	0	84
11:00 - 11:59	1	1	1	7	37	21	6	1	0	0	0	0	0	0	0	75
12:00 - 12:59	0	0	1	11	21	28	3	2	0	0	0	0	0	0	0	66
13:00 - 13:59	1	0	3	14	34	27	13	0	0	0	0	0	0	0	0	92
14:00 - 14:59	0	2	17	35	47	28	12	0	0	0	0	0	0	0	0	141
15:00 - 15:59	0	0	3	23	67	44	9	1	0	0	0	0	0	0	0	147
16:00 - 16:59	0	3	20	24	52	44	6	2	0	0	0	0	0	0	0	151
17:00 - 17:59	0	0	5	26	75	71	10	1	1	0	0	0	0	0	0	189
18:00 - 18:59	0	0	4	25	61	45	10	2	0	0	0	0	0	0	1	148
19:00 - 19:59	0	1	4	17	26	23	0	1	0	Ó	0	0	0	0	0	72
20:00 - 20:59	0	2	5	10	25	16		0	0	0	0	0	0	0	0	60
21:00 - 21:59	0	0	4	12	26	8		0	0	1	0	0	0	0	0	55
22:00 - 22:59	0	0	0	5	19	8	3	1	0	0	-	0	-		0	36
23:00 - 23:59	0	0	0	6	7	5	4	0	1	0	-	0	-	-	0	23
Totals	4	15	115	330	761	551	119	17	3	1	0	0	-		1	1917
ercent of Total	0.2	0.8	6.0	17.2	39.7	28.7	6.2	0.9	0.2	0.1	0.0	0.0			0.1	100
ercent of AM	0.4	0.9	6.6	16.6	40.8	27.7	5.8	0.9	0.1	0.0	0.0	0.0			0.0	100
ercent of PM	0.1	0.7	5.6	17.6	39.0	29.4	6.4	0.8	0.2	0.1	0.0	0.0			0.1	100
Standard			5.7 M				Ten Mil		30 to 3	39 MPH			85th F	Percentile) :	38.7 MPH
	an Spee		33.1 M		Pe	ercent in	Ten Mil	e Pace:		68.4%			154 5	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		07.0 MPU
Medi	ian Spee	ed:	33.2 M													27.3 MPH
Mod	dal Spee	ed:	32.5 M	PH												39.5 MPH
													95th F	Percentile) :	41.9 MPH

Study Date: Saturday, 09/14/2019

Unit ID: SGP15

Location: Bow lake Road, (South of Academy Way)

	5- 14	15- 19	20- 24	25- 29	30- 34	35- 39	40- 44	45- 49	50- 54	55- 59	60- 64	65- 69	70- 74	75- 79	80- 99	Total
00:00 - 00:59	0	0	0	2	2	4	0	1	0	0	0	0	. 0	0	0	9
01:00 - 01:59	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	5
02:00 - 02:59	0	1	0	1	0	1	1	0	0	0	0	0	0	0	0	4
03:00 - 03:59	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	4
04:00 - 04:59	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
05:00 - 05:59	0	0	2	2	3	2	3	0	0	0	0	0	0	0	0	12
06:00 - 06:59	0	0	0	7	10	4	4	0	0	0	0	0	0	0	0	25
07:00 - 07:59	0	1	8	18	25	19	8	0	0	0	0	0	0	0	0	79
08:00 - 08:59	0	0	6	15	41	35	6	0	0	1	0	0	0	0	0	104
09:00 - 09:59	0	2	5	20	46	36	5	0	0	0	- 0	0	0	0	0	114
10:00 - 10:59	0	2	14	36	63	37	7	0	0	0		0	0	0	0	159
11:00 - 11:59	0	0	3	38	63	32	9	0	1	0	0	0	0	0	0	146
12:00 - 12:59	1	1	3	37	82	52	10	1	1	0	0	0	0	0	1	189
13:00 - 13:59	1	1	12	41	57	41	12	3	0	0	0	0	0	0	0	168
14:00 - 14:59	0	2	6	43	57	35		0	0	0	- 1	• 0	0	0	0	151
15:00 - 15:59	0	0	1	21	36	38	8	0	0	0	0	0	0	0	0	104
16:00 - 16:59	0	2	9	19	68	25	9	1	0	0	-	0	0	0	0	133
17:00 - 17:59	0	0	4	20	40	37	6	1	0	0	0	0	0	0	0	108
18:00 - 18:59	1	0	3	17	39	17	4	2	0	0	-	0	0	0	0	83
19:00 - 19:59	0	0	1	33	58	10		1	0	0	-	0	0	0	0	105
20:00 - 20:59	0	0	2	12	18	10	2	0	0	0	0	0	0	0	0	44
21:00 - 21:59	1	0	5	25	20	.9	3	1	0	0		0	0	0	0	64
22:00 - 22:59	0	1	4	27	38	11	4	0	0	0		0	0	0	0	85
23:00 - 23:59	0	0	0	5	11	4	0	1	0	0		0	0	0	0	21
Totals	4	13	88	440	780	463	114	13	2	1	-	0	0	0	1	1919
ercent of Total	0.2	0.7	4.6	22.9	40.6	24.1	5.9	0.7	0.1	0.1	••••	0.0	0.0	0.0	0.1	100
ercent of AM	0.0	0.9	5.7	21.1	38.6	26.2	6.9	0.3	0.2	0.2		0.0	0.0	0.0	0.0	100
ercent of PM	0.3	0.6	4.0	23.9	41.8	23.0	5.4	0.9	0.1	0.0		0.0	0.0	0.0	0.1	100
Standard			5.6 M				Ten Mil		30 to	39 MPH			85th F	Percentile	e:	38.3 MPH
Me	an Spee	d:	32.7 M	PH	Pe	ercent in	Ten Mil	e Pace:		64.8%						
Medi	ian Spee	d:	32.7 M	PH										Percentile		27.1 MPH
Mo	dal Spee	d:	32.5 M	PH										Percentile		39.3 MPH
													95th F	Percentile	9:	41.5 MPH

Study Date: Sunday, 09/15/2019

Unit ID: SGP15

Location: Bow lake Road, (South of Academy Way)

ſ	5- 14	15- 19	20- 24	25- 29	30- 34	35- 39	40- 44	45- 49	50- 54	55- 59	60- 64	65- 69	70- 74	75- 79	80- 99	Total
00:00 - 00:59	0			- 25	4	0			0	0	0	03	0	0	3 3 0	5
01:00 - 01:59	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	4
02:00 - 02:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
04:00 - 04:59	Ö	0	0	1	1	1	2	0	0	0	0	0	0	0	0	5
05:00 - 05:59	Ö	0	0	1	7	4	1	0	0	0	0	0	0	0	0	13
06:00 - 06:59	0	0	0	2	6	4	1	0	0	0	0	0	0	0	0	13
07:00 - 07:59	0	1	1	4	16	13	2	1	Ö	0	0	0	0	0	0	38
08:00 - 08:59	0	0	0	7	19	26	10	0	0	1	0	0	0	0	0	63
09:00 - 09:59	0	0	1	12	41	35	14	3	0	0	0	0	0	0	0	106
10:00 - 10:59	0	2	1	18	51	48	20	0	0	0	0	0	0	0	0	140
11:00 - 11:59	0	0	4	17	65	39	20	4	1	1	0	0	0	0	0	151
12:00 - 12:59	0	2	3	13	58	43	11	5	0	0	0	0	0	0	0	135
13:00 - 13:59	0	1	1	10	42	40	10	2	0	0	0	0	0	0	0	106
14:00 - 14:59	1	0	1	18	17	43	6	4	0	0	0	0	0	0	0	90
15:00 - 15:59	0	0	0	12	34	.34	19	1	1	0	0	0	Ō	0	0	101
16:00 - 16:59	0	2	2	8	47	44	14	4	1	0	0	0	Ō	0	0	122
17:00 - 17:59	0	0	0	14	50	30	11	0	0	0	0	0	0	0	0	105
18:00 - 18:59	0	1	1	9	27	27	5		1	0	0	0	0	0	0	73
19:00 - 19:59	0	0	2	12	32	17	1	2	0	0	0	0	0	0	0	66
20:00 - 20:59	0	0	0	8	11	8	1	1	0	0	0	0	0	0	0	29
21:00 - 21:59	0	0	0	3	6	7	1	0	0	0	0	0	0	0	0	17
22:00 - 22:59	0	0	0	1	5	0	1	0	0	0	0	0	0	0	0	7
23:00 - 23:59	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Totals	1	10	18	171	542	466	151	29	4	2	0	0	0	0	0	1394
ercent of Total	0.1	0.7	1.3	12.3	38.9	33.4	10.8	2.1	0.3	0.1	0.0	0.0	0.0	0.0	0.0	100
ercent of AM	0.0	0.6	1.5	11.6	39.4	31.8	13.1	1.5	0.2	0.4	0.0	0.0	0.0	0.0	0.0	100
ercent of PM	0.1	0.8	1.2	12.7	38.6	34.5	9.4	2.5	0.4	0.0	0.0	0.0	0.0	0.0	0.0	100
Standard	Deviatio	n:	5.4 M	PH			Ten Mil	e Pace:	30 to 3	39 MPH			85th Percent		e:	39.7 MPF
	an Spee		34.8 M		Pe	ercent in	Ten Mil	e Pace:		72.3%			15th F	Percentile	- :	30.1 MPH
	an Spee		34.6 M											Percentile		41.5 MPF
Moo	dal Spee	ed:	32.5 M	PH										Percentile		43.8 MPF
													SJULF	ercentile	5.	40.0 IVIFF

Study Date: Monday, 09/16/2019

Unit ID: SGP15

Location: Bow lake Road, (South of Academy Way)

ſ	5- 14	15- 19	20- 24	25- 29	30- 34	35- 39	40- 44	45- 49	50- 54	55- 59	60- 64	65- 69	70- 74	75- 79	80- 99	Total
00:00 - 00:59	0	.0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
01:00 - 01:59	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
02:00 - 02:59	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
03:00 - 03:59	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	3
04:00 - 04:59	0	0	0	1	5	3	0	0	0	0	0	0	0	0	0	9
05:00 - 05:59	0	0	0	6	9	14	1	2	0	0	0	0	0	0	0	32
06:00 - 06:59	0	0	2	7	24	22	12	1	0	Ó	0	0	0	0	0	68
07:00 - 07:59	2	4	32	71	76	29	5	0	0	0	0	0	Ő	0	0	219
08:00 - 08:59	0	1	3	7	35	33	9	1	0	0	0	0	0	0	0	89
09:00 - 09:59	0	0	2	12	24	23	8	1	1	0	0	0	0	0	0	71
10:00 - 10:59	1	0	6	15	22	39	3	2	0	Ó	0	0	0	0	0	88
11:00 - 11:59	0	1	2	3	27	21	13	0	0	0	0	0	0	0	0	67
12:00 - 12:59	1	0	2	5	37	32	5	1	0	0	0	0	Ö	0	0	83
13:00 - 13:59	0	1	4	12	42	21	11	1	0	0	0	0	0	0	0	92
14:00 - 14:59	0	1	9	43	64	35	8	5	0	0	0	0	0	0	0	165
15:00 - 15:59	0	1	4	12	54	39	7	1	1	0	0	0	0	0	0	119
16:00 - 16:59	0	0	1	19	47	55	21	2	0	0	1	0	0	0	0	146
17:00 - 17:59	1	0	7	34	76	53	13	1	0	0	0	0	0	0	0	185
18:00 - 18:5 9	0	1	2	23	56	44	10	1	0	0	Ó	0	0	0	0	137
19:00 - 19:59	0	0	3	11	- 30	19	3	1	0	1	0	0	0	0	0	68
20:00 - 20:59	0	0	2	16	31	10	1	0	0	0	0	Ó	0	0	0	60
21:00 - 21:59	0	0	1	3	11	5	2	1	0	0	0	0	0	0	0	23
22:00 - 22:59	0	0	0	2	7	0	2	0	0	0	0	0	0	0	0	11
23:00 - 23:59	0	0	0	3	2	2	1	0	0	0	0	0	0	0	0	8
Totals	5	10	83	305	681	502	138	22	2	1	1	0	0	0	0	1750
ercent of Total	0.3	0.6	4.7	17.4	38.9	28.7	7.9	1.3	0.1	0.1	0.1	0.0	0.0	0.0	0.0	100
ercent of AM	0.5	0.9	7.4	18.7	34.3	28.6	8.3	1.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	100
ercent of PM	0.2	0.4	3.2	16.7	41.7	28.7	7.7	1.3	0.1	0.1	0.1	0.0	0.0	0.0	0.0	100
Standard	Deviatio	n:	5.7 M	PH			Ten Mile	e Pace:	30 to	39 MPH			85th F	Percentile	e:	39.0 MPH
Me	an Spee	ed:	33.5 M	PH	P	ercent in	Ten Mil	e Pace:		67.6%						
Medi	an Spee	ed:	33.5 M	PH										Percentile		27.7 MPI
Mod	lal Spee	ed:	32.5 M	РН									90th F	Percentile	ə:	39.9 MPI
													95th P	Percentile	ə:	42.8 MPH

Study Date: Tuesday, 09/17/2019

Unit ID: SGP15

Location: Bow lake Road, (South of Academy Way)

Posted Speed: 25

ſ	5- 14	15- 19	20- 24	25- 29	30- 34	35- 39	40- 44	45- 49	50- 54	55- 59	60- 64	65- 69	70- 74	75- 79	80- 99	Total
00:00 - 00:59	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3
01:00 - 01:59	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4
02:00 - 02:59	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00 - 03:59	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	4
04:00 - 04:59	0	0	1	1	2	8	3	0	0	0	0	0	0	0	0	15
05:00 - 05:59	0	0	0	5	8	11	7	1	0	0	0	0	0	0	0	32
06:00 - 06:59	0	0	3	9	35	36	12	0	0	0	0	0	0	0	0	95
07:00 - 07:59	0	6	17	85	79	36	5	0	0	0	0	0	0	0	0	228
08:00 - 08:59	0	0	2	7	40	29	10	0	0	0	0	0	0	0	0	88
09:00 - 09:59	0	0	0	5	31	25	9	1	0	1	0	0	0	0	0	72
10:00 - 10:59	0	0	2	12	34	32	7	0	0	0	0	0	0	0	0	87
11:00 - 11:59	0	0	1	12	29	32	8	0	0	0	0	0	0	0	0	82
12:00 - 12:59	0	5	8	18	28	11	0	0	0	0	0	Ő	0	0	0	70
13:00 - 13:59	0	4	12	27	34	5	2	1	Ó	0	0	Ó	0	0	0	85
14:00 - 14:59	0	1	13	65	49	19	7	0	0	0	0	0	0	0	0	154
15:00 - 15:59	0	1	11	18	38	29	11	1	0	0	0	0	0	0	0	109
16:00 - 16:59	· 0	0	3	22	57	45	8	1	1	0	0	0	0	0	0	137
17:00 - 17:59	· 0	0	10	43	87	43	10	0	0	0	0	0	0	· 0	0	193
18:00 - 18:59	0	1	2	14	47	32	10	1	0	Ö	0	0	0	0	0	107
19:00 - 19:59	0	0	4	20	45	30	2	1	0	0	0	0	0	0	0	102
20:00 - 20:59	0	0	1	9	21	16	3	0	0	0	0	0	0	0	0	50
21:00 - 21:59	0	0	1	11	13	9	1	0	0	0	0	0	0	0	0	35
22:00 - 22:59	0	0	0	1	9	4	1	1	0	0	0	0	0	0	0	16
23:00 - 23:59	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4
Totals	0	18	91	387	694	454	118	9	1	1	0	0	0	0	0	1773
ercent of Total	0.0	1.0	5.1	21.8	39.1	25.6	6.7	0.5	0.1	0.1	0.0	0.0	0.0	0.0	0.0	100
ercent of AM	0.0	0.8	3.7	19.5	37.0	29.5	8.9	0.4	0.0	0.1	0.0	0.0	0.0	0.0	0.0	100
ercent of PM	0.0	1.1	6.1	23.4	40.6	23.0	5.2	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	100
Standard	Deviatio	n:	5.4 M	PH			Ten Mile	e Pace:	30 to 3	39 MPH			85th F	Percentile): 	38.5 MPH
Me	an Spee	ed:	32.8 M	PH	Pe	ercent in	Ten Mile	e Pace:		64.7%						
Medi	an Spee	ed:	32.8 M	PH										Percentile		27.0 MPF
Мос	dal Spee	ed:	32.5 M	РН						•				Percentile		39.5 MPH
													95th F	Percentile):	41.7 MPH

e

Study Date: Wednesday, 09/18/2019

Unit ID: SGP15

Location: Bow lake Road, (South of Academy Way)

00:00 - 00:59 0 0 1 1 0 <	ſ	5-	15-	20-	25-	30-	35-	40-	45-	50-	55-	60-	65-	70-	75-	80-	
01:00-01:59 0 0 2 1 1 0 <th< th=""><th></th><th>14</th><th>19</th><th>24</th><th>29</th><th>34</th><th>39</th><th>44</th><th>49</th><th>54</th><th>59</th><th>64</th><th>69</th><th>74</th><th>79</th><th>99</th><th>Total</th></th<>		14	19	24	29	34	39	44	49	54	59	64	69	74	79	99	Total
02:00-02:59 0 0 0 1 1 0 <th< td=""><td></td><td></td><td>-</td><td>-</td><td></td><td></td><td>-</td><td></td><td></td><td></td><td></td><td></td><td>-</td><td></td><td></td><td>-</td><td></td></th<>			-	-			-						-			-	
03:00 - 03:59 0 0 1 0 1 0 <		-	-	-					-						-	-	-
04:00 - 04:59 0 0 1 1 5 4 3 0 0 0 0 1 1 05:00 - 05:59 0 0 0 7 14 4 4 1 0 <th< td=""><td></td><td></td><td>-</td><td>-</td><td></td><td></td><td></td><td>-</td><td>-</td><td></td><td></td><td></td><td>-</td><td>-</td><td></td><td></td><td></td></th<>			-	-				-	-				-	-			
05:00 - 05:59 0 0 0 7 14 4 4 1 0			÷.	-										-			
06:00 06:59 0		-						-		-		· · · · ·	-	-			
07:00 - 07:59 1 1 23 78 70 29 6 2 1 0			-	-						-							
08:00 - 08:59 0 3 5 33 27 9 1 0		-		-	-				-	-	_	÷		-	-	-	
09:00 - 09:59 0 3 4 10 36 24 8 0		•	•								-	-					
10:00 - 10:59 2 0 2 0 1 0 <			-	-				-			-	-	-		-	-	
11:00 - 11:59 0 0 3 12 44 31 9 0		÷						-	-	-		+		-			
12:00 - 12:59 0 0 5 12 43 33 9 0										-	-			-	-	-	
13:00 - 13:59 3 0 3 17 37 33 12 3 0		-	-		-						-	-		÷.	-	-	
14:00 - 14:59 0 0 11 40 68 34 14 1 0		-	-	-							-	-	0	0	0	0	102
15:00 - 15:59 0 0 2 20 62 51 11 1 0 134 19:00 - 19:59 0 0 5 19 46 21 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0			-							0					0	0	108
16:00 - 16:59 0 0 2 14 58 47 17 3 0 0 0 0 0 0 0 0 111 17:00 - 17:59 0 1 13 29 91 71 16 1 0	14:00 - 14:59	0	0							0	0	0	0	0	0	0	168
17:00 - 17:59 0 1 13 29 91 71 16 1 0 0 1 0	15:00 - 15:59	0							1	. 0	0	0	0	0	0	0	147
18:00 - 18:59 1 0 3 16 57 49 7 1 0 0 0 0 0 134 19:00 - 19:59 0 0 5 19 46 21 3 0	16:00 - 16:59	0	0		14	58	47	17	3	0	0	0	0	0	0	0	141
19:00 - 19:59 0 0 5 19 46 21 3 0	17:00 - 17:59	0	1	13	29	91	71	[°] 16	1	0	0	1	0	0	0	0	223
20:00 - 20:59 0 2 1 9 35 11 1 0	18:00 - 18:59	1	0	3	16	57	49	7	1	.0	0	0	0	0	Ö	0	134
21:00 - 21:59 0 0 0 3 21 8 2 0	19:00 - 19:59	0	0	5	19	46	21	3	0	0	0	0	0	0	0	0	94
22:00 - 22:59 0 0 0 4 10 7 1 0	20:00 - 20:59	0	2	1	9	35	11	1	0	0	0	0	0	0	0	0	59
23:00 - 23:59 0 0 1 2 1 0 4 4 3 329 800 544 147 16 1 0 1 0 0 0 0 1936 936 936 936 937 938 938 938 9338 938 9338 938 938 938 9338 938 9338 <td>21:00 - 21:59</td> <td>0</td> <td>0</td> <td>0</td> <td>3</td> <td>21</td> <td>8</td> <td>2</td> <td>0</td> <td>0</td> <td>Ó</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>34</td>	21:00 - 21:59	0	0	0	3	21	8	2	0	0	Ó	0	0	0	0	0	34
Totals 7 7 84 329 800 544 147 16 1 0 1 0 0 0 1936 ercent of Total 0.4 0.4 4.3 17.0 41.3 28.1 7.6 0.8 0.1 0.0 0.1 0.0 0.0 0.0 100 ercent of AM 0.4 0.6 5.6 20.7 38.6 25.4 7.7 0.9 0.1 0.0 <t< td=""><td>22:00 - 22:59</td><td>0</td><td>0</td><td>0</td><td>4</td><td>10</td><td>7</td><td>1</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>. 0</td><td>22</td></t<>	22:00 - 22:59	0	0	0	4	10	7	1	0	0	0	0	0	0	0	. 0	22
ercent of Total 0.4 0.4 0.4 1.0 1.0 1.0 0.0 0.0 0.0 0.0 1.00 1.00 0.0 0.0 0.0 0.0 1.00 1.00 0.0 0.0 0.0 0.0 1.00 1.00 0.0 0.0 0.0 0.0 1.00 1.00 0.0 0.0 0.0 0.0 1.00 0.0 <td>23:00 - 23:59</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>2</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>4</td>	23:00 - 23:59	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
ercent of AM 0.4 0.6 5.6 20.7 38.6 25.4 7.7 0.9 0.1 0.0	Totals	7	7	84	329	800	544	147	16	1	0	1	0	0	0	0	1936
ercent of PM 0.3 0.2 3.6 14.9 42.9 29.6 7.5 0.8 0.0 0.0 0.1 0.0 0.0 0.0 100 Standard Deviation: 5.4 MPH Ten Mile Pace: 30 to 39 MPH 85th Percentile: 38.8 MPH Mean Speed: 33.4 MPH Percent in Ten Mile Pace: 69.4% 15th Percentile: 27.9 MPH Median Speed: 32.5 MPH 32.5 MPH 90th Percentile: 39.7 MPH	ercent of Total	0.4	0.4	4.3	17.0	41.3	28.1	7.6	0.8	0.1	0.0	0.1	0.0	0.0	0.0	0.0	100
Standard Deviation: 5.4 MPH Ten Mile Pace: 30 to 39 MPH 85th Percentile: 38.8 MPH Mean Speed: 33.4 MPH Percent in Ten Mile Pace: 69.4% 15th Percentile: 27.9 MPH Median Speed: 32.5 MPH 90th Percentile: 39.7 MPH	ercent of AM	0.4	0.6	5.6	20.7	38.6	25.4	7.7	0.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0	100
Mean Speed:33.4 MPHPercent in Ten Mile Pace:69.4%Median Speed:33.4 MPH15th Percentile:27.9 MPHModal Speed:32.5 MPH90th Percentile:39.7 MPH	ercent of PM	0.3	0.2	3.6	14.9	42.9	29.6	7.5	0.8	0.0	0.0	0.1	0.0	0.0	0.0	0.0	100
Median Speed:33.4 MPH15th Percentile:27.9 MPHModal Speed:32.5 MPH90th Percentile:39.7 MPH	Standard	Deviatio	n:	5.4 M	PH			Ten Mile	e Pace:	30 to 3	39 MPH);	38.8 MPH
Median Speed:33.4 MinModal Speed:32.5 MPH90th Percentile:39.7 MPH	Me	an Spee	d:	33.4 M	PH	Pe	ercent in	Ten Mile	e Pace:		69.4%						
Modal Speed: 32.5 MPH 90th Percentile: 39.7 MPH		•		33.4 M	РН									15th F	Percentile	e:	27.9 MPH
		•												90th F	Percentile	:	39.7 MPH
				52.0 11										95th F	Percentile	e:	42.3 MPH

Study Date: Tuesday, 09/10/2019

Unit ID: SGP14

Location: Academy Way (West of Bow Lake Road) - Northwood, NH

ſ	5- 14	15- 19	20- 24	25- 29	30- 34	35- 39	40- 44	45- 49	50- 54	55- 59	60- 64	65- 69	70- 74	75- 79	80- 99	Total
00:00 - 00:59	14	0	24	29 0	- 34 0	39 0	44	49	- 54 0	59		09	14	<u>/9</u> 0	0	
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	-	0	0	0		0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	o	0	0	-	0	0	0	0	0
06:00 - 06:59	2	2	1	0	0	0	0	0	0	0	-	0	0	0	0	5
07:00 - 07:59	- 59	83	12	0	0	0	0	0	0	0		0	0	0	0	154
08:00 - 08:59	3	5	0	. 0	0	0	0	0	0	0	-	0	0	0	0	8
09:00 - 09:59	2	7	2	1	0	0	0	0	0	0		0			0	12
10:00 - 10:59	0	5	1	0	0	0	0	0	0	0	-	0	0	0	0	6
11:00 - 11:59	1	1	0	0	0	0	0	-	0	0	· · · · · · ·	0	0	0	0	2
12:00 - 12:59	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
13:00 - 13:59	3	5	5	3	0	0	0	0	0	0	0	0	0	0	0	16
14:00 - 14:59	9	26	32	5	1	0	0	0	0	0	0	0	0	0	0	73
15:00 - 15:59	3	14	4	0	0	0	0	0	. 0	0	Ó	0	0	0	0	21
16:00 - 16:59	4	8	7	2	0	0	0	0	0	0	0	- 0	0	0	0	21
17:00 - 17:59	.11	26	19	1	0	0	0	0	0	0	0	0	0	0	0	57
18:00 - 18:59	1	15	6	3	0	0	0	0	0	0	0	0	0	0	0	25
19:00 - 19:59	0	13	10	5	4	0	0	0	0	0	0	0	0	0	0	32
20:00 - 20:59	0	0	. 9	4	1	0	0	0	0	0	0	0	0	0	0	14
21:00 - 21:59	0	2	0	- 0	0	0	0	0	0	0	0	0	0	0	0	2
22:00 - 22:59	0	Ö	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00 - 23:59	0	0	0	0	0	. 0	0	0	0	0	0	0	0	0	0	0
Totals	98	212	112	26	6	0	0	0	0	0	0	0	0	0	0	454
ercent of Total	21.6	46.7	24.7	5.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
ercent of AM	35.8	55.1	8.6	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
ercent of PM	11.6	40.8	36.0	9.4	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Standard	Deviatio	n:	5.5 M	PH			Ten Mile	e Pace:	15 to .	24 MPH			85th F	Percentile	:	23.4 MPH
Me	an Spee	ed:	17.9 M	PH	Pe	ercent in	Ten Mile	e Pace:		71.4%						
Medi	an Spee	ed:	18.0 M	PH										0 0 0 0		11.9 MPH
Мос	dal Spee	ed:	17.5 M	РН												24.4 MPH
													95th F	Percentile	:	26.7 MPF

Study Date: Wednesday, 09/11/2019

Unit ID: SGP14

Location: Academy Way (West of Bow Lake Road) - Northwood, NH

ſ	5- 14	15- 19	20- 24	25- 29	30- 34	35- 39	40- 44	45- 49	50- 54	55- 59	60- 64	65- 69	70- 74	75- 79	80- 99	Total
00:00 - 00:59	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	- 0	0	0	Ö	0	0	0	0	0	0	0	0
06:00 - 06:59	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	4
07:00 - 07:59	58	106	10	1	0	0	0	0	0	0	0	0	0	0	0	175
08:00 - 08:59	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
09:00 - 09:59	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	7
10:00 - 10:59	1	9	10	0	0	0	0	0	0	0	0	0	0	0	0	20
11:00 - 11:59	2	3	1	0	0	0	0	0	0	0		0	0	0	0	6
12:00 - 12:59	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
13:00 - 13:59	5	5	6	0	0	0	0	0	0	0	0	0	0	0	0	16
14:00 - 14:59	8	25	36	17	3	0	0	0	0	0		0	0	0	0	89
15:00 - 15:59	3	7	7	0	1	0	Q	0	0	0	-	0	0	0	0	18
16:00 - 16:59	4	12	12	3	2	0	0	0	0	0	.0	0	0	0	0	33
17:00 - 17:59	7	20	7	5	0	0	0	0	0	0	-	0	0	0	0	39
18:00 - 18:59	0	1	2	0	0	0	0	0	0	0	_	0	0	0	0	3
19:00 - 19:59	1	6	10	1	0	0	0	0	0	0	-	0	0	0	0	18
20:00 - 20:59	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
21:00 - 21:59	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	
22:00 - 22:59	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	94	213	107	30	6	0	0	0	0	0	0	0	0	0	0	450
ercent of Total	20.9	47.3	23.8	6.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
ercent of AM		57.9	10.6	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
ercent of PM	12.0	37.6	35.9	12.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Standard			5.5 M				Ten Mile	e Pace:	15 to	24 MPH			85th F	Percentile	: :	23.5 MPH
Me	an Spee	d:	18.0 M	PH	Pe	ercent in	Ten Mile	e Pace:		71.1%						
Medi	an Spee	d:	18.1 M	PH										Percentile		12.1 MPH
Мос	ial Spee	d:	17.5 M	PH									90th F	Percentile	e:	24.6 MPH
													95th F	Percentile):	27.2 MPH

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Daily Total Speeds (MPH)

Study Date: Thursday, 09/12/2019

Unit ID: SGP14

Location: Academy Way (West of Bow Lake Road) - Northwood, NH

ſ	5- 14	15- 19	20- 24	25- 29	30- 34	35- 39	40- 44	45- 49	50- 54	55- 59	60- 64	65- 69	70- 74	75- 79	80- 99	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	Ö	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	Ó	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
07:00 - 07:59	57	103	10	0	0	0	0	0	0	0	0	0	0	0	0	170
08:00 - 08:59	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	9
09:00 - 09:59	1	7	2	0	0	0	0	0	0	0	0	0	0	0	0	10
10:00 - 10:59	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	6
11:00 - 11:59	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 - 12:59	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
13:00 - 13:59	4	5	4	1	0	0	0	0	0	0	0	0	0	0	0	14
14:00 - 14:59	12	27	36	10	0	0	0	0	0	0	0	0	0	0	0	85
15:00 - 15:59	2	12	12	0	0	0	0	0	0	0	0	0	0	0	0	26
16:00 - 16:59	3	4	7	. 3	0	0	0	0	0	0	0	0	0	0	0	17
17:00 - 17:59	11	19	16	2	0	0	· 0	0	0	0	0	0	0	0	0	48
18:00 - 18:59	2	5	5	0	0	0	0	0	0	. 0	0	0	0	0	0	12
19:00 - 19:59	1	7	6	3	0	0	0	0	0	0	0	0	0	0	0	17
20:00 - 20:59	0	3	5	1	2	0	0	0	0	0	0	0	0	0	Ó	11
21:00 - 21:59	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
22:00 - 22:59	0	0	0	0	0	0	0	0	0	0	0	0	Ó	0	0	0
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	97	204	114	23	2	0	0	0	0	0	0	0	0	0	0	440
ercent of Total	22.0	46.4	25.9	5.2	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
ercent of AM	30.8	60.7	8.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
ercent of PM	14.6	34.3	40.6	9.6	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Standard	Deviatio	n:	5.3 MI	РΗ			Ten Mile	e Pace:	15 to 2	24 MPH			85th P	ercentile	:	23.2 MPH
Me	an Spee	d:	17.7 M	РΗ	P	ercent in	Ten Mile	e Pace:		72.3%						
Medi	an Spee	d:	18.0 M	₽Н										ercentile		11.8 MPH
Mod	lal Spee	d:	17.5 M	>Η									90th P	ercentile	: :	24.1 MPH
													95th P	ercentile):	25.5 MPH

Study Date: Friday, 09/13/2019

Unit ID: SGP14

Location: Academy Way (West of Bow Lake Road) - Northwood, NH

ſ	5- 14	15- 19	20- 24	25- 29	30- 34	35- 39	40- 44	45- 49	50- 54	55- 59	60- 64	65- 69	70- 74	75- 79	80- 99	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	o	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	Ó	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	. 0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	ō	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	.0	0	Ō	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
07:00 - 07:59	48	112	20	1	0	0	0	0	0	0	0	0	0	0	0	181
08:00 - 08:59	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
09:00 - 09:59	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	7
10:00 - 10:59	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
11:00 - 11:59	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
12:00 - 12:59	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
13:00 - 13:59	1	3	4	2	0	0	0	0	0	0	0	0	0	0	0	10
14:00 - 14:59	6	32	38	6	0	0	0	0	0	0	0	0	0	0	0	82
15:00 - 15:59	3	5	8	2	0	0	0	0	0	0	0	0	0	0	0	18
16:00 - 16:59	7	18	5	1	0	0	0	0	0	0	0	0	0	0	0	
17:00 - 17:59	10	29	21	9	1	0	0	0	0	0	0	0	0	0	0	
18:00 - 18:59	5	7	5	2	1	0	0	00	0	0	0	0	0	0	0	
<u>19:00 - 19:59</u>	0	0	1	1	0	0	0	0	0	. 0	0	0	0	0	0	
20:00 - 20:59	2	5	3	4	1	0	0	0	0	0	0	0	0	0	0	15
21:00 - 21:59	0	0	3	2	0	0	0	0	0	0		0	0	0	0	-
22:00 - 22:59	0	0	2	0	0	0	0	0	0	0		0	0	0	· 0	
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	95	227	112	30	3	0	0	0	0	0	0	0	0	0	0	467
ercent of Total	20.3	48.6	24.0	6.4	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
ercent of AM	27.5	61.4	10.6	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
ercent of PM	14.6	38.5	34.6	11.2	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Standard			5.3 M				Ten Mil		15 to 2	24 MPH			85th F	Percentile	:	23.3 MPH
	an Spee		17.9 M		P	ercent in	Ten Mil	e Pace:		72.6%			15th F	Percentile		12.3 MPH
	an Spee		18.0 M											Percentile		24.4 MPH
Moo	dal Spee	d:	17.5 M	PH										Percentile		24.4 MPH 26.5 MPH

Study Date: Saturday, 09/14/2019

Unit ID: SGP14

Location: Academy Way (West of Bow Lake Road) - Northwood, NH

ſ	5- 14	15- 19	20- 24	25- 29	30- 34	35- 39	40- 44	45- 49	50- 54	55- 59	60-	65-	70-	75-	80-	
00:00 - 00:59	14	19	24	29	<u> </u>	39	44 0				64	69	74	79	99	Total
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
07:00 - 07:59		39	6	1	0	0	0	0	0	- 0	0	0	0	0	0	53
08:00 - 08:59	6	21	6	2	0	0	0	0	0	0	0	0	0	0	0	35
09:00 - 09:59	6	15	7	0	0	0	0	0	0	0	0	0	0	0	0	28
10:00 - 10:59	12	35	8	1	0	0	0	0	0	0	0	0	0	0	0	56
11:00 - 11:59	7	36	9	2	0	0	0	0	0	0	0	0	0	0	0	54
12:00 - 12:59	16	28	7	1	0	0	0	0	0	0	0	0	0	0	0	52
13:00 - 13:59	23	39	17	0	1	0	0	0	0	0	0	0	0	0	0	80
14:00 - 14:59	25	33	8	1	0	0	Ő	0	0	0	0	0	0	0	0	67
15:00 - 15:59	14	17	5	1	0	0	0	0	0	0	0	0	0	0	0	37
16:00 - 16:59	17	36	18	0	0	0	0	0	0	0	0	0	0	0	0	71
17:00 - 17:59	2	19	25	5	0	0	0	. 0	0	0	0	0	0	0	0	51
18:00 - 18:59	3	9	9	1	1	0	0	0	0	0	0	0	0	0	0	23
19:00 - 19:59	0	9	8	3	0	0	0	0	0	0	0	0	0	0	0	20
20:00 - 20:59	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	-
21:00 - 21:59	4	0	2	1	0	0	0	0	0	.0	0	0	0	0	0	7
22:00 - 22:59	0	9	5	4	1	0	0	0	0	0	0	0	0	0	0	19
23:00 - 23:59	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Totals	144	348	141	23	3	0	0	0	0	0	0	0	0	0	0	659
ercent of Total	21.9	52.8	21.4	3.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
ercent of AM	17.1	64.0	16.2	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
ercent of PM	24.4	46.9	24.1	3.9	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Standard			5.1 M				Ten Mile	e Pace:	15 to 2	24 MPH			85th F	Percentile	:	22.4 MP
	an Spee		17.3 M	PH	P	ercent in	Ten Mile	e Pace:		74.2%						
Media	an Spee	d:	17.7 M	PH										Percentile	-	11.8 MP
Moc	lal Spee	d:	17.5 M	PH										Percentile	-	23.6 MP
													95th F	Percentile	:	24.7 MP

Study Date: Sunday, 09/15/2019

Unit ID: SGP14

Location: Academy Way (West of Bow Lake Road) - Northwood, NH

[5- 14	15- 19	20- 24	25- 29	30- 34	35- 39	40- 44	45- 49	50- 54	55- 59	60- 64	65- 69	70- 74	75- 79	80- 99	Total
00:00 - 00:59	0	0		25		0		. 49	0	 0	* .	09	0	- 19	3 5 0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	Õ	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:59	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
10:00 - 10:59	0	· 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:59	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
12:00 - 12:59	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
13:00 - 13:59	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
14:00 - 14:59	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
15:00 - 15:59	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:00 - 16:59	0	0	0	0	0	0	0	0	0	0		0	0	0	0	•
17:00 - 17:59	· 0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:00 - 18:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:00 - 19:59	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
20:00 - 20:59	. 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00 - 21:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00 - 22:59	0	0	0	0	0	0	0	0	0	0	-	0	0	· 0	0	0
23:00 - 23:59	0	0	00	0	0	0	0	0	0	0	0	0	0	0	0	-
Totals	2	14	5	0	0	0	0	0	0	0		0	0	0	0	21
ercent of Total	9.5	66.7	23.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100
ercent of AM	0.0	85.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100
ercent of PM	14.3	57.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Standard	Deviatio	n:	3.7 M				Ten Mile	e Pace:	15 to	24 MPH			85th F	Percentile	e:	21.4 MPH
	an Spee		18.0 M	PH	Pe	ercent in	Ten Mile	e Pace:		90.5%						
Medi	an Spee	ed:	17.9 M	PH												15.2 MPH
Mod	dal Spee	ed:	17.5 M	PH									90th F	0 0 0 0		22.4 MPH
	-												95th F	Percentile	e:	23.5 MPH

Study Date: Monday, 09/16/2019

Unit ID: SGP14

Location: Academy Way (West of Bow Lake Road) - Northwood, NH

	5- 14	15- 19	20- 24	25- 29	30- 34	35- 39	40- 44	45- 49	50- 54	55- 59	60- 64	65- 69	70- 74	75- 79	80- 99	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	7
07:00 - 07:59	41	114	9	0	0	0	0	0	0	0	0	0	0	0	0	164
08:00 - 08:59	0	1	_ 1	0	0	0	0	0	0	0	0	0	0	0	0	2
09:00 - 09:59	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
10:00 - 10:59	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	7
11:00 - 11:59	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	7
12:00 - 12:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:59	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	9
14:00 - 14:59	5	15	43	12	0	0	0	0	0	0	0	0	0	0	0	75
15:00 - 15:59	4	9	6	.1	0	0	0	0	0	0	0	0	0	0	0	20
16:00 - 16:59	1	8	5	1	0	0	0	0	0	0	0	0	0	0	0	15
17:00 - 17:59	13	29	23	5	1	0	0	0	0	0	0	0	0	0	0	
18:00 - 18:59	1	8	2	4	0	0	0	0	0	0	0	0	0	0	0	15
19:00 - 19:59	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
20:00 - 20:59	1	1	1	1	1	0	0	0	0	. 0	0	0	0	0	0	5
21:00 - 21:59	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:00 - 22:59	0	0	0	· 0	0	0	0	0	0	0	0	0	0	0	0	0
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	77	199	100	25	2	0	0	0	0	0	0	0	0	0	0	403
ercent of Total	19.1	49.4	24.8	6.2	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
ercent of AM	26.7	64.4	8.4	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
ercent of PM	12.3	35.8	39.6	11.3	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Standard	Deviatio	n:	5.2 M	PH			Ten Mile	e Pace:	15 to :	24 MPH			85th F	Percentile	e:	23.3 MPH
	an Spee		18.0 M		P	ercent in	Ten Mile	e Pace:		74.2%			15th 5	Percentile	. .	12.8 MPF
	an Spee		18.1 M													
Moo	dal Spee	ed:	17.5 M	PH										Percentile Percentile		24.3 MPF 26.3 MPF

Study Date: Tuesday, 09/17/2019

Unit ID: SGP14

Location: Academy Way (West of Bow Lake Road) - Northwood, NH

ſ	5- 14	15- 19	20- 24	25- 29	30- 34	35- 39	40- 44	45- 49	50- 54	55- 59	60- 64	65- 69	70- 74	75- 79	80- 99	Total
00:00 - 00:59	0	0		0	0	0	0	0	0	0	0	0	0	0	0	
01:00 - 01:59	0	0	0	0	0	. 0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	Ó	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ó	0
06:00 - 06:59	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	9
07:00 - 07:59	56	95	7	0	0	0	0	0	0	0	0	0	0	0	0	158
08:00 - 08:59	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	
09:00 - 09:59	2	15	2	2	0	0	0	0	0	0	0	0	0	0	0	21
10:00 - 10:59	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
11:00 - 11:59	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-
12:00 - 12:59	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:00 - 13:59	2	1	3	3	0	0	0	0	0	0	0	0	0	0	· 0	
14:00 - 14:59	4	29	42	12	0	0	0	0	0	0	0	0	0	0	0	
15:00 - 15:59	3	18	5	0	0	0	. 0	0	0	0	0	0	0	0	0	11
16:00 - 16:59	6	19	7	1	0	0	0	0	0	0	0	0	0	0	0	
17:00 - 17:59	6	36	34	5	1	0	0	0	0		0	0	0	0	0	
18:00 - 18:59	0	5	3	2	0	0	0	0	0	0		0	0	0	0	
19:00 - 19:59	0	4	3	2	1	0	0	0	0	0		0	0	0	0	
20:00 - 20:59	1	1	3	2	0	0	0	0	0	0	0	0	0	0	0	7
21:00 - 21:59	0	0	6	0	0	0	0	0	0	0		0	0	0	0	-
22:00 - 22:59	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	83	236	120	29	2	0	0	0	0	0	0	0	0	0	0	470
ercent of Total	17.7	50.2	25.5	6.2	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
ercent of AM	30.5	61.4	7.1	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
ercent of PM	8.4	42.1	38.8	9.9	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Standard			5.1 M				Ten Mile		15 to	24 MPH			85th F	Percentile) :	23.3 MPH
Me	an Spee	ed:	18.1 M	PH	Pe	ercent in	Ten Mile	e Pace:		75.7%						
Medi	an Spee	ed:	18.2 M	PH										Percentile		13.4 MP⊦
Mod	lal Spee	ed:	17.5 M	PH										Percentile		24.3 MPH
													95th F	Percentile	9:	26.2 MPH

Study Date: Wednesday, 09/18/2019

Unit ID: SGP14

Location: Academy Way (West of Bow Lake Road) - Northwood, NH

	5- 14	15- 19	20- 24	25- 29	30- 34	35- 39	40- 44	45- 49	50- 54	55- 59	60- 64	65- 69	70- 74	75- 79	80- 99	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	ō	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	Ö	0	0	0	0	0	0
06:00 - 06:59	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	8
07:00 - 07:59	39	111	16	0	Ó	0	0	0	0	0	0	0	0	0	0	166
08:00 - 08:59	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
09:00 - 09:59	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:00 - 10:59	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
11:00 - 11:59	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
12:00 - 12:59	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
13:00 - 13:59	1	1	6	2	0	0	0	0	0	0	0	0	0	0	0	10
14:00 - 14:59	7	23	40	2	3	0	0	0	0	0	0	0	0	0	0	75
15:00 - 15:59	7	12	6	0	0	0	0	0	0	0	0	0	0	0	0	25
16:00 - 16:59	12	12	4	0	0	0	0	0	0	0	0	0	0	0	0	28
17:00 - 17:59	7	50	12	1	.0	0	0	0	0	0	0	0	0	0	0	70
18:00 - 18:59	2	10	4	2	0	0	0	0	0	0	0	0	0	0	0	18
19:00 - 19:59	0	4	12	5	0	0	0	0	0	0	0	0	0	0	0	21
20:00 - 20:59	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6
21:00 - 21:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ō	0
22:00 - 22:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	81	236	114	12	3	0	0	0	0	0	0	0	0	0	0	446
ercent of Total	18.2	52.9	25.6	2.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
ercent of AM	23.8	64.0	12.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
ercent of PM	14.0	44.7	35.4	4.7	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Standard	Deviatio	n:	4.9 M	PH			Ten Mile	e Pace:	15 to	24 MPH			85th F	Percentile) :	22.7 MPH
Me	an Spee	d:	17.8 M	PH	Pe	ercent in	Ten Mil	e Pace:		78.5%						
Medi	an Spee	ed:	18.0 M	PH										Percentile		13.2 MPH
Мос	dal Spee	ed:	17.5 M	PH									90th F	Percentile	e:	23.7 MPH
													95th F	Percentile	e:	24.7 MPH

Study Date: Tuesday, 09/10/2019 Unit ID: SGP13 Location: US Route 4 (East of Bow Lake Road)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	25	2	1	2	0	0	0	0	0	0	0	0	30
01:00 - 01:59	0	16	6	0	5	1	0	1	3	1	0	0	0	33
02:00 - 02:59	0	17	4	0	2	0	0	1	5	3	0	0	0	32
03:00 - 03:59	0	35	4	1	5	2	0	5	6	2	0	0	0	60
04:00 - 04:59	1	81	31	1	23	1	0	1	5	4	0	0	0	148
05:00 - 05:59	3	209	67	4	66	6	0	8	5	4	Ó	0	0	372
06:00 - 06:59	8	530	137	12	110	12	3	5	14	5	0	0	2	838
07:00 - 07:59	17	970	127	19	105	17	8	8	7	9	0	1	2	1290
08:00 - 08:59	11	564	98	11	77	17	2	12	8	7	0	2	1	810
09:00 - 09:59	10	458	102	9	75	18	1	7	26	4	0	1	2	713
10:00 - 10:59	2	479	89	9	71	13	5	9	16	9	0	0	1	703
11:00 - 11:59	6	497	122	2	86	13	0	17	22	12	0	0	0	777
12:00 - 12:59	5	515	130	7	76	17	1	8	21	6	0	0	1	787
13:00 - 13:59	9	553	114	15	84	16	5	8	12	6	0	1	0	823
14:00 - 14:59	14	631	141	22	79	16	4	12	12	7	0	0	0	938
15:00 - 15:59	12	781	203	9	115	15	2	8	7	1	1	• 1	0	1155
16:00 - 16:59	10	859	211	13	121	14	1	4	5	4	0	1	0	1243
17:00 - 17:59	6	991	167	4	101	6	1	8	6	1	0	0	0	1291
18:00 - 18:59	3	568	96	1	73	5	0	5	6	3	0	0	0	760
19:00 - 19:59	5	473	89	2	47	2	0	4	5	1	0	0	0	628
20:00 - 20:59	0	279	44	1	30	0	0	1	3	0	0	0	0	358
21:00 - 21:59	1	176	26	0	18	0	0	1	3	0	0	0	0	225
22:00 - 22:59	0	110	18	0	17	0	0	0	3	1	0	0	0	149
23:00 - 23:59	0	52	7	0	6	0	0	3	2	0	0	0	0	70
Totals	123	9869	2035	143	1394	191	33	136	202	90	1	7	9	14233
ercent of Total	0.9	69.3	14.3	1.0	9.8	1.3	0.2	1.0	1.4	0.6	0.0	0.0	0.1	100
Percent of AM	1.0	66.8	13.6	1.2	10.8	1.7	0.3	1.3	2.0	1.0	0.0	0.1	0.1	100
Percent of PM	0.8	71.1	14.8	0.9	9.1	1.1	0.2	0.7	1.0	0.4	0.0	0.0	0.0	100
Truck Summary	:													
Total Trucks	s. 2206			% Truck	· 155		Δ	M % Tru	icks: 18	26		DM % T	rucks	13/

Total Trucks: 2206

% Trucks: 15.5

AM % Trucks: 18.6

PM % Trucks: 13.4

Classification Scheme: FHWA (ID: 1)

- #2 Passenger Cars 2 Axles
- #3 Pickup Trucks, Vans 2 Axles
- #4 Buses
- #5 Single Unit 2 Axles, 6 Tires
- #6 Single Unit Truck 3 Axles
- #7 Single Unit 4 Axles
- #8 Single Unit 4 Axles or Less
- #9 Double Unit 5 Axles
- #10 Double Unit 6 Axles or More
- #11 Multi-Unit 5 Axles or Less
- #12 Multi-Unit 6 Axles
- #13 Multi-Unit 7 Axles or More

Study Date: Wednesday, 09/11/2019 Unit ID: SGP13

Location: US Route 4 (East of Bow Lake Road)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	2	36	2	0	5	1	0	2	3	1	0	0	0	52
01:00 - 01:59	0	22	4	0	2	0	0	2	4	1	0	0	0	35
02:00 - 02:59	0	11	5	1	2	0	0	1	4	3	0	0	0	27
03:00 - 03:59	1	9	3	0	4	3	0	0	1	1	0	0	0	22
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	C
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	(
06:00 - 06:59	0	0	0	0	0	0	0	0	0	0	0	0	0	(
07:00 - 07:59	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00 - 08:59	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:00 - 09:59	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 - 10:59	0	0	1	0	0	0	0	0	0	0	0	0	0	
11:00 - 11:59	0	0	0	1	1	0	0	0	0	0	0	0	0	
12:00 - 12:59	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:00 - 13:59	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:00 - 14:59	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:00 - 15:59	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:00 - 16:59	0	0	0	0	0	· 0	0	0	0	0	0	0	0	
17:00 - 17:59	0	0	0	0	0	0	0	0	0	0	0	0	0	· ·
18:00 - 18:59	0	0	0	0	0	0	0	0	0	0	0	0		1
19:00 - 19:59	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:00 - 20:59	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:00 - 21:59	0	0	0	0	0	0	. 0	0	0	0	0	0	0	
22:00 - 22:59	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	3	78	15	2	14	4	0	5	12	6	0	0	0	13
ercent of Total	2.2	56.1	10.8	1.4	10.1	2.9	0.0	3.6	8.6	4.3	0.0	0.0	0.0	10
Percent of AM	2.2	56.1	10.8	1.4	10.1	2.9	0.0	3.6	8.6	4.3	0.0	0.0	0.0	
Percent of PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10
Truck Summary	:													

Total Trucks: 43

% Trucks: 30.9

AM % Trucks: 30.9

PM % Trucks: 0.0

Classification Scheme: FHWA (ID: 1)

- #2 Passenger Cars 2 Axles
- #3 Pickup Trucks, Vans 2 Axles
- #4 Buses
- #5 Single Unit 2 Axles, 6 Tires
- #6 Single Unit Truck 3 Axles
- #7 Single Unit 4 Axles
- #8 Single Unit 4 Axles or Less
- #9 Double Unit 5 Axles
- #10 Double Unit 6 Axles or More
- #11 Multi-Unit 5 Axles or Less
- #12 Multi-Unit 6 Axles
- #13 Multi-Unit 7 Axles or More

Study Date: Thursday, 09/12/2019 Unit ID: SGP13 Location: US Route 4 (East of Bow Lake Road)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:59	0	0	0	0	0	0	0	Ő	0	0	0	0	0	0
11:00 - 11:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:59	0	0	Ō	0	0	0	0	· 0	0	0	0	0	0	0
13:00 - 13:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:59	0	0	0	0	0	0	0	0	0	0	0	Ő	0	0
18:00 - 18:59	0	0	0	0	0	0	· 0	0	0	0	0	0	0	0
19:00 - 19:59	0	0	0	0	0	0	· 0	0	Ó	0	0	0	0	0
20:00 - 20:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00 - 21:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00 - 22:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ercent of Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Truck Summary	:													
Total Trucks	s [.] 0			% Truck	s: 0.0		А	M % Tru	cks: 0	n		РМ % Т	rucks	0.0

Total Trucks: 0

% Trucks: 0.0

AM % Trucks: 0.0

PM % Trucks: 0.0

Classification Scheme: FHWA (ID: 1)

- #2 Passenger Cars 2 Axles
- #3 Pickup Trucks, Vans 2 Axles
- #4 Buses
- #5 Single Unit 2 Axles, 6 Tires
- #6 Single Unit Truck 3 Axles
- #7 Single Unit 4 Axles
- #8 Single Unit 4 Axles or Less
- #9 Double Unit 5 Axles
- #10 Double Unit 6 Axles or More
- #11 Multi-Unit 5 Axles or Less
- #12 Multi-Unit 6 Axles
- #13 Multi-Unit 7 Axles or More

Study Date: Friday, 09/13/2019 Unit ID: SGP13

Location: US Route 4 (East of Bow Lake Road)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	Ó	0	0	0	0	0
06:00 - 06:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:59	8	434	84	4	72	16	0	12	15	11	0	0	0	656
10:00 - 10:59	8	544	142	5	87	15	3	10	13	10	0	0	1	838
11:00 - 11:59	9	596	130	5	83	15	2	8	13	10	0	1	0	872
12:00 - 12:59	17	670	152	6	100	13	2	16	11	8	0	0	0	995
13:00 - 13:59	6	633	177	14	96	14	4	9	16	6	0	0	0	975
14:00 - 14:59	16	837	184	19	116	7	0	10	15	2	0	1	0	1207
15:00 - 15:59	19	950	233	10	119	5	1	13	9	2	0	1	0	1362
16:00 - 16:59	23	986	234	3	104	3	0	12	2	3	0	1	0	1371
17:00 - 17:59	8	969	243	1	105	4	1	10	7	1	0	1	0	1350
18:00 - 18:59	9	748	163	0	96	5	12	3	2	3	0	0	0	1041
19:00 - 19:59	2	498	88	0	43	4	0	0	0	3	0	0	0	638
20:00 - 20:59	5	320	96	0	37	8	5	2	4	6	0	0	0	483
21:00 - 21:59	1	239	53	2	28	2	5	3	9	5	0	0	0	347
22:00 - 22:59	4	166	31	1	14	9	2	0	5	9	0	0	0	241
23:00 - 23:59	1	109	24	0	4	1	5	2	5	1	0	0	0	152
Totals	136	8699	2034	70	1104	121	42	110	126	80	0	5	1	12528
ercent of Total	1.1	69.4	16.2	0.6	8.8	1.0	0.3	0.9	1.0	0.6	0.0	0.0	0.0	100
Percent of AM	1.1	66.5	15.0	0.6	10.2	1.9	0.2	1.3	1.7	1.3	0.0	0.0	0.0	100
Percent of PM	1.1	70.1	16.5	0.6	8.5	0.7	0.4	0.8	0.8	0.5	0.0	0.0	0.0	100
Truck Summary	:													
Tatal Taualu	1050			0/ Truck	. 42.0			NA 0/ T		7 4				40.0

Total Trucks: 1659

% Trucks: 13.2

AM % Trucks: 17.4

PM % Trucks: 12.3

Classification Scheme: FHWA (ID: 1)

- #2 Passenger Cars 2 Axles
- #3 Pickup Trucks, Vans 2 Axles
- #4 Buses
- #5 Single Unit 2 Axles, 6 Tires
- #6 Single Unit Truck 3 Axles
- #7 Single Unit 4 Axles
- #8 Single Unit 4 Axles or Less
- #9 Double Unit 5 Axles
- #10 Double Unit 6 Axles or More
- #11 Multi-Unit 5 Axles or Less
- #12 Multi-Unit 6 Axles
- #13 Multi-Unit 7 Axles or More

Study Date: Saturday, 09/14/2019 Unit ID: SGP13 Location: US Route 4 (East of Bow Lake Road)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	2	47	18	0	2	1	0	2	2	0	0	0	0	74
01:00 - 01:59	0	40	6	. 0	3	1	1	2	2	0	0	0	0	55
02:00 - 02:59	0	19	6	0	3	0	0	1	1	0	0	0	0	30
03:00 - 03:59	0	15	4	2	4	0	0	0	1	0	0	0	0	26
04:00 - 04:59	0	26	18	0	12	0	0	2	0	0	0	0	0	58
05:00 - 05:59	0	86	25	0	28	1	0	1	0	1	0	0	0	142
06:00 - 06:59	1	197	67	1	55	1	1	6	2	0	0	0	0	331
07:00 - 07:59	3	362	89	4	63	4	1	8	1	2	1	0	0	538
08:00 - 08:59	5	541	173	0	79	8	1	9	2	3	0	0	0	821
09:00 - 09:59	8	643	170	1	93	- 8	2	3	4	2	0	0	0	934
10:00 - 10:59	9	774	214	3	132	8	2	9	1	0	0	0	0	1152
11:00 - 11:59	6	899	202	2	112	5	2	7	4	0	0	1	0	1240
12:00 - 12:59	6	866	213	2	112	5	1	7	1	0	0	0	0	1213
13:00 - 13:59	3	847	204	4	103	4	1	3	4	0	0	0	1	1174
14:00 - 14:59	12	813	212	1	114	4	1	7	0	0	0	2	0	1166
15:00 - 15:59	8	729	168	1	69	3	0	4	0	0	0	0	0	982
16:00 - 16:59	4	743	188	5	102	2	2	5	1	0	0	0	0	1052
17:00 - 17:59	6	613	158	3	75	2	0	6	0	0	0	0	0	863
18:00 - 18:59	4	514	121	0	40	0	3	2	2	0	0	0	0	686
19:00 - 19:59	2	483	134	0	62	3	0	. 1	2	0	0	0	0	687
20:00 - 20:59	2	293	64	0	27	1	0	3	0	0	0	0	0	390
21:00 - 21:59	1	273	56	1	. 22	1	0	0	1	0	0	0	0	355
22:00 - 22:59	0	269	61	1	25	0	0	1	0	0	0	0	0	357
23:00 - 23:59	0	123	27	0	9	0	0	0	0	0	0	0	0	159
Totals	82	10215	2598	31	1346	62	18	89	31	8	1	3	1	14485
ercent of Total	0.6	70.5	17.9	0.2	9.3	0.4	0.1	0.6	0.2	0.1	0.0	0.0	0.0	100
Percent of AM	0.6	67.6	18.4	0.2	10.8	0.7	0.2	0.9	0.4	0.1	0.0	0.0	0.0	100
Percent of PM	0.5	72.3	17.7	0.2	8.4	0.3	0.1	0.4	0.1	0.0	0.0	0.0	0.0	100
Truck Summary	:													

Total Trucks: 1590

% Trucks: 11.0

AM % Trucks: 13.4

PM % Trucks: 9.5

Classification Scheme: FHWA (ID: 1)

- #2 Passenger Cars 2 Axles
- #3 Pickup Trucks, Vans 2 Axles
- #4 Buses
- #5 Single Unit 2 Axles, 6 Tires
- #6 Single Unit Truck 3 Axles
- #7 Single Unit 4 Axles
- #8 Single Unit 4 Axles or Less
- #9 Double Unit 5 Axles
- #10 Double Unit 6 Axles or More
- #11 Multi-Unit 5 Axles or Less
- #12 Multi-Unit 6 Axles
- #13 Multi-Unit 7 Axles or More

Study Date: Sunday, 09/15/2019 Unit ID: SGP13

Location: US Route 4 (East of Bow Lake Road)

[#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	1	49	18	0	5	0	0	1	0	0	0	0	0	74
01:00 - 01:59	0	32	7	0	5	0	0	0	0	0	0	0	0	44
02:00 - 02:59	1	16	2	0	3	2	. 0	0	1	0	0	0	0	25
03:00 - 03:59	0	24	5	0	2	0	0	0	0	0	0	0	0	31
04:00 - 04:59	0	24	5	0	5	0	0	1	1	0	0	0	0	36
05:00 - 05:59	0	53	14	0	8	0	0	0	0	0	0	0	0	75
06:00 - 06:59	0	113	31	1	16	0	1	0	0	0	0	.0	0	162
07:00 - 07:59	0	197	49	1	39	1	0	3	1	0	0	0	0	291
08:00 - 08:59	4	330	108	3	53	3	1	4	2	0	0	0	0	508
09:00 - 09:59	6	559	135	1	77	0	1	6	4	0	0	0	0	789
10:00 - 10:59	26	694	165	3	107	1	4	11	0	0	0	0	0	1011
11:00 - 11:59	32	846	195	2	88	4	5	10	0	0	0	1	1	1184
12:00 - 12:59	21	874	217	3	80	0	1	7	2	2	0	0	0	1207
13:00 - 13:59	31	741	159	2	74	7	2	17	0	0	0	0	0	1033
14:00 - 14:59	28	726	175	1	74	6	0	6	4	1	0	0	0	1021
15:00 - 15:59	32	728	143	2	67	3	3	11	3	2	Ó	0	0	994
16:00 - 16:59	36	688	143	3	50	3	3	15	Ó	0	0	0	0	941
17:00 - 17:59	13	709	140	2	81	2	1	8	1	0	0	0	0	957
18:00 - 18:59	13	554	143	1	54	4	0	4	2	0	0	1	0	776
19:00 - 19:59	7	418	86	Ő	37	2	0	3	3	0	0	0	0	556
20:00 - 20:59	1	277	66	1	24	1	0	4	2	0	0	0	0	376
21:00 - 21:59	1	148	38	0	16	1	0	1	3	0	0	0	0	208
22:00 - 22:59	1	72	22	1	18	0	0	0	1	1	0	0	0	116
23:00 - 23:59	0	47	14	0	5	0	0	2	1	0	0	0	0	69
Totals	254	8919	2080	27	988	40	22	114	31	6	0	2	1	12484
ercent of Total	2.0	71.4	16.7	0.2	7.9	0.3	0.2	0.9	0.2	0.0	0.0	0.0	0.0	100
Percent of AM	1.7	69.4	17.4	0.3	9.6	0.3	0.3	0.9	0.2	0.0	0.0	0.0	0.0	100
Percent of PM	2.2	72.5	16.3	0.2	7.0	0.4	0.1	0.9	0.3	0.1	0.0	0.0	0.0	100
Truck Summary	:													

Total Trucks: 1231

% Trucks: 9.9

AM % Trucks: 11.6

PM % Trucks: 9.0

Classification Scheme: FHWA (ID: 1)

- #2 Passenger Cars 2 Axles
- #3 Pickup Trucks, Vans 2 Axles
- #4 Buses
- #5 Single Unit 2 Axles, 6 Tires
- #6 Single Unit Truck 3 Axles
- #7 Single Unit 4 Axles
- #8 Single Unit 4 Axles or Less
- #9 Double Unit 5 Axles
- #10 Double Unit 6 Axles or More
- #11 Multi-Unit 5 Axles or Less
- #12 Multi-Unit 6 Axles
- #13 Multi-Unit 7 Axles or More

Study Date: Monday, 09/16/2019 Unit ID: SGP13

Location: US Route 4 (East of Bow Lake Road)

ſ	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	21	8	1	0	0	0	3	1	1	0	0	0	35
01:00 - 01:59	1	20	6	2	4	1	0	2	2	3	0	0	0	41
02:00 - 02:59	0	12	3	1	4	2	0	4	3	2	0	1	0	32
03:00 - 03:59	3	13	8	1	10	2	0	0	3	2	0	0	0	42
04:00 - 04:59	1	63	30	3	34	3	0	2	0	2	1	0	0	139
05:00 - 05:59	2	202	68	3	97	1	1	4	7	4	0	0	0	389
06:00 - 06:59	6	482	144	13	145	6	5	4	10	8	0	0	0	823
07:00 - 07:59	13	876	178	24	129	11	4	1	2	10	0	2	0	1250
08:00 - 08:59	8	551	140	6	96	16	5	10	16	5	0	1	0	854
09:00 - 09:59	8	441	129	8	107	18	7	9	15	8	0	0	0	750
10:00 - 10:59	6	454	130	11	81	19	7	8	15	13	0	1	1	746
11:00 - 11:59	10	461	153	3	101	21	7	8	8	11	0	0	0	783
12:00 - 12:59	6	497	162	9	102	19	7	17	9	8	0	0	0	836
13:00 - 13:59	8	508	158	18	87	18	8	12	12	6	0	0	0	835
14:00 - 14:59	11	657	158	21	112	19	2	9	15	6	0	2	0	1012
15:00 - 15:59	17	703	248	9	109	13	3	9	11	8	0	2	0	1132
16:00 - 16:59	11	845	231	6	118	9	3	10	4	0	0	0	0	1237
17:00 - 17:59	16	811	254	7	121	8	0	9	1	1	0	1	0	1229
18:00 - 18:59	3	559	142	2	78	1	1	3	4	0	0	1	0	794
19:00 - 19:59	0	355	94	0	37	5	1	4	2	1	0	0	0	499
20:00 - 20:59	3	226	82	0	25	5	0	1	4	0	0	0	0	346
21:00 - 21:59	1	150	33	0	19	2	0	6	3	1	0	0	0	215
22:00 - 22:59	0	69	23	0	9	3	0	0	1	1	0	0	0	106
23:00 - 23:59	3	48	14	1	1	0	0	3	1	0	0	0	0	71
Totals	137	9024	2596	149	1626	202	61	138	149	101	1	11	1	14196
ercent of Total	1.0	63.6	18.3	1.0	11.5	1.4	0.4	1.0	1.0	0.7	0.0	0.1	0.0	100
Percent of AM	1.0	61.1	16.9	1.3	13.7	1.7	0.6	0.9	1.4	1.2	0.0	0.1	0.0	100
Percent of PM	1.0	65.3	19.2	0.9	9.8	1.2	0.3	1.0	0.8	0.4	0.0	0.1	0.0	100
Truck Summary	r :													

Total Trucks: 2439

% Trucks: 17.2

AM % Trucks: 21.0

PM % Trucks: 14.5

Classification Scheme: FHWA (ID: 1)

- #2 Passenger Cars 2 Axles
- #3 Pickup Trucks, Vans 2 Axles
- #4 Buses
- #5 Single Unit 2 Axles, 6 Tires
- #6 Single Unit Truck 3 Axles
- #7 Single Unit 4 Axles
- #8 Single Unit 4 Axles or Less
- #9 Double Unit 5 Axles
- #10 Double Unit 6 Axles or More
- #11 Multi-Unit 5 Axles or Less
- #12 Multi-Unit 6 Axles
- #13 Multi-Unit 7 Axles or More

 Study Date:
 Tuesday, 09/17/2019

 Unit ID:
 SGP13

 Location:
 US Route 4 (East of Bow Lake Road)

ſ	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	20	9	0	2	0	0	0	2	1	0	0	0	34
01:00 - 01:59	2	21	7	3	2	2	0	2	4	3	0	0	0	46
02:00 - 02:59	1	15	6	2	5	4	0	1	2	3	0	0	0	39
03:00 - 03:59	2	22	12	1	9	2	0	2	4	3	0	1	1	59
04:00 - 04:59	0	65	25	2	40	5	0	2	6	2	0	0	0	147
05:00 - 05:59	7	180	60	8	108	7	1	5	15	10	0	1	0	402
06:00 - 06:59	9	503	154	12	137	10	9	4	10	8	0	0	0	856
07:00 - 07:59	24	892	220	30	121	18	5	7	11	5	0	Ö	2	1335
08:00 - 08:59	12	604	141	16	103	16	5	13	9	14	0	1	0	934
09:00 - 09:59	6	405	127	3	89	20	5	15	11	8	0	1	0	690
10:00 - 10:59	7	480	108	4	87	19	1	13	19	· 12	0	1	0	751
11:00 - 11:59	10	467	119	3	95	21	7	11	14	14	0	Ó	2	763
12:00 - 12:59	8	483	135	8	93	16	2	7	13	9	0	0	0	774
13:00 - 13:59	8	502	154	14	94	15	8	8	14	9	0	0	1	827
14:00 - 14:59	2	678	172	20	113	10	5	8	9	4	0	1	0	1022
15:00 - 15:59	6	690	236	8	120	11	2	10	10	4	0	3	0	1100
16:00 - 16:59	13	825	225	6	113	9	2	5	3	4	0	1	0	1206
17:00 - 17:59	8	871	236	3	101	8	2	9	4	2	0	1	0	1245
18:00 - 18:59	3	545	121	1	62	3	0	5	3	1	0	0	0	744
19:00 - 19:59	2	375	94	3	53	5	0	2	2	0	0	0	0	536
20:00 - 20:59	2	236	70	0	18	2	0	2	4	1	0	0	0	335
21:00 - 21:59	2	154	43	0	17	0	0	2	1	1	1	0	0	221
22:00 - 22:59	0	88	22	0	12	0	Ō	5	4	0	0	0	0	131
23:00 - 23:59	0	59	9	0	4	0	0	1	1	1	0	0	0	75
Totals	134	9180	2505	147	1598	203	54	139	175	119	1	11	6	14272
ercent of Total	0.9	64.3	17.6	1.0	11.2	1.4	0.4	1.0	1.2	0.8	0.0	0.1	0.0	100
Percent of AM	1.3	60.7	16.3	1.4	13.2	2.0	0.5	1.2	1.8	1.4	0.0	0.1	0.1	100
Percent of PM	0.7	67.0	18.5	0.8	9.7	1.0	0.3	0.8	0.8	0.4	0.0	0.1	0.0	100
Truck Summary	:													
Total Trucks	s: 2453			% Truck	s: 17.2		A	M % Tru	icks: 2	1.7		PM % 1	rucks:	13.9

Classification Scheme: FHWA (ID: 1)

- #2 Passenger Cars 2 Axles
- #3 Pickup Trucks, Vans 2 Axles
- #4 Buses
- #5 Single Unit 2 Axles, 6 Tires
- #6 Single Unit Truck 3 Axles
- #7 Single Unit 4 Axles
- #8 Single Unit 4 Axles or Less
- #9 Double Unit 5 Axles
- #10 Double Unit 6 Axles or More
- #11 Multi-Unit 5 Axles or Less
- #12 Multi-Unit 6 Axles
- #13 Multi-Unit 7 Axles or More

Study Date: Wednesday, 09/18/2019 Unit ID: SGP13

Location: US Route 4 (East of Bow Lake Road)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	1	25	4	0	4	0	0	0	1	0	0	0	0	35
01:00 - 01:59	4	19	9	2	6	2	0	1	2	3	0	0	0	48
02:00 - 02:59	1	18	5	1	4	1	0	2	5	1	0	0	0	38
03:00 - 03:59	0	22	5	1	4	0	Ō	0	4	4	0	0	0	40
04:00 - 04:59	0	68	22	2	34	2	0	1	5	0	0	0	0	134
05:00 - 05:59	5	189	77	6	108	4	1	4	4	5	0	0	0	403
06:00 - 06:59	1	479	150	17	137	7	4	12	12	9	0	0	0	828
07:00 - 07:59	11	921	193	21	108	13	5	7	13	9	1	1	0	1303
08:00 - 08:59	3	583	136	7	117	9	5	13	18	5	0	0	0	896
09:00 - 09:59	13	430	123	12	88	11	5	14	23	15	0	0	0	734
10:00 - 10:59	8	441	103	6	92	13	6	7	12	10	0	1	0	699
11:00 - 11:59	5	500	131	7	80	13	5	4	14	9	1	1	1	771
12:00 - 12:59	10	490	130	7	99	22	3	7	13	10	0	0	1	792
13:00 - 13:59	5	524	145	16	105	10	6	8	16	10	0	0	0	845
14:00 - 14:59	9	697	194	19	93	9	2	7	12	6	0	0	1	1049
15:00 - 15:59	10	843	238	11	117	10	2	6	12	2	0	2	0	1253
16:00 - 16:59	10	866	212	4	125	3	3	7	7	2	0	0	0	1239
17:00 - 17:59	6	908	243	4	109	5	0	6	5	2	0	0	0	1288
18:00 - 18:59	2	621	138	2	64	3	0	4	4	1	1	0	0	840
19:00 - 19:59	5	403	95	1	44	5	0	5	3	1	0	0	0	562
20:00 - 20:59	1	290	66	3	22	0	0	2	2	1	0	0	0	387
21:00 - 21:59	4	225	41	1	18	5	0	0	3	0	0	0	0	297
22:00 - 22:59	0	97	29	1	10	1	0	1	1	0	0	0	0	140
23:00 - 23:59	1	70	16	1	14	1	0	1	2	2	0	0	0	108
Totals	115	9729	2505	152	1602	149	47	119	193	107	3	5	3	14729
ercent of Total	0,8	66.1	17.0	1.0	10.9	1.0	0.3	0.8	1.3	0.7	0.0	0.0	0.0	100
Percent of AM	0.9	62.3	16.2	1.4	13.2	1.3	0.5	1.1	1.9	1.2	0.0	0.1	0.0	100
Percent of PM	0.7	68.6	17.6	0.8	9.3	0.8	0.2	0.6	0.9	0.4	0.0	0.0	0.0	100
Truck Summary														
Total Trucks	s: 2380			% Truck	s: 16.2		A	.M % Tru	ucks: 20	0.6		PM % 7	Frucks:	13.1

Classification Scheme: FHWA (ID: 1)

- #2 Passenger Cars - 2 Axles
- #3 Pickup Trucks, Vans 2 Axles
- #4 Buses
- #5 Single Unit 2 Axles, 6 Tires
- #6 Single Unit Truck 3 Axles
- #7 Single Unit 4 Axles
- #8 Single Unit 4 Axles or Less
- #9 Double Unit 5 Axles
- #10 Double Unit 6 Axles or More
- #11 Multi-Unit 5 Axles or Less
- #12 Multi-Unit 6 Axles
- #13 Multi-Unit 7 Axles or More

Study Date: Tuesday, 09/10/2019

Unit ID: SGP15

Location: Bow lake Road, (South of Academy Way)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00 - 04:59	0	12	6	0	2	0	0	0	0	0	0	0	0	20
05:00 - 05:59	0	17	14	0	1	0	0	0	0	0	0	0	0	32
06:00 - 06:59	2	69	17	1	6	0	0	0	0	0	0	0	0	95
07:00 - 07:59	1	173	32	4	6	2	0	0	0	0	0	0	0	218
08:00 - 08:59	0	71	16	1	3	0	1	1	0	0	0	0	0	93
09:00 - 09:59	1	59	14	3	1	3	0	1	0	0	0	0	0	82
10:00 - 10:59	4	49	9	2	3	5	0	1	0	0	0	0	0	73
11:00 - 11:59	2	68	11	0	8	1	2	0	0	0	0	0	0	92
12:00 - 12:59	4	51	10	0	3	0	0	0	0	0	0	0	0	68
13:00 - 13:59	5	67	23	0	4	3	0	0	1	0	0	0	0	103
14:00 - 14:59	2	109	26	7		1	0	0	0	0	0	0	0	153
15:00 - 15:59	5	87	19	0	9	2	0	1	0	0	0	0	0	123
16:00 - 16:59	4	81	37	0	8	0	0	0	1	0	0	0	0	131
17:00 - 17:59	5	. 143	37	0	13	2	1	1	0	0	0	0	0	202
18:00 - 18:59	5	100	17	0	3	0	0	1	0	0	0	0	0	126
19:00 - 19:59	3	85	18	0	2	1	0	0	0	0	0	0	0	109
20:00 - 20:59	1	51	10	0	3	1	0	0	0	0	0	0	0	66
21:00 - 21:59	0	21	2	0	0	0	0	0	0	0	0	0	0	23
22:00 - 22:59	0	20	2	0	1	0	0	0	0	0	0	0	0	23
23:00 - 23:59	0	6	2	0	0	0	0	0	0	0	0	0	0	8
Totals	44	1341	323	18	84	21	4	6	2	0	0	0	0	1843
ercent of Total	2.4	72.8	17.5	1.0	4.6	1.1	0.2	0.3	0.1	0.0	0.0	0.0	0.0	100
Percent of AM	1.4	73.4	16.9	1.6	4.2	1.6	0.4	0.4	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	3.0	72.3	17.9	0.6	4.8	0.9	0.1	0.3	0.2	0.0	0.0	0.0	0.0	100
Truck Summary	:													
Total Trucks	s: 135			% Truck	s: 7.3		A	M % Tru	cks: 8.	2		PM % T	rucks:	6.8

Classification Scheme: FHWA (ID: 1)

- #2 Passenger Cars 2 Axles
- #3 Pickup Trucks, Vans 2 Axles
- #4 Buses
- #5 Single Unit 2 Axles, 6 Tires
- #6 Single Unit Truck 3 Axles
- #7 Single Unit 4 Axles
- #8 Single Unit 4 Axles or Less
- #9 Double Unit 5 Axles
- #10 Double Unit 6 Axles or More
- #11 Multi-Unit 5 Axles or Less
- #12 Multi-Unit 6 Axles
- #13 Multi-Unit 7 Axles or More

Study Date: Wednesday, 09/11/2019

Unit ID: SGP15

Location: Bow lake Road, (South of Academy Way)

ſ	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00 - 01:59	1	3	0	0	0	0	0	0	0	0	0	0	0	4
02:00 - 02:59	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:00 - 03:59	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00 - 04:59	0	10	5	0	2	0	0	0	0	0	0	0	0	17
05:00 - 05:59	1	18	13	0	3	3	0	0	0	0	0	0	0	38
06:00 - 06:59	· 1	62	22	1	5	1	0	0	0	0	0	0	0	92
07:00 - 07:59	3	187	25	5	7	1	0	1	0	Ó	0	0	0	229
08:00 - 08:59	4	61	25	0	4	3	0	0	0	0	0	Ö	0	97
09:00 - 09:59	4	43	19	1	8	0	1	3	0	1	0	0	0	80
10:00 - 10:59	7	68	13	0	5	2	0	0	0	0	0	0	0	95
11:00 - 11:59	6	53	22	0	7	1	1	0	0	0	Ó	0	0	90
12:00 - 12:59	6	47	12	0	7	3	0	0	0	0	0	0	0	75
13:00 - 13:59	2	69	16	0	5	0	1	0	0	0	0	0	0	93
14:00 - 14:59	8	103	25	6	5	2	0	0	0	0	0	0	0	149
15:00 - 15:59	6	85	25	0	4	0	0	0	0	0	0	0	0	120
16:00 - 16:59	10	96	36	0	4	1	0	0	0	0	0	0	0	147
17:00 - 17:59	12	145	30	0	9	1	1	0	0	0	0	0	0	198
18:00 - 18:59	5	86	27	0	5	1	0	0	0	0	0	0	0	124
19:00 - 19:59	3	64	19	0	4	1	0	0	0	0	0	0	0	91
20:00 - 20:59	2	43	8	0	1	0	0	0	0	0	0	0	0	54
21:00 - 21:59	0	39	4	0	1	1	0	0	0	0	0	0	0	45
22:00 - 22:59	0	19	1	0	1	0	0	0	0	0	0	0	0	21
23:00 - 23:59	1	6	1	0	0	0	0	0	0	0	0	0	0	8
Totals	82	1313	350	13	87	21	4	4	0	1	0	0	0	1875
ercent of Total	4.4	70.0	18.7	0.7	4.6	1.1	0.2	0.2	0.0	0.1	0.0	0.0	0.0	100
Percent of AM	3.6	68.1	19.5	0.9	5.5	1.5	0.3	0.5	0.0	0.1	0.0	0.0	0.0	100
Percent of PM	4.9	71.3	18.1	0.5	4.1	0.9	0.2	0.0	0.0	0.0	0.0	0.0	0.0	100
Truck Summary	:													
Total Trucks	s: 130			% Truck	s: 6.9		А	M % Tru	cks: 8.	8		PM % T	rucks:	5.7

Classification Scheme: FHWA (ID: 1)

- #2 Passenger Cars 2 Axles
- #3 Pickup Trucks, Vans 2 Axles
- #4 Buses
- #5 Single Unit 2 Axles, 6 Tires
- #6 Single Unit Truck 3 Axles
- #7 Single Unit 4 Axles
- #8 Single Unit 4 Axles or Less
- #9 Double Unit 5 Axles
- #10 Double Unit 6 Axles or More
- #11 Multi-Unit 5 Axles or Less
- #12 Multi-Unit 6 Axles
- #13 Multi-Unit 7 Axles or More

Study Date: Thursday, 09/12/2019

Unit ID: SGP15

Location: Bow lake Road, (South of Academy Way)

[#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:00 - 01:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	1	0	0	0	0	0	Ó	0	0	0	0	1
04:00 - 04:59	0	7	6	0	2	0	0	0	0	0	0	Ö	0	15
05:00 - 05:59	1	25	17	0	1	Ö	0	0	0	0	0	0	0	44
06:00 - 06:59	3	56	11	2	4	2	0	- 0	0	0	0	0	0	78
07:00 - 07:59	7	181	31	4	5	0	0	0	0	0	0	0	0	228
08:00 - 08:59	4	76	20	0	7	1	0	1	1	0	0	0	0	110
09:00 - 09:59	3	54	15	1	2	3	0	1	0	1	0	0	0	80
10:00 - 10:59	1	58	12	0	2	0	0	0	0	0	0	0	0	73
11:00 - 11:59	1	67	13	0	6	1	1	0	0	0	0	0	0	89
12:00 - 12:59	2	67	6	0	8	1	0	0	1	0	0	0	0	85
13:00 - 13:59	1	76	17	2	2	1	1	1	0	1	0	0	0	102
14:00 - 14:59	3	89	16	5	8	0	0	0	0	0	0	0	0	121
15:00 - 15:59	1	82	19	1	0	1	0	0	0	0	0	0	0	104
16:00 - 16:59	5	90	39	0	4	2	0	0	0	.0	0	0	0	140
17:00 - 17:59	4	113	29	0	10	2	1	0	0	0	0	0	0	159
18:00 - 18:59	4	96	24	0	3	1	0	0	0	0	0	0	0	128
19:00 - 19:59	1	82	19	0	5	2	0	0	0	0	0	0	0	109
20:00 - 20:59	0	50	8	0	1	0	0	0	0	0	0	0	0	59
21:00 - 21:59	0	27	5	0	0	0	0	0	0	0	0	0	0	32
22:00 - 22:59	0	21	2	0	0	0	0	0	0	0	0	0	0	23
23:00 - 23:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Totals	41	1324	311	15	70	17	3	3	2	2	0	0	0	1788
ercent of Total	2.3	74.0	17.4	0.8	3.9	1.0	0.2	0.2	0.1	0.1	0.0	0.0	0.0	100
Percent of AM	2.8	73.0	17.6	1.0	4.0	1.0	0.1	0.3	0.1	0.1	0.0	0.0	0.0	100
Percent of PM	2.0	74.8	17.3	0.8	3.8	0.9	0.2	0.1	0.1	0.1	0.0	0.0	0.0	100
Truck Summary	:													
Total Trucks	s: 112			% Truck	s: 6.3		А	M % Tru	cks: 6.	6		PM % T	rucks:	6.0

Classification Scheme: FHWA (ID: 1)

- #2 Passenger Cars - 2 Axles
- #3 Pickup Trucks, Vans 2 Axles
- #4 Buses
- #5 Single Unit 2 Axles, 6 Tires
- #6 Single Unit Truck 3 Axles
- #7 Single Unit 4 Axles
- #8 Single Unit 4 Axles or Less
- #9 Double Unit 5 Axles
- #10 Double Unit 6 Axles or More
- #11 Multi-Unit 5 Axles or Less #12 Multi-Unit 6 Axles
 - #12 Multi-Unit 6 Axles
 - #13 Multi-Unit 7 Axles or More

Study Date: Friday, 09/13/2019 Unit ID: SGP15

Location: Bow lake Road, (South of Academy Way)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	3	3	0	0	0	0	0	0	0	0	0	0	6
01:00 - 01:59	0	2	2	0	0	0	0	0	0	0	0	0	0	4
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	5	1	0	1	0	0	0	0	0	0	0	0	7
04:00 - 04:59	0	7	2	0	1	0	0	0	0	. 0	0	0	0	10
05:00 - 05:59	0	22	10	0	3	0	0	0	0	0	0	0	0	35
06:00 - 06:59	1	52	20	1	6	1	0	0	0	0	0	. 0	0	81
07:00 - 07:59	1	189	45	4	7	0	0	1	0	0	0	0	0	247
08:00 - 08:59	10	66	17	2	7	4	1	0	0	0	0	0	0	107
09:00 - 09:59	2	50	17	0	6	4	1	1	0	0	0	0	0	81
10:00 - 10:59	2	63	15	0	2	0	0	0	1	1	0	0	0	84
11:00 - 11:59	5	54	12	0	2	. 3	0	0	0	0	0	0	0	76
12:00 - 12:59	3	48	8	0	3	2	2	0	0	0	0	0	0	66
13:00 - 13:59	8	66	12	0	5	1	0	0	0	0	0	0	0	92
14:00 - 14:59	1	95	28	5	8	1	1	. 0	0	2	0	0	0	141
15:00 - 15:59	3	108	26	0	6	3	1	0	0	0	. 0	0	0	147
16:00 - 16:59	5	111	27	0	8	0	0	1	0	0	0	0	0	152
17:00 - 17:59	4	148	29	0	7	1	0	0	0	0	0	0	0	189
18:00 - 18:59	0	117	26	0	4	1	0	0	0	0	0	0	0	148
19:00 - 19:59	1	52	17	0	2	0	0	0	0	0	0	0	0	72
20:00 - 20:59	1	53	6	0	0	Ö	0	0	0	0	0	0	0	60
21:00 - 21:59	0	52	3	0	0	0	0	0	0	0	0	0	0	55
22:00 - 22:59	0	35	1	0	0	0	0	0	0	0	0	0	0	36
23:00 - 23:59	1	21	1	0	0	0	0	0	0	0	0	0	0	23
Totals	48	1419	328	12	78	21	6	3	1	3	0	0	0	1919
ercent of Total	2.5	73.9	17.1	0.6	4.1	1.1	0.3	0.2	0.1	0.2	0.0	0.0	0.0	100
Percent of AM	2.8	69.5	19.5	0.9	4.7	1.6	0.3	0.3	0.1	0.1	0.0	0.0	0.0	100
Percent of PM	2.3	76.7	15.6	0.4	3.6	0.8	0.3	0.1	0.0	0.2	0.0	0.0	0.0	100
Truck Summary														•
Total Trucks	. 404			% Truck				M % Tru		4		DM 0/ T	rucke:	F 4

Total Trucks: 124

% Trucks: 6.5

AM % Trucks: 8.1

PM % Trucks: 5.4

Classification Scheme: FHWA (ID: 1)

- #2 Passenger Cars 2 Axles
- #3 Pickup Trucks, Vans 2 Axles
- #4 Buses
- #5 Single Unit 2 Axles, 6 Tires
- #6 Single Unit Truck 3 Axles
- #7 Single Unit 4 Axles
- #8 Single Unit 4 Axles or Less
- #9 Double Unit 5 Axles
- #10 Double Unit 6 Axles or More
- #11 Multi-Unit 5 Axles or Less
- #12 Multi-Unit 6 Axles
- #13 Multi-Unit 7 Axles or More

Study Date: Saturday, 09/14/2019

Unit ID: SGP15

Location: Bow lake Road, (South of Academy Way)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	8	0	0	1	0	0	0	0	0	0	0	0	9
01:00 - 01:59	0	3	2	0	0	0	0	ō	0	0	0	0	0	5
02:00 - 02:59	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:00 - 03:59	0	3	1	0	0	0	0	0	0	0	0	0	0	4
04:00 - 04:59	0	2	1	0	0	0	0	0	0	Ö	0	0	0	3
05:00 - 05:59	0	7	4	0	0	1	0	0	0	0	0	0	0	12
06:00 - 06:59	0	19	6	0	Ő	0	0	0	0	0	0	0	0	25
07:00 - 07:59	1	53	. 22	1	2	0	0	0	0	0	0	0	0	79
08:00 - 08:59	0	73	23	0	8	0	0	0	0	0	0	0	0	104
09:00 - 09:59	0	83	25	1	5	0	0	0	0	0	0	0	0	114
10:00 - 10:59	1	115	28	1	11	3	0	0	0	0	0	0	0	159
11:00 - 11:59	1	111	27	0	6	1	0	0	0	0	0	0	0	146
12:00 - 12:59	4	147	24	0	13	1	0	0	0	0	0	0	0	189
13:00 - 13:59	8	117	38	Ő	5	2	0	0	0	0	0	0	0	170
14:00 - 14:59	1	102	36	1	9	2	0	0	0	0	0	0	0	151
15:00 - 15:59	1	80	16	0	5	1	0	1	0	0	0	0	0	104
16:00 - 16:59	9	88	28	1	5	2	0	0	0	0	0	0	0	133
17:00 - 17:59	0	87	14	0	6	1	0	0	0	0	0	0	0	108
18:00 - 18:59	1	67	11	. 0	4	0	0	. 0	0	0	0	0	0	83
19:00 - 19:59	2	86	16	0	0	1	0	0	- 0	0	0	0	0	105
20:00 - 20:59	0	33	9	0	2	0	0	0	Õ	0	0	0	0	44
21:00 - 21:59	3	54	6	0	1	0	0	0	0	0	0	0	0	64
22:00 - 22:59	1	73	10	0	0	1	0	0	0	0	0	0	. 0	85
23:00 - 23:59	0	19	2	0	0	0	0	0	0	0	0	0	0	21
Totals	33	1433	350	5	83	16	0	1	0	0	0	0	0	1921
ercent of Total	1.7	74.6	18.2	0.3	4.3	0.8	0.0	0.1	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.5	72.3	21.1	0.5	5.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	2.4	75.8	16.7	0.2	4.0	0.9	0.0	0.1	0.0	0.0	0.0	0.0	0.0	100
Truck Summary												I		

Total Trucks: 105

% Trucks: 5.5

AM % Trucks: 6.2

PM % Trucks: 5.1

Classification Scheme: FHWA (ID: 1)

- #2 Passenger Cars 2 Axles
- #3 Pickup Trucks, Vans 2 Axles
- #4 Buses
- #5 Single Unit 2 Axles, 6 Tires
- #6 Single Unit Truck 3 Axles
- #7 Single Unit 4 Axles
- #8 Single Unit 4 Axles or Less
- #9 Double Unit 5 Axles
- #10 Double Unit 6 Axles or More
- #11 Multi-Unit 5 Axles or Less
- #12 Multi-Unit 6 Axles
- #13 Multi-Unit 7 Axles or More

Study Date: Sunday, 09/15/2019

Unit ID: SGP15

Location: Bow lake Road, (South of Academy Way)

]	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	3	1	0	1	0	0	0	0	0	0	0	0	5
01:00 - 01:59	0	4	0	0	0	0	0	0	0	0	0	Ö	0	4
02:00 - 02:59	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00 - 04:59	0	3	2	0	0	0	0	0	Ö	0	0	0	0	5
05:00 - 05:59	0	8	4	Ő	1	0	0	0	0	0	0	0	0	13
06:00 - 06:59	. 0	9	4	0	0	0	0	0	0	0	0	0	0	13
07:00 - 07:59	1	27	9	0	1	0	0	0	0	0	0	0	0	38
08:00 - 08:59	2	43	13	0	1	1	3	0	0	0	0	0	0	63
09:00 - 09:59	11	72	16	0	3	4	0	0	0	0	0	0	0	106
10:00 - 10:59	14	87	30	0	6	2	1	0	ō	0	0	0	0	140
11:00 - 11:59	17	99	28	0	5	2	0	0	0	0	0	0	0	151
12:00 - 12:59	22	84	28	0	0	1	0	0	0	0	0	0	0	135
13:00 - 13:59	8	76	17	0	5	0	0	0	0	0	0	0	0	106
14:00 - 14:59	9	58	19	0	1	1	0	2	0	0	0	0	0	90
15:00 - 15:59	8	79	11	0	1	0	. 2	0	0	0	0	0	0	101
16:00 - 16:59	13	86	20	0	2	0	0	1	0	0	0	0	0	122
17:00 - 17:59	5	80	16	0	4	0	0	0	0	0	0	0	0	105
18:00 - 18:59	8	51	12	0	2	0	0	0	0	0	0	0	0	73
19:00 - 19:59	3	50	10	0	3	0	0	0	0	0	0	0	0	66
20:00 - 20:59	2	22	5	0	0	0	0	0	0	0	0	0	0	29
21:00 - 21:59	1	14	1	0	1	0	0	0	0	0	0	0	0	17
22:00 - 22:59	0	4	3	0	0	0	0	0	0	0	0	0	0	7
23:00 - 23:59	0	0	0	0	2	0	0	0	0	0	0	0	0	2
Totals	124	961	250	0	39	11	6	3	0	0	0	0	0	1394
ercent of Total	8.9	68.9	17.9	0.0	2.8	0.8	0.4	0.2	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	8.3	66.0	20.0	0.0	3.3	1.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	9.3	70.8	16.6	0.0	2.5	0.2	0.2	0.4	0.0	0.0	0.0	0.0	0.0	100
Truck Summary	:													_
Total Trucks	s: 59			% Truck	s: 4.2		A	M % Tru	cks: 5.	7		PM % T	rucks:	3.3

Classification Scheme: FHWA (ID: 1)

- #2 Passenger Cars 2 Axles
- #3 Pickup Trucks, Vans 2 Axles
- #4 Buses
- #5 Single Unit 2 Axles, 6 Tires
- #6 Single Unit Truck 3 Axles
- #7 Single Unit 4 Axles
- #8 Single Unit 4 Axles or Less
- #9 Double Unit 5 Axles
- #10 Double Unit 6 Axles or More
- #11 Multi-Unit 5 Axles or Less
 - #12 Multi-Unit 6 Axles
 - #13 Multi-Unit 7 Axles or More

Study Date: Monday, 09/16/2019

Unit ID: SGP15

Location: Bow lake Road, (South of Academy Way)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	2	0	0	1	0	0	0	0	0	0	0	0	e
01:00 - 01:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00 - 02:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00 - 03:59	0	3	0	0	0	0	0	0	0	0	0	0	0	(¹)
04:00 - 04:59	0	5	3	0	1	0	0	0	. 0	0	0	0	0	ç
05:00 - 05:59	1	21	9	0	1	0	0	0	0	0	0	0	0	32
06:00 - 06:59	1	46	17	1	3	0	0	0	0	0	0	0	0	68
07:00 - 07:59	0	167	38	5	8	1	0	0	0	0	0	0	0	219
08:00 - 08:59	3	57	23	1	4	1	0	0	0	0	0	0	0	89
09:00 - 09:59	2	51	10	1	4	2	1	· 0	0	0	0	0	0	71
10:00 - 10:59	8	60	14	2	3	0	1	0	0	0	0	0	Ö	88
11:00 - 11:59	3	46	12	0	6	0	0	-0	0	0	0	Ö	0	67
12:00 - 12:59	3	57	15	0	7	1	0	0	0	0	0	0	0	8
13:00 - 13:59	8	57	19	1	7	0	0	0	0	0	0	0	0	92
14:00 - 14:59	6	118	28	6	7	0	0	0	0	0	、0	0	0	16
15:00 - 15:59	1	87	22	1	7	0	0	1	0	0	0	0	· 0	119
16:00 - 16:59	1	111	30	0	4	0	0	0	0	0	0	0	0	14
17:00 - 17:59	8	129	37	0	9	1	0	1	0	0	0	0	0	18
18:00 - 18:59	2	103	26	0	6	0	0	0	0	0	0	0	0	137
19:00 - 19:59	0	52	12	0	4	0	0	0	0	0	0	0	0	68
20:00 - 20:59	0	46	12	0	2	0	0	0	0	0	0	0	0	6
21:00 - 21:59	0	20	2	0	1	0	0	0	0	0	0	0	0	23
22:00 - 22:59	0	10	0	0	1	0	0	0	0	0	0	0	0	1.
23:00 - 23:59	0	7	1	0	0	0	0	0	0	0	Ö	0	0	8
Totals	47	1259	330	18	86	6	2	2	0	0	0	0	0	175
ercent of Total	2.7	71.9	18.9	1.0	4.9	0.3	0.1	0.1	0.0	0.0	0.0	0.0	0.0	10
Percent of AM	2.8	70.8	19.3	1.5	4.7	0.6	0.3	0.0	0.0	0.0	0.0	0.0	0.0	10
Percent of PM	2.6	72.7	18.6	0.7	5.0	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0	10

Total Trucks: 114

% Trucks: 6.5

AM % Trucks: 7.2

PM % Trucks: 6.1

Classification Scheme: FHWA (ID: 1)

- #2 Passenger Cars - 2 Axles
- #3 Pickup Trucks, Vans - 2 Axles
- #4 Buses
- #5 Single Unit 2 Axles, 6 Tires
- #6 Single Unit Truck 3 Axles
- #7 Single Unit 4 Axles#8 Single Unit 4 Axles or Less
- #9 Double Unit 5 Axles
- #10 Double Unit 6 Axles or More
- #11 Multi-Unit 5 Axles or Less
- #12 Multi-Unit 6 Axles
- #13 Multi-Unit 7 Axles or More

Study Date: Tuesday, 09/17/2019

Unit ID: SGP15

Location: Bow lake Road, (South of Academy Way)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	3	0	0	0	0	• 0	0	0	0	0	0	0	
01:00 - 01:59	0	4	0	0	0	0	0	0	0	0	0	0	0	
02:00 - 02:59	0	1	0	0	0	0	0	0	0	0	0	0	0	
03:00 - 03:59	0	3	1	0	0	0	0	0	0	0	0	0	0	
04:00 - 04:59	0	8	4	0	2	1	0	0	0	0	0	0	0	1
05:00 - 05:59	0	22	8	0	2	Ó	0	0	0	0	0	0	0	3
06:00 - 06:59	1	70	19	2	3	0	0	0	0	0	0	0	0	9
07:00 - 07:59	0	179	37	4	8	0	0	0	0	0	0	0	0	22
08:00 - 08:59	3	61	13	2	5	4	0	0	0	0	0	0	0	8
09:00 - 09:59	6	39	20	<u> </u>	3	2	1	0	1	0	0	0	Ó	7:
10:00 - 10:59	5	56	20	1	3	1	1	0	0	0	0	0	0	8
11:00 - 11:59	2	52	17	1	1	7	1	0	1	0	0	0	0	8
12:00 - 12:59	4	47	15	0	3	1	0	0	0	0	0	0	0	7
13:00 - 13:59	2	66	12	1	2	1	0	1	0	0	0	0	0	8
14:00 - 14:59	4	99	35	5	9	1	0	0	0	1	0	0	0	15
15:00 - 15:59	1	80	17	1	7	1	0	1	0	1	0	0	0	10
16:00 - 16:59	2	100	27	0	7	1	0	0	0	0	0	0	0	13
17:00 - 17:59	7	142	36	0	8	0	0	0	0	0	0	0	0	19
18:00 - 18:59	3	82	18	0	3	0	0	1	0	0	0	0	0	10
19:00 - 19:59	1	77	18	0	6	0	0	0	0	0	0	0	0	10
20:00 - 20:59	0	40	10	0	0	0	0	0	0	0	0	0	0	5
21:00 - 21:59	0	28	6	0	1	0	0	0	0	0	0	0	0	3
22:00 - 22:59	0	14	1	0	1	0	0	0	0	0	0	0	0	1
23:00 - 23:59	0	4	0	0	0	0	0	0	0	. 0	0	0	0	
Totals	41	1277	334	17	74	20	3	3	2	2	0	0	0	177
ercent of Total	2.3	72.0	18.8	1.0	4.2	1.1	0.2	0.2	0.1	0.1	0.0	0.0	0.0	10
Percent of AM	2.4	70.0	19.5	1.4	3.8	2.1	0.4	0.0	0.3	0.0	0.0	0.0	0.0	10
Percent of PM	2.3	73.4	18.4	0.7	4.4	0.5	0.0	0.3	0.0	0.2	0.0	0.0	0.0	10
Truck Summary	:													
Total Trucks	. 121			% Truck	6.8		۸	M % Tru	aka: Q	^			Trucke:	60

Total Trucks: 121

% Trucks: 6.8

AM % Trucks: 8.0

PM % Trucks: 6.0

Classification Scheme: FHWA (ID: 1)

- #2 Passenger Cars - 2 Axles
- #3 Pickup Trucks, Vans - 2 Axles
- #4 Buses
- #5 Single Unit 2 Axles, 6 Tires
- #6 Single Unit Truck 3 Axles
- #7 Single Unit 4 Axles#8 Single Unit 4 Axles or Less
- #9 Double Unit 5 Axles
- #10 Double Unit 6 Axles or More
- #11 Multi-Unit 5 Axles or Less
- #12 Multi-Unit 6 Axles
- #13 Multi-Unit 7 Axles or More

Study Date: Wednesday, 09/18/2019

Unit ID: SGP15

Location: Bow lake Road, (South of Academy Way)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00 - 01:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:00 - 02:59	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00 - 03:59	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00 - 04:59	0	11	2	0	1	0	0	0	0	Ó	0	0	0	14
05:00 - 05:59	0	19	9	0	2	0	0	0	0	0	0	0	0	30
06:00 - 06:59	0	56	16	1	2	0	0	0	0	0	0	0	0	75
07:00 - 07:59	2	165	31	4	8	0	0	1	0	0	0	0	0	211
08:00 - 08:59	2	58	12	0	5	1	0	0	0	0	0	0	0	78
09:00 - 09:59	4	55	19	0	4	1	1	1	0	0	0	0	0	85
10:00 - 10:59	10	51	22	0	10	4	1	0	0	0	0	0	0	98
11:00 - 11:59	8	60	17	0	3	3	6	0	1	2	0	0	0	100
12:00 - 12:59	1	76	18	0	2	2	3	0	0	0	0	0	0	102
13:00 - 13:59	4	71	18	0	8	5	1	1	0	0	0	0	0	108
14:00 - 14:59	1	119	33	7	3	2	3	0	0	0	0	0	0	168
15:00 - 15:59	1	109	23	0	6	3	4	1	0	0	Ö	0	0	147
16:00 - 16:59	0	84	37	0	- 15	2	1	1	0	1	0	0	0	141
17:00 - 17:59	1	161	43	0	15	1	0	1	0	1	0	0	0	223
18:00 - 18:59	1	102	26	0	4	1	0	0	0	0	0	0	0	134
19:00 - 19:59	0	71	20	0	2	0	0	1	0	0	0	0	0	94
20:00 - 20:59	1	48	8	1	1	0	0	0	0	0	0	0	0	59
21:00 - 21:59	0	25	6	0	3	0	0	0	0	0	0	0	0	34
22:00 - 22:59	0	19	3	0	0	0	0	0	0	0	0	0	0	22
23:00 - 23:59	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Totals	36	1371	366	13	94	25	20	7	1	4	0	0	0	1937
ercent of Total	1.9	70.8	18.9	0.7	4.9	1.3	1.0	0.4	0.1	0.2	0.0	0.0	0.0	100
Percent of AM	3.7	68.9	18.5	0.7	5.0	1.3	1.1	0.3	0.1	0.3	0.0	0.0	0.0	100
Percent of PM	0.8	71.8	19.1	0.6	4.8	1.3	1.0	0.4	0.0	0.2	0.0	0.0	0.0	100
Truck Summary	:													
Total Trucks	s: 164			% Truck	s: 8.5		А	M % Tru	cks: 8.	8		PM % T	rucks:	8.3

Classification Scheme: FHWA (ID: 1)

- #2 Passenger Cars 2 Axles
- #3 Pickup Trucks, Vans 2 Axles
- #4 Buses
- #5 Single Unit 2 Axles, 6 Tires
- #6 Single Unit Truck 3 Axles
- #7 Single Unit 4 Axles
- #8 Single Unit 4 Axles or Less
- #9 Double Unit 5 Axles
- #10 Double Unit 6 Axles or More
- #11 Multi-Unit 5 Axles or Less
- #12 Multi-Unit 6 Axles
- #13 Multi-Unit 7 Axles or More

Study Date: Tuesday, 09/10/2019

1

Unit ID: SGP14

Location: Academy Way (West of Bow Lake Road) - Northwood, NH

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	Ō	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	. 0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	2	0	0	1	1	1	0	0	0	0	0	0	5
07:00 - 07:59	2	132	16	0	. 2	1	1	0	0	0	0	0	0	154
08:00 - 08:59	0	3	3	0	2	0	0	Ő	0	0	0	0	0	8
09:00 - 09:59	0	8	3	0	1	0	0	0	0	0	0	0	0	12
10:00 - 10:59	0	4	2	0	0	0	0	0	0	0	0	0	0	6
11:00 - 11:59	0	0	0	0	2	0	0	0	0	0	0	0	0	2
12:00 - 12:59	0	3	2	0	0	1	0	0	0	0	0	0	0	6
13:00 - 13:59	0	14	1	0	1	0	0	0	0	0	0	0	0	16
14:00 - 14:59	0	62	6	0	5	0	0	0	0	0	0	0	0	73
15:00 - 15:59	0	16	4	0	1	0	0	0	0	0	0	0	0	21
16:00 - 16:59	0	14	3	.0	2	2	0	0	0	0	0	0	0	21
17:00 - 17:59	0	48	5	0	3	1	0	0	0	0	0	0	0	57
18:00 - 18:59	0	19	3	0	3	0	0	0	0	0	0	0	0	25
19:00 - 19:59	0	28	4	0	0	0	0	0	0	0	0	0	0	32
20:00 - 20:59	0	13	0	0	1	0	0	0	0	0	0	0	0	14
21:00 - 21:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:00 - 22:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	2	368	52	0	24	6	2	0	0	0	0	0	0	454
ercent of Total	0.4	81.1	11.5	0.0	5.3	1.3	0.4	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	1.1	79.7	12.8	0.0	4.3	1.1	1.1	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	82.0	10.5	0.0	6.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Truck Summary														•
Totals 2 368 52 0 24 6 2 0										'ruekei	7 5			

Total Trucks: 32

% Trucks: 7.0

AM % Trucks: 6.4

PM % Trucks: 7.5

Classification Scheme: FHWA (ID: 1)

- #2 Passenger Cars - 2 Axles
- #3 Pickup Trucks, Vans - 2 Axles
- #4 Buses
- #5 Single Unit 2 Axles, 6 Tires
- #6 Single Unit Truck 3 Axles
- #7 Single Unit - 4 Axles
- #8 Single Unit 4 Axles or Less
- #9 Double Unit 5 Axles
- #10 Double Unit 6 Axles or More
- #11 Multi-Unit 5 Axles or Less
- #12 Multi-Unit 6 Axles
- #13 Multi-Unit 7 Axles or More

Study Date: Wednesday, 09/11/2019

Unit ID: SGP14

Location: Academy Way (West of Bow Lake Road) - Northwood, NH

00:00 - 00:59				#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00.00 00.00 1	0	0	0	0	0	0	0	0	0	0	0	0	0	(
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	(
02:00 - 02:59	0	0	0	0	0	0	Ö	0	0	0	0	0	0	(
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	(
04:00 - 04:59	0	0	0	Ő	0	0	0	0	0	0	0	0	0	(
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00 - 06:59	0	2	0	1	0	0	1	0	0	0	0	0	0	-
07:00 - 07:59	5	155	14	0	3	2	0	0	0	0	0	0	0	179
08:00 - 08:59	1	1	0	0	2	0	0	0	0	0	0	0	0	
09:00 - 09:59	0	7	0	0	0	0	0	0	0	0	0	0	0	-
10:00 - 10:59	0	15	3	0	1	1	0	0	0	0	0	0	0	2
11:00 - 11:59	0	0	4	0	1	0	0	0	1	0	0	0	0	
12:00 - 12:59	0	3	5	0	0	1	0	0	0	0	0	1	0	1
13:00 - 13:59	0	8	4	0	2	1	0	0	1	0	0	0	0	1
14:00 - 14:59	0	73	11	0	2	2	0	0	1	0	0	0	0	8
15:00 - 15:59	2	11	5	0	0	0	0	0	0	0	0	0	0	. 1
16:00 - 16:59	0	28	2	0	2	1	0	0	0	0	0	. 0	0	3
17:00 - 17:59	0	27	7	0	2	3	0	0	0	0	0	0	0	3
18:00 - 18:59	0	1	1	0	1	0	0	0	0	0	0	0	0	
19:00 - 19:59	0	14	3	0	1	0	0	0	0	0	0	0	0	1
20:00 - 20:59	0	4	0	0	0	0	. 0	0	0	0	0	0	0	
21:00 - 21:59	0	2	0	0	0	0	0	0	0	0	0	0	0	
22:00 - 22:59	0	2	0	0	0	0	0	0	0	0	0	0	0	
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	8	353	59	1	17	11	1	0	3	0	0	1	0	45
ercent of Total	1.8	77.8	13.0	0.2	3.7	2.4	0.2	0.0	0.7	0.0	0.0	0.2	0.0	10
Percent of AM	2.7	81.8	9.5	0.5	3.2	1.4	0.5	0.0	0.5	0.0	0.0	0.0	0.0	10
Percent of PM	0.9	73.9	16.2	0.0	4.3	3.4	0.0	0.0	0.9	0.0	0.0	0.4	0.0	10

Total Trucks: 34

% Trucks: 7.5

AM % Trucks: 5.9

PM % Trucks: 9.0

Classification Scheme: FHWA (ID: 1)

- #2 Passenger Cars 2 Axles
- #3 Pickup Trucks, Vans 2 Axles
- #4 Buses
- #5 Single Unit 2 Axles, 6 Tires
- #6 Single Unit Truck 3 Axles
- #7 Single Unit 4 Axles
- #8 Single Unit 4 Axles or Less
- #9 Double Unit 5 Axles
- #10 Double Unit 6 Axles or More
- #11 Multi-Unit 5 Axles or Less
- #12 Multi-Unit 6 Axles
- #13 Multi-Unit 7 Axles or More

Study Date: Thursday, 09/12/2019

Unit ID: SGP14

Location: Academy Way (West of Bow Lake Road) - Northwood, NH

٦	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	0	0	0	ō	0	0	. 0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	- 0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	4	1	0	· 0	0	0	0	0	0	0	0	0	5
07:00 - 07:59	0	143	21	Ó	2	3	0	1	0	0	0	0	0	170
08:00 - 08:59	0	2	6	0	1	0	0	0	0	0	0	0	0	9
09:00 - 09:59	0	6	3	0	1	0	0	0	0	0	0	0	0	10
10:00 - 10:59	0	3	3	0	0	0	0	0	0	0	0	0	0	6
11:00 - 11:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:00 - 12:59	0	4	0	0	· 0	0	Ö	0	0	0	0	0	0	4
13:00 - 13:59	0	10	0	0	1	1	2	0	0	0	0	0	0	14
14:00 - 14:59	1	68	10	0	5	2	0	0	0	0	0	0	0	86
15:00 - 15:59	0	23	2	0	1	0	0	0	0	0	0	0	0	26
16:00 - 16:59	0	13	3	0	1	0	0	0	0	0	0	0	0	17
17:00 - 17:59	0	42	3	0	· 1	2	0	0	0	0	0	0	0	48
18:00 - 18:59	0	12	0	0	0	0	0	0	0	0	0	0	0	12
19:00 - 19:59	0	9	3	0	4	1	0	0	0	0	0	0	0	17
20:00 - 20:59	0	8	0	0	3	0	0	0	Ó	0	0	0	0	11
21:00 - 21:59	0	5	0	0	0	0	0	0	0	0	0	0	0	5
22:00 - 22:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	1	353	55	0	20	9	2	1	0	0	0	0	0	441
ercent of Total	0.2	80.0	12.5	0.0	4.5	2.0	0.5	0.2	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	79.1	16.9	0.0	2.0	1.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.4	80.8	8.8	0.0	6.7	2.5	0.8	0.0	0.0	0.0	0.0	0.0	0.0	100
Truck Summary	:													
Total Trucks	s: 32			% Truck	s: 7.3		А	M % Tru	icks: 4.	0		PM % T	rucks:	10.0

Classification Scheme: FHWA (ID: 1)

- #2 Passenger Cars - 2 Axles
- #3 Pickup Trucks, Vans 2 Axles
- #4 Buses
- #5 Single Unit 2 Axles, 6 Tires
- #6 Single Unit Truck 3 Axles
- Single Unit 4 Axles #7
- #8 Single Unit 4 Axles or Less
- #9 Double Unit 5 Axles
- #10 Double Unit 6 Axles or More
- #11 Multi-Unit 5 Axles or Less
- #12 Multi-Unit 6 Axles
- #13 Multi-Unit 7 Axles or More

Study Date: Friday, 09/13/2019

Unit ID: SGP14

Location: Academy Way (West of Bow Lake Road) - Northwood, NH

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	(
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	(
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	(
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	(
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	(
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	(
06:00 - 06:59	0	3	1	0	0	1	0	0	0	0	0	0	0	
07:00 - 07:59	1	153	19	0	5	2	0	0	1	0	0	0	0	18
08:00 - 08:59	0	0	1	1	2	0	2	0	0	0	0	0	0	(
09:00 - 09:59	0	5	0	0	0	1	0	0	1	0	0	0	0	
10:00 - 10:59	0	3	1	0	0	0	0	0	0	0	0	0	0	
11:00 - 11:59	0	2	0	0	1	0	1	0	0	0	0	0	0	4
12:00 - 12:59	0	1	0	0	0	3	0	0	0	1	0	0	0	
13:00 - 13:59	0	7	2	0	0	1	0	0	0	0	0	0	0	10
14:00 - 14:59	2	69	3	0	5	3	1	0	0	1	0	0	0	84
15:00 - 15:59	1	15	1	0	0	1	0	0	0	0	0	0	0	1
16:00 - 16:59	0	25	1	0	2	2	1	0	0	0	0	0	0	3
17:00 - 17:59	2	52	9	0	7	0	0	0	0	0	0	0	0	7
18:00 - 18:59	0	16	4	0	0	0	0	0	0	0	0	0	0	2
19:00 - 19:59	0	2	0	0	0	0	0	0	0	0	0	0	0	
20:00 - 20:59	0	13	2	0	0	0	0	0	0	0	0	0	0	1:
21:00 - 21:59	0	5	0	0	0	0	0	0	0	0	0	0	0	
22:00 - 22:59	0	2	0	0	0	0	0	0	Ō	0	0	0	0	
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	6	373	44	1	22	14	5	0	2	2	0	0	0	46
ercent of Total	1.3	79.5	9.4	0.2	4.7	3.0	1.1	0.0	0.4	0.4	0.0	0.0	0.0	10
Percent of AM	0.5	80.2	10.6	0.5	3.9	1.9	1.4	0.0	1.0	0.0	0.0	0.0	0.0	10
Percent of PM	1.9	79.0	8.4	0.0	5.3	3.8	0.8	0.0	0.0	0.8	0.0	0.0	0.0	10
Truck Summary	:													

Total Trucks: 46

% Trucks: 9.8

AM % Trucks: 8.7

PM % Trucks: 10.7

Classification Scheme: FHWA (ID: 1)

- #2 Passenger Cars 2 Axles
- #3 Pickup Trucks, Vans 2 Axles
- #4 Buses
- #5 Single Unit 2 Axles, 6 Tires
- #6 Single Unit Truck 3 Axles
- #7 Single Unit 4 Axles
- #8 Single Unit 4 Axles or Less
- #9 Double Unit 5 Axles
- #10 Double Unit 6 Axles or More
- #11 Multi-Unit 5 Axles or Less
- #12 Multi-Unit 6 Axles
- #13 Multi-Unit 7 Axles or More

Study Date: Saturday, 09/14/2019

Unit ID: SGP14

Location: Academy Way (West of Bow Lake Road) - Northwood, NH

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	Ó	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	. 0	Ó	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	. 0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	· 0
06:00 - 06:59	0	0	0	0	2	0	0	0	0	0	0	0	0	2
07:00 - 07:59	0	41	8	0	3	1	0	0	0	0	0	0	0	53
08:00 - 08:59	0	25	7	0	2	1	0	0	0	0	0	0	0	35
09:00 - 09:59	0	25	1	0	. 2	0	0	0	0	0	0	0	0	28
10:00 - 10:59	0	44	4	0	3	5	0	0	0	0	0	0	0	56
11:00 - 11:59	0	44	5	0	2	3	0	0	0	0	0	0	0	54
12:00 - 12:59	0	39	6	0	4	3	0	0	0	0	0	0	0	52
13:00 - 13:59	0	63	10	0	4	1	2	0	0	0	0	0	0	80
14:00 - 14:59	0	53	7	0	2	4	1	0	0	0	0	0	0	67
15:00 - 15:59	0	26	5	0	3	3	0	0	0	0	0	0	0	37
16:00 - 16:59	0	49	9	0	8	4	1	0	0	0	0	0	0	71
17:00 - 17:59	0	40	6	0	4	1	0	0	0	0	0	0	0	51
18:00 - 18:59	0	18	3	0	1	0	1	0	0	0	0	0	0	23
19:00 - 19:59	0	15	4	0	1	0	0	0	0	0	0	0	0	20
20:00 - 20:59	0	2	1	0	0	0	0	0	0	0	0	0	0	3
21:00 - 21:59	0	7	0	0	0	0	0	0	0	0	0	0	0	7
22:00 - 22:59	0	14	3	0	2	0	0	Ó	0	0	0	0	0	19
23:00 - 23:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Totals	0	506	79	0	43	26	5	0	0	0	0	0	0	659
ercent of Total	0.0	76.8	12.0	0.0	6.5	3.9	0.8	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	78.5	11.0	0.0	6.1	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	75.9	12.5	0.0	6.7	3.7	1.2	0.0	0.0	0.0	0.0	0.0	0.0	100
Truck Summary	1													
Total Trucks	s: 74			% Truck	s: 11.2		A	M % Tru	icks: 10).5		PM % T	rucks:	11.6

Classification Scheme: FHWA (ID: 1)

- #2 Passenger Cars 2 Axles
- #3 Pickup Trucks, Vans 2 Axles
- #4 Buses
- #5 Single Unit 2 Axles, 6 Tires
- #6 Single Unit Truck 3 Axles
- #7 Single Unit 4 Axles
- #8 Single Unit 4 Axles or Less
- #9 Double Unit 5 Axles
- #10 Double Unit 6 Axles or More
- #11 Multi-Unit 5 Axles or Less
- #12 Multi-Unit 6 Axles
- #13 Multi-Unit 7 Axles or More

Study Date: Sunday, 09/15/2019

Unit ID: SGP14

Location: Academy Way (West of Bow Lake Road) - Northwood, NH

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	. 0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	0	0	0	0	0	0	Ó	0	0	0	0	0	0
07:00 - 07:59	0	- 0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:59	0	0	2	0	1	1	0	0	0	0	0	0	0	4
10:00 - 10:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:59	0	2	0	0	0	1	0	0	0	0	0	-0	0	3
12:00 - 12:59	0	3	0	0	0	1	Ö	0	0	0	0	0	0	4
13:00 - 13:59	0	1	1	0	0	0	0	0	0	0	0	0	0	2
14:00 - 14:59	0	2	0	0	0	1	0	0	1	0	0	0	0	4
15:00 - 15:59	0	1	0	0	0	Ö	0	0	0	0	0	0	0	1
16:00 - 16:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:00 - 18:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00 - 19:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:00 - 20:59	0	0	0	0	0	·0	0	0	0	0	. 0	0	0	0
21:00 - 21:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00 - 22:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	12	3	0	1	4	0	0	1	0	0	0	0	21
ercent of Total	0.0	57.1	14.3	0.0	4.8	19.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	28.6	28.6	0.0	14.3	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	71.4	7.1	0.0	0.0	14.3	0.0	0.0	7.1	0.0	0.0	0.0	0.0	100
Truck Summary	:													
Total Truck	e. 6			% Truck	e 286		^	М % Тан	oke: A	0		РМ % Т	ruckos	24.4

Total Trucks: 6

% Trucks: 28.6

AM % Trucks: 42.9

PM % Trucks: 21.4

Classification Scheme: FHWA (ID: 1)

- #2 Passenger Cars 2 Axles
- #3 Pickup Trucks, Vans 2 Axles
- #4 Buses
- #5 Single Unit 2 Axles, 6 Tires
- #6 Single Unit Truck 3 Axles
- #7 Single Unit 4 Axles
- #8 Single Unit 4 Axles or Less
- #9 Double Unit 5 Axles
- #10 Double Unit 6 Axles or More
- #11 Multi-Unit 5 Axles or Less
- #12 Multi-Unit 6 Axles
- #13 Multi-Unit 7 Axles or More

Study Date: Monday, 09/16/2019

Unit ID: SGP14

Location: Academy Way (West of Bow Lake Road) - Northwood, NH

[#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	Ó	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	5	1	0	0	1	0	0	0	0	0	0	0	7
07:00 - 07:59	1	148	13	0	1	2	0	0	0	0	0	0	0	165
08:00 - 08:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
09:00 - 09:59	0	2	1	0	0	1	0	0	Ő	0	0	0	0	4
10:00 - 10:59	0	4	0	0	1	2	0	0	0	0	0	0	0	7
11:00 - 11:59	0	- 5	1	0	0	1	0	0	0	0	0	0	0	-7
12:00 - 12:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:59	0	5	2	0	1	1	0	0	0	0	0	0	0	9
14:00 - 14:59	0	66	7	0	. 2	0	0	0	0	0	0	0	0	75
15:00 - 15:59	0	17	2	0	1	0	0	0	0	0	0	0	0	20
16:00 - 16:59	0	14	0	0	0	1	0	0	0	0	0	Ö	0	15
17:00 - 17:59	0	57	7	0	4	3	0	0	0	0	0	0	0	71
18:00 - 18:59	0	13	2	0	0	0	0	0	0	0	0	0	0	15
19:00 - 19:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:00 - 20:59	0	4	1	0	0	0	0	0	0	0	0	0	0	5
21:00 - 21:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00 - 22:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	1	344	37	0	10	12	0	0	0	0	0	0	0	404
ercent of Total	0.2	85.1	9.2	0.0	2.5	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.5	86.5	8.3	0.0	1.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	84.0	9.9	0.0	3.8	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Truck Summary	:							-						
Total Trucks	s: 22			% Truck	s: 5.4		А	M % Tru	cks: 4.	7		PM % 1	Frucks:	6.1

Classification Scheme: FHWA (ID: 1)

- #2 Passenger Cars 2 Axles
- #3 Pickup Trucks, Vans 2 Axles
- #4 Buses
- #5 Single Unit 2 Axles, 6 Tires
- #6 Single Unit Truck 3 Axles
- #7 Single Unit 4 Axles
- #8 Single Unit 4 Axles or Less
- #9 Double Unit 5 Axles
- #10 Double Unit 6 Axles or More
- #11 Multi-Unit 5 Axles or Less
- #12 Multi-Unit 6 Axles
- #13 Multi-Unit 7 Axles or More

Study Date: Tuesday, 09/17/2019

Unit ID: SGP14

Location: Academy Way (West of Bow Lake Road) - Northwood, NH

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00 - 03:59	0	0	0	0	Ó	0	0	0	0	0	0	0	0	
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00 - 06:59	0	7	0	0	1	1	0	0	0	0	0	0	0	
07:00 - 07:59	0	139	15	0	2	2	0	0	0	0	0	0	0	15
08:00 - 08:59	0	4	0	. 0	1	0	0	0	0	0	0	0	0	
09:00 - 09:59	0	17	3	0	0	1	0	0	0	0	0	0	0	2
10:00 - 10:59	0	2	1	0	0	0	0	0	0	0	0	0	0	
11:00 - 11:59	0	0	1	0	0	0	0	Ö	0	0	0	0	0	
12:00 - 12:59	0	1	1	0	1	0	0	0	0	0	Ö	0	0	
13:00 - 13:59	0	8	1	0	0	0	0	0	0	0	0	0	Ō	· ·
14:00 - 14:59	0	72	9	0	4	2	0	0	0	0	0	0	0	8
15:00 - 15:59	1	22	0	0	2	0	1	0	0	0	0	0	0	2
16:00 - 16:59	0	25	4	1	2	1	0	0	0	0	0	0	0	3
17:00 - 17:59	0	61	11	1	5	4	0	0	. 0	0	0	0	0	8
18:00 - 18:59	0	9	0	0	0	1	0	0	0	0	0	0	0	1
19:00 - 19:59	0	9	0	0	1	0	0	0	0	0	0	0	0	1
20:00 - 20:59	0	6	1	0	0	0	0	0	0	0	0	0	0	
21:00 - 21:59	0	5	0	. 0	1	0	0	0	0	0	0	0	0	
22:00 - 22:59	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:00 - 23:59	· 0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	1	387	47	2	20	12	1	0	0	0	0	0	0	47
ercent of Total	0.2	82.3	10.0	0.4	4.3	2.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0	10
Percent of AM	0.0	85.8	10.2	0.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10
Percent of PM	0.4	79.9	9.9	0.7	5.9	2.9	0.4	0.0	0.0	0.0	0.0	0.0	0.0	10
Truck Summary Total Trucks				% Truck	s: 7.4		A	M % Tru	cks: 4.	1		PM % 1	rucks:	9.9

Classification Scheme: FHWA (ID: 1)

- #2 Passenger Cars 2 Axles
- #3 Pickup Trucks, Vans 2 Axles
- #4 Buses
- #5 Single Unit 2 Axles, 6 Tires
- #6 Single Unit Truck 3 Axles
- #7 Single Unit 4 Axles
- #8 Single Unit 4 Axles or Less
- #9 Double Unit 5 Axles
- #10 Double Unit 6 Axles or More
- #11 Multi-Unit 5 Axles or Less
- #12 Multi-Unit 6 Axles
- #13 Multi-Unit 7 Axles or More

Study Date: Wednesday, 09/18/2019

Unit ID: SGP14

Location: Academy Way (West of Bow Lake Road) - Northwood, NH

[#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	(
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00 - 02:59	0	.0	0	0	0	0	0	0	0	0	0	0	0	
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	Ô	0	
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00 - 06:59	0	6	1	0	0	1	0	0	· 0	0	0	0	0	
07:00 - 07:59	0	144	17	0	1	3	0	0	0	0	0	1	0	16
08:00 - 08:59	0	1	1	0	0	0	1	0	0	0	0	0	0	
09:00 - 09:59	0	2	0	0	0	0	0	0	0	0	0	0	0	
10:00 - 10:59	0	2	2	0	0	0	0	0	0	0	0	0	0	
11:00 - 11:59	0	5	1	. 0	0	0	0	0	0	0	0	0	0	
12:00 - 12:59	0	4	0	0	0	0	0	0	0	0	0	0	0	
13:00 - 13:59	0	7	2	0	1	0	· 0	0	0	0	0	0	0	
14:00 - 14:59	0	66	5	0	3	1	0	0	0	0	0	0	0	
15:00 - 15:59	0	23	1	0	0	1	0	0	0	0	0	0	0	:
16:00 - 16:59	2	18	4	0	3	1	0	0	0	0	0	0	0	. :
17:00 - 17:59	1	54	8	0	5	2	1	0	0	0	0	0	0	
18:00 - 18:59	0	18	0	0	0	0	0	0	0	0	0	0	0	
19:00 - 19:59	0	17	2	0	2	0	0	0	0	0	0	0	0	
20:00 - 20:59	0	4	1	0	1	0	0	0	0	0	0	0	0	
21:00 - 21:59	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:00 - 22:59	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	3	371	45	0	16	9	2	0	0	0	0	1	0	4
ercent of Total	0.7	83.0	10.1	0.0	3.6	2.0	0.4	0.0	0.0	0.0	0.0	0.2	0.0	1
Percent of AM	0.0	84.7	11.6	0.0	0.5	2.1	0.5	0.0	0.0	0.0	0.0	0.5	0.0	1
Percent of PM	1.2	81.8	8.9	0.0	5.8	1.9	0.4	0.0	0.0	0.0	0.0	0.0	0.0	10

Total Trucks: 28

% Trucks: 6.3

AM % Trucks: 3.7

PM % Trucks: 8.1

Classification Scheme: FHWA (ID: 1)

- Motorcycles 2 Axles #1
- #2 Passenger Cars - 2 Axles
- #3 Pickup Trucks, Vans - 2 Axles
- #4 Buses
- #5 Single Unit 2 Axles, 6 Tires
- #6 Single Unit Truck 3 Axles #7 Single Unit - 4 Axles
- Single Unit 4 Axles or Less #8
- #9 Double Unit 5 Axles
- #10 Double Unit 6 Axles or More
- #11 Multi-Unit 5 Axles or Less
- #12 Multi-Unit 6 Axles
- #13 Multi-Unit 7 Axles or More

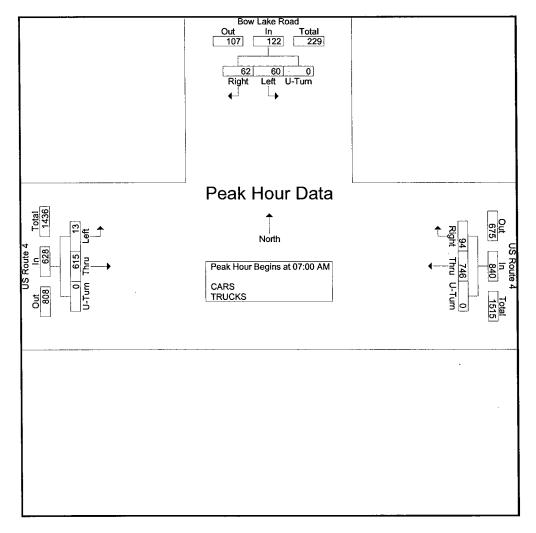
Appendix C

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Intersection Turning Movement Counts

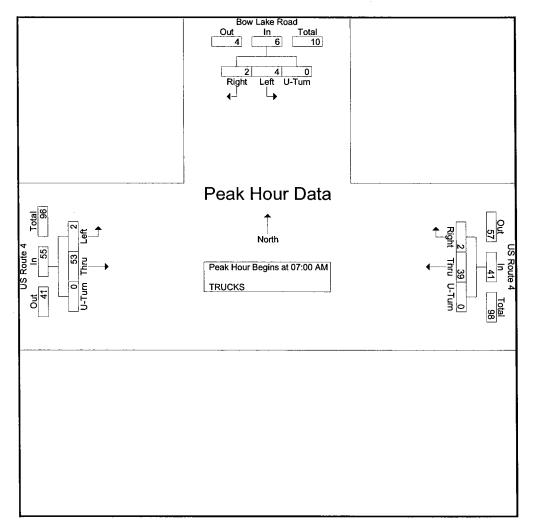
Weather: Clear Collected By: MV Job Number: 1951A Town/State: Northwood, NH

		Bow La	ke Road			US R	oute 4			US R	Route 4		
		From	North			From	n East			From	n West		
Start Time	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn A	pp. Total	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis	From 07:00	AM to 0	8:45 AM -	Peak 1 of 1									
Peak Hour for Entire	Intersectio	n Begins	at 07:00	AM									
07:00 AM	13	20	0	33	6	185	0	191	140	3	0	143	367
07:15 AM	21	13	0	34	27	200	0	227	192	2	0	194	455
07:30 AM	14	13	0	27	53	208	0	261	170	3	0	173	461
07:45 AM	14	14	0	28	8	153	0	161	113	5	0	118	307
Total Volume	62	60	0	122	94	746	0	840	615	13	0	628	1590
% App. Total	50.8	49.2	0		11.2	88.8	0	x	97.9	2.1	0		
PHF	.738	.750	.000	.897	.443	.897	.000	.805	.801	.650	.000	.809	.862



Weather: Clear Collected By: MV Job Number: 1951A Town/State: Northwood, NH

		Bow Lak	e Road			US R	oute 4			USF	Route 4		
i i		From 1	North			From	n East			From	1 West		
Start Time	Right	Left	U-Turn A	pp. Total	Right	Thru	U-Turn A	pp. Total	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis	From 07:00) AM to 07	':45 AM - F	eak 1 of 1									
Peak Hour for Entire	Intersectio	n Begins	at 07:00 Al	М									
07:00 AM	0	1	0	1	0	6	0	6	11	1	0	12	19
07:15 AM	2	2	0	4	1	12	0	13	15	1	0	16	33
07:30 AM	0	0	0	0	0	11	0	11	15	0	0	15	26
07:45 AM	0	1	0	1	1	10	0	11	12	0	0	12	24
Total Volume	2	4	0	6	2	39	0	41	53	2	0	55	102
% App. Total	33.3	66.7	0		4.9	95.1	0		96.4	3.6	0		
PHF	.250	.500	.000	.375	.500	.813	.000	.788	.883	.500	.000	.859	.773

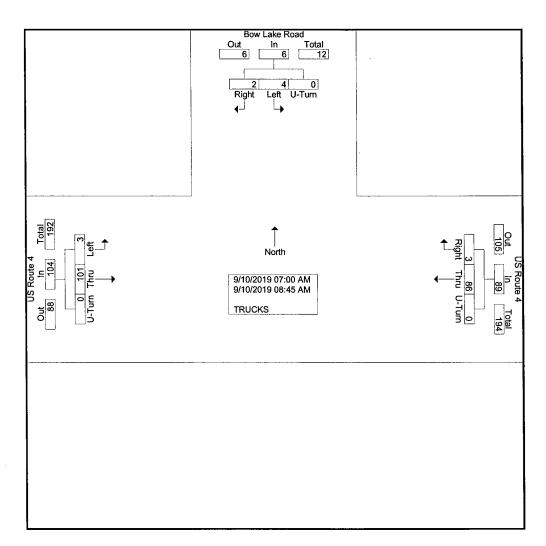


Weather: Clear Collected By: MV Job Number: 1951A Town/State: Northwood, NH

Start Time 07:00 AM 07:15 AM	Right 13	From Left	ke Road <u>North</u> U-Turn				Route 4				oute 4		
07:00 AM	13	Left				Eron	n East				West		
07:00 AM	13		0-1000	Ann Total	Right	Thru	U-Tum	App. Total	Thru	Left		App. Total	Int. Tot
				App. Total 33					140	3	0-1011	143	3
07.15 AM	04	20	0		6	185	0	191	-	-	0		
	21	13	0	34	27	200	0	227	192	2	0	194	4
07:30 AM	14	13	0	27	53	208	0	261	170	3	0	173	4
07:45 AM	14	14	0	28	8	153	0	161	113	5	0	118	3
Total	62	60	0	122	94	746	0	840	615	13	0	628	15
08:00 AM	7	10	1	18	4	108	0	112	97	2	0	99	2
08:15 AM	15	14	0	29	0	136	0	136	121	2	0	123	2
08:30 AM	11	8	0	19	6	119	0	125	109	3	0	112	2
08:45 AM	8	4	0	12	2	80	0	82	93	2	0	95	
Total	41	36	1	78	12	443	0	455	420	9	0	429	!
Grand Total	103	96	1	200	106	1189	0	1295	1035	22	0	1057	2
Apprch %	51.5	48	· 0.5		8.2	91.8	0		97.9	2.1	0		
Total %	4	3.8	0	7.8	4.2	46.6	0	50.7	40.6	0.9	0	41.4	
CARS	101	92	1	194	103	1103	Ő	1206	934	19	0	953	2
% CARS	98.1	95.8	100	97	97.2	92.8	õ	93.1	90.2	86.4	Ō	90.2	9
TRUCKS	2	4	0	6	3	86	0	89	101	3	Ő	104	
% TRUCKS	1.9	4.2	ŏ	3	2.8	7.2	Ő	6.9	9.8	13.6	0	9.8	

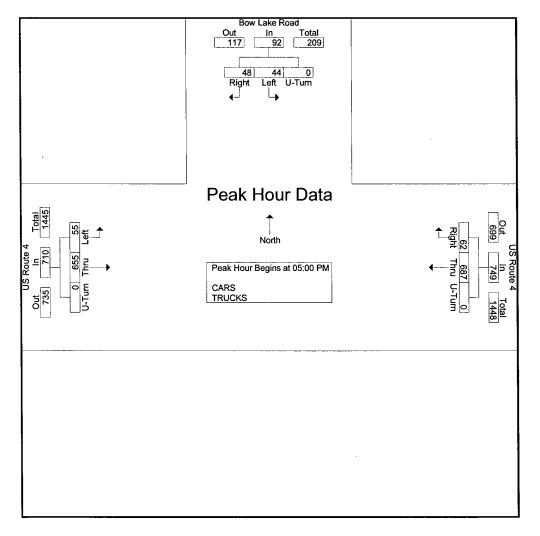
Weather: Clear Collected By: MV Job Number: 1951A Town/State: Northwood, NH

					Group	s Printed-	TRUCK	S					
		Bow La	ke Road			US R	oute 4			US Ro	oute 4		
 		From	North			From	n East			From			
Start Time	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn A	pp. Total	Int. Total
 07:00 AM	0	1	0	1	0	6	0	6	11	1	0	12	19
07:15 AM	2	2	0	4	1	12	0	13	15	1	0	16	33
07:30 AM	0	0	0	0	0	11	0	11	15	0	0	15	26
07:45 AM	0	1	0	1	1	10	0	11	12	0	0	12	24
Total	2	4	0	6	2	39	Ó	41	53	2	0	55	102
08:00 AM	0	0	0	0	0	8	0	8	6	1	0	7	15
08:15 AM	0	0	0	0	0	11	0	11	15	0	0	15	26
08:30 AM	0	0	0	0	1	18	0	19	12	0	0	12	31
08:45 AM	0	0	0	0	0	10	0	10	15	0	0	15	25
 Total	0	0	0	0	1	47	0	48	48	1	0	49	97
Grand Total	2	4	0	6	3	86	0	89	101	3	0	104	199
Apprch %	33.3	66.7	0		3.4	96.6	0		97.1	2.9	0		
Total %	1	2	0	3	1.5	43.2	0	44.7	50.8	1.5	0	52.3	



Weather: Clear Collected By: MV Job Number: 1951A Town/State: Northwood, NH

		Bow Lak	e Road			US R	loute 4			US R	Route 4		
		From	North			Fron	n East			From	n West	1	
Start Time	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis	From 02:0	0 PM to 0	5:45 PM ·	- Peak 1 of 1									
Peak Hour for Entire	e Intersectio	on Begins	at 05:00	PM									
05:00 PM	4	8	0	12	15	155	0	170	175	11	0	186	368
05:15 PM	9	8	0	17	16	187	0	203	171	14	0	185	405
05:30 PM	12	17	0	29	14	173	0	187	183	19	0	202	418
05:45 PM	23	11	0	34	17	172	0	189	126	11	· 0	137	360
Total Volume	48	44	0	92	62	687	0	749	655	55	0	710	1551
% App. Total	52.2	47.8	0		8.3	91.7	0		92.3	7.7	0		
PHF	.522	.647	.000	.676	.912	.918	.000	.922	.895	.724	.000	.879	.928



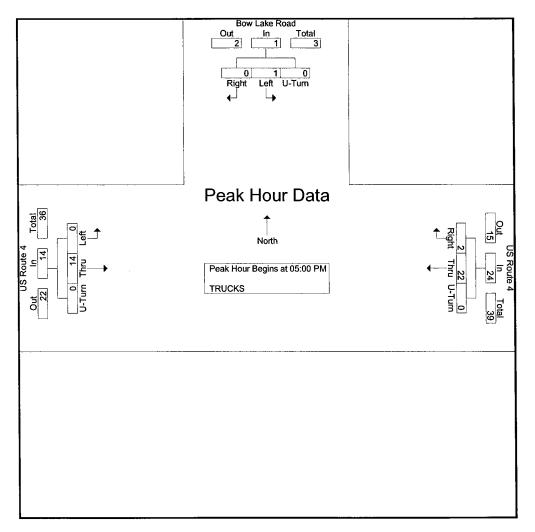
Weather: Clear Collected By: MV Job Number: 1951A Town/State: Northwood, NH
 File Name
 : 1951A_INT_A_Tues

 Site Code
 : 1951A

 Start Date
 : 9/10/2019

 Page No
 : 3

			ke Road				Route 4				Route 4		
		From	North			Fron	n East			From	n West		
Start Time	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis	From 05:00) PM to 0	5:45 PM	- Peak 1 of 1									
Peak Hour for Entire	e Intersectio	n Begins	at 05:00	PM									
05:00 PM	0	1	0	1	0	8	0	8	6	0	0	6	15
05:15 PM	0	0	0	0	1	3	0	4	5	0	0	5	9
05:30 PM	0	0	0	0	0	4	0	4	2	0	0	2	6
05:45 PM	0	0	0	0	1	7	0	8	1	0	0	1	9
Total Volume	0	1	0	1	2 -	22	0	24	14	0	0	14	39
% App. Total	0	100	0		8.3	91.7	0		100	0	0		
PHF	.000	.250	.000	.250	.500	.688	.000	.750	.583	.000	.000	.583	.650

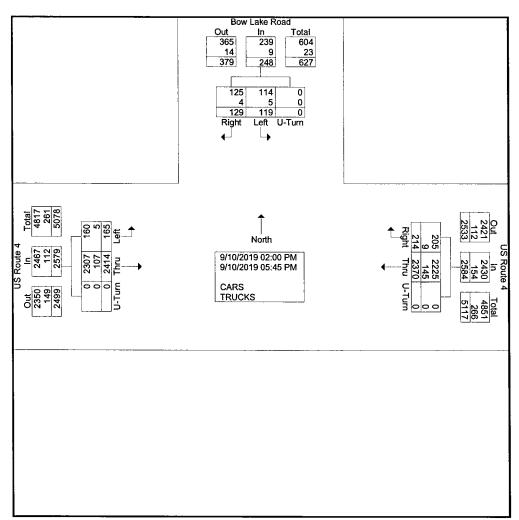


Weather: Clear Collected By: MV Job Number: 1951A Town/State: Northwood, NH

File Name	: 1951A_INT_A_Tues
Site Code	: 1951A
Start Date	: 9/10/2019
Page No	:1

					Groups Pr			ICKS					
			ke Road				oute 4				Route 4		
			North		· · · · ·		n East				n West		
Start Time	Right	Left		pp. Total	Right	Thru	U-Turn		Thru	Left		App. Total	Int. Total
02:00 PM	5	11	0	16	14	86	0	100	101	6	0	107	223
02:15 PM	5	5	0	10	9	96	0	105	118	10	. 0	128	243
02:30 PM	6	20	0	26	12	116	0	128	181	15	0	196	350
02:45 PM	9	9	0	18	17	116	0	133	113	7	0	120	271
Total	25	45	0	70	52	414	0	466	513	38	0	551	1087
03:00 PM	4	3	0	7	9	127	0	136	141	6	0	147	290
03:15 PM	7	1	0	8	15	138	0	153	163	7	0	170	331
03:30 PM	9	10	0	19	9	144	0	153	145	8	0	153	325
03:45 PM	12	4	0	16	10	165	0	175	171	10	0	181	372
Total	32	18	0	50	43	574	0	617	620	31	0	651	1318
04:00 PM	4	4	0	8	12	182	0	194	170	11	0	181	383
04:15 PM	7	4	0	11	16	188	0	204	147	12	0	159	374
04:30 PM	6	2	0	8	16	171	0	187	150	10	0	160	355
04:45 PM	7	2	0	9	13	154	0	167	159	8	0	167	343
Total	24	12	0	36	57	695	0	752	626	41	0	667	1455
05:00 PM	4	8	0	12	15	155	0	170	175	11	0	186	368
05:15 PM	9	8	0	17	16	187	0	203	171	14	0	185	405
05:30 PM	12	17	0	29	14	173	0	187	183	19	0	202	418
05:45 PM	23	11	0	34	17	172	0	189	126	11	0	137	360
Total	48	44	0	92	62	687	0	749	655	55	0	710	1551
Grand Total	129	119	. 0	248	214	2370	0	2584	2414	165	0	2579	5411
Apprch %	52	48	0		8.3	91.7	0		93.6	6.4	0		
Total %	2.4	2.2	0	4.6	4	43.8	0	47.8	44.6	3	0	47.7	
CARS	125	114	0	239	205	2225	0	2430	2307	160	0	2467	5136
% CARS	96.9	95.8	0	96.4	95.8	93.9	0	94	95.6	97	0	95.7	94.9
TRUCKS	4	5	0	9	9	145	0	154	107	5	0	112	275
% TRUCKS	3.1	4.2	0	3.6	4.2	6.1	0	6	4.4	3	0	4.3	5.1

Weather: Clear Collected By: MV Job Number: 1951A Town/State: Northwood, NH

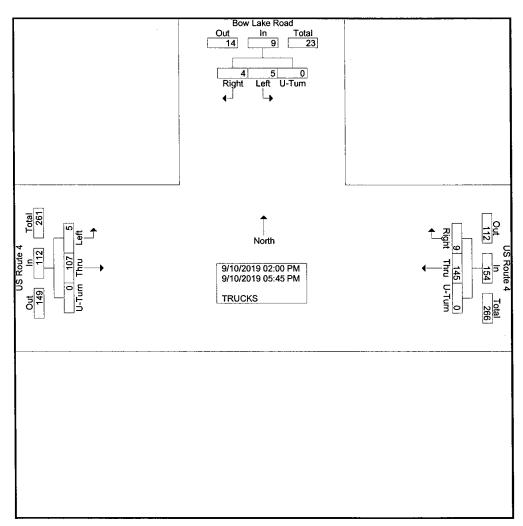


Weather: Clear Collected By: MV Job Number: 1951A Town/State: Northwood, NH

File Name	: 1951A_INT_A_Tues
Site Code	
Start Date	: 9/10/2019
Page No	:1

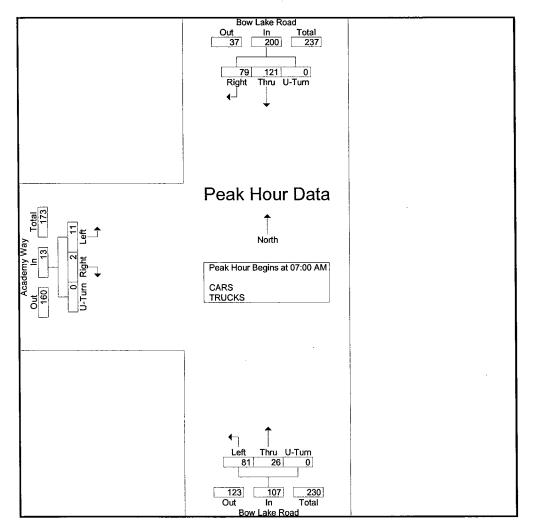
					Group		- TRUCK	S					
			ke Road				Route 4				oute 4		
			North				n East				West		
Start Time	Right	Left	U-Turn		Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Int. Total
02:00 PM	1	1	0	2	0	10	0	10	12	0	0	12	24
02:15 PM	1	0	0	1	2	12	0	14	18	0	0	18	33
02:30 PM	0	1	0	1	2	12	0	14	10	3	0	13	28
02:45 PM	0	0	0	0	1	9	0	10	8	1	0	9	19
Total	2	2	0	4	5	43	0	48	48	4	0	52	104
03:00 PM	0	1	0	1	0	9	0	9	3	0	0	3	13
03:15 PM	0	0	0	0	1	9	0	10	11	0	0	11	21
03:30 PM	0	0	0	0	0	8	0	8	1	0	0	1	9
03:45 PM	0	0	0	0	0	18	0	18	8	0	0	8	26
Total	0	1	0	1	1	44	0	45	23	0	0	23	69
04:00 PM	0	1	0	1	1	11	0	12	9	1	0	10	23
04:15 PM	1	0	0	1	0	10	0	10	1	0	0	1	12
04:30 PM	1	0	0	1	0	8	0	8	4	0	0	4	13
04:45 PM	0	0	0	0	0	7	0	7	8	0	0	8	15
Total	2	1	0	3	1	36	0	37	22	1	0	23	63
05:00 PM	0	1	0	1	0	8	0	8	6	0	0	6	15
05:15 PM	0	0	0	0	1	3	0	4	5	0	0	5	9
05:30 PM	0	0	0	0	0	4	0	4	2	0	0	2	6
05:45 PM	0	0	0	0	1	7	0	8	1	0	0	1	9
Total	0	1	0	1	2	22	0	24	14	0	0	14	39
Grand Total	4	5	0	9	9	145	0	154	107	5	0	112	275
Apprch %	44.4	55.6	0		5.8	94.2	0		95.5	4.5	0	:	1
Total %	1.5	1.8	0	3.3	3.3	52.7	0	56	38.9	1.8	0	40.7	I

Weather: Clear Collected By: MV Job Number: 1951A Town/State: Northwood, NH



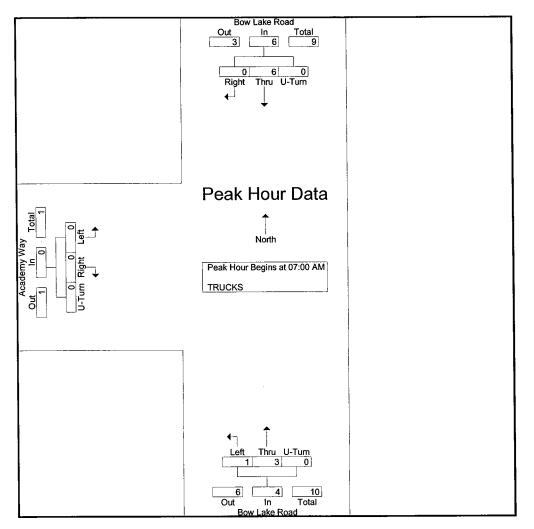
Weather: Clear Collected By: MV Job Number: 1951A Town/State: Northwood, NH

		Bow La	ke Road			Bow La	ke Road			Acade	my Way		
		From	North			From	South			From			
Start Time	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis	From 07:00) AM to C	5:45 PM	- Peak 1 of 1									
Peak Hour for Entire	Intersectio	n Begins	s at 07:00	AM									
07:00 AM	12	39	0	51	5	4	0	9	0	0	0	0	60
07:15 AM	26	30	0	56	4	25	0	29	2	5	0	7	92
07:30 AM	40	24	0	64	8	48	0	56	0	6	0	6	126
07:45 AM	1	28	0	29	9	4	0	13	0	0	0	0	42
Total Volume	79	121	0	200	26	81	0	107	2	11	0	13	320
% App. Total	39.5	60.5	0		24.3	75.7	0		15.4	84.6	0		
PHF	.494	.776	.000	.781	.722	.422	.000	.478	.250	.458	.000	.464	.635



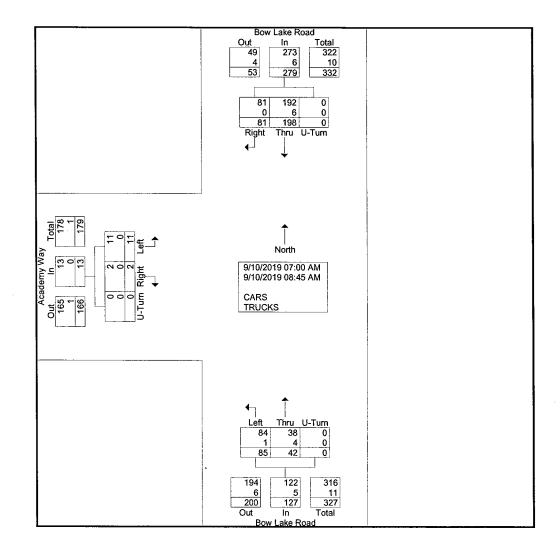
Weather: Clear Collected By: MV Job Number: 1951A Town/State: Northwood, NH

		Bow Lak From I					ke Road South				my Way n West		
Start Time	Right		U-Turn A		Thru	Left	U-Turn A	pp. Total	Right	Left	U-Turn A	pp. Total	Int. Total
Peak Hour Analysis	From 07:00	AM to 07	':45 AM - F	Peak 1 of 1									
Peak Hour for Entire	Intersectio	n Begins	at 07:00 A	M									
07:00 AM	0	2	0	2	1	0	0	1	0	0	0	0	3
07:15 AM	0	3	0	3	2	0	0	2	0	0	0	0	5
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	1	0	1	0	1	0	0	0	0	2
Total Volume	0	6	0	6	3	1	0	4	0	0	0	0	10
% App. Total	0	100	0		75	25	0		0	0	0		
PHF	.000	.500	.000	.500	.375	.250	.000	.500	.000	.000	.000	.000	.500



Weather: Clear Collected By: MV Job Number: 1951A Town/State: Northwood, NH

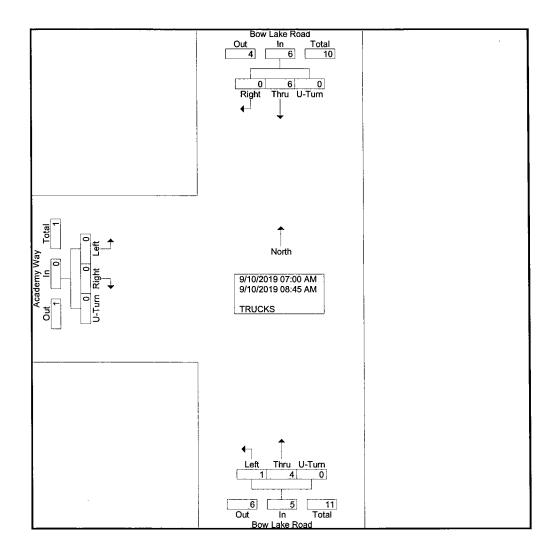
		Bowla	ke Road	1	Groups Pr		ke Road	JCKS		Acada	my Way		
			North				South				ny way West		
Start Time	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left		App. Total	Int. Total
07:00 AM	12	39	0	51	5	4	0	9	0	0	0	0	60
07:15 AM	26	30	0	56	4	25	0	29	2	5	0	7	92
07:30 AM	40	24	0	64	8	48	0	56	0	6	0	6	126
07:45 AM	1	28	0	29	9	4	0	13	0	0	0	0	42
Total	79	121	0	200	26	81	0	107	2	11	0	13	320
08:00 AM	0	19	0	19	4	2	0	6	0	0	0	0	25
08:15 AM	2	27	0	29	1	1	0	2	0	0	0	0	31
08:30 AM	0	19	0	19	7	1	0	8	0	0	0	0	27
08:45 AM	0	12	0	12	4	0	0	4	0	0	0	0	16
Total	2	77	0	79	16	4	0	20	0	0	0	0	99
Grand Total	81	198	0	279	42	85	0	127	2	11	0	13	419
Apprch %	29	71	0		33.1	66.9	0		15.4	84.6	0		
Total %	19.3	47.3	0	66.6	10	20.3	0	30.3	0.5	2.6	0	3.1	
CARS	81	192	0	273	38	84	0	122	2	11	0	13	408
% CARS	100	97	0	97.8	90.5	98.8	0	96.1	100	100	0	100	97.4
TRUCKS	0	6	0	6	4	1	0	5	0	0	0	0	11
% TRUCKS	0	3	0	2.2	9.5	1.2	0	3.9	0	0	0	0	2.6



Weather: Clear Collected By: MV Job Number: 1951A Town/State: Northwood, NH

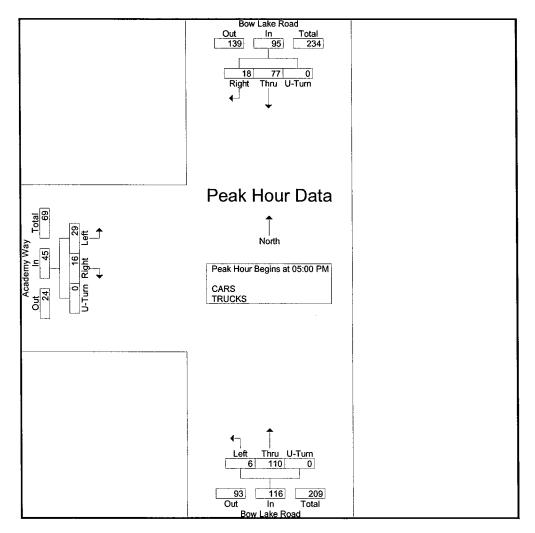
File Name	: 1951A_INT_B_TUES
Site Code	: 1951A
Start Date	: 9/10/2019
Page No	:1

					Group	s Printed	- TRUCK	5					
		Bow La	ke Road			Bow La	ike Road			Acade	my Way		
		From	North			From	South			From	West		
Start Time	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	2	0	2	1	0	0	1	0	0	0	0	3
07:15 AM	0	3	0	3	2	0	0	2	0	0	0	0	5
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	1	0	1	0	1	0	0	0	0	2
Total	0	6	0	6	3	1	0	4	0	0	0	0	10
08:00 AM	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
08:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	Ò	0	0	1	0	0	1	0	0	0	0	1
Grand Total	0	6	0	6	4	1	0	5	0	0	0	0	11
Apprch %	0	100	0		80	20	0		0	0	0		
Total %	0	54.5	0	54.5	36.4	9.1	0	45.5	· 0	0	0	0	



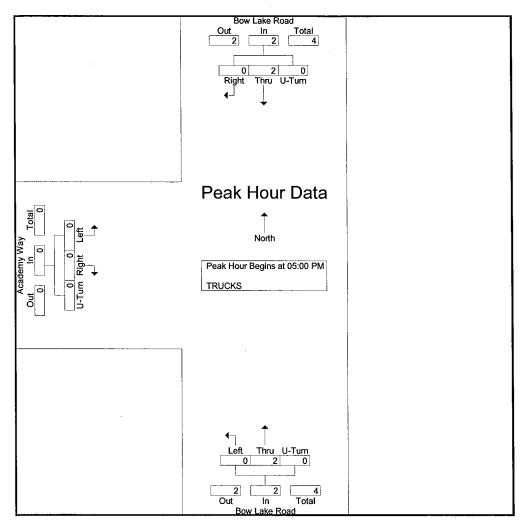
Weather: Clear Collected By: MV Job Number: 1951A Town/State: Northwood, NH

		Bow La	e Road			Bow La	ke Road			Acade	my Way		
		From	North			From	South			From	West		
Start Time	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis	From 03:00) PM to 0	5:45 PM	- Peak 1 of 1									
Peak Hour for Entire	Intersectio	on Begins	at 05:00	PM									
05:00 PM	3	12	0	15	23	3	0	26	0	1	0	1	42
05:15 PM	9	14	0	23	27	1	0	28	2	7	0	9	60
05:30 PM	3	18	0	21	33	1	0	34	13	19	0	32	87
05:45 PM	3	33	0	36	27	1	0	28	1	2	0	3	67
Total Volume	18	77	0	95	110	6	0	116	16	29	0	45	256
% App. Total	18.9	81.1	0		94.8	5.2	0		35.6	64.4	0		
PHF	.500	.583	.000	.660	.833	.500	.000	.853	.308	.382	.000	.352	.736



Weather: Clear Collected By: MV Job Number: 1951A Town/State: Northwood, NH

			ke Road North				ke Road South				my Way n West		
Start Time	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn A	pp. Total	Right	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis	From 05:00	PM to 0	5:45 PM	- Peak 1 of 1									
Peak Hour for Entire	Intersectio	n Begins	at 05:00	PM									
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	2	0	2	2	0	0	2	0	0	0	0	4
% App. Total	0	100	0		100	0	0		0	0	0		
PHF	.000	.500	.000	.500	.500	.000	.000	.500	.000	.000	.000	.000	1.00



Weather: Clear Collected By: MV Job Number: 1951A Town/State: Northwood, NH

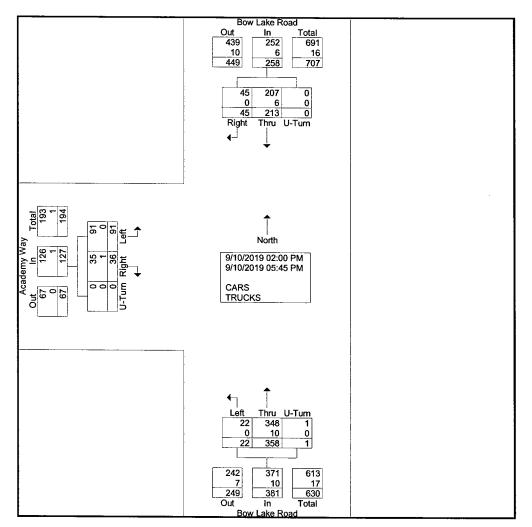
File Name : 1951a_int_b_tues Site Code : 1951A Start Date : 9/10/2019 Page No : 1

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					Groups Pr			ICKS					
			ke Road				ke Road				my Way		
Ctad Time	Diabe	Thru	<u>North</u> U-Turn	Ann Tatal	Thru		South	Ass. Tatal	Disht		West	Arra Tatal	Let Tet-1
Start Time 02:00 PM	Right 0	14		App. Total 14	16	Left		App. Total	Right	Left		App. Total	Int. Total
02:00 PM	3	14	0	14	15	2 6	0	18 21	2 0	0	0	2	34 34
02:13 PM	3	10	0	15	25	3	0	21	15	35	0	0 50	34 93
02:45 PM	1	16	0	17	25	2	0	20 24	10		0	50	93 48
Total	7	52	0	59	78	13	0	91	18	41	0	59	209
Total	1	52	U	59	70	15	U	91	10	41	0	59	209
03:00 PM	1	8	0	9	13	1	0	14	0	2	0	2	25
03:15 PM	4	6	0	10	24	0	1	25	1	4	0	5	40
03:30 PM	2	19	0	21	15	1	0	16	0	2	0	2	39
03:45 PM	5	18	0	23	22	0	0	22	0	1	0	1	46
Total	12	51	0	63	74	2	1	77	1	9	0	10	150
04:00 PM	2	8	0	10	22	1	0	23	1	4	0	5	38
04:15 PM	4	8	0	12	28	0	0	28	0	3	0	3	43
04:30 PM	2	9	0	11	26	0	0	26	. 0	1	0	1	38
04:45 PM	0	8	0	8	20	0	0	20	0	4	0	4	32
Total	8	33	0	41	96	1	0	97	1	12	0	13	151
05:00 PM	3	12	0	15	23	3	0	26	0	1	0	1	42
05:15 PM	9	14	0	23	27	1	0	28	2	7	0	9	60
05:30 PM	3	18	0	21	33	1	0	34	13	19	0	32	87
05:45 PM	3	33	0	36	27	1	0	28	1	2	0	3	67
Total	18	77	0	95	110	6	0	116	16	29	0	45	256
Grand Total	45	213	0	258	358	22	1	381	36	91	0	127	766
Apprch %	17.4	82.6	0		94	5.8	0.3		28.3	71.7	0		
Total %	5.9	27.8	0	33.7	46.7	2.9	0.1	49.7	4.7	11.9	0	16.6	
CARS	45	207	0	252	348	22	1	371	35	91	0	126	749
% CARS	100	97.2	0		97.2	100	100	97.4	97.2	100	0	99.2	97.8
TRUCKS	0	6	0		10	0	0	10	1	0	0	1	17
% TRUCKS	0	2.8	0	2.3	2.8	0	0	2.6	2.8	0	0	0.8	2.2

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

Weather: Clear Collected By: MV Job Number: 1951A Town/State: Northwood, NH File Name : 1951a_int_b_tues Site Code : 1951A Start Date : 9/10/2019 Page No : 2



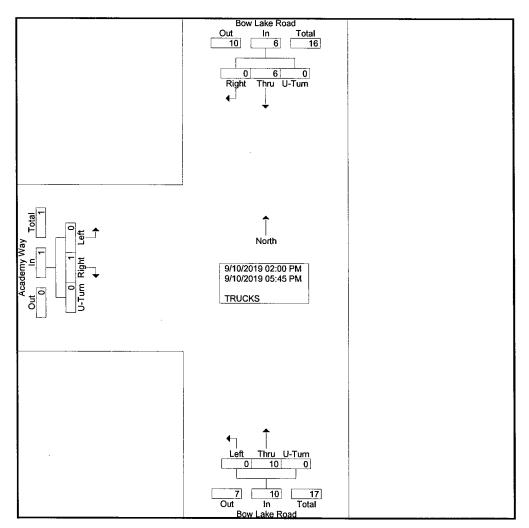
Stephen G. Pernaw & Co., Inc. P.O. Box 1721 Concord, New Hampshire 03302

Weather: Clear Collected By: MV Job Number: 1951A Town/State: Northwood, NH File Name : 1951a_int_b_tues Site Code : 1951A Start Date : 9/10/2019 Page No : 1

					Groups		- TRUCKS	<u>S</u>					
			ke Road				ke Road				my Way		
			North		·		South				West		
Start Time	Right	Thru	U-Tum	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
02:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
02:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	2
02:30 PM	0	0	0	0	3	0	0	3	0	0	0	0	3
02:45 PM	0	0	0	0	2	0	0	2	0	0	0	0	2
Total	0	0	0	0	7	0	0	7	1	0	0	1	8
03:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
03:15 PM	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
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	1
04:00 PM	0	2	0	2	1	0	0	1	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	.0	0	0
Total	0	3	0	3	1	0	0	1	0	0	0	0	4
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	2	0	2	2	0	0	2	0	0	0	0	4
Grand Total	0	6	0	6	10	0	0	10	1	0	0	1	17
Apprch %	0	100	0	1	100	0	0		100	0	0		
Total %	0	35.3	0	35.3	58.8	0	0	58.8	5.9	0	0	5.9	

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

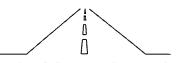
Weather: Clear Collected By: MV Job Number: 1951A Town/State: Northwood, NH File Name : 1951a_int_b_tues Site Code : 1951A Start Date : 9/10/2019 Page No : 2



Appendix D

Seasonal Adjustment Factors / Historical Growth Rates

Seasonal Adjustment Factors NHDOT Group 2 (Rural Highways)



Stephen G. Pernaw & Company, Inc.

Year 2018 Monthly Data - Rural

	Adjustment to				
<u>Month</u>	ADT	Average	Peak		
Jan	6103	1.18	1.36		
Feb	6389	1.13	1.30		
Mar	6415	1.12	1.29		
Apr	6694	1.08	1.24		
May	7651	0.94	1.08		
Jun	8053	0.89	1.03		
Jul	8205	0.88	1.01		
Aug	8281	0.87	1.00		
Sep	7780	0.93	1.06		
Oct	7471	0.96	1.11		
Nov	6891	1.05	1.20		
Dec	6534	1.10	1.27		

Year 2017 Monthly Data - Rural

	Adjustment to				
<u>Month</u>	ADT	Average	Peak		
Jan	6686	1.10	1.25		
Feb	6814	1.07	1.23		
Mar	6372	1.15	1.31		
Apr	6711	1.09	1.25		
May	7485	0.98	1.12		
Jun	8373	0.87	1.00		
Jul	8256	0.89	1.01		
Aug	8319	0.88	1.01		
Sep	8195	0.89	1.02		
Oct	7631	0.96	1.10		
Nov	6857	1.07	1.22		
Dec	6163	1.19	1.36		

Year 2016 Monthly Data - Rural

	Adjustment to				
<u>Month</u>	ADT	Average	Peak		
Jan	6784	1.08	1.22		
Feb	6264	1.17	1.33		
Mar	6555	1.11	1.27		
Apr	6804	1.07	1.22		
May	7516	0.97	1.11		
Jun	8310	0.88	1.00		
Jul	8292	0.88	1.00		
Aug	8273	0.88	1.00		
Sep	8004	0.91	1.04		
Oct	7430	0.98	1.12		
Nov	7076	1.03	1.17		
Dec	6301	1.16	1.32		

Average Peak-Month Factor 1.04

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STEPHEN G. PERNAW & COMPANY, INC.PROJECT:Proposed Drive Thru Coffee Shop, Northwood, New HampshireNUMBER:1951ASTATION:02 349001

SEASONAL ADJUSTMENT FACTOR - SUMMARY

CASE: Peak Hour Data (September to Peak Month)

LOCATION : US4 at Nottingham Townline - Northwood, NH

Use	1.04
Average	1.04
2016 Monthly Data	1.04
2017 Monthly Data	1.03
2018 Monthly Data	1.04



Year 2018 Monthly Data

Town:	Northwood
Station:	02349001
Location:	US 4 (First NH TPK) at Nottingham TL (east of NH 152)
Group:	2

,			
		Adjustn	nent to
<u>Month</u>	<u>ADT</u>	<u>Average</u>	<u>Peak</u>
January	8,093	1.16	1.32
February	8,435	1.11	1.26
March	8,469	1.11	1.26
April	9,017	1.04	1.18
May	9,905	0.95	1.08
June	10,351	0.91	1.03
July	10,528	0.89	1.01
August	10,650	0.88	1.00
September	10,237	0.92	(1.04)
October	9,836	0.96	1.08
November	8,794	1.07	1.21
December	8,482	1.11	1.26
AADT:	9,400		
Peak Month:	10,650		

Notes:

XXA box around data indicates an estimated value. Do not use as data.NAData Not Available for consecutive months. Estimates not provided.



Year 2017 Monthly Data

Town:	Northwood
Station:	02349001
Location:	US 4 (First NH TPK) at Nottingham TL (east of NH 152)
Group:	2

		_	
		Adjustn	nent to
<u>Month</u>	<u>ADT</u>	Average	<u>Peak</u>
January	8,005	1.17	1.33
February	8,020	1.17	1.33
March	8,389	1.12	1.27
April	9,028	1.04	1.18
May	9,644	0.97	1.11
June	10,187	0.92	1.05
July	10,461	0.90	1.02
August	10,682	0.88	1.00
September	10,367	0.91	1.03
October	9,960	0.94	1.07
November	8,951	1.05	1.19
December	9,134	1.03	1.17
AADT:	9,389		
Peak Month:	10,682		

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Notes:

A box around data indicates an estimated value. Do not use as data. Data Not Available for consecutive months. Estimates not provided. NA



Year 2016 Monthly Data

Town:	Northwood
Station:	02349001
Location:	US 4 (First NH TPK) at Nottingham TL (east of NH 152)
Group:	2

		Adjustn	nent to
<u>Month</u>	<u>ADT</u>	Average	<u>Peak</u>
January	7,835	1.19	1.37
February	8,220	1.14	1.31
March	8,823	1.06	1.22
April	9,165	1.02	1.17
May	9,715	0.96	1.11
June	10,252	0.91	1.05
July	10,564	0.89	1.02
August	10,767	0.87	1.00
September	10,323	0.91	1.04
October	9,643	0.97	1.12
November	8,843	1.06	1.22
December	8,144	1.15	1.32
AADT:	9,360		

AADT: 9,360 Peak Month: 10,767

Notes:

XXA box around data indicates an estimated value. Do not use as data.NAData Not Available for consecutive months. Estimates not provided.

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 STEPHEN G. PERNAW & COMPANY

 PROJECT:
 Proposed Drive Thru Coffee Shop, Northwood, New Hampshire

 NUMBER:
 1951A

HISTORICAL GROWTH CALCULATIONS SUMMARY

CASE: AADT

LOCATION :

US4/US202/NH9 (East of Bow Lake Road) - Northwood, NH Bow Lake Road (South of Shelburne Hill Rd) - Northwood, NH			% per year % per year
Average	=	0.9	% per year
Use	=	1.0	% per year

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STEPHEN G. PERNAW & COMPANY, INC.PROJECT:Proposed Drive Thru Coffee Shop, Northwood, New HampshireNUMBER:1951ACOUNT STATION:62349053

HISTORICAL GROWTH CALCULATIONS

LOCATION :	US4/US202/NH9 (East of Bow Lake Road) - Northwood, NH
CASE :	AADT

ARITHMETIC PROJECTIONS

YEAR	AADT			PROJEC	TIONS	
		Regression Ou	utput:			
2011	13000	Constant	-526227.37	2019	14199	
2014	12000	Std Err of Y Est	991.16289	2020	14467	
2015	12360	R Squared	0.3598664	2021	14734	
2016	12607	No. of Observations	6	2022	15002	
2017	14391	Degrees of Freedom	4	2023	15270	
2018	14679			2024	15537	
		X Coefficient	267.67027	2025	15805	
		Std Err of Coef.	178.49859	2026	16073	
				2027	16340	
				2028	16608	

RATE = 268 VPD/YEAR

16876

2029

GEOMETRIC PROJECTIONS

YEAR	AADT	Ln AADT			PROJEC	TIONS
2011	13000	9.47270	Constant	-30.17167	2019	14164
2014	12000	9.39266	Std Err of Y Est	0.0748461	2020	14445
2015	12360	9.42222	R Squared	0.3476126	2021	14732
2016	12607	9.44201	No. of Observations	6	2022	15025
2017	14391	9.57436	Degrees of Freedom	4	2023	15324
2018	14679	9.59417			2024	15628
			X Coefficient	0.0196781	2025	15939
			Std Err of Coef.	0.013479	2026	16256
					2027	16579
					2028	16908

RATE = 2.0 % / YEAR

17244

2029



STEPHEN G. PERNAW & COMPANY, INC.PROJECT:Proposed Drive Thru Coffee Shop, Northwood, New HampshireNUMBER:1951ACOUNT STATION:82349056

HISTORICAL GROWTH CALCULATIONS

LOCATION :	Bow Lake Road (South of Shelburne Hill Rd) - Northwood, NH
CASE :	AADT

ARITHMETIC PROJECTIONS

YEAR	AADT			PROJEC	TIONS
		Regression C	Dutput:		
2009	1500	Constant	9461.6319	2019	1421
2012	1400	Std Err of Y Est	39.87266	2020	1417
2015	1428	R Squared	0.1254264	2021	1413
2016	1400	No. of Observations	6	2022	1409
2017	1457	Degrees of Freedom	4	2023	1405
2018	1447			2024	1401
		X Coefficient	-3.9826087	2025	1397
		Std Err of Coef.	5.2582506	2026	1393
				2027	1389

RATE =	-4	VPD/YEAR
	-4	VPD/TEAR

1385

1381

2028

2029

GEOMETRIC PROJECTIONS

YEAR	AADT	Ln AADT			PROJE	CTIONS				
			Regression O	Regression Output:						
2009	1500	7.31322	Constant	12.67426	2019	1421				
2012	1400	7.24423	Std Err of Y Est	0.0276695	2020	1417				
2015	1428	7.26403	R Squared	0.1189961	2021	1413				
2016	1400	7.24423	No. of Observations	6	2022	1410				
2017	1457	7.28413	Degrees of Freedom	4	2023	1406				
2018	1447	7.27725			2024	1402				
			X Coefficient	-0.0026821	2025	1398				
			Std Err of Coef.	0.0036489	2026	1395				
					2027	1391				

RATE = -0.3 % / YEAR

1387

1383

2028

2029





Transportation Data Management System

List View	All DIRs		
Record	1 Def 1 Goto Record	go	
Location ID	62349053	MPO ID	
Туре	SPOT	HPMS ID	
On NHS	Yes	On HPMS	No
LRS ID	U000004	LRS Loc Pt.	
SF Group	02	Route Type	
AF Group	02	Route	US 4
GF Group	E	Active	Yes
Class Dist Grp	Default 🕨	Category	3
Seas Clss Grp	Default		
WIM Group	Default 🔶		
QC Group	Default		
Fnct'l Class	Other Principal Arterial	Milepost	
Located On	First New Hampshire Tpke		
Loc On Alias	US 4/US 202/NH 9 (1ST NH TPK) EAST OF BOW LAKE I	RD (EB-WB) (613	349046-61349047)
More Detail 🕨	· · · · · · · · · · · · · · · · · · ·		
STATION DAT	A		

Directions: 2-WAY EB WB

AADT 🖗

· • • • •								
	Year	AADT	DHV-30	К%	D %	PA	BC	Src
	2018	14,679 ³		10	53	13,535 (92%)	1 ,1 44 (8%)	Grown from 2017
	2017	14,391	1,463	10	53	13,355 (93%)	1,036 (7%)	
	2016	12,607 ³				11,498 (91%)	1,109 (9%)	Grown from 2015
	2015	12,360 ³						Grown from 2014
	2014	12,000			53			
_<<	<	> >>	1-5 of 20					

Turual Damand Madal

	Model Year	Model AADT	AM PHV	AM PPV	MD PHV	MD PPV	PM PHV	PM PPV	NT PHV	NT PPV
VOLL	JME COU	NT				VOLUM	IE TRENI	D Ô		
		Date		Int	Total	Year			I Growth	
1	Th	u 7/20/2017		60	16,940	2018			2%	
1	We	d 7/19/2017		60	17,106	2017		1	4%	
1	Tu	e 7/18/2017		60	15,893	2016			2%	
1	Th	u 7/10/2014		60	15,735	2015		-	3%	
-	W	ed 7/9/2014		60	15,139	2010			3%	
1	Τι	ue 7/8/2014		60	14,440	2014			3%	
1	Th	u 5/26/2011		60	15,333					
1	We	ed 5/25/2011		60	14,750	2008			5%	
*	Th	u 7/10/2008		60	15,634	2005			3%	
*	W	ed 7/9/2008		60	14,944	2002			2%	
	<< <	> >>	1-10 of 55		SING I	1999	· · · · · · · · · · · · · · · · · · ·	a generational International	0%	





Transportation Data Management System

List View All DIRs

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Locat	tion ID	623490	53							1	MPO ID		
	Туре	SPOT								н	PMS ID		
0	n NHS	Yes								On		10	
L L	LRS ID	U00000	04							LRS	Loc Pt.		
SF	Group	02								▶ Rou	te Type		
AF	Group	02			••••••)		Route	JS 4	
GF	Group	E								•	Active	′es	
Class Di	ist Grp	Default		-					<u> </u>	Ca	ategory 3	3	
Seas Cl	ss Grp	Default											
WIM	Group	Default											
QC	Group	Default											
	l Class		rincipal	Arteria	I					M	lilepost		
Loca	ted On	First Ne	w Ham	pshire	Tpke					-	I		
Loc On Alias US 4/US 202/NH 9 (1ST NH TPK) EAST OF BOW LAKE RD (EB-WB) (61349046-61349047)													
				PR					MP				PT 🔻
	· · · · · · · · · · · · · · · · · · ·												
More Detail													
STATIC		Δ											
L				14/15	æ.								
Directio		WAT	EB	WB	e.								
AADT	Ø												
	Year	AAI	DT	DHV-3	0	K٩	%	D %	,	PA	BC	;	Src
	2011	13,0	000										
	2008	12,0	000										
	2005	14,0	000										
	2002	13,0	000										
	1999	14,0											
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Travel	Deman												
	Model	1	del							DM DIN	DIADON	NT DUNC	
	Year		DT	AM PI		M PF	'V	MD PHV	MD PPV	PW PHA	PM PPV	NT PHV	NT PPV
VOLUME COUNT										E TRENI	n (Ö)		
	AE COL	JNT Date	•		In	nt		Total		E TRENI		I Growth	
					ln 61			Total 6,940	Year	E TRENI	Annua	l al Growth 2%	
	Т	Date	2017		-	0	1		Year 2018	E TRENI	Annua	2%	<u> </u>
	т	Date hu 7/20/	/2017 /2017		6	0 0	1	6,940	Year 2018 2017	E TRENI	Annua 1	2% 4%	<u></u>
•	T M T	Date hu 7/20/ /ed 7/19	/2017 /2017 /2017		6	0 0 0	1 1 1	6,940 7,106	Year 2018 2017 2016	E TRENI	Annua	2% 4% 2%	<u> </u>
40 40 40	T W T T	Date hu 7/20/ /ed 7/19 ue 7/18/	/2017 /2017 /2017 /2014		61 61 61	0 0 0	1 1 1	6,940 7,106 5,893	Year 2018 2017 2016 2015	E TRENI	Annua	2% 4% 2% 3%	
4) 4) 4) 4)	T W T T	Date hu 7/20/ /ed 7/19 ue 7/18/ hu 7/10/	/2017 /2017 /2017 /2014 /2014		61 61 61 61	0 0 0 0 0	1 1 1 1	6,940 7,106 5,893 5,735	Year 2018 2017 2016 2015 2014	ETRENI	Annua 1	2% 4% 2% 3% -3%	
1) 1) 1) 1) 1)	T M T T V	Date hu 7/20/ /ed 7/19 ue 7/18/ hu 7/10/ Ved 7/9/	/2017 /2017 /2017 /2014 /2014 /2014 2014		61 61 61 61	0 0 0 0 0 0	1 1 1 1 1	6,940 7,106 5,893 5,735 5,139	Year 2018 2017 2016 2015	ETRENI	Annua 1	2% 4% 2% 3%	





Transportation Data Management System

List View All DIRs

Record H	4590	- M	of 5709	Goto Reco	ord	go				
Location ID	82349056					MPO ID				
Туре	SPOT					HPMS ID				
On NHS	No					On HPMS	No			
LRS ID	L3490055					LRS Loc Pt.				
SF Group	04				►	Route Type				
AF Group	04				•	Route				
GF Group	E		· · .		•	Active	Yes			
Class Dist Grp	Default				►	Category	3			
Seas Clss Grp	Default			···						
WIM Group	Default				►					
QC Group	Default									
Fnct'l Class	Minor Collector					Milepost				
Located On	Bow Lake Rd									
Loc On Alias	BOW LAKE RD SC	UTH OF	SHERBUR	NE HILL RD						
	PR									
	PR				P			1	РТ	_
						· · · · · · · · · · · · · · · · · · ·				
More Detail 🕨	1 ~ =									
STATION DAT	ΓA									
Directions: 2	-WAY									
AADT 🖗										

Year AADT DHV-30 Κ% D % PA BC Src 2018 1,447 183 13 1,334 (92%) 113 (8%) Grown 2017 1,457³ 1,354 (93%) 103 (7%) from 2016 Grown 2016 1,428³ 1,302 (91%) 126 (9%) from 2015 2015 1,400 2012 1,400

|<< <u><</u> <u>></u> >>| 1-5 of 10

Travel	Demand	Model

Trave	I Demand	i Model								
	Model Year	Model AADT	AM PHV	AM PPV	MD PHV	MD PPV	PM PHV	PM PPV	NT PHV	NT PPV
VOLU	IME COU	NT	······································			VOLUN	IE TRENI	D Ø		
		Date		Int	Total	Year			al Growth	
1	Th	u 6/28/2018		60	1,544	2018		-	.1%	
1	We	ed 6/27/2018		60	1,760	2017			2%	
-	Tu	e 6/26/2018		60	1,712	2016			2%	
-	Th	u 8/13/2015		60	1,771	2015			2 % 0%	
-	We	ed 8/12/2015		60	1,654	2013				
•	Tu	e 8/11/2015		60	1,465	2012			·2% 5%	





РТ T

Src

NT PPV

5%

19%

Transportation Data Management System

Lis	at View		All DIRs	ine t														
Reco	rd Ҝ		4590		H	of !	5709	Got	to Record	ľ	go							
Loca	ation ID	823490	- 156			_					MPO ID							
	Туре	SPOT								н	PMS ID							
C	On NHS	No																
	LRS ID	L34900)55							LRS	Loc Pt.							
SF	Group	04								Rou	te Type							
AF	Group	04									Route							
GF	Group	E							1		Active	Yes						
Class E	Dist Grp	Default								Ca	ategory	3						
Seas C	lss Grp	Default																
WIN	l Group	Default	i i															
QC	Group	Default	t															
	l'I Class			r						N	lilepost							
	ated On																	
	On Alias	BOW L		D SOUT	HOF	SHE	RBUR	NE H	ILL RD									
										· · · · · ·	Route Type Image: Second s							
								MP										
				PR MP														
More De	etail 🕨	I.																
STATI	ON DAT	"A																
Directi	ons: 2	-WAY	Ø															
AAD	τÖ																	
	Year	AA	DT	DHV-3	0	К%	,	D %		PA	В	С						
	2009	1,5	500															
	2006	1,3	300															
	2004	92	20 ²															
	2000	1,2	200															
	1997	1,1	100															
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	I Demar																	
	Model		odel	АМ РН				PHV		РМ РНУ								
	Year	A	ADT															
VOLU	ME CO	JNT							VOLUN		DÔ							
		Dat			In	t	Tota		Year			al Growth						
1		'hu 6/28			60		1,54		2018			-1%						
		Ved 6/27			60	_	1,76		2017			2%						
		ue 6/26			60		1,71		2016			2%						
		Thu 8/13 Ved 8/12			60 60	_	1,77 1,65		2015			0%						
		rue 8/11			60		1,65		2012			-2%						
1 27			12010		1 00	· I	1,70	.	2000			E0/						

Thu 7/26/2012

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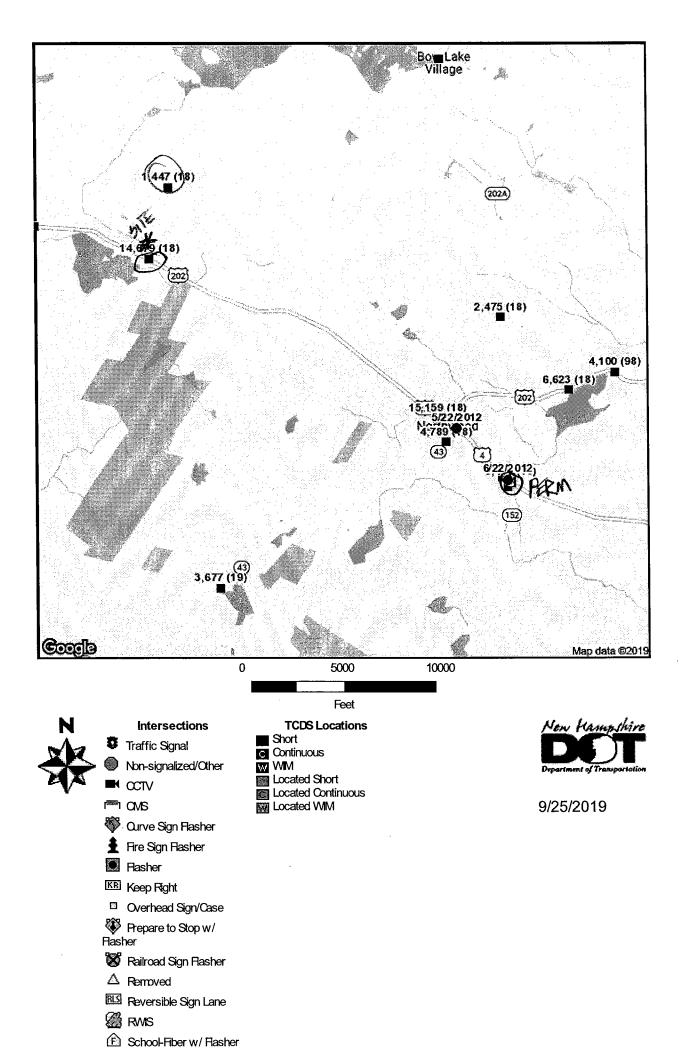
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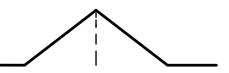
2009

2006



Appendix E

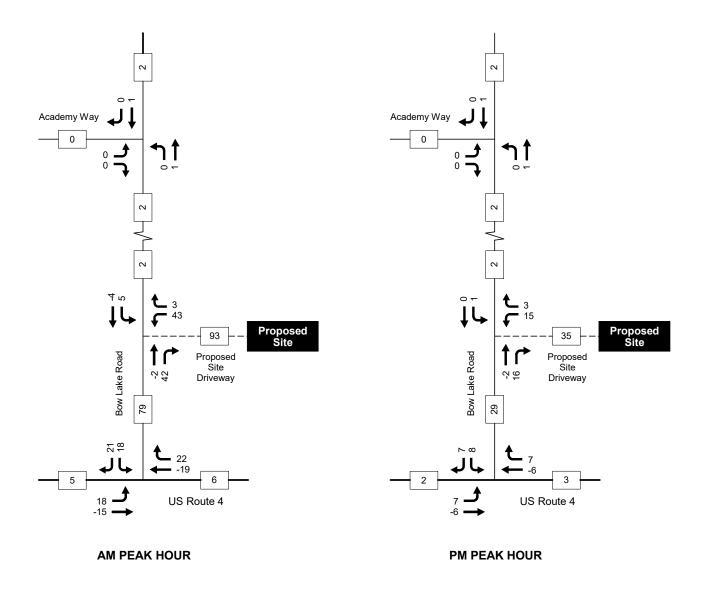
Site Generated Traffic Volumes / Trip Distribution



A

NORTH

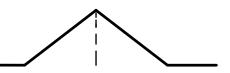
Pernaw & Company, Inc



1951A

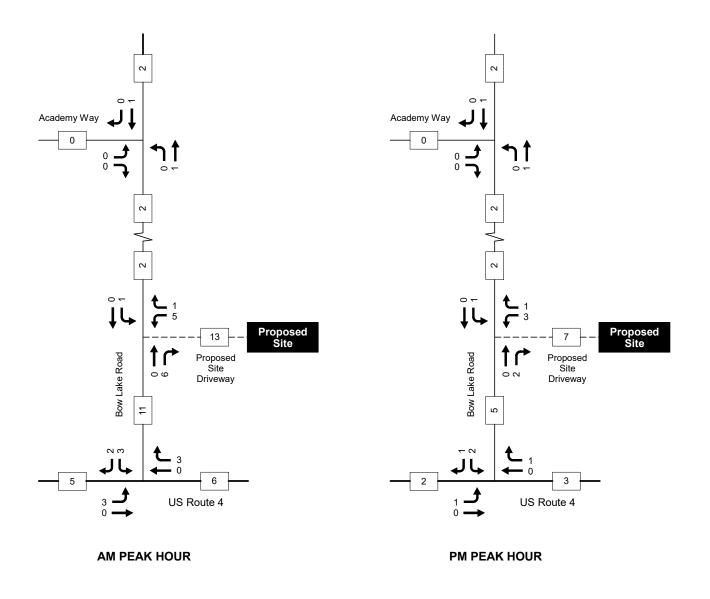
Appendix

Site Generated Traffic Volumes - 2030 Total Trips Traffic Impact Assessment, Proposed Drive-Thru Coffee Shop, Northwood, New Hampshire



NORTH

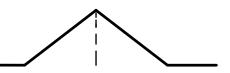
Pernaw & Company, Inc



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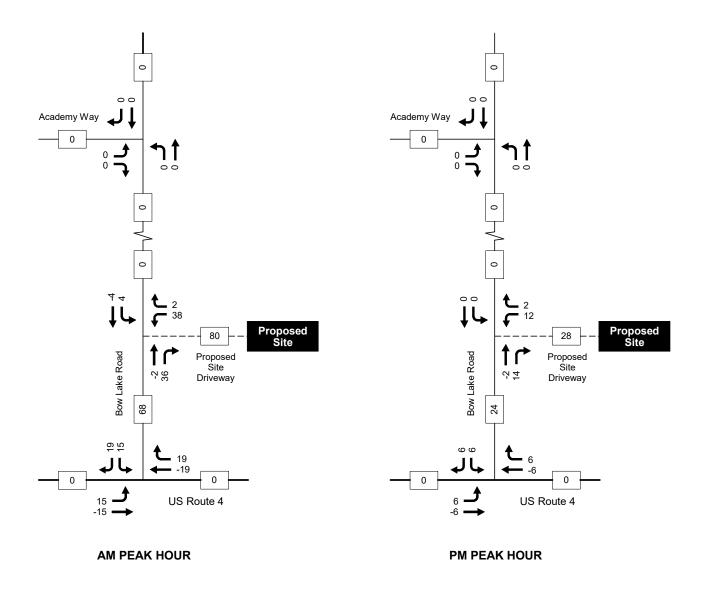
Appendix

Site Generated Traffic Volumes - 2030 Primary Trips Traffic Impact Assessment, Proposed Drive-Thru Coffee Shop, Northwood, New Hampshire



NORTH

Pernaw & Company, Inc



1951A

Appendix

Site Generated Traffic Volumes - 2030 Pass-By Trips Traffic Impact Assessment, Proposed Drive-Thru Coffee Shop, Northwood, New Hampshire





Project:	Coffee Shop	Job Number:	1951A
Calculated By:	SGP	Date:	10/8/2019
Checked By:	CFA	Date:	10/9/2019
Sheet No:	1	Of:	1
Subject:	Trip Generation Comp	utations	

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В	. 20	30 /	AM N	lo-Bu	uild e	enter	ing v	olur	ne =	= 1,5	90 >	X 1.0)4 X	1.0	1 ¹¹ =	= 1,8	345	vehi	cles			ļ							Į		Ļ				
C	. 20)20	PMN	020 and 2030 No-Build traffic volumes:																															
D	. 20	030	PMN	lo-Βι	uild e	enter	ing v	olur	ne =	= 1,5	51)	X 1.(04 X	1.0	1 ¹¹ :	= 1,8	800	vehi	cles																
III. Ca	alcu	late	trips	usin	g Ar	oma	Joe	's cà	aptu	re ra	tes:					1	1					1							<u> </u>		<u> </u>				
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В	. 20	30	AM v	rehicl	e arr	ivals	s = 1	,845	X O	0.024	14 =	45,	the	efo	re de	epar	ture	s = 4	45. t	here	efore	AN	l trip	s = :	90.					<u> </u>	İ				
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Printed on: 09/16/2019 11:20:05 Store # 48AJpt10.p 7.0.26. (C)1998-2018 C Pritchard, All Rights Reserved. StatBridge(R) & logo are trademarks of Franchise Technologies, Inc. ftipos.com

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Page

Appendix F

Capacity and Level of Service Calculations – Unsignalized

HCM 2010 TWSC 1: Bow Lake Road & Academy Way

Intersection						te ja		1.1.1		a.				
Int Delay, s/veh	3.5			· · · · · · · · · · · ·	<u></u>									
Movement	EBL	EBR	NBL	NBT	SBT	SBR						· ·	t en e	an an an an an an an an an an an an an a
Lane Configurations	Ŷ	/	1	⁄ स े	4	/								
Traffic Vol, veh/h	11	/ 2.	/ 81,			79								
Future Vol, veh/h	11	2	81	26	121	79								
Conflicting Peds, #/hr	0	0	0	0	0	0								
Sign Control	Stop	Stop	Free	Free	Free	Free				•				
RT Channelized	-	None	-	None		None								
Storage Length	0	-		-	_	None								
Veh in Median Storage,		_		0	0	-								
Grade, %	# 0	-	-	0	0	-								
Peak Hour Factor	46	46	- 48	48	78	- 70								
						78								
Heavy Vehicles, %	0	0	1	12	5	0								
Mvmt Flow	24	4	169	54	155	101								
	1inor2		Major1	<u> </u>	Major2									
Conflicting Flow All	598	206	256	0	-	0								
Stage 1	206	-	-	-	-	-								
Stage 2	392	-	-	-	-	-								
Critical Hdwy	6.4	6.2	4.11		-	-								
Critical Hdwy Stg 1	5.4	-	_	-	-	-								
Critical Hdwy Stg 2	5.4	-	-	-	-	_								
Follow-up Hdwy	3.5	3.3	2.209	_	_	_								
Pot Cap-1 Maneuver	468	840	1315	_	_	_								
Stage 1	833		1010	_										
Stage 2	687	_		-	_	-								
Platoon blocked, %	001	-	-	-	-	-								
Mov Cap-1 Maneuver	406	840	1315	-	-	-								
		040	1313	•	-	-								
Mov Cap-2 Maneuver	406		-	-	-	-								
Stage 1	722	-	-	-	-									
Stage 2	687	-	-	-	-									
						÷		•						
Approach	EB		NB		SB		1944 e							
HCM Control Delay, s	13.7		6.2		0	····				<u> </u>	anyong kanalang an	AND AND A REAL PROPERTY.		
HCM LOS	В				-									
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Minor Lane/Major Mvm		NBL	NBI	EBLn1	SBT	SBR				9888599	<u> 1997 - 19</u>			
Capacity (veh/h)		1315	-	441	-	-								
HCM Lane V/C Ratio		0.128	-	0.064	-	-								
HCM Control Delay (s)		8.1	0	13.7	-	-								
HCM Lane LOS		А	А	В	-	-								
HCM 95th %tile Q(veh)		0.4	-	0.2	-	-				•				· ·

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Intersection						u <u>mala</u> a N		l ist Geographie		191	n sy Dista		en Service	y. Se		•••	н к. У .	to e di Mata a
Int Delay, s/veh	3.4																	
Movement		EBR	NBL	NBT	SBT	SBR						La trai	SetVel	let ^e l				
Lane Configurations	¥	_	,	र्स	4Î	<u>,</u>	/	/										
Traffic Vol, veh/h	11	<u>/</u> 2,	/ 81,	27,	/ 127.	7 9												
Future Vol, veh/h	11	2	81	27	127	79												
Conflicting Peds, #/hr	0	0	0	0	0	0												
Sign Control	Stop	Stop	Free	Free	Free	Free												
RT Channelized	-	None	. <u>.</u>	None	-	None												
Storage Length	0	-	-	-	-	-												
Veh in Median Storage,	# 0	-	-	0	0	-												
Grade, %	0	-	-	0	0	-												
Peak Hour Factor	46	46	48	48	78	78												
Heavy Vehicles, %	0	0	1	12	5	0												
Mvmt Flow	24	4	169	56	163	101												
Major/Minor N	linor2		Major1	A	Major2				Majaj		94. A.		Terio	ita Tang				
Conflicting Flow All	608	214	264	0	<u></u>	0	te a de la ten	<u></u>	and the second second	<u>, 12 (17 19 19</u>	<u>iot man ika ing</u>	<u> </u>	t (2007) y 1 ₂₀ y 120 ann 2003 Anns	442 <u>37283 3</u> 3	<u>A. 1975 Triz</u>	<u>addi ydddi</u>	Georgen Georgen	<u>Y MEDAAN P</u>
Stage 1	214			-	-	-												
Stage 2	394	-	-	_	-	-												
Critical Hdwy	6.4	6.2	4.11	-	-	-												
Critical Hdwy Stg 1	5.4		-	-	-	-												
Critical Hdwy Stg 2	5.4	-	_	-	-	_												
Follow-up Hdwy	3.5	3.3	2.209	-	-	_												
Pot Cap-1 Maneuver	462	831	1306		-	_									·			
Stage 1	826	-	-	-	-	_												
Stage 2	686	-	-	_	_	_												
Platoon blocked, %	000			_	_	_												
Mov Cap-1 Maneuver	400	831	1306		_	_												
Mov Cap-2 Maneuver	400	001	1000	-		-												
Stage 1	715	_	_	_	_	_	1.1											
Stage 2	686	_	_	-	-	-												
Oldge 2	000			-	-													
APProper	EB	National de la companya de la companya de la companya de la companya de la companya de la companya de la company	- NID		- OD	Sticks We	网络动动	. (1984)	ile in the s	化化磷酸		2012.05	Statutus	(Filter	NARA	1.689. <i>29</i>	n Miller	anto Saletter
Approach		a managa an	NB 6.4		SB				ann an the state of the state o	193439			<u>southar</u>					
HCM Control Delay, s	13.9		6.1		0													
HCM LOS	В																	
usu shi i santaurun shakunas	en de color	r 2010-1920-1940-1940	anterraisen	tala in mina	84.03 <u>1 (51</u> - 24)	entratina, coma	tan ca	na kana de	C. Maria	an taganti	e Na sere recess		n na e con e co	et : 1	مرد ورو	19	·	
Minor Lane/Major Mvmt		NBL	NBT	EBLn1	SBT	SBR		178 A										
Capacity (veh/h)		1306	-	435	-	-												
HCM Lane V/C Ratio		0.129		0.065	-	-												
HCM Control Delay (s)		8.2	0	13.9	-	-												
HCM Lane LOS		А	А	В	-	-												
HCM 95th %tile Q(veh)		0.4	-	0.2	-	-												

Intersection						· · · · · · ·		tana.						· .					
Int Delay, s/veh	3.4	<u></u>	· · · · · ·	<u>.</u>		<u>-</u> `	<u>.</u>		<u> </u>			<u></u>						<u>, , , , , , , , , , , , , , , , , , , </u>	·
Movement		EBR	NBL	NBT	SBT	SBR			n 1 Section		A 1	i Lind		. : ¹ .					
Lane Configurations	۲ŗ	,	,	শ	Ĵ+	/	/	,											
Traffic Vol; veh/h	11,	<u> </u>	/ 81	28	128,	/ 79													
Future Vol, veh/h	11	2	81	28	128	79													
Conflicting Peds, #/hr	0	0	0	0	0	0													
Sign Control	Stop	Stop	Free	Free	Free	Free													
RT Channelized	-	None	-	None	-	None													
Storage Length	0	-	-	-	-	-													
Veh in Median Storage,		-	-	0	0	-													
Grade, %	0	-	-	0	0	-													
Peak Hour Factor	46	46	48	48	78	78													
Heavy Vehicles, %	0	0	1	12	5	0													
Mvmt Flow	24	4	169	58	164	101													
		•				101													
NACIONALIDON	din or 2		Vala 4	en en en en en en en en en en en en en e	1			1999 - 1999 1999 -	Sanaan	ana d		sida	 • No. Maria	o da Coro			ista M	n Starch	13414
	Ainor2		Major1		Aajor2	<u>1494458</u> •		1993 A.M.	02894			90.2°%	14.15.A	<u> 389</u>			<u> 1836</u>		Al B
Conflicting Flow All	611	215	265	0	-	0													
Stage 1	215	-	-	-	-	-													
Stage 2	396	-	-	-	-	-													
Critical Hdwy	6.4	6.2	4.11	-	-	-													
Critical Hdwy Stg 1	5.4	-	-	-	-	-													
Critical Hdwy Stg 2	5.4	-	-	-	-	-													
Follow-up Hdwy	3.5		2.209	-	-	-													
Pot Cap-1 Maneuver	460	830	1305	-	-	-													
Stage 1	826	-	-	-	-	-													
Stage 2	684	-	-	-	-	-													
Platoon blocked, %				-	-	-													
Mov Cap-1 Maneuver	398	830	1305	-	-	-													
Mov Cap-2 Maneuver	398	-	-	-	-	-	•												
Stage 1	715	-	-	-	-	-													
Stage 2	684	-	-	-	•	-													
Approach	EB		NB		SB		<u>B</u>			1980 Selection						(1913) (1913)	(1971) (1971)		
HCM Control Delay, s	13.9	n a den ner stadikerte	6.1	<u>an a sa bili di si ƙ</u>	0	ern nas en lidet en l'det	<u>eren an al a de</u>	<u>tra 18 stradio (</u> San 284) - 1	ara zwasiani zalifi	4894, 1479, 17 1	n a na ta	e verserfieler	<u>n trist tinte bi</u>	na shekari ta k	<u> 1919 - 1979</u> 1919 - 1917 - 1917	<u></u>	<u>er en regelikelen</u>	una ag Sel 1987. T	<u>eneradii) (</u>
HCM LOS	В		0		v														
	_																		
Minor Lane/Major Mvm	1 2.255	NBL	NOT	EBLn1	CDT	SBR	tan ka		s. Maria		1100	2975	ENGRA	N. S. S. S.			1.348A	97. w	
	L ange (*		NDI		OD [ುರಗ			<u> 80.1348</u> ,0	<u>1999</u>	<u>1943)</u> d*.	S. Colli	en al antaria de la compañía de la c Compañía de la compañía	ar Santawa				<u> 1995</u> 1	<u>Anna an an an an an an an an an an an an </u>
Capacity (veh/h)		1305	-	433	` _	-													
HCM Lane V/C Ratio		0.129	-	0.065	-	-													
HCM Control Delay (s)		8.2	0	13.9	-	-													
HCM Lane LOS		A	A	В	-	-													
HCM 95th %tile Q(veh)		0.4	-	0.2	-	-													

Intersection	na Anglasi				s., A		
Int Delay, s/veh	3.3						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	<u> Marina da Banda da</u>
Lane Configurations	۲ø			đ	4		/
Traffic Vol, veh/h	11.	<u> </u>	/ 81	/ 30	140	/ 79	
Future Vol, veh/h	11	2	81	30	140	79	
Conflicting Peds, #/hr	0	0	.0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	0	-	-	-	-	-	
Veh in Median Storage,	# 0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	46	46	48	48	78	78	
Heavy Vehicles, %	0	0	1	12	5	0	
Mvmt Flow	24	4	169	63	179	101	
	- ·	•					
Mojor/Minor	linor2	3494G	loiort		Increa		
Major/Minor N Conflicting Flow All	631	230	<u>Major1</u> 280	<u></u>	Najor2	0	
	230	230	200	U	-	U	
Stage 1		-	-	-	-	-	
Stage 2	401	-	-	-	-	-	
Critical Hdwy	6.4	6.2	4.11	-	-	·. •	
Critical Hdwy Stg 1	5.4	-	-	-	-	-	
Critical Hdwy Stg 2	5.4	-	-	-	-	-	
Follow-up Hdwy	3.5	3.3	2.209	-	-	-	
Pot Cap-1 Maneuver	448	814	1288	-	-	-	
Stage 1	813	-	-	-	-	-	
Stage 2	681	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	387	814	1288	-	-	-	
Mov Cap-2 Maneuver	387	-	-	-	-	-	
Stage 1	702	-	-	-	-	-	
Stage 2	681	-	-	-	-	-	
Approach	EB		NB		SB		
HCM Control Delay, s	14.2		6		0		
HCM LOS	В						
1000 200							
a a constanta de la cara en alta a constante en alta de la constante de la constante de la constante de la cons	网络路路		- MAT		~~~~		o-11.51.4541.1974 - Volanda Izazionikana dalah inakana dalamata
Minor Lane/Major Mvml		NBL	<u>NB</u> [EBLn1	SB⊺	SBR	
Capacity (veh/h)		1288	-	421	-	-	
HCM Lane V/C Ratio		0.131	-	0.067	-	-	
HCM Control Delay (s)		8.2	0	14.2	-	-	
HCM Lane LOS		А	А	В	-	-	
HCM 95th %tile Q(veh)		0.5	-	0.2	-	-	

Intersection		n de la compositione La compositione de la compositione de					
Int Delay, s/veh	3.3						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	Y	_	1	/ 4	14	/	
Traffic Vol, veh/h	11,	/ 2.	/ 81,	/ 31.	/ 141,	79,	
Future Vol, veh/h	11	2	81	31	141	, 79	
Conflicting Peds, #/hr	0	0	0	0	0	0	
•	Stop	Stop	Free	Free	Free	Free	
RT Channelized		None	_	None		None	
Storage Length	0		-	-	-		
Veh in Median Storage, #		· _	-	0	0	-	
Grade, %	0	-	_	0 0	Ő	_	
Peak Hour Factor	· 46	46	48	48	. 78	78	
Heavy Vehicles, %	0	-0	-0	12	5	0	
Mvmt Flow	24	4	169	65	181	101	
	24	4	103	00	101	101	
n de la fair air a ghacha ta chuir i shar air an a		la foração de ta	755225257	70 o .e %	ئەرسىقەتلەر يە	NO STRATEGY	ana an an an an an an an ann an an an an
	inor2		Major1		Aajor2		
Conflicting Flow All	635	232	282	0	-	0	
Stage 1	232	-	-	-	-	-	
Stage 2	403	-	-	-	-	-	
Critical Hdwy	6.4	6.2	4.11	-	-	-	
Critical Hdwy Stg 1	5.4	-	-	-	-	-	
Critical Hdwy Stg 2	5.4	-		-	-	-	
Follow-up Hdwy	3.5	3.3	2.209	-	-	-	
Pot Cap-1 Maneuver	446	812	1286	-	· -	-	
Stage 1	811	-	-	-	-	-	
Stage 2	679	-	-	-	-	-	
Platoon blocked, %				_	-	-	
Mov Cap-1 Maneuver	385	812	1286		-	·	
Mov Cap-2 Maneuver	385		-	-	_	-	
Stage 1	701	-	_	_	-	_	
Stage 2	679	_		_	_	-	
Oldge 2	075		-	-	-	•	
	se <u>rra</u> u	e a contactor	ana se se se se se se se se se se se se se	VZN STAL		1980 t 2882	
Approach	EB		NB		SB	<u> 14 A</u>	
	14.2		5.9		0		
HCM LOS	В						
Minor Lane/Major Mvmt.	19 19 3 3	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)		1286	-	419	<u></u>		an na mangang na kanang kanang kanang kanang kanang kanang kanang kanang kanang kanang kanang kanang kanang ka T
HCM Lane V/C Ratio		0.131	-	0.067	-	-	
HCM Control Delay (s)		8.2	0	14.2			
			-		-	-	
		Λ	A 1	D			
HCM Lane LOS HCM 95th %tile Q(veh)		A 0.5	A	В 0.2	-	-	

HCM 2010 TWSC 1: Bow Lake Road & Academy Way

Intersection		<u></u>			· · · ·	. 11		· · · .		
Int Delay, s/veh	3.4									
Movement	EBL	EBR	NBL	NBT	SBT	SBR			and the second second second second second second second second second second second second second second second	i de la composición de la composición de la composición de la composición de la composición de la composición d
Lane Configurations	¥	/		4	, î÷		· · · · · · · · · · · · · · · · · · ·	A second second	and a set of the test of the set	<u></u>
Traffic Vol, veh/h	29	16,	6	/110,	/ 77.	/ 18,	/			
Future Vol, veh/h	29	16	6	110	77	18				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Stop	Stop	Free		Free	Free				
RT Channelized		None		None	-	None				
Storage Length	0	-	-	-	-	-				
Veh in Median Storage,		-	_	0	0	-				
Grade, %	,, 0	_	-	0	0	_				
Peak Hour Factor	35	35	85	85	66	66				
Heavy Vehicles, %	0	0	0	2	3	0				
Mvmt Flow	83	46	7	129	117	27				
MARKET IOW	00	τŲ	'	120	111	21				
Major/Minor M	linor2	4200 i	Major1	944. 19	Major2				an an an an an an an an an an an an an a	
Conflicting Flow All	274	131	144	0		0	<u>ne o prese in transforment i provense de la 194</u>	<u>tertinget en die sector</u>	<u>e e e en el construction de la construction de la construction de la construction de la construction de la cons</u> La construction de la construction de	enta (ether) die
Stage 1	131	-	_	-	-	-				
Stage 2	143	-	-	-	-	-				
Critical Hdwy	6.4	6.2	4.1	-	-	_				
Critical Hdwy Stg 1	5.4		-	_	-	_				
Critical Hdwy Stg 2	5.4	_	-	_	_	_				
Follow-up Hdwy	3.5	3.3	2.2							
Pot Cap-1 Maneuver	720	924	1451			_				
Stage 1	900	027	1401	-	-	-				
Stage 2	889	-	-	-	-	-				
Platoon blocked, %	003	-	-	-	-	-				
Mov Cap-1 Maneuver	716	924	1451	-	-	-				
Mov Cap-1 Maneuver	716	924	1401	-	-	-				
Stage 1	896	-	-	-	-	-				
	889 889	-	-	-	-	-				
Stage 2	009	-	-	-	-	-				
Approach	EB		NB	a ta a ta a ta a ta a ta a ta a ta a t	SB					NAANO DAN
HCM Control Delay, s	10.5	a dall'atta del Cal	0.4	<u>na an an an an an an an an an an an an a</u>	<u></u> 0	ons-gerilli	<u>eren anternet in der in Matalika i</u>	<u>ke dip</u> erioteko	<u> CARANY SA SANÀN</u>	<u>SABAR S</u>
HCM LOS	B		0.4		U					
	D									
	n An An An	Sectors	in a state				un an		na sana ang ang ang ang ang ang ang ang ang	t gawarter
Minor Lane/Major Mvmt		NBL	NBT	EBLn1	SBT	SBR	<u>as tan sa an an an an an an an an an an an an an</u>			
Capacity (veh/h)		1451	-	. 778	-	-				
		0.005	-	0.165	-	-				
HCM Lane V/C Ratio		7.5	0	10.5	-	-				
HCM Control Delay (s)		1.0	•							
		7.0 A	A	B 0.6	-	-				

Intersection	s light										ty in the		i a	n shirik Shiriyan ƙwa
Int Delay, s/veh	3.4													
Movement	EBL	EBR	NBL	NBT	SBT	SBR		۰ ۲۰ ۲۰ ۲۰ - ۲۰ - ۲۰			a Antonio			
Lane Configurations	**	1	1	/4	14	/	1							
Traffic Vol, veh/h	29	/ 16,	6.	1	81	/ 18/	/							
Future Vol, veh/h	29	16	6	116	81	18								
Conflicting Peds, #/hr	0	0	Ö	0	0	0								
Sign Control	Stop	Stop	Free	Free	Free	Free								
RT Channelized	-	None	-	None	-	None								
Storage Length	0	-	-	-	-	-								
Veh in Median Storage,	# 0	-	-	0	0	-								
Grade, %	0	-	-	0	0	-								
Peak Hour Factor	35	35	85	85	66	66								
Heavy Vehicles, %	0	0	0	2	3	0								
Mvmt Flow	83	46	7	136	123	27								
			•	100	120	2,								
Major/Minor	/linor2		Major1		Aajor2	533 <i>1</i> 243		an an an an an an an an an an an an an a	una ang ang ang ang ang ang ang ang ang a		82338W		an an an an an an an an an an an an an a	NG22N93
Conflicting Flow All	287	<u>137</u>	150	<u>0</u>	najulz	0	<u>1200</u> 33605		法计师问题的		940948712 940			
Stage 1	207 137	137	100	U	-	U								
	150	-	-	-	-	-								
Stage 2 Critical Hdwy	6.4	- 6.2	-	-	-	-								
•		0.2	4.1	-	-	-								
Critical Hdwy Stg 1	5.4	-	-	-	-	-								
Critical Hdwy Stg 2	5.4	-	-	-		-								
Follow-up Hdwy	3.5	3.3	2.2	-	-	-								
Pot Cap-1 Maneuver	708	917	1444	-	-	-								
Stage 1	895	-	-	-	-	-								
Stage 2	883	-	-	-	-	-								
Platoon blocked, %		o / 7		-	-	-								
Mov Cap-1 Maneuver	704	917	1444	-	-	-								
Mov Cap-2 Maneuver	704	-	-	-		-								
Stage 1	891	-	-	-	٦.									
Stage 2	. 883	-	-	-	-									
Approach	EB		NB		SB									
HCM Control Delay, s	10.6		0.4		0									
HCM LOS	В													
Minor Lane/Major Mvm	1 0/033	NBL	NRT	EBLn1	SBT	SBR	Communia			3495.).K		ti kaler		
	AG (SADAG	1444		<u>E0L113</u> 767	ျပပ္သ		<u></u>	n an	aren er en en en en en en en en en en en en en	91212772777	enistre <u>s</u>	978849903	<u>1997 († 1</u> 7	and an an an an an an an an an an an an an
Capacity (veh/h) HCM Lane V/C Ratio			-		-	-								
		0.005	-	0.168	-	-								
HCM Control Delay (s)		7.5	0	10.6	-									
HCM Lane LOS		A	A	B	-	-								
HCM 95th %tile Q(veh)		0	-	0.6	-	-								

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Intersection			· · ·				
Int Delay, s/veh	3.4						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	ta a la facto de la companya de la companya de la companya de la companya de la companya de la companya de la c
Lane Configurations	Ŷ	/	/	्रस	1		/
Traffic Vol, veh/h	29 -	16	6.	/117	82		
Future Vol, veh/h	29	16	6	117	82	18	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	0	-	-	-	-	-	
Veh in Median Storage,		-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	35	35	85	85	66	66	
Heavy Vehicles, %	0	0	0	2	3	- 0	
Mvmt Flow	83	46	7	138	124	27	
Major/Minor M	inor2	<u> </u>	Major1	2 S N	Aajor2		
Conflicting Flow All	290	138	151	0	-	0	
Stage 1	138	-	-	-	-	•	
Stage 2	152	-	-	-	-	-	
Critical Hdwy	6.4	6.2	4.1	-	-	-	
Critical Hdwy Stg 1	5.4	-	-	-	-	-	
Critical Hdwy Stg 2	5.4	-	-	-	-	-	
Follow-up Hdwy	3.5	3.3	2.2	-	-	-	
Pot Cap-1 Maneuver	705	916	1442	-	-	-	
Stage 1	894	-	-	-	-	-	
Stage 2	881	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	701	916	1442	-	-	-	
Mov Cap-2 Maneuver	701	-	-	-	-	-	
Stage 1	890	-		-	-	-	
Stage 2	881	-	-	-	-	-	
Approach	EB		NB		SB		
HCM Control Delay, s	10.7		0.4		0		
HCM LOS	В						
Minor Lane/Major Mvml		NBL	NRT	EBLn1	SBT	SBR	
Capacity (veh/h)	12010	1442	<u>,</u>	765	<u>, , , , , , , , , , , , , , , , , , , </u>	<u></u>	ny na manana amin'ny tanàna mandritra dia kaominina dia kaominina dia kaominina dia kaominina dia kaominina dia N
HCM Lane V/C Ratio		0.005	-	0.168	_	-	
HCM Control Delay (s)		7.5	- 0	10.7	-	-	
HCM Lane LOS		7.5 A	A	10.7 B	-		
HCM 95th %tile Q(veh)		0	A	0.6	-		
		U		0.0	-	-	

· · ·																		
Intersection	<u>1993</u>				·						· .·			. : .	. ³			
Int Delay, s/veh	3.2																	
Movement	EBL	EBR	NBL	NBT	SBT	SBR		ر کر در مارین	Sector			The	n en Ser es	en en	9 S.	asia.	ן: הכירי או	
Lane Configurations	Ŷ	/		्रस्	, Îs													
Traffic Vol, veh/h	29	/ 16,	6.		90	18												
Future Vol, veh/h	29	16	6	128	90	18	•											
Conflicting Peds, #/hr	0	0	0	0	0	0												
Sign Control	Stop	Stop	Free	Free	Free	Free												
RT Channelized	-	None		None	-	None												
Storage Length	0	-	-	-	-	-												
Veh in Median Storage,	# 0	-	-	0	0	-												
Grade, %	0	-	-	0	0	-												
Peak Hour Factor	35	35	85	85	66	66			÷									
Heavy Vehicles, %	0	0	0	2	3	0												
Mvmt Flow	83	46	7	151	136	27												
Major/Minor M	linor2		Major1		Major2	AN SA							83N					
Conflicting Flow All	315	150	163	0	-	0		<u>, et 18 se ta e</u>	<u> </u>	<u>, , , , , , , , , , , , , , , , , , , </u>	- <u></u>		igi bideate	<u></u>	A. 9. 17.19			
Stage 1	150	-	-	-	-	-												
Stage 2	165	-	-	-	-	-												
Critical Hdwy	6.4	6.2	4.1	-	-	-												
Critical Hdwy Stg 1	5.4	-	-	-	-	-												
Critical Hdwy Stg 2	5.4	-	• -	-	-	-												
Follow-up Hdwy	3.5	3.3	2.2	-	-	-												
Pot Cap-1 Maneuver	682	902	1428	-	-	-												
Stage 1	883	-	-	-	-	-												
Stage 2	869	· -	-	-	-	-												
Platoon blocked, %				-	-	-												
Mov Cap-1 Maneuver	679	902	1428	-	-													
Mov Cap-2 Maneuver	679	-	-	-	-	-												
Stage 1	879	-	-	-	-	÷												
Stage 2	869	-	-	-	-	-												
				*														
Approach	EB		NB		SB										8.I.9%	SAA.		
HCM Control Delay, s	10.8	<u>addada a constant</u>	0.3	<u>al var kan kan kan k</u>	0	199999 <u>, 1997 - 997</u>	<u>19.2.5.5573</u>	1912119-94	an an an an an an an an an an an an an a	an an an an an an an an an an an an an a	ang ang ang ang ang ang ang ang ang ang	alle alle e l'her beel	ingen generen er.	ALTE LITE AL AND	- 192 101 10 10 101 -	- 146 - 1 4 18 18 18 18 18 18 18 18 18 18 18 18 18	<u>nen nen e</u>	, sectente proctave auto
HCM LOS	В				•													
	haing 11.193	-Ander	NINT.	E DI 2 7	- Con-	000	网络阴道	in an i	a an	94. MAR	유민생	\$4.1974.	1663-00	NY taka			sin sa	e Verseaue
Minor Lane/Major Mvmt		NBL		EBLn1	SBT	SBR	Propagation and	na ann an 11. Cairte Bhair	<u> (1855)</u>		24373	<u>Dela del</u>			1	and da	NN ASS	
Capacity (veh/h)		1428		744	-	-												
HCM Lane V/C Ratio		0.005		0.173	-	-												
HCM Control Delay (s) HCM Lane LOS		7.5			-	-											-	
HUMU ANA LOS		A	A	К	-													
HCM 95th %tile Q(veh)		0	Л	0.6		-												

Intersection		n Andre			1. F.						÷.					Televis
Int Delay, s/veh	3.2															
Movement	EBL	EBR	NBL	NBT	SBT	SBR										
Lane Configurations	Y	/	1	, सै	, þ	,	,									
Traffic Vol, veh/h	29	/ 16,	6	/129,	/ 91.	/ 18,										
Future Vol, veh/h	29	16	6	129	91	18										
Conflicting Peds, #/hr	0	0	0	0	0	0										
Sign Control	Stop	Stop	Free	Free	Free	Free										
RT Channelized	-	None	-	None	-	None										
Storage Length	0	-	-	-	-	-										
Veh in Median Storage,	# 0	-	-	0	0	-										
Grade, %	0	-	-	0	0	-										
Peak Hour Factor	35	35	85	85	66	66					÷					
Heavy Vehicles, %	0	0	0	2	3	0										
Mvmt Flow	83	46	7	152	138	27										
			•			_/										
Major/Minor	/linor2		Major1		Major2					en de la	George He	3.12 M	EN SA	99.48 1	ana an	(Assailten)(2)
Conflicting Flow All	318	152	165	0	najurz	<u>a de teta a</u> 0	- 電子電影管理器			with the			(ALIAN)		1. A. S.	
-	152	152	105	U	-	U										
Stage 1	166	-	-	-	-	-										
Stage 2	6.4	- 6.2	4.1	-	-	-										
Critical Hdwy		۵.۷	4.1	-	-	-								•		
Critical Hdwy Stg 1	5.4	-	-	-	-	-										
Critical Hdwy Stg 2	5.4	-	-	-	-	-										
Follow-up Hdwy	3.5	3.3	2.2	-	-	-										
Pot Cap-1 Maneuver	679	900	1426	-	-	-										
Stage 1	881	-	-	-	-	-										
Stage 2	868	· -	-	· -	-	-										
Platoon blocked, %				-	-	-										
Mov Cap-1 Maneuver	676	900	1426	-	-	-										
Mov Cap-2 Maneuver	676	-	-	-	-	-										
Stage 1	877	-	-	-	-	· -			÷							
Stage 2	868	-	-	-	-	-										
Approach	EB		NB		SB		i Salek									
HCM Control Delay, s	10.9	na fraga ang ang ang ang ang ang ang ang ang	0.3		0	Maria Maria	North States	The second second second second second second second second second second second second second second second s	12 M 2 M 2 M 2 M 2 M	<u>196 / 2 2000 (2 2000)</u>	<u>, 199, 200 - 199, 200 - 200</u>	agant process and	an a carrana	al ringent gear de te reige	Mandre And State 19	- <u> </u>
HCM LOS	В				•											
NALIZZZA ANTONIA ALIZZZA NA ALIZZZANA ALIZZZANA ALIZZZANA ALIZZZANA ALIZZZZANA ALIZZZZANA ALIZZZZZANA ALIZZZZZ	i ng aka	San San San San San San San San San San	Airim	10 m	ંજનેવ્ય		i da da terre	an an an an an an an an an an an an an a	وطور وتشقطت مشوران	762233	50,400 J			string and	Nationaliseo	an Angarang Per
Minor Lane/Major Mvm	L . 78%	NBL	NR!	EBLn1	SBT	SBR	<u>Selected (</u>	egenerative Stationalise								
Capacity (veh/h)		1426	-	742	-	-										
HCM Lane V/C Ratio		0.005	-	0.173	-	-										
HCM Control Delay (s)		7.5	0	10.9	-	-										
HCM Lane LOS		А	A		-	-										
HCM 95th %tile Q(veh))	0	-	0.6	-	-					•					

Intersection		1.11			11 (1) 90 (1) (1)		
Int Delay, s/veh	1.2						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	Ŷ		· fr		1	4	n na hanna an ann an ann an ann an ann an
Traffic Vol, veh/h	43	/ 3,	/111	/ 42,	5		
Future Vol, veh/h	43	3	111	42	5	124	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	0	-	-	-	-	-	
Veh in Median Storage	,# 0	-	0	-	-	0	
Grade, %	0	-	0	-	-	0	
Peak Hour Factor	90	90	48	48	90	90	
Heavy Vehicles, %	0	0	4	0	0	5	
Mvmt Flow	48	3	231	88	6	138	
		-			Ŭ	100	
Major/Minor N	Ainor1	A Star	Aajor1	\$45.3	Major2	NSAAN SI SI SI SI SI SI SI SI SI SI SI SI SI	and Mary Paral Market Contract of States
Conflicting Flow All	425	275	0	0	319	0	
Stage 1	275	270		0	515	0	
Stage 2	150	-	_	_	_	-	
Critical Hdwy	6.4	6.2			4.1	-	
Critical Hdwy Stg 1	5.4	0.2	_	-	4.1	-	
Critical Hdwy Stg 2	5.4	_		_	-	-	
Follow-up Hdwy	3.5	3.3	-	-	- 2.2	-	
Pot Cap-1 Maneuver	590	769	-	-	1252	-	
Stage 1	776	103	-	-	1202	-	
Stage 2	883	-	-	-	-	-	
Platoon blocked, %	005	-	-	-	-	-	
Mov Cap-1 Maneuver	587	769	-	-	1252	-	
Mov Cap-1 Maneuver	587 587	109	· •		1252	-	
-	776	-	-	-	-	-	
Stage 1	879	-	-		-	· -	
Stage 2	0/9	-	-	-	-	-	
	174 <i>31</i> 932 <u>1</u> 1 (2 A/ 1 2 G	e bertala a ser mas	la dalati ne nana	and and a state of a	National Institutes (1977)	
Approach	WB		- NB		SB		And the second second second second second second second second second second second second second second secon
HCM Control Delay, s	11.6		0.		0.3		
HCM LOS	В						
· .							
Minor Lane/Major Mvm	t in a	NBT	NBR	VBLn1	SBL	SBT	
Capacity (veh/h)		<u></u>	<u> </u>		1252	<u></u>	<u>na se en el constantententen el constantenten de la constanten de la constanten de la constanten de la constant</u> La constanten de la constantenten el constanten de la constanten de la constanten de la constanten de la constant
HCM Lane V/C Ratio		-	-	0.086		-	
HCM Control Delay (s)		-	-	11.6	7.9	0	
HCM Lane LOS		-	-	B	7.5 A	A	
HCM 95th %tile Q(veh)		-	-	0.3	0	-	
			-	0.0	U		

Int Delay, sheh 12 Movement WBL WBR NBR NBR SBL SBT Lane Configurations Y Y Y Y Y Traffic Vol, veh/h 43 3 122 42 5 138 Future Vol, veh/h 43 3 122 42 5 138 Conflicting Peds, #/hr 0 0 0 0 0 Stop Stop Stop Free Free Free Free RT Channelized - None - None Storage Length 0 - 0 Veh in Median Storage, # 0 - 0 Vehin Median Storage, # 0 - 0 Peak Hour Factor 90 48 48 90 90 Heavy Vehicles, % 0 0 4 0 0 5 Mymore Majort Majort Majort - - - Conflicting Flow All 463 288 0 342 0 - Stage 1 298 - - - - - Stage 2 165 - - <th>Intersection</th> <th></th> <th>viani. Po<u>sta</u>na</th> <th>anati . Atti ag</th> <th></th> <th></th> <th></th> <th>van Nederland de la ser</th> <th>e e e e e e e forte parte</th> <th></th> <th></th> <th></th>	Intersection		viani. Po <u>sta</u> na	anati . Atti ag				van Nederland de la ser	e e e e e e e forte parte			
Lane Configurations Y A A Traffic Vol, veh/h 43 3 122 42 5 38 Conflicting Peds, #/hr 0 0 0 0 0 0 Sign Control Stop Stop Free Free Free Free Free RT Channelized - None None - - Veh in Median Storage, # 0 - 0 - - Veh in Median Storage, # 0 - 0 - - Veh in Median Storage, # 0 - 0 - - Vehian Storage, # 0 - 0 - - 0 Peak Hour Factor 90 90 48 48 90 90 Heavy Vehicles, % 0 0 4 0 0 5 Stage 1 298 0 0 342 0 - Stage 1 298 0 0 342 0 - Stage 1 154 - - - -<	Int Delay, s/veh	1.2										
Traffic Vol, veh/h 43/3/12/42/5/138 Future Vol, veh/h 43 3 122/42/5/138 Future Vol, veh/h 43 3 122/42/5/138 Conflicting Fock #hr 0 0 0 0 Storage Length 0 - - - Veh in Median Storage, # 0 - 0 - Veh in Median Storage, # 0 - 0 - Veh in Median Storage, # 0 - 0 - Veh in Median Storage, # 0 - 0 - Veh in Median Storage, # 0 - 0 - Veh in Median Storage, # 0 - 0 - Veh in Median Storage, # 0 - 0 - Vehit Median Storage, # 0 - 0 5 More Storage Length 0 - 0 5 More Storage Length 0 342 0 342 0 Stage 1 128 - - - - Conflicting Flow All 63 <	Movement	WBL	WBR	NBT	NBR	SBL	SBT			a da seria br>Constante da seria da seria da seria da seria da seria da seria da seria da seria da seria da seria da seria da		
Traffic Vol, veh/h 43/3/12/42/5/138 Future Vol, veh/h 43 3 122/42/5/138 Future Vol, veh/h 43 3 122/42/5/138 Conflicting Fock #hr 0 0 0 0 Storage Length 0 - - - Veh in Median Storage, # 0 - 0 - Veh in Median Storage, # 0 - 0 - Veh in Median Storage, # 0 - 0 - Veh in Median Storage, # 0 - 0 - Veh in Median Storage, # 0 - 0 - Veh in Median Storage, # 0 - 0 - Veh in Median Storage, # 0 - 0 - Vehit Median Storage, # 0 - 0 5 More Storage Length 0 - 0 5 More Storage Length 0 342 0 342 0 Stage 1 128 - - - - Conflicting Flow All 63 <	Lane Configurations	Ŷ	/	ef ,	/	1	Â	1				
Conflicting Peds, #/hr 0 0 0 0 0 0 0 0 Sign Control Stop Stop Free Free Free Free Free RT Channelized - None None None Storage Length 0 - - 0 Grade, % 0 - 0 - 0 Peak Hour Factor 90 90 48 48 90 90 Heavy Vehicles, % 0 0 4 0 0 5 Major/Minor Minor1 Major1 Major2 - - - Conflicting Flow All 463 298 0 0 342 0 - Stage 1 298 - - - - - - Conflicting Flow All 463 298 0 0 342 0 - Stage 1 298 - - - - - - Follow-up Howy 35 3.3 - 2.2 - -	Traffic Vol, veh/h		/ 3,		42	5	138					
Sign Control Stop Stop Free Free Free Free Free RT Channelized - None - None - None Veh in Median Storage, # 0 - 0 - - 0 Grade, % 0 - 0 - - 0 Peak Hour Factor 90 90 48 48 90 90 Heavy Vehicles, % 0 0 4 0 0 5 Minor Minort Major/ Major/ Conflicting Flow All 43 298 0 342 0 Stage 1 298 - - - - - - Stage 1 298 - - - - - - Stage 1 298 - - - - - - - Stage 1 298 - - - - - - - Critical Hdwy Stg 1 5.4 - - - - -	Future Vol, veh/h	43	3	122	42	5	138					
Sign Control Stop Stop Free O Stap	Conflicting Peds, #/hr	0	0	0	0	0	0					
RT Channelized - None - None Storage Length 0 - - - Veh in Median Storage, # 0 - 0 Grade, % 0 - 0 Peak Hour Factor 90 90 48 48 90 90 Heavy Vehicles, % 0 0 4 0 0 5 Mymt Flow 48 3 254 88 6 153 Major/Minor Minort Major/Z - - - Conflicting Flow All 463 298 0 0 342 0 Stage 1 298 - - - - - Stage 2 165 - - - - - Critical Hdwy Stg 1 5.4 - - - - Follow-up Hdwy 3.5 3.3 - 2.2 - Polt Cap-1 Maneuver 561 746 - 1228 - Stage 1 758 - - -		Stop	Stop	Free	Free	Free	Free					
Storage Length 0 - - - 0 Veh in Median Storage, # 0 - 0 - 0 Grade, % 0 - 0 - 0 Peak Hour Factor 90 90 48 48 90 90 Heavy Vehicles, % 0 0 4 0 0 5 Minor 48 3 254 88 6 153 Major/Minor Major Major Major - - Conflicting Flow All 463 298 0 342 0 - Stage 1 298 - - - - - Stage 1 298 - - - - - Stage 1 298 - - - - - Critical Hdwy Stg 1 5.4 - - - - Critical Hdwy Stg 2 5.4 - - - - Stage 1 758 - - - - - <		-		-	None	-	None					
Veh in Median Storage, # 0 - 0 - - 0 Grade, % 0 - 0 - - 0 Peak Hour Factor 90 90 48 48 90 90 Heavy Vehicles, % 0 0 4 0 0 5 Minor 48 3 254 88 6 153 Major/Minor Minor1 Major1 Major2 Conflicting Flow All 463 298 0 342 0 Stage 1 298 - - - - Stage 1 298 - - - - Critical Hdwy Stg 1 5.4 - - - - Follow-up Hdwy 3.5 3.3 - 2.2 - Pot Cap-1 Maneuver 561 746 - 1228 - Stage 1 758 - - - - Stage 1 758 - - - - Stage 1 758 -	Storage Length	0	-	-	-		-					
Grade, % 0 - 0 - - 0 Peak Hour Factor 90 48 48 90 90 Heavy Vehicles, % 0 0 4 0 0 5 Mymt Flow 48 3 254 88 6 153 Major/Minor Minort Major1 Major2 Conflicting Flow All 463 298 0 0 342 0 Stage 1 298 - - - - Critical Hdwy 64 6.2 - 4.1 - Critical Hdwy 54 - - - - Follow-up Hdwy 3.5 3.3 - 2.2 - Pot Cap-1 Maneuver 561 746 - 1228 - Stage 1 758 - - - - Stage 2 869 - - - - No Cap-1 Maneuver 558 - - - - Stage 1 758 - - - - No Cap-1 Maneuver 558 - - - - Stage 1 758 - - - </td <td>č</td> <td># 0</td> <td>-</td> <td>0</td> <td>-</td> <td>-</td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td>	č	# 0	-	0	-	-	0					
Peak Hour Factor 90 90 48 48 90 90 Heavy Vehicles, % 0 0 4 0 0 5 Mymt Flow 48 3 254 88 6 153 Major/Minor Minori Major/ Major/ Major/ Conflicting Flow All 463 298 0 0 342 0 Stage 1 298 - - - - - - Critical Howy 6.4 6.2 - 4.1 -			-	0	-	-						
Heavy Vehicles, % 0 0 4 0 0 5 Mymt Flow 48 3 254 88 6 153 Major/Imor Minor1 Major1 Major2 Conflicting Flow All 463 298 0 0 342 0 Stage 1 298 - - - - Stage 2 165 - - - - Critical Hdwy Stg 1 5.4 - - - - Critical Hdwy Stg 2 5.4 - - - - Critical Hdwy Stg 2 5.4 - - - - Critical Hdwy Stg 2 5.4 - - - - Follow-up Hdwy 3.5 3.3 - 2.2 - Polt Cap-1 Maneuver 561 746 - 1228 - Stage 1 758 - - - - Mov Cap-1 Maneuver 558 746 - 1228 - Mov Cap-1 Maneuver 558 746 - 1228 - Mov Cap-1 Maneuver 558 746 - - - Stage 1 758		90	90		48	90						
Mvmi Flow 48 3 254 88 6 153 Major/Minor Minori Majori Majori Majori Conflicting Flow All 463 298 0 0 342 0 Stage 1 298 - - - - - - Conflicting Flow All 463 298 0 0 342 0 Stage 1 298 - - - - - - Critical Hdwy Stg 1 5.4 - - - - - - Follow-up Hdwy 3.5 3.3 - 2.2 - - Follow-up Hdwy 3.5 3.3 - 2.2 - - Stage 1 758 - - - - - Stage 2 869 - - - - - Mov Cap-1 Maneuver 558 746 - 1228 - -	Heavy Vehicles, %	0	0	4	0	0						
Major/Minor Minor1 Major1 Major2 Conflicting Flow All 463 298 0 0 342 0 Stage 1 298 - - - - - Stage 2 165 - - - - - Critical Hdwy Stg 1 5.4 - - - - - Critical Hdwy Stg 2 5.4 - - - - - Critical Hdwy Stg 2 5.4 - - - - - Follow-up Hdwy 3.5 3.3 - 2.2 - - Pot Cap-1 Maneuver 561 746 - 1228 - - Stage 2 869 - - - - - - Platoon blocked, % - - - - - - - Mov Cap-2 Maneuver 558 - - - - - - - <td></td> <td>48</td> <td></td> <td>254</td> <td></td> <td>6</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>		48		254		6						
Conflicting Flow All 463 298 0 0 342 0 Stage 1 298 - - - - - Stage 2 165 - - - - - Critical Hdwy 6.4 6.2 - - 4.1 - Critical Hdwy Stg 1 5.4 - - - - Follow-up Hdwy 3.5 3.3 - 2.2 - Pot Cap-1 Maneuver 561 746 - 1228 - Stage 1 758 - - - - Mov Cap-2 Maneuver 558 746 - 1228 - Stage 1 758 - - - - - Stage 2 865 - - - - - Mov Cap-2 Maneuver												
Conflicting Flow All 463 298 0 0 342 0 Stage 1 298 - - - - - Stage 2 165 - - - - - Critical Hdwy 6.4 6.2 - - 4.1 - Critical Hdwy Stg 1 5.4 - - - - Follow-up Hdwy 3.5 3.3 - 2.2 - Pot Cap-1 Maneuver 561 746 - 1228 - Stage 1 758 - - - - Mov Cap-1 Maneuver 558 746 - 1228 - Mov Cap-2 Maneuver 558 - - - - Stage 1 758 - - - - - Stage 2 865	Major/Minor	1inor1		Major1		Aaior2					anter en en en en en en en en en en en en en	
Stage 1 298 -							0	<u>n marine de la populación de la constance de la populación de la populación de la populación de la populación d</u>	<u>1997 - 1997</u> - 1997 -	on See of Section Section 1		<u>ya - jeje najse unije ljedno - 1917 - 272</u>
Stage 2 165 -			-	_	-	-	-					
Critical Hdwy 6.4 6.2 - - 4.1 - Critical Hdwy Stg 1 5.4 - - - - Critical Hdwy Stg 2 5.4 - - - - Follow-up Hdwy 3.5 3.3 - 2.2 - Pot Cap-1 Maneuver 561 746 - 1228 - Stage 1 758 - - - - Stage 2 869 - - - - Platoon blocked, % - - - - Mov Cap-1 Maneuver 558 746 - 1228 - Mov Cap-2 Maneuver 558 - - - - Stage 1 758 - - - - Stage 2 865 - - - - - Minor Lane/Major Mvmt NBT NBRWBLn1 SB SB - -			-	-	-	-	~					
Critical Hdwy Stg 1 5.4 - - - - Critical Hdwy Stg 2 5.4 - - - - Follow-up Hdwy 3.5 3.3 - 2.2 - Pot Cap-1 Maneuver 561 746 - 1228 - Stage 1 758 - - - - Stage 2 869 - - - - Platoon blocked, % - - - - Mov Cap-1 Maneuver 558 746 - 1228 - Mov Cap-2 Maneuver 558 - - - - Stage 1 758 - - - - Stage 2 865 - - - - Stage 2 865 - - - - HCM Control Delay, s 12 0 0.3 - HCM LOS B - - - -			6.2	-	-	4.1	-					
Critical Hdwy Stg 2 5.4 - - - - Follow-up Hdwy 3.5 3.3 - 2.2 - Pot Cap-1 Maneuver 561 746 - 1228 - Stage 1 758 - - - - Stage 2 869 - - - - Platoon blocked, % - - - - Mov Cap-1 Maneuver 558 746 - 1228 - Mov Cap-2 Maneuver 558 746 - 1228 - Mov Cap-2 Maneuver 558 - - - - Stage 1 758 - - - - Stage 2 865 - - - - More Control Delay, s 12 0 0.3 - HCM LOS B - - - - Minor Lane/Major Mvmit NBT NBRWBLn1 SBL SBT			-	-	-	-	-					
Follow-up Hdwy 3.5 3.3 - 2.2 - Pot Cap-1 Maneuver 561 746 - 1228 - Stage 1 758 - - - - Stage 2 869 - - - - Platoon blocked, % - - - - Mov Cap-1 Maneuver 558 746 - 1228 - Mov Cap-1 Maneuver 558 746 - 1228 - Mov Cap-2 Maneuver 558 - - - - Stage 1 758 - - - - Stage 2 865 - - - - Stage 2 865 - - - - Minor Lone/Major Mvmt NBT NBRWBLn1 SBL SBT			-	-	-	-	-					
Pot Cap-1 Maneuver 561 746 - 1228 - Stage 1 758 - - - - Stage 2 869 - - - - Platoon blocked, % - - - - Mov Cap-1 Maneuver 558 746 - 1228 - Mov Cap-1 Maneuver 558 746 - 1228 - Mov Cap-1 Maneuver 558 746 - 1228 - Mov Cap-2 Maneuver 558 - - - - Stage 1 758 - - - - Stage 2 865 - - - - Approach WB NB SB - - HCM LOS B - - - - Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT			3.3	-	-	22	_					
Stage 1 758 - - - - Stage 2 869 - - - - Platoon blocked, % - - - - Mov Cap-1 Maneuver 558 746 - 1228 - Mov Cap-2 Maneuver 558 - - - - Stage 1 758 - - - - Stage 2 865 - - - - Approach WB NB SB - - HCM Control Delay, s 12 0 0.3 - Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT			-	-	-		-					
Stage 2 869 -	•		-	-	-	-	_					
Platoon blocked, % - - - Mov Cap-1 Maneuver 558 746 - 1228 Mov Cap-2 Maneuver 558 - - - Stage 1 758 - - - Stage 2 865 - - - Approach WB NB SB HCM Control Delay, s 12 0 0.3 HCM LOS B - - Minor Lane/Major Mvmt NBT NBRWBLh1 SBL			_	-	-	-	-					
Mov Cap-1 Maneuver 558 746 - 1228 - Mov Cap-2 Maneuver 558 - - - - Stage 1 758 - - - - Stage 2 865 - - - - Approach WB NB SB HCM Control Delay, s 12 0 0.3 HCM LOS B - -				-	-		-					
Mov Cap-2 Maneuver 558 -		558	746	-	-	1228	-					
Stage 1 758 -			-	-	-		-					
Stage 2 865 - - Approach WB NB SB HCM Control Delay, s 12 0 0.3 HCM LOS B 0 0.3			-	-	-	-	-					
Approach WB NB SB HCM Control Delay, s 12 0 0.3 HCM LOS B Minor Lane/Major Mvmt NBT NBRWBLn1 SBL			-	-	-	-	-					
HCM Control Delay, s 12 0 0.3 HCM LOS B Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT	okago 1	000										
HCM Control Delay, s 12 0 0.3 HCM LOS B Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT	NEEDEELSAN (NOV)	MD	Boordestates	(CAR))): <u>위에</u> 요)	in the second	La la la la la la la la la la la la la la	ols noosee	1999 - 1999 -	SALARA		
HCM LOS B <u>Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT</u>		<u>na 1965a na 195</u>			<u> Andre</u>		<u> VACARAAN</u>	<u> 18 11 18 18 18 18 18 18 18 18 18 18 18 </u>				an an an an an an an an an an an an an a
Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT				0		0.3						
	HUM LOS	В										
	•											
	Minor Lane/Major Mvm		NBT	NBR	NBLn1	SBL	SBT					
Capacity (veh/h) 567 1228 -	Capacity (veh/h)		-	-	567	1228	-					
HCM Lane V/C Ratio 0.09 0.005 -			-	-			-					
HCM Control Delay (s) 12 7.9 0	HCM Control Delay (s)		-	-			0					
HCM Lane LOS B A A			-	-								
HCM 95th %tile Q(veh) 0.3 0 -	-		-	-			-					
	. ,											

Intersection 0.7

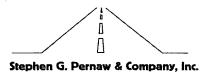
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	Υř		7.	/	/	, 4	1
Traffic Vol, veh/h	15	∕3 ,	121,	/ 16,	/ 1,	/ 96 ,	
Future Vol, veh/h	15	3	121	16	1	96	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	0	-	-	-	-	-	
Veh in Median Storage,	# 0	-	0	-	-	0	
Grade, %	0	-	0	-	-	0	
Peak Hour Factor	90	90	87	87	68	68	
Heavy Vehicles, %	0	0	2	0	0	1	
Mvmt Flow	17	3	139	18	1	141	
Major/Minor	1inor1		Major1	1	Major2		
Conflicting Flow All	291	148	0	0	157	0	
Stage 1	148		-	-	-	-	
Stage 2	143	-	-	-	-	-	
Critical Hdwy	6.4	6.2	-	-	4.1	-	
Critical Hdwy Stg 1	5.4	-	-	-	-	-	
Critical Hdwy Stg 2	5.4	-	-	- •	-	-	
Follow-up Hdwy	3.5	3.3	-	-	2.2	-	
Pot Cap-1 Maneuver	704	904	-	-	1435	-	
Stage 1	884	-	-	-	-	-	
Stage 2	889	-	-	-		-	
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver	703	904	-	-	1435	-	
Mov Cap-2 Maneuver	703	-	-	-	-	-	
Stage 1	884		-	-	-	-	· · ·
Stage 2	888	-	-	-	-	-	
Approach	WB		NB		SB		
HCM Control Delay, s	10.1		0		0.1		
HCM LOS	В						
Minor Lane/Major Mvm	i	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)			-	730	1435		
HCM Lane V/C Ratio		· _	-	0.027		-	
HCM Control Delay (s)		-	-	10.1	7.5	0	
HCM Lane LOS		-	-	В	A		
HCM 95th %tile Q(veh)		-	-	0.1	0		
					•		

HCM 2010 TWSC 2: Bow Lake Road & Proposed Site Driveway

Intersection								The state of the				e en alta da	
Int Delay, s/veh	0.6							<u> </u>	· · · · · · · · · · · · · · · · · · ·				<u></u>
Movement	WBL	WBR	NBT	NBR	SBL	SBT	التي يا الأمير ما الم المعالي الما		lan kasari ba Kasari Kasa		n an the first start	USAN AS	
Lane Configurations	ŶŢ	,	, î ,			्रस्							
Traffic Vol, veh/h	15	/ 3,		16,	1	106							
Future Vol, veh/h	15	3	134	16	1	106							
Conflicting Peds, #/hr	0	0	0	0	0	0							
Sign Control	Stop	Stop	Free	Free	Free	Free							
RT Channelized	-	None	-	None	-	None							
Storage Length	0	-	-	-	-	-							
Veh in Median Storage,	# 0	-	0	-	-	0							
Grade, %	0	-	0	-	-	0							
Peak Hour Factor	90	90	87	87	68	68							
Heavy Vehicles, %	0	0	2	0	0	1							
Mvmt Flow	17	3	154	18	1	156			1.1				
Major/Minor	Ainor1		Major1		Aajor2	Gerskepe.			5-12-13-13-13-13-13-13-13-13-13-13-13-13-13-	er en en en en en en en en en en en en en	a da		
Conflicting Flow All	321	163	0	0	172	0	<u>al de services (</u>	<u>enne se sonar</u>	<u>Venil Antorio</u>			<u></u>	
Stage 1	163	100	0	0	112	U							
Stage 2	158	_	_	-	-	-							
Critical Hdwy	6.4	6.2	_		4.1	-							
Critical Hdwy Stg 1	5.4	0.2	_	-	. 4.1	-							
Critical Hdwy Stg 2	5.4	_	_	-	-	-							
Follow-up Hdwy	3.5	3.3	_		2.2	-							
Pot Cap-1 Maneuver	677	887	_		1417	-							
Stage 1	871		_	_	1417	-							
Stage 2	875	_	-		-	-							
Platoon blocked, %	0/0			_	-	-							
Mov Cap-1 Maneuver	676	887	_	-	1417	-							
Mov Cap-1 Maneuver	676			_	1417	-							
Stage 1	871	_	_	_	_	_							
Stage 2	874	_		_	-	-							
Oldge 2	0/4			_	_	-							
an an an an an an an an an an an an an a	er en anteres	loulati totali	nde het Mater	n an air an tha thatair	en fan en en en en	anter anter a la contra de la contra de la contra de la contra de la contra de la contra de la contra de la con	STATES - SALASSON	elektronik konstantiate	. Anno 11 ANN ANNO 12 ANN 14 ANN 14	unter to the desire	9 24 3 5 5 5 5 5 M		late the state
Approach	WB		NB	<u>State</u>	SB	<u>Udined</u>		ense i Meri		Masalari			
HCM Control Delay, s	10.3		0		0.1								
HCM LOS	В												
									•				
Minor Lane/Major Mvm	i	NBT	NBR	VBLn1	SBL	SBT							
Capacity (veh/h)		-		704	1417		<u></u>	<u>an an u>	an and the strain of a special sector	an an an an an an an an an an an an an a	ana ana ang ang ang ang ang ang ang ang	and the state of the	$a^{(p)}a^{(p)} = 2 \left[a^{(p)} \right]_{a_{p}}^{a_{p}} = 1$
HCM Lane V/C Ratio		-	-	0.028		-							
HCM Control Delay (s)		-	-	10.3	7.5	0							
HCM Lane LOS		-	-	B	A	Ă							
HCM 95th %tile Q(veh)		-	-	0.1	0	-							
				÷	5								

Stephen G. Pernaw & Company, Inc.

Intersection				ine. National	an an an an an an an an an an an an an a				(1	t de l	n Sa Satur		Nary Sea	
Int Delay, s/veh	4.4							· · · · · · · · · · · · · · · · · · ·						·····
Movement	EBL		WBT	WBR	SBL	SBR			te et estatut	ģe esta		19414		n de la composition Mestro do composition
Lane Configurations	ሻ	/ *	<i>,</i> †	1	۲ /	1	/							
Traffic Vol, veh/h	13	/ 615 -		94.	60									
Future Vol, veh/h	13	615	746	94	60	62								
Conflicting Peds, #/hr	0	0	0	0	0	0								
Sign Control	Free	Free	Free	Free	Stop	Stop								
RT Channelized	-	None	-	None	-	None								
Storage Length	0	-	-	0	0	0								
Veh in Median Storage	e, # -	0	0	-	0	-								
Grade, %	-	0	0	-	0	-								
Peak Hour Factor	81	81	81	81	90	90								
Heavy Vehicles, %	15	9	5	2	7	3								
Mvmt Flow	16	759	921	116	67	69								
Major/Minor	Major1		Major2	(1434)	Minor2	lea(151)		****		ana an	8438.88	agy 2004/15 Mereo Colson	S. A.	
Conflicting Flow All	1037	0	- ייעוטיב	0	1712	921		<u>ARREALAEN</u>	<u>1999 - 1997 - 1997</u>	Sa Santa br>Santa Santa		<u>MALAR SAL</u>	<u>i wi in 1917</u>	<u>1940-9498 (1917)</u>
Stage 1	1007	-	_	-	921	521								
Stage 2	_	-	_	_	791	_								
Critical Hdwy	4.25	-	-	-	6.47	- 6.23								
Critical Hdwy Stg 1	4.20	-	-	-	5.47	0.20								
Critical Hdwy Stg 2	_	_	. [5.47	_								
Follow-up Hdwy	2.335	-	_		3.563	3.327								
Pot Cap-1 Maneuver	623	_	_	_	97	326								
Stage 1	020	_		• -	380	520								
Stage 2	_		_	-	438	-								
Platoon blocked, %	-	_	_	-	400	-								
Mov Cap-1 Maneuver	623	_	_		94	326								
Mov Cap-2 Maneuver	020	-	-		94 94	520								
Stage 1	-	-	-	-	370	-								
Stage 2		-	-	-	438	-								
Slaye 2	-		-	-	400									
ta sa mina manting salis ang ang salis na sa	1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.	analim alia. N	· 196, 196, 197, 199, 197 .	rationa e anta artic	Lindar at the and at the	te the state of the state the	Jana kan seriera tari	n an tha the same an air an air an the	MUMBERT IN LAND	a the first state		• . • .	La Nutri da Carta da Brance	ter de la constante de la constante de
Approach	EB		WB		SB									
HCM Control Delay, s	0.2		0		61.9									
HCM LOS					F									
Minor Lane/Major Mvm	n	EBL	EBT	WBT	WBR	SBLn1	SBLn2							
Capacity (veh/h)		623	-	-		94	326			<u> </u>	and the second of the		an an an an an an an an an an an an an a	
HCM Lane V/C Ratio		0.026	-	-	-	0.709								
HCM Control Delay (s)	1	10.9		· _	6	106.3	7 19							
HCM Lane LOS		, о. о	-	-		- F	Ċ							
HCM 95th %tile Q(veh)	0.1	-	-	-	3.6	0.8							
	,	0.1				0.0	0.0							



US4 / Bow Lake Road Left-Turn Departure Survey (Survey Date = Tuesday, September 10, 2019 - AM Peak Hour)

Arrival	Arrival	Departure	
Number	Time	Time	Delay
1	7:00:11	7:00:30	0:00:19
2	7:00:36	7:01:16	0:00:40
3	7:03:33	7:03:39	0:00:06
4	7:03:54	7:04:16	0:00:22
5	7:04:06	7:04:18	0:00:12
6	7:04:14	7:04:52	0:00:38
7	7:04:45	7:05:13	0:00:28
8	7:05:14	7:05:15	0:00:01
9	7:07:19	7:07:30	0:00:11
10	7:07:20	7:07:32	0:00:12
11	7:07:39	7:07:50	0:00:11
12	7:08:09	7:08:11	0:00:02
13	7:08:13	7:08:24	0:00:11
14	7:10:09	7:10:10	0:00:01
15	7:10:17	7:10:23	0:00:06
16	7:10:22	7:10:47	0:00:25
17	7:12:03	7:12:04	0:00:01
18	7:12:12	7:13:44	0:01:32
19	7:12:34	7:14:43	0:02:09
20	7:13:14	7:14:54	0:01:40
21	7:13:16	7:15:11	0:01:55
22	7:13:23	7:15:14	0:01:51
23	7:13:47	7:15:29	0:01:42
24	7:14:05	7:15:37	0:01:32
25	7:14:07	7:15:44	0:01:37
26	7:18:05	7:18:20	0:00:15
27	7:18:44	7:19:01	0:00:17
28	7:20:36	7:20:47	0:00:11
29	7:20:44	7:22:51	0:02:07
30	7:22:27	7:23:35	0:01:08
31	7:23:27	7:23:39	0:00:12
32	7:28:16	7:28:18	0:00:02
33	7:29:00	7:29:14	0:00:14
34	7:29:34	7:30:23	0:00:49
35	7:30:17	7:32:39	0:02:22
36	7:30:41	7:33:18	0:02:37
37	7:30:51	7:33:20	0:02:29
38	7:31:53	7:33:37	0:01:44
39	7:32:42	7:33:40	0:00:58
40	7:33:18	7:33:48	0:00:30
41	7:35:13	7:37:03	0:01:50
42	7:35:30	7:37:33	0:02:03
43	7:37:54	7:38:11	0:00:17
44	7:38:39	7:38:45	0:00:06
45	7:40:38	7:41:00	0:00:22
46	7:41:17	7:41:28	0:00:11
47	7:44:46	7:44:58	0:00:12
48	7:45:05	7:45:15	0:00:10
49	7:47:34	7:48:52	0:01:18
50	7:47:40	7:48:58	0:01:18



US4 / Bow Lake Road Left-Turn Departure Survey

(Survey Date = Tuesday, September 10, 2019 - AM Peak Hour)

Arrival Number	Arrival Time	Departure Time	Delay	
51	7:49:42	7:50:11	0:00:29	
52	7:50:31	7:51:05	0:00:34	
53	7:51:58	7:52:16	0:00:18	
54	7:52:49	7:52:53	0:00:04	
55	7:52:53	7:53:23	0:00:30	
56	7:53:27	7:53:29	0:00:02	
57	7:54:46	7:55:35	0:00:49	
58	7:55:43	7:55:52	0:00:09	
59	7:57:40	7:57:49	0:00:09	
60	7:59:09	7:59:40	0:00:31	
		Average	0:00:45	secs
		Minimum	0:00:01	secs
		Maximum	0:02:37	min/sec

NOTE: Highway Capacity Manual Methodology = 106.3 seconds, Actual = 45 seconds

Intersection			a Maria			A Star	na Alexandro di Stratigi di Alexandro di State
Int Delay, s/veh	5.8	· · · · · · · · ·	<u></u>				
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	ሻ	^	/1	٣.	۲ _		en en formanis en en en en en en en en en en en en en
Traffic Vol, veh/h	14	646			63	65	
Future Vol, veh/h	14	646	784	99	63	65	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	0	-	_	0	0	0	
Veh in Median Storage		0	0	0	0	0	
Grade, %	, # -	0		-		-	
Peak Hour Factor	- 04	81	0	-	0	-	
	81		81	81	90	90	
Heavy Vehicles, %	15	9	5	2	7	3	
Mvmt Flow	17	798	968	122	70	72	
Vajor/Minor	Major1		Major2	SIN	Minor2		
Conflicting Flow All	1090	<u>0</u>		0	1800	968	
Stage 1	1000		-	U	968	900	
Stage 2	-	-	-	-	832	-	
Critical Hdwy	4.25	-	-	-	6.47	- 6.23	
	4.20	-	-	-		0.23	
Critical Hdwy Stg 1	-	-	-	-	5.47	-	
Critical Hdwy Stg 2	-	-	-	-	5.47	-	
Follow-up Hdwy	2.335	-	-	-		3.327	
Pot Cap-1 Maneuver	594	-	-	-	85	307	
Stage 1	-	-	-	-	361	-	
Stage 2		-	-	-	419	-	
Platoon blocked, %		-	-	-			
Nov Cap-1 Maneuver	594	-	-	-	83	307	
Nov Cap-2 Maneuver	-	-	-	-	83	-	
Stage 1	-	-	-	-	351	-	
Stage 2	-	-	-	-	419	-	
	antess are:	in the the	Dahrstaare r	5.4.5.11.0.01	Corenne i se	a wa nanazi w	
Approach	<u>EB</u> 0.2		WB	<u> Adda a</u>	SB		
HCM Control Delay, s	U.2		0		82.3		
HCM LOS					F		
Minor Lane/Major Mvm	. 	EBL	EBT			SBLn1	201-20
	Contraction and		ED)	VVD1	WDR		
Capacity (veh/h) HCM Lane V/C Ratio		594	-	-	-	83	307
HUVLANE V/C Ratio		0.029	-	-	-	0.843	
		11.2	-	-	-	146.2	20.3
HCM Control Delay (s)							
HCM Control Delay (s) HCM Lane LOS HCM 95th %tile Q(veh)		B 0.1	-	-	-	F 4.4	C 0.9

Intersection						in g	en en en en en en en en en en en en en e
Int Delay, s/veh	11.4						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	ř	,养	, ↑	*	/ ኻ	, 1	/
Traffic Vol, veh/h		631	765	121	/ 81	/ 86	
Future Vol, veh/h	32	631	765	121	81	86	-
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	0	-	-	0	0	0	
Veh in Median Storage	e,# -	. 0	0	-	0	-	
Grade, %	, _	0	0	-	0	-	
Peak Hour Factor	81	81	81	81	90	90	
Heavy Vehicles, %	15	9	5	2	7	3	
Mvmt Flow	40	779	944	149	90	96	
Conflicting Flow All	<u>Major1</u> 1093	0	Major2	<u> </u> 0	<u>4inor2</u> 1803	944	
Stage 1	-			-	944	-	
Stage 2	-	-	-	-	859	-	
Critical Hdwy	4.25	-	-	-	6.47	6.23	
Critical Hdwy Stg 1	-	-	-	-	5.47	-	
Critical Hdwy Stg 2	-	-	-	-	5.47	-	
Follow-up Hdwy	2.335	-	-	-	3.563		
Pot Cap-1 Maneuver	592	-	-	-	~ 85	317	
Stage 1	-	-	-	-	370	-	
Stage 2	· -	-	-	-	407	-	
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver		-,	-	-	~ 79	317	
Mov Cap-2 Maneuver	-	-	-	-	~ 79	-	
Stage 1	-	-		-	345	-	
Stage 2	-	-	-	-	407	-	
Approach	ÉB		WB		SB		
HCM Control Delay, s HCM LOS	0.6		0		126.3 F		
Minor Lane/Major Mvi	nt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	<u></u>	592	<u></u>		and a second and a second and a second and a second and a second and a second and a second and a second and a s	79	317
HCM Lane V/C Ratio		0.067	_	-	-	1.139	0.301
HCM Control Delay (s	3	11.5	_	-	-	237.9	21.2
HCM Lane LOS	'I	B	_	-	_	207.0 F	C
HCM 95th %tile Q(vel	۱	0.2	-		-	6.5	1.2
	Ч 	0.2	-		-	0.0	.
Notes	<u></u>	STAR					
~: Volume exceeds ca	apacity	\$: D€	elay exc	ceeds 3)0s	+: Com	putation Not Defined *: All major volume in platoon

Intersection				lite de					<u>, in pres</u>		<u>Service</u>	1999 - 191	
Int Delay, s/veh	11.3											,	
Movement		EBT	WBT	WBR	SBL	SBR	an de la companya de la companya de la companya de la companya de la companya de la companya de la companya de La companya de la comp		an an an an an an an an an an an an an a	e de plantes	en tradición A successes		
Lane Configurations	5	_^★	♠	7	٦,	Ţ	1						
Traffic Vol, veh/h	15.	⁄ 714 ,	/ 866	/109,	70	V72,							
Future Vol, veh/h	15	714	866	109	70	72							
Conflicting Peds, #/hr	0	0	0	0	0	0							
Sign Control	Free	Free	Free	Free	Stop	Stop							
RT Channelized		None	-	None	-	None							
Storage Length	0	-	-	0	0	0							
Veh in Median Storage	e,# -	0	0	-	0	-							
Grade, %	-	0	0	-	0	-							
Peak Hour Factor	81	81	81	81	90	90							
Heavy Vehicles, %	15	9	5	2	7	3							
Mvmt Flow	19	881	1069	135	78	80							
Major/Minor	Major1		Major2	200 di	Minor2								
Conflicting Flow All	1204	0	-	0	1988	1069			1	and an an an an and a		<u></u>	<u>nga tertak antan biyang</u>
Stage 1	-	-	-	· _	1069	-							
Stage 2	-	-	-	-	919	-							
Critical Hdwy	4.25	-	-	_	6.47	6.23							
Critical Hdwy Stg 1		-		_	5.47	0.20							
Critical Hdwy Stg 2	-	-	-	-	5.47	-							
Follow-up Hdwy	2.335	_	-	_	3.563	3.327							
Pot Cap-1 Maneuver	536		-	_	~ 65	268							
Stage 1	000	_	_	_	323	200							
Stage 2	-	_	_	_	381								
Platoon blocked, %		_	_	_	001								
Mov Cap-1 Maneuver	536	_	_		~ 63	268							
Mov Cap-2 Maneuver	-			_	~ 63	200							
Stage 1	_		_	_	312	_							
Stage 2	_	_	_		381	-							
Oldge 2		·	-	-	, 001	-							
e 19 and a that for the the the state of the state of the second s	n ang pangka menana men	hat, the sta			ent, te sources	12.3 2.5 4 5	2000 - State Barrison			ng gar galar a sa aw	and the state of the state	و وروز المرز المرز الم	A survey by the survey of a
Approach	EB		WB		SB	THE A							
HCM Control Delay, s	0.2		0		160.4								
HCM LOS					F								
Minor Lane/Major Mvm	nt 🖉	EBL	EBT	WBT	WBR	SBLn1	SBLn2			SAN AN			
Capacity (veh/h)		536	<u></u>			63	268		- of out to find the second of the	<u>, an an an an an an an a</u>	a sea an state a sta	na ni barta da 1977, na dagan	<u>- por se han a secondaria da se Secondaria da secondaria da s</u>
HCM Lane V/C Ratio		0.035	_	-	-	1.235							
HCM Control Delay (s)		12	-	-	_ q	300.7	24						
HCM Lane LOS		B	-	-	-	F	C						
HCM 95th %tile Q(veh)	0.1	_	_	_	6.4	1.2						
	i Salahata		- Aliante	- Nativiti	- 1488-624	0.4		aley, Mala -		2000 I.S.S.	yan an ar	ى ئەلىكى ئەتھەردىيە يەرىپى	eta e destrucción
Notes		<u>ማትኛው የ</u> ግ . ት	<u>1998-1997</u> Nov		<u> 4297 (75)</u> 00-	<u>685 (88)</u>	<u> ACTRA SECONDA</u>	istika ku	<u>192024777878</u> +: All		<u>V Herdind</u>	<u>Messinen</u>	
~: Volume exceeds ca	pacity	\$: D6	eay exc	ceeds 3	UUS	+: Com	putation Not Def	ined	*: All maj	or volume	e in plato	on	

Intersection 20.8

Int Delay, s/veh	20.8						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	*	*	/ 1	۴ ر	. ሻ	٣	<u>na na kata kata kata kata kata kata kata</u>
Traffic Vol, veh/h	33	699.	847	· · ·			
Future Vol, veh/h	33	699	847	131	88	93	*
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	0	-	-	0	0	0	
Veh in Median Storage		0	0	-	0 0	-	
Grade, %	-	0	0	-	0	_	
Peak Hour Factor	81	81	81	81	90	90	
Heavy Vehicles, %	15	9	5	2	7	3	
Mvmt Flow	41	863	1046	162	, 98	103	
	.,	000	1010	102	00	100	
	nakat tirtan	N	Sekarat 2-1	n in contracting	enter en en	9 CA 254 A 14 C	
	Major1		Major2		Minor2		
Conflicting Flow All	1208	0	-	0	1991	1046	
Stage 1	-	-	-	-	1046		
Stage 2	-	-	-	-	945	-	
Critical Hdwy	4.25	-	-	-	6.47	6.23	
Critical Hdwy Stg 1	-	-	-	-	5.47	-	
Critical Hdwy Stg 2	-	-	-	-	5.47	-	
Follow-up Hdwy	2.335	-	-	-	3.563	3.327	
Pot Cap-1 Maneuver	534	-	• -	-	~ 65	276	
Stage 1	-	-	-	-	331	-	
Stage 2	· -	-	-	-	370	-	
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver	534	-	-	-	~ 60	276	
Mov Cap-2 Maneuver	-	-	-	-	~ 60	-	
Stage 1	-	-	-		306	-	
Stage 2	-	-	-	-	370	-	
Approach	EB		WB.		SB		
HCM Control Delay, s	0.6	<u>a tang</u> i ng wara par	0	<u>1.9. 15. 91</u> .	236.7	<u>i yang mananan ing </u>	
HCM LOS	0.0		0		200.7 F		
HOM 200					,		
en an an the state of the state	an ann an an an	Mana stratet, M.,	en de la compañía de la compañía de la compañía de la compañía de la compañía de la compañía de la compañía de	v du ta tu - etu	els stantnetssame	ant, carda carece	
Minor Lane/Major Mvm	it 👘	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)		534	-	-	-	60	276
HCM Lane V/C Ratio		0.076	-	-	-	1.63	0.374
HCM Control Delay (s)		12.3	-	-	-\$	459.8	25.6
HCM Lane LOS		В	-	-	-	F	D
HCM 95th %tile Q(veh))	0.2		-	-	8.9	1.7
Notes			Ser et ser			WERE	
~: Volume exceeds cap	nacity	\$• De	alav ovo	ceeds 3	<u></u>	<u>+• Com</u>	putation Not Defined *: All major volume in platoon
, volume chocous ca	Juony	ψ. υς	nay GAL	iccus o	003		

Intersection Research and the second s

Int Delay, s/veh	4						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	ሻ	^	.*	K	/ 5	7	<u> </u>
Traffic Vol, veh/h	55	655	687	62	44.	48 .	
Future Vol, veh/h	55	655	687	62	44	48	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	0	-	-	0	0	0	
Veh in Median Storage,	# -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	88	88	92	92	68	68	
Heavy Vehicles, %	0	2	3	3	2	0	
Mvmt Flow	63	744	747	67	65	71	
Major/Minor M	ajor1	state da	Major2	Secondaria Maria	Minor2	2012-194 2012-194	
Conflicting Flow All	814	0	<u></u>	0	1617	747	
Stage 1	-	-	-	-	747	· · · ·	
Stage 2	-	-	-	_	870	_	
Critical Hdwy	4.1	-	-	-	6.42	6.2	
Critical Hdwy Stg 1	-	-		_	5.42	- U.L	
Critical Hdwy Stg 2	-	-	-	-	5.42	_	
Follow-up Hdwy	2.2	-	-	-	3.518	3.3	
Pot Cap-1 Maneuver	822	_	-	-	114	416	·
Stage 1		-	-	-	468	-	
Stage 2	-	-	-		410	-	
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver	822	-	-		105	416	
Mov Cap-2 Maneuver	-	-	-	-	105	-	
Stage 1	-	-	· _	-	432	-	
Stage 2	-	-	-	-	410	_	
0							
American	EB	6 6267344			SB	enter Entertai	
Approach		RELEARCH (WB	NATURA C	and the second second	UN ARCON	
HCM Control Delay, s	0.8		0		47.8		
HCM LOS					E		
Minor Lane/Major Mvmt		EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)		822	-		-	105	416
HCM Lane V/C Ratio		0.076	-	-	-	0.616	0.17
HCM Control Delay (s)		9.7	-	-	-	83.2	15.4
HCM Lane LOS		А	-	-	-	F	С
HCM 95th %tile Q(veh)		0.2	-	-	-	3	0.6

Stephen G. Pernaw & Company, Inc.

Intersection			and and and and and and and and and and			n de la composition de la comp		a gulay.	tan ta sta Satu ang ta	n an ta San ta san agus		
Int Delay, s/veh	5.1											
Movement	EBL	EBT	WBT	WBR	SBL	SBR				e da Nel II. Referència		
Lane Configurations	ሻ	/*	/*	7	۲.	1	/					
Traffic Vol, veh/h	58		722	65	46							
Future Vol, veh/h	58	688	722	65	46	50						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Free	Free	Free	Free	Stop	Stop						
RT Channelized	-	None	-	None	-	None						
Storage Length	0	-	-	0	0	0						
Veh in Median Storage	e, # -	0	0	-	0	-						
Grade, %	-	0	0	-	0	-						
Peak Hour Factor	88	88	92	92	68	68						
Heavy Vehicles, %	0	2	3	3	2	0						
Mvmt Flow	66	782	785	71	68	74						
Major/Minor	Major1		Major2		Minor2						ALASAN A	
Conflicting Flow All	856	0		0	1699	785		a i e diala i <u>e</u> Nove	a an a succession and a		<u>1.111.001.0071111.09</u>	And the second spar way, i
Stage 1	-	-	-	-	785	-			-			
Stage 2	-	-	-	_	914	-						×.
Critical Hdwy	4.1	-	-	-	6.42	6.2						•
Critical Hdwy Stg 1	-	-	-	-	5.42	-						
Critical Hdwy Stg 2	-	-	-	-	5.42	-						
Follow-up Hdwy	2.2	-	-	-	3.518	3.3						
Pot Cap-1 Maneuver	793	-	-	-	101	396						
Stage 1	-	-	-	-	449	-						
Stage 2	-	-	-	-	391	-						
Platoon blocked, %		-	-	-								
Mov Cap-1 Maneuver	793	-	-	-	93	396						
Mov Cap-2 Maneuver	-	-	-	-	93	-						
Stage 1	-	-	-	-	412	-	-					
Stage 2	-	-	-	-	391	-						
-												
Approach	EB		WB		SB							
HCM Control Delay, s	0.8	a og a rassa na ana an	0	<u>an na ang ang ang ang ang ang ang ang an</u>	61.4	100 - 2 100 - 00 100 De 1		n farfare a magari m	tan meningkan kerangkan periodikan	and an an an an an an an an an an an an an	 m.). with first second state 	ni fan wer i en werder de fan de fan de fan de fan de fan de fan de fan de fan de fan de fan de fan de fan de f
HCM LOS	0.0		•		F							
					•							
FAILER FOR ALL AND	1978-3-3	EBL	Seba	ANDT	- Winn	001.24		2063/06-564	-0-186-319-0	it. References	La verse verse	
Minor Lane/Major Mvn	<u>10</u>	and a set of the set of the	CDI	WBI	WBR	SBLn1						<u>De los servesses</u>
Capacity (veh/h)		793	-	-	-	93	396					
HCM Lane V/C Ratio		0.083	-	-	-	0.1 41						
HCM Control Delay (s))	10	-	-	-		16.2					
HCM Lane LOS	١	A	-	-	-	F	C					
HCM 95th %tile Q(veh)	0.3	-	-	-	3.7	0.7					

Intersection	in the state	n spell	Tu a ta t					19-19-19-	Ó. A		nije je Vojeka				
Int Delay, s/veh	7.1		- t t.)										È		
Movement	EBL	EBT	WBT	WBR	SBL	SBR	4								
Lane Configurations	ኻ	. †	<u>,</u> †	17	_ ነ	. *	/								
Traffic Vol, veh/h	65		716	/ j2v											
Future Vol, veh/h	65	682	716	72	54	57									
Conflicting Peds, #/hr	0	0	0	0	0	0									
Sign Control	Free	Free	Free	Free	Stop	Stop									
RT Channelized	-	None	-	None		None									
Storage Length	0	-	-	0	0	0									
Veh in Median Storage,		0	0	-	0	-									
Grade, %	-	0	0	-	0	-									
Peak Hour Factor	88	88	92	92	68	68									
Heavy Vehicles, %	0	2	3	3	2	0									
Mvmt Flow	74	775	778	78	79	84									
						• •									
MaiorMinor	Najor1.	si ka ka ka ka ka ka ka ka ka ka ka ka ka	Major2	(75-863-64)	Minor2	8. A.S. A.S.		959998				NEALAS) -	NAR N		法的私际地
Major/Minor N Conflicting Flow All	856	0	iviajui z	<u>1818-048</u> 0	1701	778	North North			ter en la secon	ENTERNA.	ten an			
Stage 1	000	U		0	778	110									
Stage 2	-	-	-	-	923	-									
Critical Hdwy	4.1		-	-	6.42	6.2									
Critical Hdwy Stg 1	4.1	-	-	-	5.42	0.2									
Critical Hdwy Stg 2	-	-	-	-	5.42	-									
Follow-up Hdwy	2.2	-	-	-	3.518	- 3.3									
Pot Cap-1 Maneuver	793	-	-	-	101	400									
-	195	-		-	453	400									
Stage 1	-	-	-		403 387	-									
Stage 2	-	-	-	-	307	-									
Platoon blocked, %	702	-	-	-	92	400									
Mov Cap-1 Maneuver	793	-	-	-	92 92	400									
Mov Cap-2 Maneuver	-	-	-	-		-									s.
Stage 1	-	-	-	-	411	-									2.5
Stage 2	-	-	-	-	387	-									
a an ann an tha tha an tao an tao an tao an tao an tao an tao an tao an tao an tao an tao an tao an tao an tao		ent entre de la restante d	Naturna (1930) (1930) (1930)	a an an an an an an an an an an an an an	ust i simsene	De Dales Maisses	n manana ang kanana ang ka	Laws was not sine.		en a contractione de la co	ter telepistering televisi	en a constant a constant		n an Suite an An	Jos Marias constants maria
Approach	EB		WB	and the state of the state of the	SB						Geografia.	al de la			
HCM Control Delay, s	0.9		0		76.7										
HCM LOS					F										
Minor Lane/Major Mvm	i stati	EBL	EBT	WBT	WBR	SBLn1	SBLn2								
Capacity (veh/h)		793			-	92	400			100000 MP					
HCM Lane V/C Ratio		0.093		-	-	0.863	0.21								
HCM Control Delay (s)		10		. <u>-</u>	-	140.4	16.4								
HCM Lane LOS		B		. <u>-</u>	-	F	C								
HCM 95th %tile Q(veh)	1	0.3			-	4.7	0.8								
	r	0.0				7.7	0.0								

Intersection

Intersection			. 19 A.	8 y 198	<u>, 1997</u> ,	<u> </u>		and the second sec				
Int Delay, s/veh	9.3											
Movement	EBL	EBT	WBT	WBR	SBL	SBR			a lake of the			
Lane Configurations	٣	*	/1	7	5	7	1					
Traffic Vol, veh/h	64	760		72.		55						
Future Vol, veh/h	64	760	798	72	51	55						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Free	Free	Free	Free	Stop	Stop						
RT Channelized	-	None	· •		, -	None						
Storage Length	0	-	-	0	0	Ö						
Veh in Median Storage	,# -	0	0	-	0	-						
Grade, %	- -	0	0	-	0	-						
Peak Hour Factor	88	88	92	92	68	68						
Heavy Vehicles, %	0	2	3	3	2	0						
Mvmt Flow	73	864	867	78	75	81						
Major/Minor	Major1	80/32/ 1	Major2		Minor2		SARTS SEARS		i de Para			
Conflicting Flow All	945	0	-	0	1877	867		an an an an an an an an an an an an an a	<u>, 1999) 1999</u> 1997	ni stage i Think (1993)	<u>han na sana na sa</u> rang	<u>an an an</u>
Stage 1	-	-	-	-	867							
Stage 2	-	-	-	-	1010	-						
Critical Hdwy	4.1	-	-	-	6.42	6.2						
Critical Hdwy Stg 1	-	-	-	-	5.42							
Critical Hdwy Stg 2	-	-	-	_	5.42	-						
Follow-up Hdwy	2.2	-	-	-	3.518	3.3						
Pot Cap-1 Maneuver	734	-	-	-	79	355						
Stage 1	-	-	-	-	411	-						
Stage 2	-	-	-	-	352	-						
Platoon blocked, %		_	-	-								
Mov Cap-1 Maneuver	734	·	-	-	~ 71	355						
Mov Cap-2 Maneuver	-	-	-	-	~ 71	-						
Stage 1		-	-	·_	370	-						
Stage 2	· -	-	-	-	352	-						
9												
Approach	EB		WB		SB			Sealantes	NATO MA			
HCM Control Delay, s	<u>0.8</u>		<u>ط بر ا</u>		117.2	CARACTER 1	tadi bara (Burth Kirkel Buk)	1923-1763-1948 	<u> San Angelan</u> Angelan Ang	<u>1950 - 1965 - 196</u>	<u>AGENE (SARANGANG</u>	
HCM LOS	0.0		0		F							
					I							
일반 전 전 전 전 전 전 전 전 전 전 전 전 전 전 전 전 전 전 전	140400.X70		201 <u>22202</u>	en de la compañía	www.			ren anteres anteres		ena in assurue.	s - N. Strategy - Mark	64.768
Minor Lane/Major Mvm	n SSS	EBL	EBT	WBT	WBR	SBLn1				Alexandre and a second second		
Capacity (veh/h)		734	-	-	-	71	355					
HCM Lane V/C Ratio		0.099	-	-	-	1.056						
HCM Control Delay (s)		10.4	-	-	-	224.1	18.1					
HCM Lane LOS		В	-	-	-	F	С					
HCM 95th %tile Q(veh)	0.3		-	-	5.6	0.9					
Notes												
~: Volume exceeds ca	pacity	\$: De	elay ex	ceeds 3	00s	+: Com	putation Not Defi	ned *: All m	ajor volum	e in platoon		
	•		-						-			

Intersection	jan a						na san san sa Na san san san san san san san san san sa	t y					yes Alexandro a				
Int Delay, s/veh	13.7																
Movement	EBL	EBT	WBT	WBR	SBL						E s M	n ti Martti tu	e se la Constante			n National	
Lane Configurations	ኻ	/ *	/ †	1	<u>ነ</u> ች	تم ر	/										
Traffic Vol, veh/h	71,			/ 79,			\checkmark										
Future Vol, veh/h	71	754	792	79	59	62											
Conflicting Peds, #/hr	0	0	0	0	0	0											
Sign Control	Free	Free	Free	Free	Stop	Stop											
RT Channelized	-	None	-	None	-	None											
Storage Length	0	-	-	0	0	0											
Veh in Median Storage	, # -	0	0	-	0	-											
Grade, %	-	0	0	-	0	-											
Peak Hour Factor	88	88	92	92	68	68											
Heavy Vehicles, %	0	2	3	3	2	0											
Mvmt Flow	81	857	861	86	87	91											
	Line Note State	ta ta di anteri d	and and a star	7117485	a a factoria de la co	NAME OF A	un al la site un esterente	et to the set of the	1.2. 21.17.4	a na an an tao a		Le stat		·	200 MAX 104		
	Major1		Major2		Minor2		<u> 1995 - 19</u>		<u> NAMA</u>	<u>1983</u>							S.C.
Conflicting Flow All	947	0	-	0	1880	861											
Stage 1	-	-	-	-	861	-											
Stage 2	-	-	-	-	1019	-											
Critical Hdwy	4.1	-	-	-	6.42	6.2											
Critical Hdwy Stg 1	-	-	-	-	5.42	-											
Critical Hdwy Stg 2	-	-	-	-	5.42												
Follow-up Hdwy	2.2	-	-	-	3.518	3.3											
Pot Cap-1 Maneuver	733	-	-	-	~ 78	358											
Stage 1	-	-	-	-	414	-											
Stage 2		-	-	-	348	-											
Platoon blocked, %		-	-	-													
Mov Cap-1 Maneuver	733	-	-	-	~ 69	358					,						
Mov Cap-2 Maneuver	-	-	-	-	~ 69	-											
Stage 1		-	-	-	368	-											
Stage 2	-	-	-	-	348	-											
		an an an an an an an an an an an an an a		ANARAN SA				NGGAR (S.	ana ana an	at to the	17.586	-2-2109-61	ALISTA A	adattatt	eren va -	2 Maria - Kalendari 2 Maria - Kalendari	tabata in
Approach	EB	ALLE.	WB		<u>\$B</u>			asta se	taleka j					n teles			nan fan de seren en seren en seren en seren en seren en seren en seren en seren en seren en seren en seren en s Tel seren en seren en seren en seren en seren en seren en seren en seren en seren en seren en seren en seren en
HCM Control Delay, s HCM LOS	0.9		0		154												
					F												
Minor Lane/Major Mvm	e kalen	EBL	EBT		WDD.	SBLn1	001-60	STATU:	Sillia		SAS	5.X-NX	olitista)	ww	un til atti	Maria da	1.154
Capacity (veh/h)	<u>11 </u>	733	<u></u> D [-]	WBT		<u>эрциі</u> 69	358 358	<u>NARAG</u>		生活的的				all par at	rana)		<u>esta</u>
HCM Lane V/C Ratio		0.11	-	-	-		0.255										
HCM Control Delay (s)		10.5	-	-	-	296.4	0.255										
HCM Lane LOS			-	-	-												
	١	B	-	-	-	F	C										
HCM 95th %tile Q(veh))	0.4	-	-	-	6.9	. 1										
Notes															ر در این از در در از در وی معرف وید اگری داد در		
~: Volume exceeds cap	oacity	\$: De	elay exc	ceeds 3	00s	+: Com	putation N	ot Defin	ed '	*: All m	najor	volun	ne in p	platoc	n		

Intersection			- 1.	 7.3.	. 1811 - 1		•				1.1	1.2			÷.,		÷.	
Int Delay, s/veh	1.7																	
Movement	EBL	EBT	WBT	WBR	SBL					an e	7 1777		an an an an an an an an an an an an an a		ء ميري	·		<u> </u>
Lane Configurations	٢	ŧ	*	۴	×,	۲												
Traffic Vol, veh/h	13	615	746	94	60	62												
Future Vol, veh/h	13	615	746	94	60	62												
Conflicting Peds, #/hr	0	0	0	0	0	0												
Sign Control	Free	Free	Free	Free	Stop	Stop												
RT Channelized	-	None	-	None	-	None												
Storage Length	0	-	-	0	0	0												
Veh in Median Storage	,# -	0	0	-	0	-												
Grade, %	-	0	0	-	0	-												
Peak Hour Factor	81	81	81	81	90	90												
Heavy Vehicles, %	15	9	5	2	7	3												
Mvmt Flow	16	759	921	116	67	69												
at a second car to the the tar to the	. stant March	bankatan a	National Maria de	on onder de	terne der verstere	ango za sina	terte al	-1.7721.7203	1. 1. 1. 1.1.1	M. Jandah Ja	5. J 1967	N. 1. 1						42.99. A
	Major1		Major2		Minor2	Anton (Santa) Anton (Santa)			(b) (d))					<u> (</u>) () (
Conflicting Flow All	1037	0	-	0	1712	921												
Stage 1	-	-	-	-	921	-												
Stage 2	-	-	-	-	791	-												
Critical Hdwy	4.25	-	-	-	6.47	6.23												
Critical Hdwy Stg 1	-	-	-	-	5.47	-												
Critical Hdwy Stg 2	-	-	-	-	5.47	-												
Follow-up Hdwy	2.335	-	-	-	3.563	3.327												
Pot Cap-1 Maneuver	623	-		-	97	326												
Stage 1	-	-	-	-	380	-												
Stage 2	-	-	-	-	438	-												
Platoon blocked, %		-	-	~														
Mov Cap-1 Maneuver	623	-	-	-	94	326												
Mov Cap-2 Maneuver	-	-	-	-	226	-												
Stage 1	-		-	-	370	-												
Stage 2	-	-	-	-	438	-												
					•		·											
Approach	EB		WB		SB													
HCM Control Delay, s	0.2		0		23.2													
HCM LOS					С													
Minor Lane/Major Mvn	t 👘	EBL	EBT	WBT	WBR	SBLn1 (SBLn2											
Capacity (veh/h)		623	-			226	326		partient		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	- , an esta	2				and the second sec	
HCM Lane V/C Ratio		0.026	-	-	-	0.295												
HCM Control Delay (s)		10.9	-	-	-	27.5	19											
HCM Lane LOS		B	-	-	-	27.0 D	C											
HCM 95th %tile Q(veh))	0.1	-	-	-	1.2	0.8											
	/						5.5											

Intersection Int Delay, s/veh 1.8 Movement EBL EBT WBT WBR SBL SBR Lane Configurations \uparrow \uparrow \uparrow \uparrow \uparrow \uparrow \uparrow Traffic Vol, veh/h 14 646 784 99 63 65 Future Vol, veh/h 14 646 784 99 63 65 Conflicting Peds, #/hr 0 0 0 0 0 0 Sign Control Free Free Free Stop Stop RT Channelized - None - None - None Storage Length 0 - 0 0 - 0 - Grade, % - 0 0 - 0 - - - Heavy Vehicles, % 15 9 5 2 7 3 - Minort Major/Minor Major1 Major2 Minor2 - - - 968 -	
Movement EBL EBT WBT WBR SBL SBR Lane Configurations *	
Lane Configurations i	
Lane Configurations i	a a sa
Traffic Vol, veh/h 14 646 784 99 63 65 Future Vol, veh/h 14 646 784 99 63 65 Conflicting Peds, #/hr 0 0 0 0 0 0 0 Sign Control Free Free Free Free Stop Stop RT Channelized - None - None - None Storage Length 0 - - 0 0 - - Grade, % - 0 0 - 0 - - - Peak Hour Factor 81 81 81 90 90 - - Heavy Vehicles, % 15 9 5 2 7 3 Mvmt Flow 17 798 968 122 70 72 Major/Minor Major1 Major2 Minor2 Minor2 Conflicting Flow All 1090 0 - 0 1800 968 Stage 1 - - <th< td=""><td></td></th<>	
Future Vol, veh/h 14 646 784 99 63 65 Conflicting Peds, #/hr 0 0 0 0 0 0 Sign Control Free Free Free Stop Stop RT Channelized - None - None Storage Length 0 - - 0 0 Veh in Median Storage, # - 0 0 - - Grade, % - 0 0 - - - Peak Hour Factor 81 81 81 90 90 - - Heavy Vehicles, % 15 9 5 2 7 3 - Major/Minor Major1 Major2 Minor2 - - - - Conflicting Flow All 1090 0 - 0 1800 968 - Stage 1 - - - 968 - - - -	
Conflicting Peds, #/hr 0 0 0 0 0 0 Sign Control Free Free Free Stop Stop RT Channelized - None - None - Storage Length 0 - - 0 0 Veh in Median Storage, # - 0 0 - Grade, % - 0 0 - Peak Hour Factor 81 81 81 90 90 Heavy Vehicles, % 15 9 5 2 7 3 Mvmt Flow 17 798 968 122 70 72 Major/Minor Major1 Major2 Minor2 Conflicting Flow All 1090 0 - 0 1800 968 Stage 1 - - - 968 -	
Sign Control Free Free Free Free Stop Stop RT Channelized - None - None - None Storage Length 0 - - 0 0 0 Veh in Median Storage, # 0 0 - 0 - - Grade, % - 0 0 - 0 - - Peak Hour Factor 81 81 81 90 90 - - Heavy Vehicles, % 15 9 5 2 7 3 Mvmt Flow 17 798 968 122 70 72 Major/Minor Major1 Major2 Minor2 - - Conflicting Flow All 1090 0 - 0 1800 968 Stage 1 - - 968 - -	
RT Channelized - None - None Storage Length 0 - - 0 0 Veh in Median Storage, # - 0 0 - - Grade, % - 0 0 - - - Peak Hour Factor 81 81 81 90 90 Heavy Vehicles, % 15 9 5 2 7 3 Mvmt Flow 17 798 968 122 70 72 Major/Minor Major1 Major2 Minor2 Conflicting Flow All 1090 0 - 0 1800 968 Stage 1 - - - 968 - -	
Storage Length 0 - - 0 0 0 Veh in Median Storage, # - 0 0 - 0 - - Grade, % - 0 0 - 0 - - - Peak Hour Factor 81 81 81 90 90 -	
Veh in Median Storage, # 0 0 - 0 - Grade, % - 0 0 - 0 - Peak Hour Factor 81 81 81 90 90 Heavy Vehicles, % 15 9 5 2 7 3 Mvmt Flow 17 798 968 122 70 72 Major/Minor Major1 Major2 Minor2 Conflicting Flow All 1090 0 - 0 1800 968 Stage 1 - - 968 -	
Grade, % - 0 0 - 0 - Peak Hour Factor 81 81 81 90 90 Heavy Vehicles, % 15 9 5 2 7 3 Mvmt Flow 17 798 968 122 70 72 Major/Minor Major1 Major2 Minor2 Conflicting Flow All 1090 0 - 0 1800 968 Stage 1 - - - 968 -	
Peak Hour Factor 81 81 81 81 90 90 Heavy Vehicles, % 15 9 5 2 7 3 Mvmt Flow 17 798 968 122 70 72 Major/Minor Major1 Major2 Minor2 Conflicting Flow All 1090 0 - 0 1800 968 Stage 1 - - - 968 -	
Heavy Vehicles, % 15 9 5 2 7 3 Mvmt Flow 17 798 968 122 70 72 Major/Minor Major1 Major2 Minor2 Conflicting Flow All 1090 0 - 0 1800 968 Stage 1 - - - 968 -	
Mvmt Flow 17 798 968 122 70 72 Major/Minor Major1 Major2 Minor2 Conflicting Flow All 1090 0 - 0 1800 968 Stage 1 - - - 968 -	
Major/Minor Major2 Minor2 Conflicting Flow All 1090 0 - 0 1800 968 Stage 1 - - - 968 -	
Conflicting Flow All 1090 0 - 0 1800 968 Stage 1 968 -	
Conflicting Flow All 1090 0 - 0 1800 968 Stage 1 968 -	
Conflicting Flow All 1090 0 - 0 1800 968 Stage 1 968 -	
Stage 1 968 -	<u>n shekar tan k</u> ara a
Stage 2 832 -	
Critical Hdwy 4.25 6.47 6.23	
Critical Hdwy Stg 1 5.47 -	
Critical Hdwy Stg 2 5.47 -	
Follow-up Hdwy 2.335 3.563 3.327	
Stage 1	
Stage 2 419 -	
Platoon blocked, %	
Mov Cap-1 Maneuver 594 83 307	
Mov Cap-2 Maneuver 212 -	
Stage 1 351 -	
Stage 2 419 -	
Approach EB WB SB	
HCM Control Delay, s 0.2 0 25.1	<u>alenni eks</u> iri.
HCM LOS D	
	- volucio de los
Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1 SBLn2	lander for the second second second second second second second second second second second second second secon Second second
Capacity (veh/h) 594 212 307	
HCM Lane V/C Ratio 0.029 0.33 0.235	
HCM Control Delay (s) 11.2 30.1 20.3	
HCM Lane LOS B D C	
HCM 95th %tile Q(veh) 0.1 1.4 0.9	

· · · · · · · · · · · · · · · · · · ·				,						
Intersection	·	<u></u>	1 A.				<u> </u>			
Int Delay, s/veh	2.7									
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations	۴	¥	个	7	٦	۲				
Traffic Vol, veh/h	32	631	765	121	81	86				
Future Vol, veh/h	32	631	765	121	81	86				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Stop	Stop				
RT Channelized	-	None	-	None	-	None				
Storage Length	0	-	-	0	0	0				
Veh in Median Storage		0	0	-	0	-				
Grade, %	-, π ⁻ -	0	0	-	0	_				
Peak Hour Factor	81	81	81	81	90	90				
Heavy Vehicles, %	15	9								
			5	2	7	3				
Mvmt Flow	40	779	944	149	90	96				
Major/Minor	Major1		Major2		Minor2					
Conflicting Flow All	1093	0	-	0	1803	944	A			
Stage 1	-	-	-	-	944	-	· ·			
Stage 2	_	_	_	_	859	_				
Critical Hdwy	4.25	_	_		6.47	6.23				
Critical Hdwy Stg 1	4.20	-	-	-	5.47	0.20				
Critical Hdwy Stg 2	-	-	-	-	5.47	-				
	- 0.005	-	-	-		-				
Follow-up Hdwy	2.335	-	-	-	3.563	3.327				
Pot Cap-1 Maneuver	592	-	-	-	~ 85	317				
Stage 1	-	-	-	-	370	-				
Stage 2	~	-	-	-	407	-				
Platoon blocked, %		-	-							
Mov Cap-1 Maneuver	592	-	-	-	~ 79	317				
Mov Cap-2 Maneuver	-	-	-	-	206	-				
Stage 1	-	·	-	-	345	-				
Stage 2	-	-	-	-	407	-				
Approach	EB		AND.	Geografia	-	1990. V.S.N.			ante a constante da serie da s	Sector contractor de la contractor de la contractor de la contractor de la contractor de la contractor de la c
Approach	11.000 (Yes) (1996)		WB	-MANGER	SB	State State			\$\$\$\$\$\$\${\$\$\$ \$	<u>en ezertzeren inik</u>
HCM Control Delay, s	0.6		0		28.1					
HCM LOS					D					
Minor Lane/Major Mvm	if 🖉	EBL	EBT	WBT	WBR	SBLn1	SBLn2			
Capacity (veh/h)	والمانية - <u>الرواقية من يرسى</u> ا	592	n and the second second second		- and a start of the second	206	317	n te gener genergen ster her en skriveligtet for her beskriveligtet. D	an an tha Angliain an tha bhail i shi finaith a	<u>er selestetetetet i tett stett konzeligi et i tett</u>
HCM Lane V/C Ratio		0.067	-				0.301			
HCM Control Delay (s)	1	11.5	-	-	-	35.4	21.2			
HCM Lane LOS	I		-	-	-					
	۱	B	-	-	-	E	C			
HCM 95th %tile Q(veh)	0.2	-	-	-	2	1.2			
Notes										
~: Volume exceeds ca	pacity	\$: De	elav ex	ceeds 3	00s	+: Com	putation Not Define	ed *: All maior	volume in plate	
	· · · · · ·		-, -,				,			

Intersection			- .				Anna an an an an an an an an an an an an					
Int Delay, s/veh	2.2									·		<u> </u>
Movement	EBL	EBT	WBT	WBR	SBL	SBR						÷ .
Lane Configurations	۲ آ	个	ŧ	7	ኻ	۴		·				
Traffic Vol, veh/h	15	714	866	109	70	72						
Future Vol, veh/h	15	714	866	109	70	72						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Free	Free	Free	Free	Stop	Stop						
RT Channelized	-	None	-	None	-	None						
Storage Length	0	-	-	0	0	0						
Veh in Median Storag		0	0	-	0	-						
Grade, %		0	0	-	Õ	-						
Peak Hour Factor	81	81	81	81	90	90						
Heavy Vehicles, %	15	9	5	2	7	3						
Mvmt Flow	19	881	1069	135	78	80						
		sta es a se		a arear	111111-121	ta ta 2 da a	tera anti attica acato da	anan marana ang a	a tu Nata ba	1.1.4.0 <u>1.1.1.1.1.1.1.1</u> .1.1.1.1.1.1.1.1	Sectors and the	·
	Major1		Major2		Minor2					数组织		
Conflicting Flow All	1204	0	-	0	1988	1069						
Stage 1	-	-	-	-	1069	-						
Stage 2	-	-	-	-	919	-						
Critical Hdwy	4.25	-	-	-	6.47	6.23						
Critical Hdwy Stg 1	-	-	-	-	5.47	-						
Critical Hdwy Stg 2	-	-	-	-	5.47	-						
Follow-up Hdwy	2.335	-	-	-	3.563	3.327						
Pot Cap-1 Maneuver	536	-	-	-	~ 65	268						
Stage 1	-	-	-	-	323	-						
Stage 2	-	-	-	-	381	-						
Platoon blocked, %		-	-	-								
Mov Cap-1 Maneuver	536	-	-		~ 63	268						
Mov Cap-2 Maneuver	_	-	-	-	185	-						
Stage 1	-	-	-	-	312	-						
Stage 2	-	· -	-	-	381	-						
					001	}						
Approach	EB		WB		SB						14524346	WEAR SOL
HCM Control Delay, s	a toa itana anaar toan	<u>an an u>	0	<u>1999-119</u> 11-1988, et	30.9	1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -	<u>te das autors, construires des construites parts</u>		and all all a spectrum of the second	Abilla (Abile) (Abile)	<u>n an /u>	enans <u>iistenni</u> ese
HCM LOS	0.2		Ũ		D							
					D							
Minor Lane/Major Mvi	nt	EBL	EBT	WBT	WBR	SBLn1 S	and a state of the	<u> 18 - 18 - 18 - 18 - 18 - 18 - 18 - 18 </u>	an an an an an an an an an an an an an a			
Capacity (veh/h)		536	-	-	-	185	268					
HCM Lane V/C Ratio		0.035	-	-	-	0.42						
HCM Control Delay (s	;)	12	-	-	-	37.9	24					
HCM Lane LOS		В	-	-	-	Е	С					
HCM 95th %tile Q(veh	ר)	0.1	-	-	-	1.9	1.2					· .
Notes												
~: Volume exceeds ca	apacity	\$: De	elay exc	ceeds 3)0s	+: Comr	utation Not Defin	ed *: All m	ajor volu	me in pla	toon	
									,			

Intersection				1 - A			제 고양성 공기 위험이 있는 것 같은 제품은 제품을 가운 것을 받았다.
Int Delay, s/veh	3.3						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	ሻ	*	*	۴	ሻ	۲	
Traffic Vol, veh/h	33	699	847	131	88	93	
Future Vol, veh/h	33	699	847	131	88	93	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	0	-	-	0	0	0	
Veh in Median Storage	e,# -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	81	81	81	81	90	90	
Heavy Vehicles, %	15	9	5	2	7	3	
Mvmt Flow	41	863	1046	162	98	103	
Major/Minor	Major1	an an an an an an an an an an an an an a	Major2		Ainor2		
Conflicting Flow All	1208	0		0	1991	1046	<u>en zan de die die die en die die die die die die die die die die</u>
Stage 1	1200	-	-	-	1046		
Stage 2		_			945	-	
Critical Hdwy	4.25	_	_	_	6.47	6.23	
Critical Hdwy Stg 1	4.20		-	-	5.47	0.23	
Critical Hdwy Stg 2	-	-	-	-	5.47	-	
Follow-up Hdwy	- 2.335	-	-	-	3.563	- 3.327	
Poilow-up hawy Pot Cap-1 Maneuver	2.335	-	-	-	~ 65	3.327 276	
•	554	-	-	-		210	
Stage 1	-	-	-	-	331	-	
Stage 2	-	-	-		370	-	
Platoon blocked, %	534	-		-	00	070	
Mov Cap-1 Maneuver		-	-	-	~ 60	276	
Mov Cap-2 Maneuver	-	-	-	-	180	-	
Stage 1	-	-	-	-	306	4	
Stage 2	-	-	-	-	370	-	
Approach	EB		WB		SB	CAL:	
HCM Control Delay, s	0.6		0		35.8		
HCM LOS					E		
Minor Lane/Major Mvi	nt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)		534	-	-	-	180	276
HCM Lane V/C Ratio		0.076	-	-	-	0.543	0.374
HCM Control Delay (s)	12.3	-	-	-	46.5	25.6
HCM Lane LOS		В	-	-	-	Е	D
HCM 95th %tile Q(vel	ו)	0.2	-	-	-	2.8	1.7
Notes					i kana		
	<u>enersesses</u> no o oltres	<u>ر ۹۰ میں میں میں میں میں م</u>	elav exc	ceeds 3	in <u>easter</u> Ne	+· Com	putation Not Defined *: All major volume in platoon
~: Volume exceeds ca	ipacity	φ. υ	JICLY ONC			· · · · · · · · · · · · · · · · · · ·	

Intersection					· . ·			1. A.			н			•	·
Int Delay, s/veh	1.9														
Movement	EBL	EBT	WBT	WBR	SBL	SBR	an an tria.		· .			•		a The second	
Lane Configurations	ሻ	*	个	۴	Ť	۲									
Fraffic Vol, veh/h	55	655	687	62	44	48									
future Vol, veh/h	55	655	687	62	44	48									
Conflicting Peds, #/hr	0	0	0	0	0	0									
Sign Control	Free	Free	Free	Free	Stop	Stop									
RT Channelized	-	None	-	None	-	None									
Storage Length	0	-	-	0	0	0									
/eh in Median Storage,	# -	0	0	-	0	-									
Grade, %	-	0	0	-	0	-									
Peak Hour Factor	88	88	92	92	68	68									
Heavy Vehicles, %	0	2	3	3	2	0									
Mvmt Flow	63	744	747	67	65	71									
Vlajor/Minor	lajor1	0115-66 4	Major2	al a casa	Minor2	Kelon D	175363A-3	400	all the c	An that i	e e se		Alina an an an an an an an an an an an an a		p fait i t
Conflicting Flow All	814	<u></u>	viajoiz	0	1617	747	<u></u>		alatan.	N.C. March P.		<u>i de film</u>	NA KAR	<u> 1997 - 1997</u>	
Stage 1	014	U	-	U	747	141									
Stage 2	-	-	-	-	870	-									
Critical Hdwy	4.1	-	-	-	6.42	- 6.2									
Critical Hdwy Stg 1	4.1	-	-	-	6.42 5.42	0.2									
Critical Hdwy Stg 2	-	-	-	-	5.42 5.42	-									
Follow-up Hdwy	- 2.2	-	-	-	3.518	- 3.3									
Pot Cap-1 Maneuver	2.2 822	-	-	-	114	3.3 416									
Stage 1	022	-	•	-	468	410									
Stage 2	-	_	-	-	400	-									
Platoon blocked, %	-		-	-	410	-									
Mov Cap-1 Maneuver	822	-	-	·	105	416									
Mov Cap-2 Maneuver	022	_	_		240	410									
Stage 1	-	-	· · -	-	432	-									
Stage 2	_	_	_		410	-									
Oldge 2	-	-	-	-	410										
Approach	EB		WB	<u></u>	SB										
HCM Control Delay, s	0.8		0		20.2										
HCM LOS					С										
Minor Lonol Anior M.	len selv	ÉBL	EBT	(NOT	N/D	ODI -44	o i a comercia	antein	85,82. M	680-070-	1. 1. j.	- 10 A. S. M	(1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.	ga shiya	
Minor Lane/Major Mvmt	<u>, 8, 8, 9, 9</u> , 9, 9, 9, 9, 9, 9, 9, 9, 9, 9, 9, 9, 9,		<u>∼~</u> Ę,D.∱∖	AAD (VVDR	SBLn1 (andra andra andra Andra Britanian Andra Britanian						
Capacity (veh/h)		822	-	-		240	416								
HCM Lane V/C Ratio		0.076	-	-	-	0.27	0.17								
HCM Control Delay (s)		9.7	-	-	-	25.4 D	15.4								
				_		11	1 ·								
HCM Lane LOS HCM 95th %tile Q(veh)		A 0.2	-	-	-	1.1	C 0.6								

ntersection		er di el		a de la composition a composition				· · · ·						
nt Delay, s/veh	2													
Novement	EBL	EBT	WBT	WBR	SBL	SBR	er e e r							
ane Configurations	ሻ	*	Å	7	ሻ	۴								
raffic Vol, veh/h	58	688	722	65	46	50								
uture Vol, veh/h	58	688	722	65	46	50								
Conflicting Peds, #/hr	0	0	0	0	0	0								
Sign Control	Free	Free	Free	Free	Stop	Stop								
T Channelized	-	None	-	None	-	None								
Storage Length	0	-	-	0	0	0								
eh in Median Storage,	# -	0	0	-	0	-								
Grade, %	-	0	0	-	0	-								
eak Hour Factor	88	88	92	92	68	68								
leavy Vehicles, %	0	2	3	3	2	0								
/lvmt Flow	66	782	785	71	68	74								
/lajor/Minor	lajor1		Major2	233. 23	Minor2	8 - 14 - 2 1 - 14 - 2	(Merel R)		an air		13045			NATION NATION
Conflicting Flow All	856	0		0	1699	785	<u>inational (C.C.)</u>	<u>en de la sola de la La sola de la /u>	<u>ing sang sa sa sa sa sa sa sa sa sa sa sa sa sa </u>	<u>9494118</u>	<u>a politika j</u>	<u></u>		0062879
Stage 1		0		0	785	- 100								
Stage 2	-	-	-	-	914	-								
Critical Hdwy	4.1	-	-	-	6.42	6.2								
Critical Hdwy Stg 1	4.1	-	-	-	5.42	0.2								
Critical Hdwy Stg 2	-	-	-	-	5.42									
Follow-up Hdwy	2.2	-	-	-	3.518	- 3.3								
	793	-	-	-										
Pot Cap-1 Maneuver	795	-	-	-	101	396								
Stage 1	-	-	-	-	449	-								
Stage 2	-	-	-	-	391	-								
Platoon blocked, %	700	-	-	-										
Nov Cap-1 Maneuver	793	-	-	-	93	396								
Nov Cap-2 Maneuver	-	-	-	-	226	-								
Stage 1	-	-	-	-	412	-								
Stage 2	-	-	-	-	391	-								
Approach	EB		WB		SB									
-ICM Control Delay, s	0.8		0		21.7			`						
HCM LOS					С									
											÷.			
Minor Lane/Major Mvmt	l Mer	EBL	EBT	WBT	WBR	SBLn1 §	SBLn2		lan NB					
Capacity (veh/h)	<u>1976-02</u> 58	793	<u></u>	<u>ي دي رو مور</u> و رو رو رو رو . م	<u>- 18 6 6 7 8 7 8</u>	226	396	<u>an anna a'r reddin mei de</u>	<u>agus processos sete</u>	11-19-19-19-19-19-19-19-19-19-19-19-19-1	<u>o estruction</u>	- 7 . + (1). D	gan gangangan sa sa sa sa sa sa sa sa sa sa sa sa sa	e ar a strengelsk
HCM Lane V/C Ratio		0.083	_	-	_	0.299							•	
Town Land VIO Matio		10		-	-	27.6	16.2				-			
CM Control Delay (c)		10	-	-	-	21.0								
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HCM Control Delay (s) HCM Lane LOS HCM 95th %tile Q(veh)		A 0.3		-	-	D 1.2	C 0.7							

Intersection	<u></u>			· · · · ·	n i Star <u>a</u> St	1	· · · · ·			i di si Sanat di sa			· .			
Int Delay, s/veh	2.4															
Movement	EBL	EBT	WBT	WBR	SBL	SBR		na Sanatan sa		11	e Station					
Lane Configurations	ኘ	个	个	7	5	1										
Traffic Vol, veh/h	65	682	716	72	54	57										
Future Vol, veh/h	65	682	716	- 72	54	57										
Conflicting Peds, #/hr	0	0	0	0	0	0										
Sign Control	Free	Free	Free	Free	Stop	Stop										
RT Channelized	-	None	-	None	-	None										
Storage Length	0	-	-	0	0	0										
Veh in Median Storage	, # -	0	0	-	0	-										
Grade, %	-	0	0	-	0	-										
Peak Hour Factor	88	88	92	92	68	68										
Heavy Vehicles, %	0	2	3	3	2	0										
Mvmt Flow	74	775	778	78	79	84										
Major/Minor	Major1	NAME I	Major2	948. V. A.	Minor2	e Sant Sa			den stationer Ver	NAMES IN	YA MA	640a	<u>SAAN</u>	98-3823		1004000
Conflicting Flow All	856	0		<u>0</u>	1701	778				1912	NTAN SA	<u></u>	<u>y 186.305</u>	ind Webs	yannya)	<u>1991 (1994) (1991)</u>
Stage 1	000	0	_	0	778	110										
Stage 2	-	_	-	-	923	-										
Critical Hdwy	4.1	-	-	-	6.42	6.2										
Critical Hdwy Stg 1	4.1	-	-	-	5.42	0.2										
Critical Hdwy Stg 2	-	-	-	-	5.42	-										
	2.2	-	-	-		· -										
Follow-up Hdwy		-	-	-	3.518	3.3										
Pot Cap-1 Maneuver	793	-	-	-	101	400										
Stage 1	-	-	-	-	453	-										
Stage 2	-	-	-	-	387	-								•		
Platoon blocked, %		-	-	-												
Mov Cap-1 Maneuver	793	-		-	92	400										
Mov Cap-2 Maneuver	-	-	-	-	224	-										
Stage 1	-	-	-	-	411											
Stage 2	-	-	-	-	387											
Approach	EB		WB		SB				3880-82				1485. N	NARAS		
HCM Control Delay, s	0.9	Beller vir Delbalde	0	ananan nanan n	22.8	artitiken), haa	an internet an thirting. T	a sananana a	<u>a 1927 (* 1948) 56 (</u>		- 1997 - 1998 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997	Same and a series	<u></u>	- AND AN AND	and a state of the	despersionen des des des des des des des des des des
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Minor Lane/Major Mvm	u (Alexandre Al		EDI	VAR I	WBR	SBLn1 S								AREA S		ng vin de la composition de la
Capacity (veh/h)		793	-	-	-	224	400									
HCM Lane V/C Ratio		0.093	-	-	-	0.355	0.21									
HCM Control Delay (s)		10	-	-	-	29.6	16.4									
HCM Lane LOS		В	-	-	-	D	С									
HCM 95th %tile Q(veh))	0.3	-	-	-	1.5	0.8									

2.3 EBL 64 64 0 		↑ 798 798 0 Free - 0 0 92 3 867	WBR 72 72 0 Free None 0 - - 92 3 78	SBL 51 51 0 Stop - 0 0 0 0 68 2 75	SBR 55 55 0 Stop None 0 - 68 0	<u>.[11] (* 44 .</u>	- <u></u>			ni 20 - Janife		
64 64 64 0 =ree - 0 4 - - 88 0 73		↑ 798 798 0 Free - 0 0 92 3 867	72 72 0 Free None 0 - 92 3	51 51 51 0 Stop - 0 0 0 68 2	755 55 0 Stop None 0 - - 68 0	<u>,11,12,24,1</u>	<u> </u>	 	<u></u>	200 <u>0,000,000</u>		
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704	-	-	-		355							
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	734	-	-	-	197	355						
	0.099	-	-	-		0.228						
	10.4	-	-	-	34.1	18.1						
	В	-	-	-	D	С						
	0.3	-	-	-	1.7	0.9						
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Intersection					a Maria A									
Int Delay, s/veh	2.8													
Movement	EBL	EBT	WBT	WBR	SBL	SBR		1 Acres						
Lane Configurations	ξ	个	t	۴	ሻ			- ñ			. <u></u>	· · · · · · · · · · · · · · · · · · ·		······
Traffic Vol, veh/h	71	754	792	79	59	62								
Future Vol, veh/h	71	754	792	79	59	62								
Conflicting Peds, #/hr	0	0	0	0	0	02								
Sign Control	Free	Free	Free	Free	Stop	Stop								
RT Channelized	-	None		None										
	0		-		-	None								
Storage Length		-	-	0	0	0								
Veh in Median Storage		0	0	-	0	-								
Grade, %	-	0	0	-	0	-								
Peak Hour Factor	88	88	92	92	68	68								
Heavy Vehicles, %	0	2	3	3	2									
Mvmt Flow	81	857	861	86	87	91								
Major/Minor	Major1		Major2		Minor2				1. 1. (24) (43)	40x 30x	-112-10-11	w	or Alta Alt	N STANTA
			Majorz			<u>0.935884400</u> 004				ter the second	N 94. 43		<u>85,9618,984</u>	
Conflicting Flow All	947	0	-	0	1880	861								
Stage 1	-	-	-	-	861	-								
Stage 2	-	-	-	-	1019	-								
Critical Hdwy	4.1	-	-	-	6.42	6.2								
Critical Hdwy Stg 1	-	-	-	-	5.42	-								
Critical Hdwy Stg 2	-	-	-	-	5.42	-								
Follow-up Hdwy	2.2	-	-	-	3.518	3.3								
Pot Cap-1 Maneuver	733	-	-	-	~ 78	358								
Stage 1	-	-	-	-	414	-								
Stage 2	-	-	-	-	348	-								
Platoon blocked, %		-	-	-										
Mov Cap-1 Maneuver	733	-	-	-	~ 69	358								
Mov Cap-2 Maneuver		_	-	_	195									
Stage 1	_	_		_	368	-								
-	-	-		-	348	-								
Stage 2	-	-	-	-	340	-								
Approach	EB		WB		SB							erase.		
HCM Control Delay, s	0.9		0	1101 4 2007-02	27.8	an ing an an an ang aga	<u></u>	a ay sa para para para para	an an an an an an an an an an an an an a	en anna ann anna ann	n in de ser in de ser in de ser in de ser in de ser in de ser in de ser in de ser in de ser in de ser in de se In de ser in	nan na tani 1997. Tan	a that all the basis	<u>gan internetation</u>
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Minor Lane/Major Mvm	1	EBL	EBT	WBT	WBR	SBLn1 S	BLn2							
Capacity (veh/h)		733	-	-	-	195	358							
HCM Lane V/C Ratio		0.11	-	-	-	0.445								
HCM Control Delay (s)		10.5	-	-	-	37.5	18.5							
HCM Lane LOS		B	-		-	E	0.07 C							
HCM 95th %tile Q(veh)		0.4	_	-	_	2.1	1							
a manta a ana aona ao anta na sa si s		U.H		-	-	۲.۱	I							
Notes														
~: Volume exceeds cap	acity	\$: De	elay exc	ceeds 3)0s	+: Comp	utation	Not Defi	ned	*: All ma	ior volur	ne in plato	on	<u> </u>
1	,					- 7					,			

Appendix G

Auxiliary Turn Lane Warrants Analysis

2030 AM Build Bow Lake Road - Proposed Site Driveway

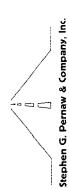
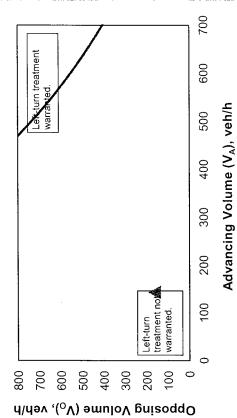


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

INPUI		
Variable	Value	
85 th percentile speed, mph:		008
Percent of left-turns in advancing volume (V_A), %:	4%	C 700 Level turn treatment warranted warranted
Advancing volume (V _A), veh/h:	143	UU9
Opposing volume (V _o), veh/h:	164	
		nnc au
OUTPUT		lur 400
Variable	Value	

Variable	Value
Limiting advancing volume (V _A), veh/h:	913
Guidance for determining the need for a major-road left-turn bay:	ay:
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

2030 PM Build Bow Lake Road - Proposed Site Driveway

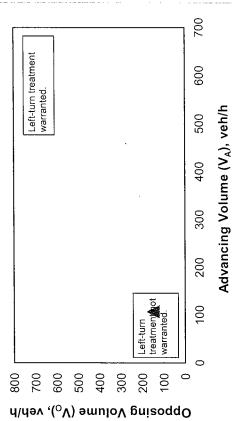
Stephen G. Pernaw & Company, Inc.

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

INPUI		
Variable		
85 th percentile speed, mph:		
Percent of left-turns in advancing volume (V _A), %:		700 Left-turn treatmer
Advancing volume (V _A), veh/h:		600
Opposing volume (V _o), veh/h:	(√ [′]) () (
OUTPUT		400

Variable	Value
Limiting advancing volume (V _A), veh/h:	1767
Guidance for determining the need for a major-road left-turn bay:	y:
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

2030 AM Build Bow Lake Road / Proposed Site Driveway

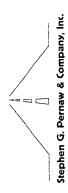


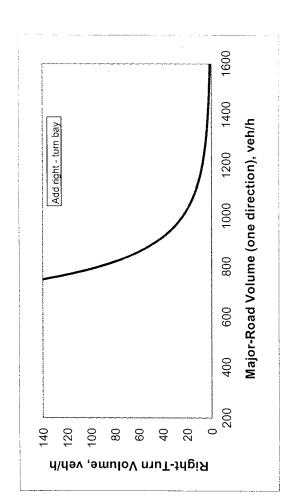
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

2-lane roadw ay ▼	
Variable	Value
Major-road speed, mph:	25
Major-road volume (one direction), veh/h:	164
Right-turn volume, veh/h:	42

⊢
2
5
0

Variable	Value
Limiting right-turn volume, veh/h:	1684524
Guidance for determining the need for a major-road	
right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



2030 PM Build Bow Lake Road / Proposed Site Driveway

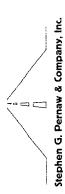


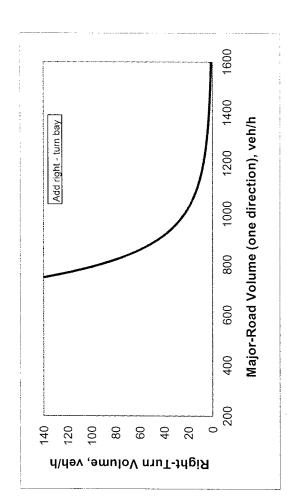
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

2-lane roadw ay ▼	
Variable	Value
Major-road speed, mph:	25
Major-road volume (one direction), veh/h:	150
Right-turn volume, veh/h:	16

DUTPUT
ō

I imiting right turn volume veh/h-	
	2926292
Guidance for determining the need for a major-road	
right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



2030 AM Build Bow Lake Road / Proposed Site Driveway

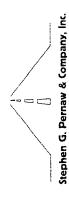


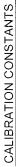
Figure 2 - 4. Guideline for determining minor-road approach geometry at two-way stop-controlled intersections.

INPUT

Value	307		.6C
Variable	Major-road volume (total of both directions), veh/h:	Percentage of right-turns on minor road, %:	Minor-road volume (one direction), veh/h:

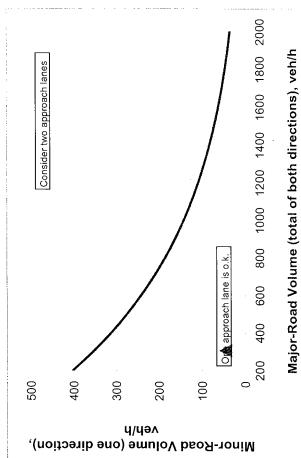
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Variable	Value
Limiting minor-road volume (one direction), veh/h:	352
Guidance for determining minor-road approach geometry:	
ONE approach lane is o.k.	



Minor Road Right-turn capacity, veh/h: Left-turn and through capacity, veh/h:	Critical gap, s: Follow-up gap, s: 6.2 4:0 4:0	up gap, s: 3.3 1.0	

* according to Table 17 - 5 of the HCM



2030 PM Build Bow Lake Road / Proposed Site Driveway

Stephen G. Pernaw & Company, Inc. - - - -

Figure 2 - 4. Guideline for determining minor-road approach geometry at two-way stop-controlled intersections.

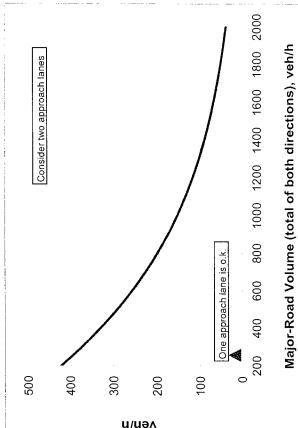
INPUT

		Consider two approach tanes						/	/	/	One approach lane is o.k.	
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Value	257	17%	18				Value	393				
Variable	Major-road volume (total of both directions), veh/h:	Percentage of right-turns on minor road, %:	Minor-road volume (one direction), veh/h:			Ουτρυτ	Variable	Limiting minor-road volume (one direction), veh/h:	Guidance for determining minor-road approach geometry:	ONE approach lane is o.k.		

Variable	Value
Limiting minor-road volume (one direction), veh/h:	393
Guidance for determining minor-road approach geometry:	
ONE approach lane is o.k.	

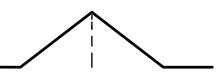
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Right-turn capacity, veh/h: 6.2 3.3. Left-turn and through capacity, veh/h: 6.5 4.0 * according to Table 17 - 5 of the HCM		unicai gap, s. noiiow-up gap, s.
Left-turn and through capacity, veh/h: 6.5 4.0 * according to Table 17 - 5 of the HCM	turn capacity, veh/h: 6.2	3.3
* according to Table 17 - 5 of the HCM	rrn and through capacity, veh/h: 6.5	4.0
	according to Table 17 - 5 of the HCM	



Appendix H

Sight Distance Photographs



Pernaw & Company, Inc

Looking Left



Looking Right



1951A

Appendix

Sight Distance Photographs - Bow Lake Road / Proposed Site Driveway Traffic Impact Assessment, Proposed Drive Thru Coffee Shop, Northwood, New Hampshire