

TRAFFIC IMPACT ASSESSMENT

PROPOSED DRIVE-THRU COFFEE SHOP

Northwood, New Hampshire

October 2019

Prepared for

New Hampshire Land Consultants, PLLC



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& Company, Inc.**

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NORTHWOOD, NEW HAMPSHIRE
October 22, 2019**

INTRODUCTION

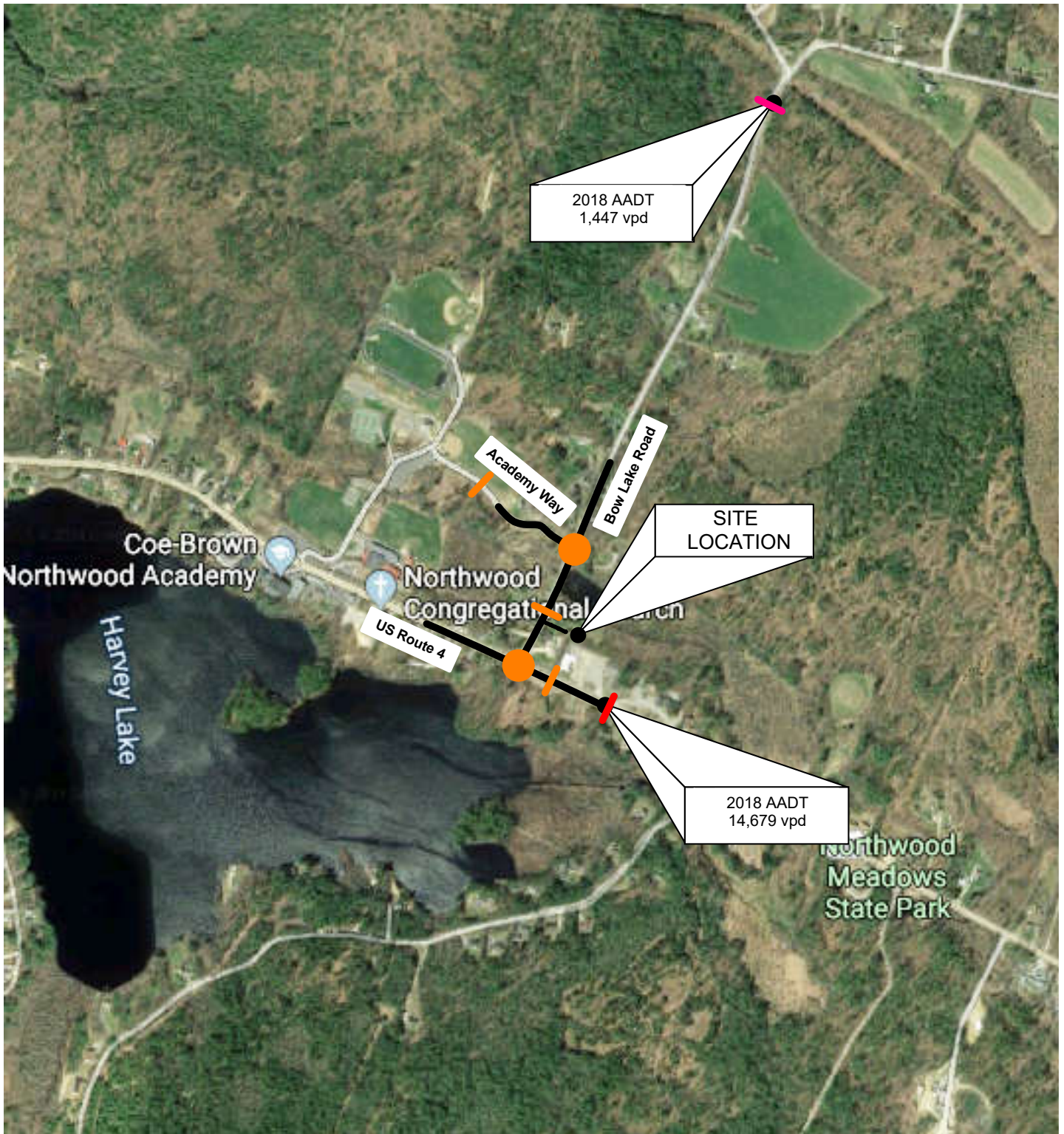
This study has been prepared for New Hampshire Land Consultants, PLLC on behalf of their client Michael Sullivan and it addresses the traffic impacts associated with the Drive-Thru Coffee Shop that is proposed on Bow Lake Road in Northwood, New Hampshire. The subject site is located on the northeast 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.



 = 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.

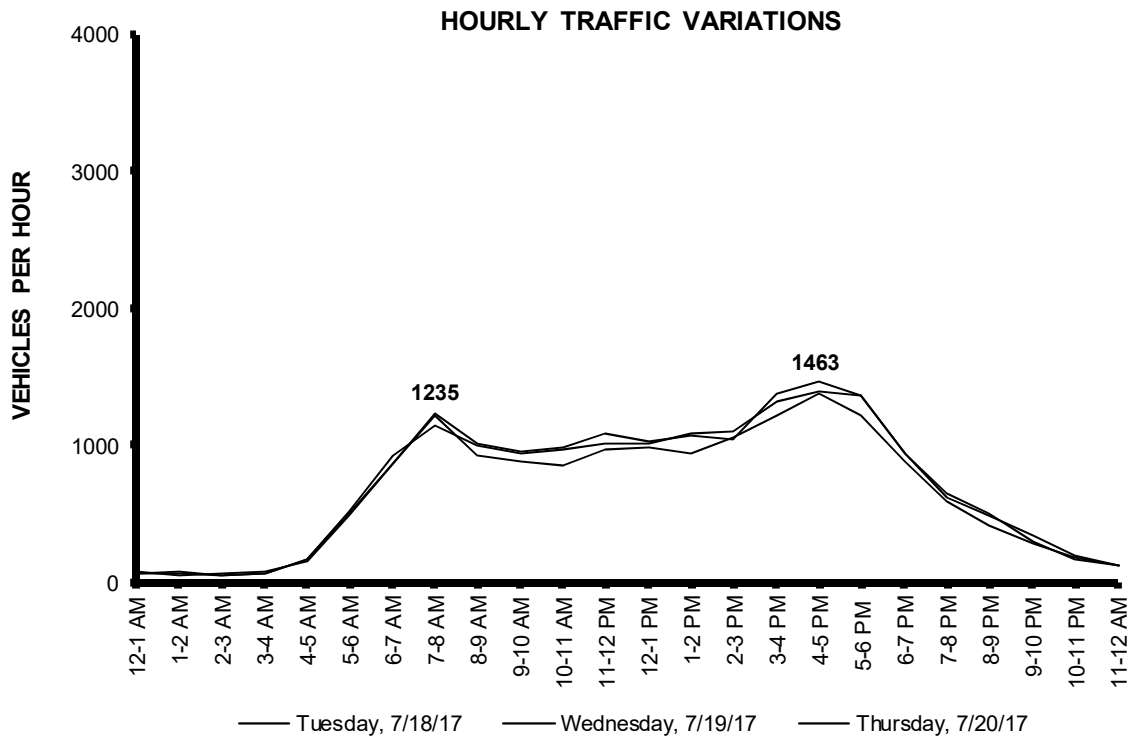
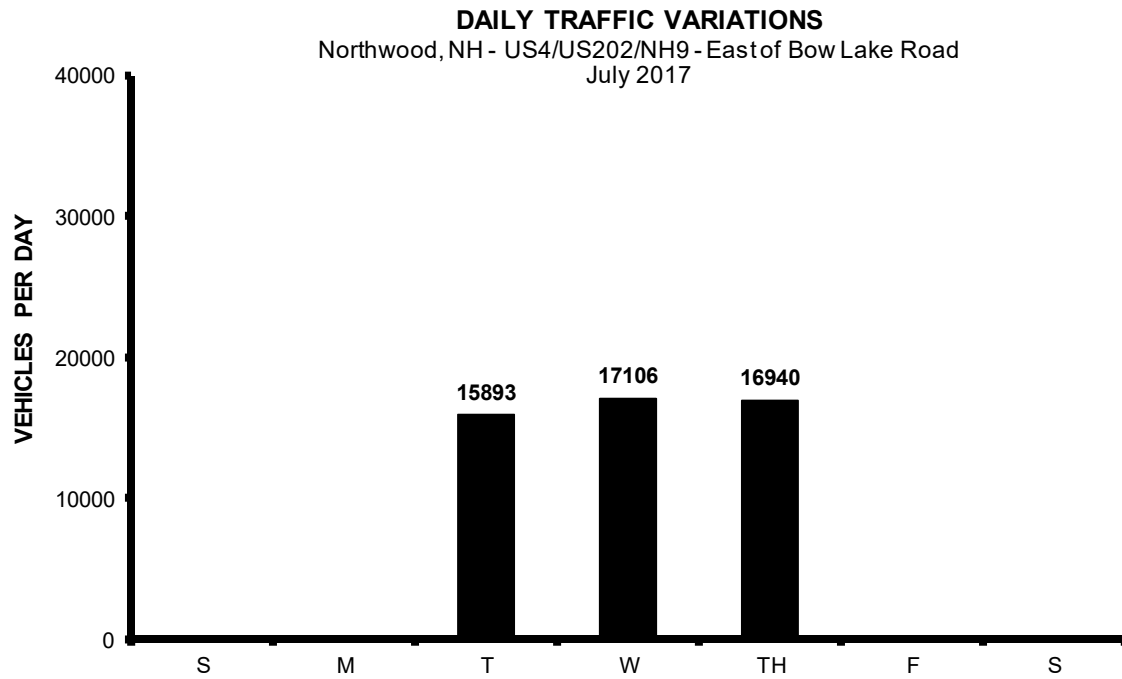
TRAFFIC VOLUMES

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).



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 Recorder Summary - Average Weekday Conditions					
	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%

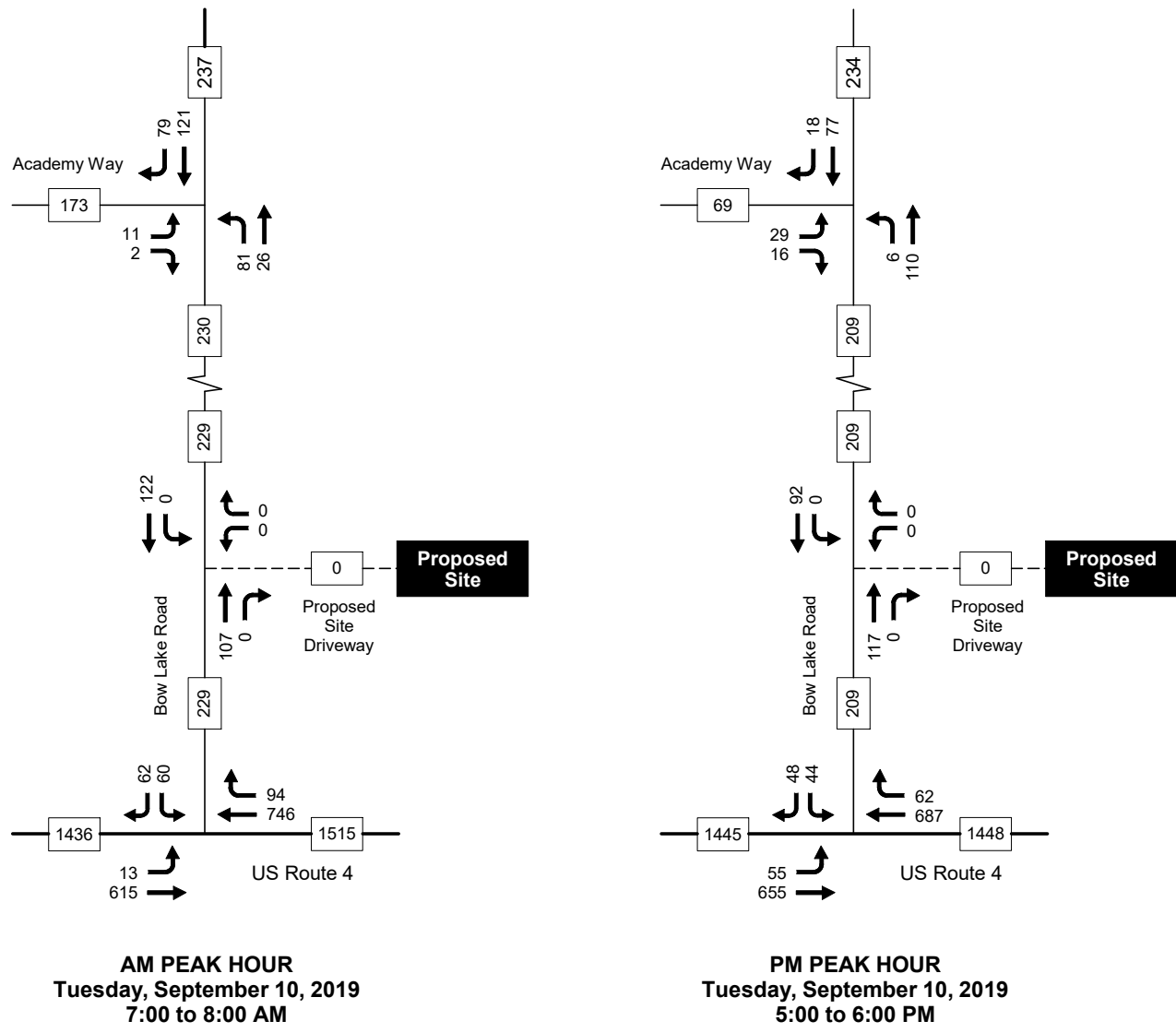
¹ One hour traffic volume between 7-9 AM

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 westbound direction (55% WB). During the PM peak hour period 1,448 vehicles passed the site and 52% traveled in the westbound 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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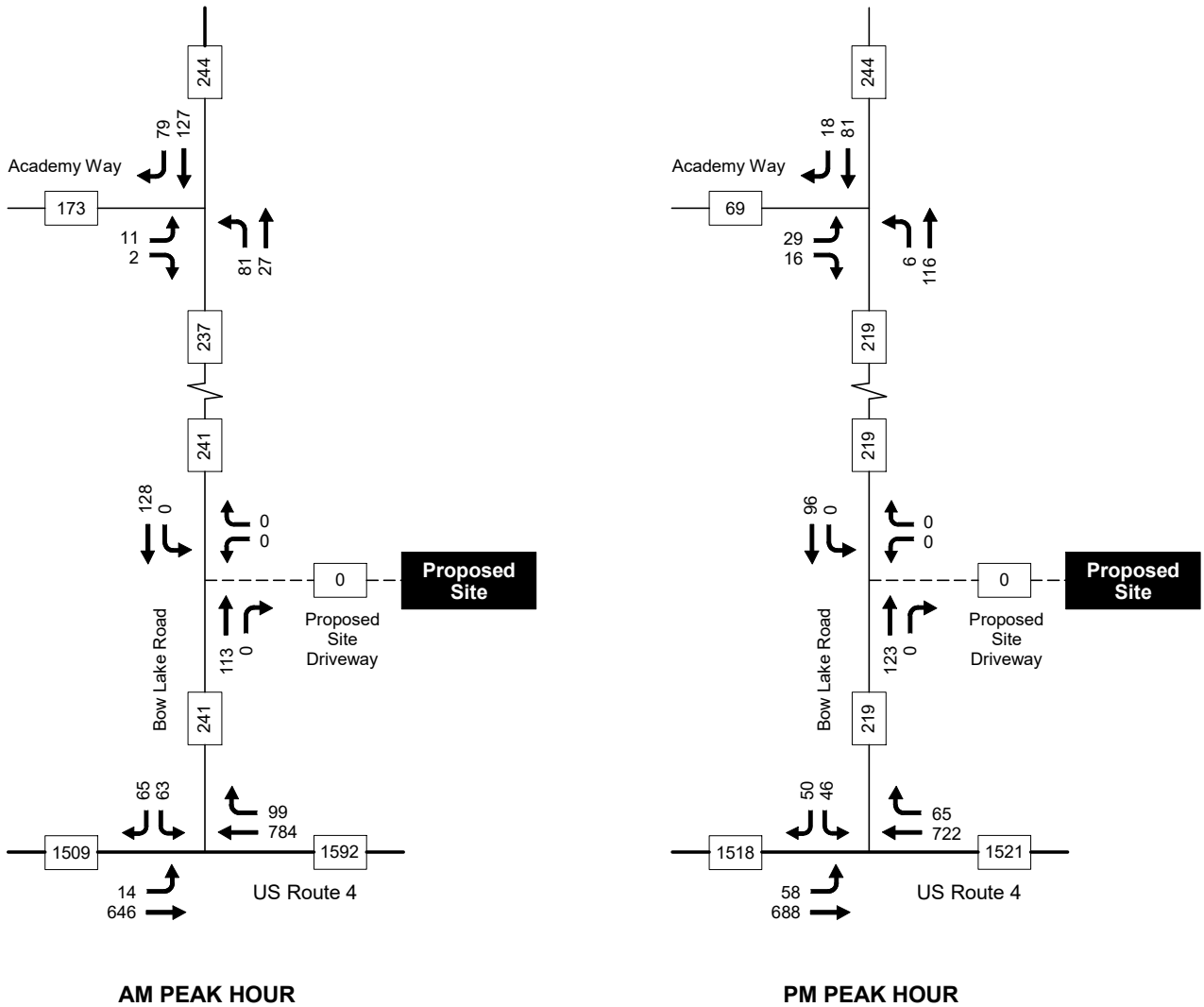
Figure 2

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 without 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

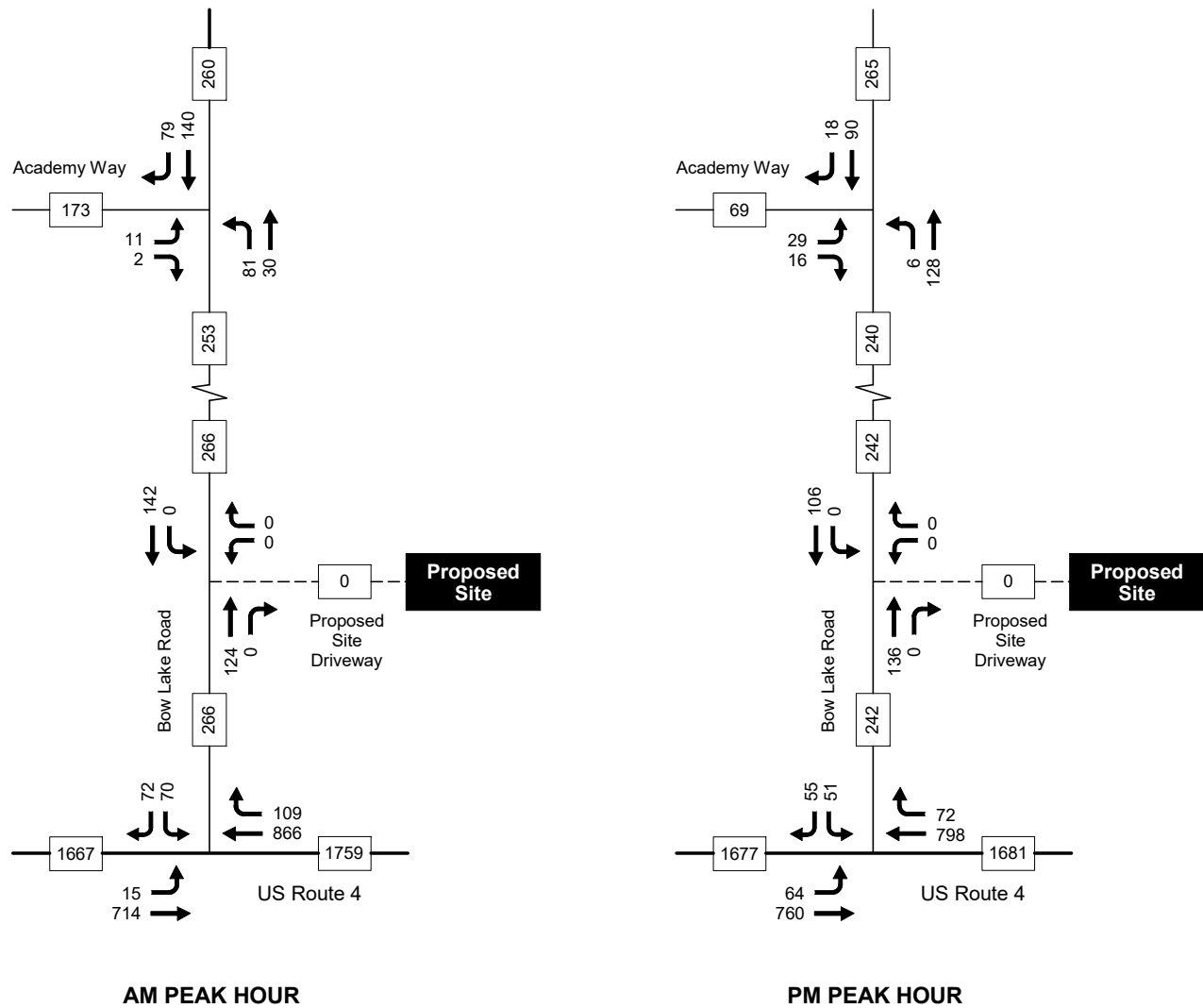


Figure 4

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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Table 1

Trip Generation Summary

	Coffee Shop (965 sf)		Retail ² (250 sf)	Office ³ (203 sf)	Single-Family Residence ⁴	2030 Total	Primary Trips	Pass-By Trips ⁵
	2020 Estimate ¹	2030 Estimate ¹						
AM Peak Hour	Entering	41 veh	1 veh	1 veh	0 veh	47 veh	7 veh	40 veh
	Exiting	<u>41 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>
	Total	82 trips	1 trips	1 trips	1 trips	93 trips	13 trips	80 trips
PM Peak Hour	Entering	14 veh	0 veh	0 veh	1 veh	17 veh	3 veh	14 veh
	Exiting	<u>14 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	28 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 east on US4, 40% to/from points west on US4, and 20% to/from points north 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.

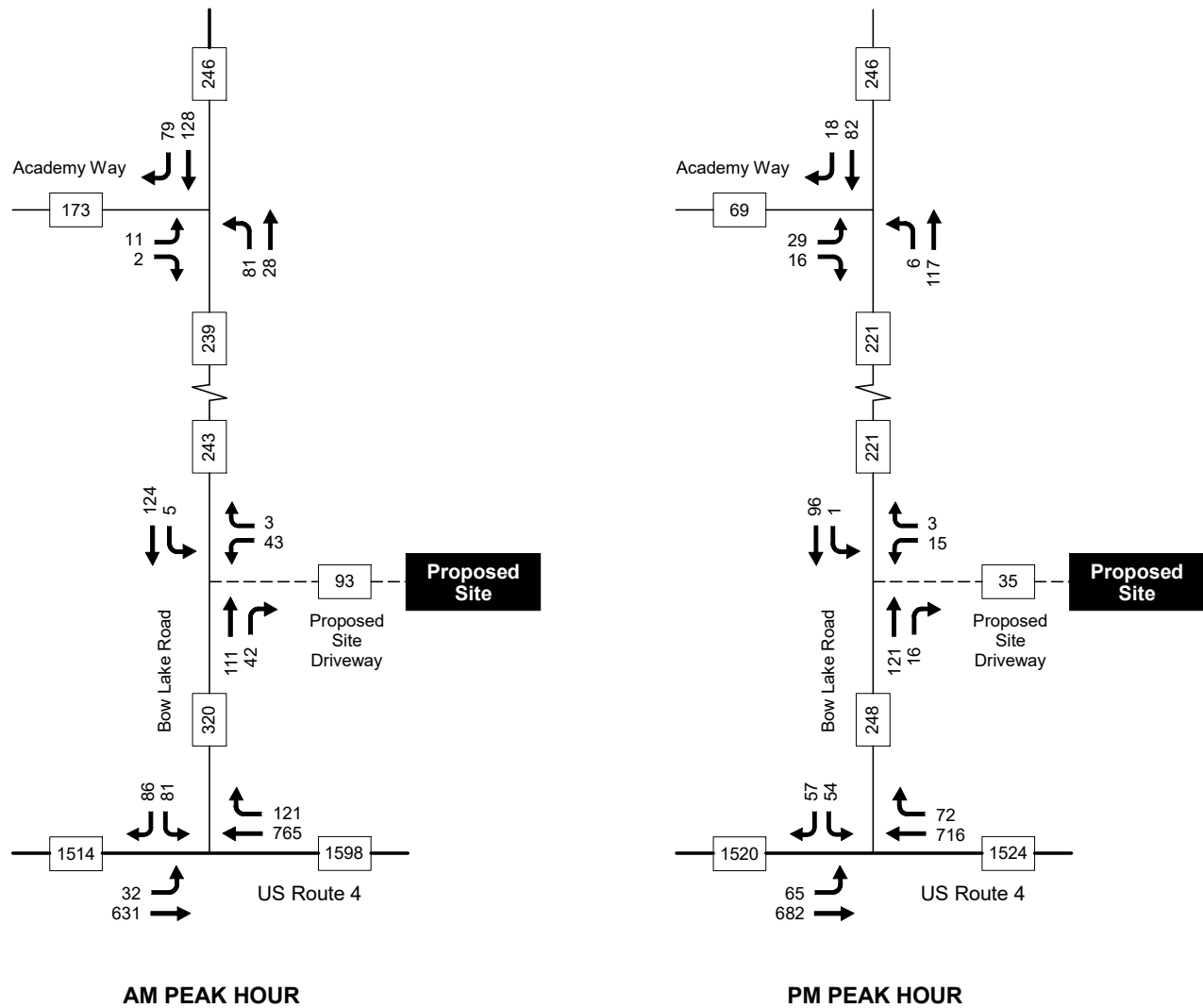


Figure 5

2020 Build Traffic Volumes

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

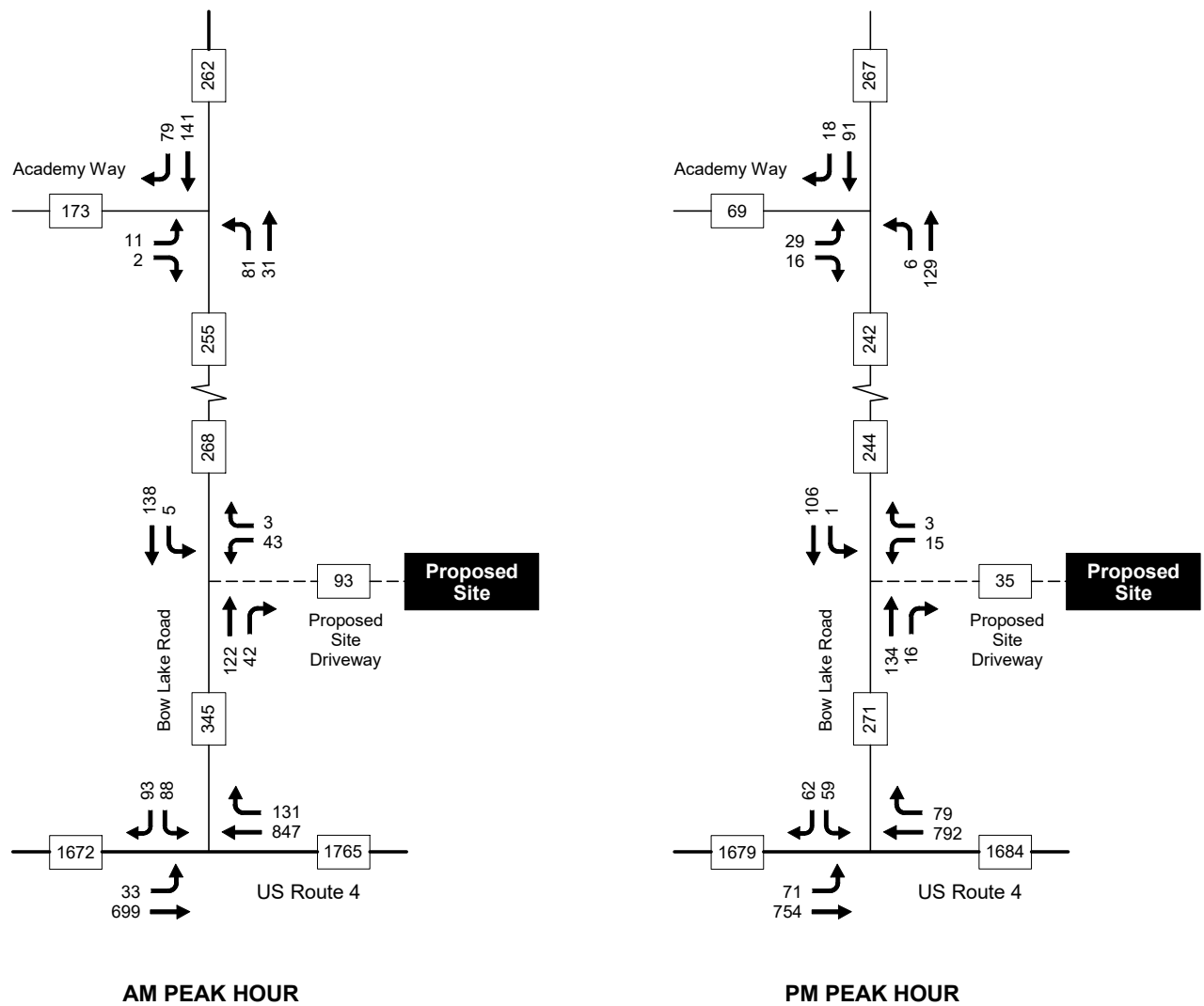


Figure 6

2030 Build Traffic Volumes

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

IMPACT SUMMARY

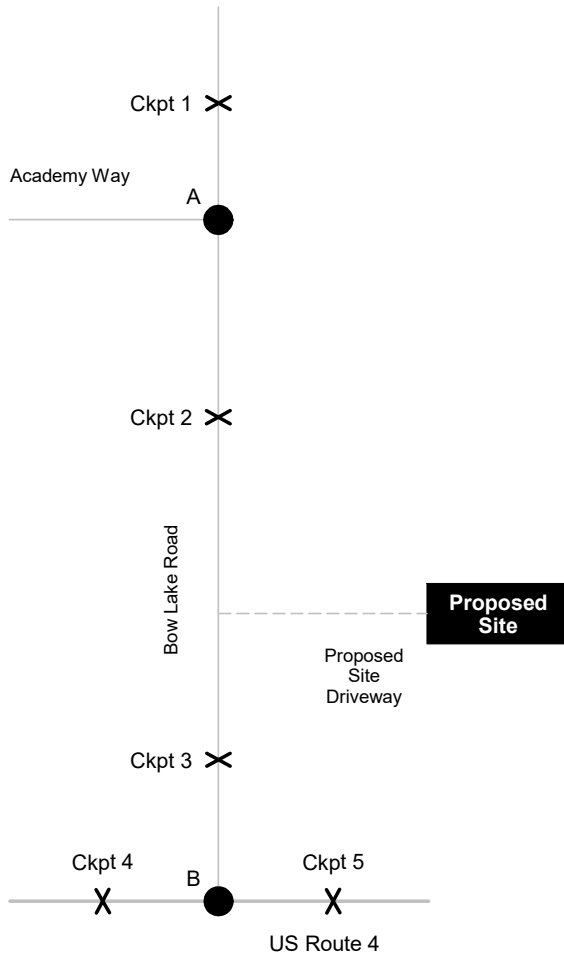
TRAFFIC VOLUME INCREASES

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 two-way 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.



AM Peak Hour				
Location	2020 No-Build	2020 Build	Change	% Change
Intersection A	327	329	+2 veh	1%
Intersection B	1671	1716	+45 veh	3%
Checkpoint 1	244	246	+2 veh	1%
Checkpoint 2	241	243	+2 veh	1%
Checkpoint 3	241	320	+79 veh	33%
Checkpoint 4	1509	1514	+5 veh	<1%
Checkpoint 5	1592	1598	+6 veh	<1%

PM Peak Hour				
Location	2020 No-Build	2020 Build	Change	% Change
Intersection A	266	268	+2 veh	1%
Intersection B	1629	1646	+17 veh	1%
Checkpoint 1	244	246	+2 veh	1%
Checkpoint 2	219	221	+2 veh	1%
Checkpoint 3	219	248	+29 veh	13%
Checkpoint 4	1518	1520	+2 veh	<1%
Checkpoint 5	1521	1524	+3 veh	<1%

Figure 7

2020 Impact Summary

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

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)
A	≤ 10.0
B	> 10.0 and ≤ 15.0
C	> 15.0 and ≤ 25.0
D	> 25.0 and ≤ 35.0
E	> 35.0 and ≤ 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 not 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). 1951A

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		STOP-Controlled Intersection Capacity Analysis US Route 4 / Bow Lake Road							
		Weekday AM Peak Hour				Weekday PM Peak Hour			
		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	B	<1	9.7	0.08	A	<1
	2020 No Build	11.2	0.03	B	<1	10.0	0.08	A	<1
	2020 Build	11.5	0.07	B	<1	10.0	0.09	B	<1
	2030 No Build	12.0	0.04	B	<1	10.4	0.10	B	<1
	2030 Build	12.3	0.08	B	<1	10.5	0.11	B	<1
Bow Lake Road - Left-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)	37.9	0.42	E	2	34.1	0.38	D	2
	2030 Build (2 Stage)	46.5	0.54	E	3	37.5	0.45	E	2
Bow Lake Road - Right-Turn Departures									
	2019 Existing	19.0	0.21	C	1	15.4	0.17	C	1
	2020 No Build	20.3	0.24	C	1	16.2	0.19	C	1
	2020 Build	21.2	0.30	C	1	16.4	0.21	C	1
	2030 No Build	24.0	0.30	C	1	18.1	0.23	C	1
	2030 Build	25.6	0.37	D	2	18.5	0.26	C	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 Two-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-Controlled Intersection Capacity Analysis Bow Lake Road / Academy Way							
		Weekday AM Peak Hour				Weekday PM Peak Hour			
		Delay ¹	V/C ²	LOS ³	Queue ⁴	Delay ¹	V/C ²	LOS ³	Queue ⁴
Bow Lake Road - NB Left Turns									
	2019 Existing	8.1	0.13	A	<1	7.5	0.01	A	<1
	2020 No Build	8.2	0.13	A	<1	7.5	0.01	A	<1
	2020 Build	8.2	0.13	A	<1	7.5	0.01	A	<1
	2030 No Build	8.2	0.13	A	1	7.5	0.01	A	<1
	2030 Build	8.2	0.13	A	1	7.5	0.01	A	<1
Academy Way - EB Left & Right-Turn Departur									
	2019 Existing	13.7	0.06	B	<1	10.5	0.17	B	1
	2020 No Build	13.9	0.07	B	<1	10.6	0.17	B	1
	2020 Build	13.9	0.07	B	<1	10.7	0.17	B	1
	2030 No Build	14.2	0.07	B	<1	10.8	0.17	B	1
	2030 Build	14.2	0.07	B	<1	10.9	0.17	B	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		STOP-Controlled Intersection Capacity Analysis Bow Lake Road / Proposed Site Driveway							
		Weekday AM Peak Hour				Weekday PM Peak Hour			
		Delay ¹	V/C ²	LOS ³	Queue ⁴	Delay ¹	V/C ²	LOS ³	Queue ⁴
Proposed Site Driveway - WB LT & RT Departures									
	2020 Build	11.6	0.09	B	<1	10.1	0.03	B	<1
	2030 Build	12.0	0.09	B	<1	10.3	0.03	B	<1
Bow Lake Road - NB Left-Turn Arrivals									
	2020 Build	7.9	0.00	A	<1	7.5	0.00	A	<1
	2030 Build	7.9	0.01	A	<1	7.5	0.00	A	<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	Left-Turn Lane Warrants Analysis Bow Lake Road / Proposed Site Driveway	
	2030 AM Build Volumes	2030 PM Build Volumes
Peak Hour Inputs		
Left-Turn 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 Volume (veh/h)	913	>1000
Conclusion		
Left-Turn Treatment Warranted	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 not 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 Right-Turn Lane Warrants Analysis Bow Lake Road / Proposed Site Driveway		
	2030 AM Build Volumes	2030 PM Build Volumes
Peak Hour Inputs		
Right-Turn Volume (NB)	42	16
Total Approach Volume (NB)	164	150
Speed (mph)	25	25
Limiting Right-Turn Volume (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 one 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 Minor-Road Approach Geometry Bow Lake Road / Proposed Site Driveway		
	2030 AM Build Volumes	2030 PM Build Volumes
Peak Hour Inputs		
Major-Road Volume (NB-SB)	307	257
% Right-Turns on Minor (WB)	7	17
Minor-Road Approach Volume	46	18
Limiting Minor-Road Volume (veh/h)	352	393
Conclusion		
Consider TWO Approach 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

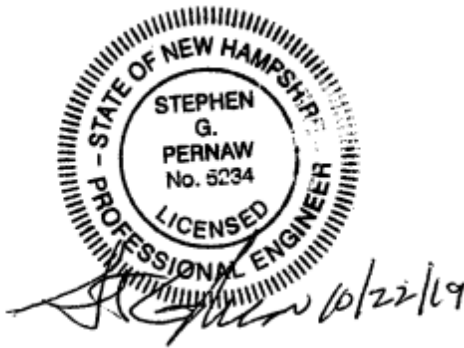
Based on the existing traffic data available on US4 and Bow Lake Road in the vicinity of the subject site, the anticipated traffic increases resulting from the proposed drive-thru coffee shop (with small greenhouse shop, small office, and one residence), and the analysis of future traffic levels in the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

1. 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 general-use 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.

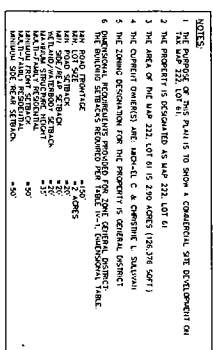


APPENDIX

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



- [illegible]

- [illegible]

PROPOSED SITE PLAN
TAX MAP 222, LOT 61
DRIVE THRU COFFEE SHOP
#8 BOW LAKE ROAD
NORTHWOOD, NH 03261
OWNED BY
MICHAEL SULLIVAN
113 1ST NH TURNPIKE, NORTHWOOD, NH 03261
BOOK 5371 PAGE 0556



N.H. LAND
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 SURVEYING • LAND PLANNING • REAL ESTATE
A Veterans Owned Company

6835 FIRST HILL PARKWAY NORTHWOOD, NH 03251 PH: 603-442-7220 WEBSITE: WWW.NHCONSULTANTS.COM

Appendix B

Automatic Traffic Recorder Counts



Excel Version

Weekly Volume Report			
Location ID:	62349053	Type:	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	6.4%
3:00 PM		1221	1383	1324				1,309	7.9%
4:00 PM		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		
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	1463	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)

Day	Date	Daily Traffic Volume	AM Peak Hour	PM Peak Hour	Travel Speeds		Percent Trucks
					Average	85th Percentile	
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 Weekday		15,316	1,414	1,310	44	52	16

II. Bow Lake Road (south of Academy Way)

Day	Date	Daily Traffic Volume	AM Peak Hour	PM Peak Hour	Travel Speeds		Percent Trucks
					Average	85th Percentile	
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 Weekday		1,841	226	201	33	39	7

III. Academy Way (west of Bow Lake Road)

Day	Date	Daily Traffic Volume	AM Peak Hour	PM Peak Hour	Travel Speeds		Percent Trucks
					Average	85th Percentile	
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 Weekday		448	168	63	18	23	7

Weekly Volumes

Unit ID: SGP13

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

Week of 09/10/2019

Start Time	09/10 Tuesday		09/11 Wednesday		09/12 Thursday		09/13 Friday		09/14 Saturday		09/15 Sunday		09/16 Monday		Daily Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
00:00	31	32	63	62	0	53	-	-	-	-	-	-	-	-	31	49
01:00	42	42	45	46	0	53	-	-	-	-	-	-	-	-	29	47
02:00	50	49	40	49	0	38	-	-	-	-	-	-	-	-	30	45
03:00	80	80	34	62	0	76	-	-	-	-	-	-	-	-	38	73
04:00	168	171	4	144	0	175	-	-	-	-	-	-	-	-	57	163
05:00	417	419	1	441	0	425	-	-	-	-	-	-	-	-	139	428
06:00	930	937	0	942	0	960	-	-	-	-	-	-	-	-	310	946
07:00	1507	1549	0	1525	0	1486	-	-	-	-	-	-	-	-	502	1520
08:00	936	944	0	1003	0	923	-	-	-	-	-	-	-	-	312	957
09:00	825	829	0	840	0	816	-	-	-	-	-	-	-	-	275	828
10:00	804	810	1	868	1	894	-	-	-	-	-	-	-	-	269	857
11:00	906	910	3	914	0	962	-	-	-	-	-	-	-	-	303	929
12:00	897	901	0	996	0	884	-	-	-	-	-	-	-	-	299	927
13:00	932	936	0	1002	0	974	-	-	-	-	-	-	-	-	311	971
14:00	1064	1068	0	1202	0	1123	-	-	-	-	-	-	-	-	355	1131
15:00	1276	1281	0	1264	0	1213	-	-	-	-	-	-	-	-	425	1253
16:00	1386	1393	0	1380	1	1358	-	-	-	-	-	-	-	-	462	1377
17:00	1413	1424	0	1349	0	1326	-	-	-	-	-	-	-	-	471	1366
18:00	831	846	0	861	0	861	-	-	-	-	-	-	-	-	277	856
19:00	662	663	0	539	0	600	-	-	-	-	-	-	-	-	221	601
20:00	372	378	0	361	0	420	-	-	-	-	-	-	-	-	124	386
21:00	235	237	0	221	0	316	-	-	-	-	-	-	-	-	78	258
22:00	158	157	0	130	0	198	-	-	-	-	-	-	-	-	53	162
23:00	75	76	0	89	0	145	-	-	-	-	-	-	-	-	25	103
Lane Total	15997	16132	191	16290	2	16279	-	-	-	-	-	-	-	-	5396	16233
Day Total	32129	32129	16481	16481	16281	16281	-	-	-	-	-	-	-	-	21629	21629
AM Peak	06:52	06:52	00:11	07:02	09:28	06:52	-	-	-	-	-	-	-	-	07:00	07:00
AM Count	1539	1583	67	1528	1	1559	-	-	-	-	-	-	-	-	502	1520
PM Peak	16:50	16:50	-	16:14	15:35	16:40	-	-	-	-	-	-	-	-	17:00	16:00
PM Count	1440	1446	-	1412	1	1405	-	-	-	-	-	-	-	-	471	1377

Weekly Volumes

Unit ID: SGP13

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

Week of 09/13/2019

Start Time	09/13 Friday		09/14 Saturday		09/15 Sunday		09/16 Monday		09/17 Tuesday		09/18 Wednesday		09/19 Thursday		Daily Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
00:00	0	0	47	27	28	46	19	16	22	12	22	13	-	-	23	19
01:00	0	0	33	22	23	21	14	27	26	20	25	23	-	-	20	19
02:00	0	0	19	11	13	12	19	13	21	18	24	14	-	-	16	11
03:00	0	0	16	10	17	14	10	32	25	34	16	24	-	-	14	19
04:00	0	0	20	38	19	17	38	101	44	103	39	95	-	-	27	59
05:00	0	0	63	79	37	38	148	241	120	282	139	264	-	-	85	151
06:00	0	0	166	165	73	89	388	435	381	475	364	464	-	-	229	271
07:00	0	0	283	255	151	140	701	549	735	600	741	562	-	-	435	351
08:00	0	0	381	440	218	290	446	408	508	426	450	446	-	-	334	335
09:00	309	347	473	461	335	454	377	373	338	352	364	370	-	-	366	393
10:00	399	439	512	640	455	556	362	384	361	390	341	358	-	-	405	461
11:00	442	430	640	600	571	613	371	412	353	410	381	390	-	-	460	476
12:00	516	479	619	594	573	634	396	440	361	413	426	366	-	-	482	488
13:00	474	501	570	604	553	480	381	454	357	470	384	461	-	-	453	495
14:00	581	626	588	578	538	483	468	544	475	547	497	552	-	-	525	555
15:00	656	706	548	434	529	465	551	581	536	564	638	615	-	-	576	561
16:00	728	643	533	519	488	453	593	644	641	565	650	589	-	-	606	569
17:00	621	729	435	428	502	455	598	631	592	653	600	688	-	-	558	597
18:00	477	564	333	353	413	363	427	367	414	330	448	392	-	-	419	395
19:00	318	320	330	357	294	262	278	221	269	267	291	271	-	-	297	283
20:00	224	259	210	180	186	190	170	176	183	152	192	195	-	-	194	192
21:00	162	185	199	156	98	110	110	105	103	118	157	140	-	-	138	136
22:00	124	117	148	209	51	65	49	57	58	73	57	83	-	-	81	101
23:00	82	70	81	78	33	36	39	32	48	27	46	62	-	-	55	51
Lane Total	6113	6415	7247	7238	6198	6286	6953	7243	6971	7301	7292	7437	-	-	6798	6988
Day Total	12528		14485		12484		14196		14272		14729		-		13786	
AM Peak	10:52	10:46	10:55	10:11	10:56	10:58	06:55	06:50	06:52	06:59	06:56	06:51	-	-	11:00	11:00
AM Count	442	454	645	660	576	618	722	561	743	607	755	589	-	-	460	476
PM Peak	16:02	14:35	12:03	13:35	13:27	12:00	16:31	16:43	16:05	17:02	15:26	16:50	-	-	16:00	17:00
PM Count	744	743	623	650	582	633	643	689	654	656	682	693	-	-	606	597

Weekly Volumes

Unit ID: SGP15

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

Week of 09/10/2019

Start Time	09/10 Tuesday		09/11 Wednesday		09/12 Thursday		09/13 Friday		09/14 Saturday		09/15 Sunday		09/16 Monday		Daily Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
00:00	0	1	1	2	0	3	1	5	2	7	2	3	0	3	1	3
01:00	0	1	1	3	0	1	0	4	3	2	1	3	2	0	1	2
02:00	0	0	1	3	0	0	0	0	2	2	0	1	1	1	1	1
03:00	1	0	1	0	1	0	6	1	2	2	2	0	0	3	2	1
04:00	17	3	14	3	13	2	9	1	3	0	3	2	8	1	10	2
05:00	32	0	37	1	40	4	33	2	10	2	7	6	30	2	27	2
06:00	84	11	86	6	69	9	71	10	21	4	11	2	63	5	58	7
07:00	112	106	115	114	117	111	135	112	45	34	31	7	115	104	96	84
08:00	72	21	72	25	84	26	76	31	59	45	46	17	53	36	66	29
09:00	53	29	49	31	53	27	45	36	56	58	62	44	41	30	51	36
10:00	42	31	61	34	36	37	41	43	94	65	73	67	52	36	57	45
11:00	45	47	42	48	46	43	38	38	77	69	65	86	39	28	50	51
12:00	30	38	35	40	33	52	26	40	74	115	61	74	37	46	42	58
13:00	49	54	35	58	46	56	46	46	82	88	42	64	46	46	49	59
14:00	64	89	74	75	56	65	66	75	61	90	43	47	72	93	62	76
15:00	51	72	46	74	36	68	60	87	42	62	55	46	44	75	48	69
16:00	33	98	49	98	50	90	64	88	76	57	57	65	49	97	54	85
17:00	86	116	61	137	50	109	62	127	50	58	46	59	51	134	58	106
18:00	36	90	51	73	41	87	53	95	29	54	31	42	36	101	40	77
19:00	36	73	26	65	39	70	22	50	48	57	31	35	17	51	31	57
20:00	18	48	19	35	10	49	22	38	10	34	13	16	14	46	15	38
21:00	5	18	8	37	8	24	15	40	30	34	8	9	4	19	11	26
22:00	5	18	5	16	9	14	11	25	21	64	1	6	3	8	8	22
23:00	2	6	1	7	1	3	4	19	9	12	1	1	4	4	3	7
Lane Total	873	970	890	985	838	950	906	1013	906	1015	692	702	781	969	841	943
Day Total		1843		1875		1788		1919		1921		1394		1750		1784
AM Peak	06:31	06:56	06:44	07:02	06:48	07:00	06:58	06:59	10:31	10:36	09:51	10:54	06:44	07:11	07:00	07:00
AM Count	117	108	126	116	122	111	141	113	98	74	80	92	117	108	96	84
PM Peak	17:11	17:17	14:23	16:58	14:24	16:48	16:47	17:00	13:29	12:01	15:14	12:01	14:00	17:06	14:00	17:00
PM Count	91	126	77	137	59	115	72	127	91	117	65	76	72	137	62	106

Weekly Volumes

Unit ID: SGP15

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

Week of 09/17/2019

Start Time	09/17 Tuesday		09/18 Wednesday		09/19 Thursday		09/20 Friday		09/21 Saturday		09/22 Sunday		09/23 Monday		Daily Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
00:00	0	3	0	2	-	-	-	-	-	-	-	-	-	-	0	3
01:00	0	4	2	2	-	-	-	-	-	-	-	-	-	-	1	3
02:00	1	0	1	1	-	-	-	-	-	-	-	-	-	-	1	1
03:00	3	1	1	1	-	-	-	-	-	-	-	-	-	-	2	1
04:00	13	2	12	2	-	-	-	-	-	-	-	-	-	-	13	2
05:00	30	2	30	0	-	-	-	-	-	-	-	-	-	-	30	1
06:00	84	11	70	5	-	-	-	-	-	-	-	-	-	-	77	8
07:00	129	99	108	103	-	-	-	-	-	-	-	-	-	-	119	101
08:00	57	31	56	22	-	-	-	-	-	-	-	-	-	-	57	27
09:00	46	26	49	36	-	-	-	-	-	-	-	-	-	-	48	31
10:00	52	35	49	49	-	-	-	-	-	-	-	-	-	-	51	42
11:00	42	40	51	49	-	-	-	-	-	-	-	-	-	-	47	45
12:00	26	44	47	55	-	-	-	-	-	-	-	-	-	-	37	50
13:00	35	50	52	56	-	-	-	-	-	-	-	-	-	-	44	53
14:00	64	90	71	97	-	-	-	-	-	-	-	-	-	-	68	94
15:00	44	65	60	87	-	-	-	-	-	-	-	-	-	-	52	76
16:00	43	94	52	89	-	-	-	-	-	-	-	-	-	-	48	92
17:00	66	127	89	134	-	-	-	-	-	-	-	-	-	-	78	131
18:00	30	77	47	87	-	-	-	-	-	-	-	-	-	-	39	82
19:00	33	69	30	64	-	-	-	-	-	-	-	-	-	-	32	67
20:00	7	43	14	45	-	-	-	-	-	-	-	-	-	-	11	44
21:00	8	27	6	28	-	-	-	-	-	-	-	-	-	-	7	28
22:00	5	11	8	14	-	-	-	-	-	-	-	-	-	-	7	13
23:00	1	3	2	2	-	-	-	-	-	-	-	-	-	-	2	3
Lane Total	819	954	907	1030	-	-	-	-	-	-	-	-	-	-	871	998
Day Total		1773		1937												1869
AM Peak	06:46	07:05	06:52	07:02	-	-	-	-	-	-	-	-	-	-	07:00	07:00
AM Count	132	100	114	105	-	-	-	-	-	-	-	-	-	-	119	101
PM Peak	14:18	17:02	16:54	17:01	-	-	-	-	-	-	-	-	-	-	17:00	17:00
PM Count	74	129	89	135	-	-	-	-	-	-	-	-	-	-	78	131

Weekly Volumes

Unit ID: SGP14

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

Week of 09/10/2019

Start Time	09/10 Tuesday		09/11 Wednesday		09/12 Thursday		09/13 Friday		09/14 Saturday		09/15 Sunday		09/16 Monday		Daily Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2	3	2	2	3	2	1	4	0	2	0	0	2	5	1	3
07:00	10	144	18	161	13	157	21	160	16	37	0	0	12	153	13	116
08:00	2	6	2	2	3	6	3	3	6	29	0	0	0	2	2	7
09:00	3	9	0	7	4	6	4	3	6	22	2	2	0	4	3	8
10:00	0	6	19	1	4	2	1	3	45	11	0	0	3	4	10	4
11:00	1	1	3	3	0	1	0	4	19	35	2	1	2	5	4	7
12:00	5	1	5	5	2	2	3	2	21	31	2	2	0	0	5	6
13:00	11	5	7	9	8	6	9	1	44	36	1	1	5	4	12	9
14:00	57	16	67	22	60	26	62	22	26	41	3	1	59	16	48	21
15:00	9	12	13	5	18	8	12	6	13	24	0	1	13	7	11	9
16:00	13	8	25	8	13	4	19	12	57	14	0	0	5	10	19	8
17:00	40	17	25	14	22	26	49	21	38	13	1	0	52	19	32	16
18:00	11	14	1	2	11	1	5	15	15	8	0	0	9	6	7	7
19:00	29	3	14	4	13	4	2	0	10	10	1	1	0	1	10	3
20:00	14	0	4	0	9	2	12	3	1	2	0	0	4	1	6	1
21:00	1	1	1	1	5	0	5	0	4	3	0	0	0	1	2	1
22:00	0	0	1	1	0	0	1	1	10	9	0	0	0	0	2	2
23:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Lane Total	208	246	207	247	188	253	209	260	332	327	12	9	166	238	187	228
Day Total		454		454		441		469		659		21		404		415
AM Peak	06:42	07:02	09:58	06:56	06:51	06:52	06:53	06:59	10:09	07:26	08:48	08:43	06:43	06:52	07:00	07:00
AM Count	11	146	19	161	15	159	21	160	48	39	2	2	12	154	13	116
PM Peak	13:50	17:12	14:17	13:43	14:32	13:44	14:26	16:37	16:34	14:21	13:33	12:00	14:30	16:39	14:00	14:00
PM Count	63	20	73	26	71	26	66	30	80	47	3	2	65	22	48	21

Weekly Volumes

Unit ID: SGP14

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

Week of 09/17/2019

Start Time	09/17 Tuesday		09/18 Wednesday		09/19 Thursday		09/20 Friday		09/21 Saturday		09/22 Sunday		09/23 Monday		Daily Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
00:00	0	0	0	0	-	-	-	-	-	-	-	-	-	-	0	0
01:00	0	0	0	0	-	-	-	-	-	-	-	-	-	-	0	0
02:00	0	0	0	0	-	-	-	-	-	-	-	-	-	-	0	0
03:00	0	0	0	0	-	-	-	-	-	-	-	-	-	-	0	0
04:00	0	0	0	0	-	-	-	-	-	-	-	-	-	-	0	0
05:00	0	0	0	0	-	-	-	-	-	-	-	-	-	-	0	0
06:00	1	8	1	7	-	-	-	-	-	-	-	-	-	-	1	8
07:00	13	145	15	151	-	-	-	-	-	-	-	-	-	-	14	148
08:00	2	3	0	3	-	-	-	-	-	-	-	-	-	-	1	3
09:00	2	19	0	2	-	-	-	-	-	-	-	-	-	-	1	11
10:00	0	3	2	2	-	-	-	-	-	-	-	-	-	-	1	3
11:00	1	0	2	4	-	-	-	-	-	-	-	-	-	-	2	2
12:00	1	2	2	2	-	-	-	-	-	-	-	-	-	-	2	2
13:00	6	3	9	1	-	-	-	-	-	-	-	-	-	-	8	2
14:00	68	19	55	20	-	-	-	-	-	-	-	-	-	-	62	20
15:00	12	14	11	14	-	-	-	-	-	-	-	-	-	-	12	14
16:00	10	23	13	15	-	-	-	-	-	-	-	-	-	-	12	19
17:00	63	19	56	15	-	-	-	-	-	-	-	-	-	-	60	17
18:00	6	4	9	9	-	-	-	-	-	-	-	-	-	-	8	7
19:00	10	0	18	3	-	-	-	-	-	-	-	-	-	-	14	2
20:00	5	2	5	1	-	-	-	-	-	-	-	-	-	-	5	2
21:00	6	0	0	0	-	-	-	-	-	-	-	-	-	-	3	0
22:00	0	0	0	0	-	-	-	-	-	-	-	-	-	-	0	0
23:00	0	0	0	0	-	-	-	-	-	-	-	-	-	-	0	0
Lane Total	206	264	198	249	-	-	-	-	-	-	-	-	-	-	206	260
Day Total		470		447	-	-	-	-	-	-	-	-	-	-	466	
AM Peak	06:48	06:47	06:47	06:54	-	-	-	-	-	-	-	-	-	-	07:00	07:00
AM Count	14	148	16	154	-	-	-	-	-	-	-	-	-	-	14	148
PM Peak	14:10	15:54	14:25	14:14	-	-	-	-	-	-	-	-	-	-	14:00	14:00
PM Count	70	27	60	22	-	-	-	-	-	-	-	-	-	-	62	20

Daily Total Speeds (MPH)

Study Date: Tuesday, 09/10/2019

Unit ID: SGP13

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

Posted Speed: 45

	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	15	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	8	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 Deviation: 6.7 MPH

Mean Speed: 43.8 MPH

Median Speed: 44.3 MPH

Modal Speed: 42.5 MPH

Ten Mile Pace: 40 to 49 MPH

Percent in Ten Mile Pace: 68.2%

85th Percentile: 49.5 MPH

15th Percentile: 37.8 MPH

90th Percentile: 50.9 MPH

95th Percentile: 53.4 MPH

Daily Total Speeds (MPH)

Study Date: Wednesday, 09/11/2019

Unit ID: SGP13

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

Posted Speed: 45

	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	2	3	9	26	11	0	1	0	0	0	0	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	1	0	0	0	0	27
03:00 - 03:59	0	0	0	0	0	1	2	8	6	1	3	0	0	0	0	21
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	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	0	1
11:00 - 11:59	0	0	0	0	0	0	1	0	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	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	0
15:00 - 15:59	0	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	4	3	6	31	54	28	5	6	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	4.3	0.0	0.0	0.0	0.7	100
ercent of AM	0.0	0.0	0.0	2.9	2.2	4.3	22.5	39.1	20.3	3.6	4.3	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	0.0	100

Standard Deviation:	7.7 MPH	Ten Mile Pace:	40 to 49 MPH	85th Percentile:	53.4 MPH
Mean Speed:	47.4 MPH	Percent in Ten Mile Pace:	61.6%	15th Percentile:	41.2 MPH
Median Speed:	47.3 MPH			90th Percentile:	54.6 MPH
Modal Speed:	47.5 MPH			95th Percentile:	59.7 MPH

Daily Total Speeds (MPH)

Study Date: Thursday, 09/12/2019

Unit ID: SGP13

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

Posted Speed: 45

	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	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	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	0
15:00 - 15:59	0	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	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	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 Deviation:	0.0 MPH	Ten Mile Pace:	0 to 9 MPH	85th Percentile:	5.0 MPH
Mean Speed:	0.0 MPH	Percent in Ten Mile Pace:	N/A	15th Percentile:	5.0 MPH
Median Speed:	5.0 MPH			90th Percentile:	5.0 MPH
Modal Speed:	0.0 MPH			95th Percentile:	5.0 MPH

Daily Total Speeds (MPH)

Study Date: Friday, 09/13/2019

Unit ID: SGP13

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

Posted Speed: 45

	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	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	20	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	5	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	6	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	152
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 Deviation:	7.6 MPH	Ten Mile Pace:	40 to 49 MPH	85th Percentile:	52.0 MPH
Mean Speed:	44.0 MPH	Percent in Ten Mile Pace:	50.2%	15th Percentile:	36.6 MPH
Median Speed:	43.8 MPH			90th Percentile:	53.5 MPH
Modal Speed:	42.5 MPH			95th Percentile:	55.1 MPH

Daily Total Speeds (MPH)

Study Date: Saturday, 09/14/2019

Unit ID: SGP13

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

Posted Speed: 45

	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	26	14	9	5	0	0	0	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	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	0	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 Deviation:	8.0 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	52.4 MPH
Mean Speed:	43.7 MPH	Percent in Ten Mile Pace:	48.2%	15th Percentile:	36.0 MPH
Median Speed:	43.3 MPH			90th Percentile:	54.0 MPH
Modal Speed:	42.5 MPH			95th Percentile:	56.5 MPH

Daily Total Speeds (MPH)

Study Date: Sunday, 09/15/2019

Unit ID: SGP13

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

Posted Speed: 45

	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	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	0	5	3	19	42	25	30	17	16	3	2	0	162
07:00 - 07:59	0	0	1	7	10	36	86	47	51	34	16	3	0	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 Deviation:	8.1 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	53.5 MPH
Mean Speed:	44.7 MPH	Percent in Ten Mile Pace:	46.6%	15th Percentile:	36.7 MPH
Median Speed:	44.1 MPH			90th Percentile:	54.8 MPH
Modal Speed:	42.5 MPH			95th Percentile:	57.8 MPH

Daily Total Speeds (MPH)

Study Date: Monday, 09/16/2019

Unit ID: SGP13

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

Posted Speed: 45

	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 Deviation:	8.4 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	53.2 MPH
Mean Speed:	44.1 MPH	Percent in Ten Mile Pace:	45.0%	15th Percentile:	35.9 MPH
Median Speed:	43.7 MPH			90th Percentile:	54.5 MPH
Modal Speed:	42.5 MPH			95th Percentile:	57.3 MPH

Daily Total Speeds (MPH)

Study Date: Tuesday, 09/17/2019

Unit ID: SGP13

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

Posted Speed: 45

	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	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 Deviation:	8.4 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	53.0 MPH
Mean Speed:	44.0 MPH	Percent in Ten Mile Pace:	44.5%	15th Percentile:	35.8 MPH
Median Speed:	43.7 MPH			90th Percentile:	54.4 MPH
Modal Speed:	42.5 MPH			95th Percentile:	57.3 MPH

Daily Total Speeds (MPH)

Study Date: Wednesday, 09/18/2019

Unit ID: SGP13

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

Posted Speed: 45

	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	5	13	4	4	5	1	0	0	0	0	35
01:00 - 01:59	1	0	0	3	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	55	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	38	49	146	233	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	14	18	58	110	62	74	45	2	1	0	0	0	387
21:00 - 21:59	0	0	2	15	8	52	80	38	65	26	9	1	0	0	0	296
22:00 - 22:59	0	0	2	7	5	22	27	30	25	18	4	0	0	0	0	140
23:00 - 23:59	0	0	0	1	4	14	26	23	25	15	0	0	0	0	0	108
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	27.3	19.1	16.3	5.6	0.9	0.2	0.0	0.0	0.1	100

Standard Deviation:	8.2 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	52.7 MPH
Mean Speed:	43.9 MPH	Percent in Ten Mile Pace:	45.8%	15th Percentile:	35.9 MPH
Median Speed:	43.6 MPH			90th Percentile:	54.2 MPH
Modal Speed:	42.5 MPH			95th Percentile:	56.9 MPH

Daily Total Speeds (MPH)

Study Date: Tuesday, 09/10/2019

Unit ID: SGP15

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

Posted Speed: 25

	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	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	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	0	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	0	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 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:	67.4%	15th Percentile:	27.7 MPH
Median Speed:	33.3 MPH			90th Percentile:	39.7 MPH
Modal Speed:	32.5 MPH			95th Percentile:	42.4 MPH

Daily Total Speeds (MPH)

Study Date: Wednesday, 09/11/2019

Unit ID: SGP15

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

Posted Speed: 25

	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	37	79	58	15	1	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	0	45
22:00 - 22:59	0	0	0	2	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 Deviation:	5.5 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	38.8 MPH
Mean Speed:	33.4 MPH	Percent in Ten Mile Pace:	68.4%	15th Percentile:	27.8 MPH
Median Speed:	33.2 MPH			90th Percentile:	39.7 MPH
Modal Speed:	32.5 MPH			95th Percentile:	42.6 MPH

Daily Total Speeds (MPH)

Study Date: Thursday, 09/12/2019

Unit ID: SGP15

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

Posted Speed: 25

	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	0	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 Deviation:	5.7 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	38.7 MPH
Mean Speed:	33.0 MPH	Percent in Ten Mile Pace:	66.1%	15th Percentile:	27.3 MPH
Median Speed:	33.0 MPH			90th Percentile:	39.7 MPH
Modal Speed:	32.5 MPH			95th Percentile:	42.3 MPH

Daily Total Speeds (MPH)

Study Date: Friday, 09/13/2019

Unit ID: SGP15

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

Posted Speed: 25

	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	2	3	0	0	0	0	0	0	0	0	0	6
01:00 - 01:59	0	0	0	1	1	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	0	0	0	0	0	0	72
20:00 - 20:59	0	2	5	10	25	16	2	0	0	0	0	0	0	0	0	60
21:00 - 21:59	0	0	4	12	26	8	4	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	0	0	0	36
23:00 - 23:59	0	0	0	6	7	5	4	0	1	0	0	0	0	0	0	23
Totals	4	15	115	330	761	551	119	17	3	1	0	0	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	0.0	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	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	0.0	0.0	0.1	100

Standard Deviation:	5.7 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	38.7 MPH
Mean Speed:	33.1 MPH	Percent in Ten Mile Pace:	68.4%	15th Percentile:	27.3 MPH
Median Speed:	33.2 MPH			90th Percentile:	39.5 MPH
Modal Speed:	32.5 MPH			95th Percentile:	41.9 MPH

Daily Total Speeds (MPH)

Study Date: Saturday, 09/14/2019

Unit ID: SGP15

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

Posted Speed: 25

	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	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	8	0	0	0	0	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	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	0	83
19:00 - 19:59	0	0	1	33	58	10	2	1	0	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	0	64
22:00 - 22:59	0	1	4	27	38	11	4	0	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	0	21
Totals	4	13	88	440	780	463	114	13	2	1	0	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	0.0	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	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	0.0	0.1	100

Standard Deviation:	5.6 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	38.3 MPH
Mean Speed:	32.7 MPH	Percent in Ten Mile Pace:	64.8%	15th Percentile:	27.1 MPH
Median Speed:	32.7 MPH			90th Percentile:	39.3 MPH
Modal Speed:	32.5 MPH			95th Percentile:	41.5 MPH

Daily Total Speeds (MPH)

Study Date: Sunday, 09/15/2019

Unit ID: SGP15

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

Posted Speed: 25

	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	0	4	0	0	0	0	0	0	0	0	0	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	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	5
05:00 - 05:59	0	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	0	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	0	0	0	101
16:00 - 16:59	0	2	2	8	47	44	14	4	1	0	0	0	0	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	2	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 Deviation:	5.4 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	39.7 MPH
Mean Speed:	34.8 MPH	Percent in Ten Mile Pace:	72.3%	15th Percentile:	30.1 MPH
Median Speed:	34.6 MPH			90th Percentile:	41.5 MPH
Modal Speed:	32.5 MPH			95th Percentile:	43.8 MPH

Daily Total Speeds (MPH)

Study Date: Monday, 09/16/2019

Unit ID: SGP15

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

Posted Speed: 25

	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	0	0	0	0	0	0	68
07:00 - 07:59	2	4	32	71	76	29	5	0	0	0	0	0	0	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	0	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	0	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 - 18:59	0	1	2	23	56	44	10	1	0	0	0	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	0	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
Percent 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
Percent 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
Percent 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 Deviation:	5.7 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	39.0 MPH
Mean Speed:	33.5 MPH	Percent in Ten Mile Pace:	67.6%	15th Percentile:	27.7 MPH
Median Speed:	33.5 MPH			90th Percentile:	39.9 MPH
Modal Speed:	32.5 MPH			95th Percentile:	42.8 MPH

Daily Total Speeds (MPH)

Study Date: Tuesday, 09/17/2019

Unit ID: SGP15

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

Posted Speed: 25

	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	0	0	0	0	70
13:00 - 13:59	0	4	12	27	34	5	2	1	0	0	0	0	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	0	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 Deviation:	5.4 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	38.5 MPH
Mean Speed:	32.8 MPH	Percent in Ten Mile Pace:	64.7%	15th Percentile:	27.0 MPH
Median Speed:	32.8 MPH			90th Percentile:	39.5 MPH
Modal Speed:	32.5 MPH			95th Percentile:	41.7 MPH

Daily Total Speeds (MPH)

Study Date: Wednesday, 09/18/2019

Unit ID: SGP15

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

Posted Speed: 25

	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	0	0	0	0	0	0	0	0	0	2
01:00 - 01:59	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	4
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	0	1	0	0	1	0	0	0	0	0	0	0	0	2
04:00 - 04:59	0	0	1	1	5	4	3	0	0	0	0	0	0	0	0	14
05:00 - 05:59	0	0	0	7	14	4	4	1	0	0	0	0	0	0	0	30
06:00 - 06:59	0	0	3	8	24	30	9	1	0	0	0	0	0	0	0	75
07:00 - 07:59	1	1	23	78	70	29	6	2	1	0	0	0	0	0	0	211
08:00 - 08:59	0	0	3	5	33	27	9	1	0	0	0	0	0	0	0	78
09:00 - 09:59	0	3	4	10	36	24	8	0	0	0	0	0	0	0	0	85
10:00 - 10:59	2	0	2	20	41	27	5	1	0	0	0	0	0	0	0	98
11:00 - 11:59	0	0	3	12	44	31	9	0	0	0	0	0	0	0	0	99
12:00 - 12:59	0	0	5	12	43	33	9	0	0	0	0	0	0	0	0	102
13:00 - 13:59	3	0	3	17	37	33	12	3	0	0	0	0	0	0	0	108
14:00 - 14:59	0	0	11	40	68	34	14	1	0	0	0	0	0	0	0	168
15:00 - 15:59	0	0	2	20	62	51	11	1	0	0	0	0	0	0	0	147
16:00 - 16:59	0	0	2	14	58	47	17	3	0	0	0	0	0	0	0	141
17:00 - 17:59	0	1	13	29	91	71	16	1	0	0	1	0	0	0	0	223
18:00 - 18:59	1	0	3	16	57	49	7	1	0	0	0	0	0	0	0	134
19:00 - 19:59	0	0	5	19	46	21	3	0	0	0	0	0	0	0	0	94
20:00 - 20:59	0	2	1	9	35	11	1	0	0	0	0	0	0	0	0	59
21:00 - 21:59	0	0	0	3	21	8	2	0	0	0	0	0	0	0	0	34
22:00 - 22:59	0	0	0	4	10	7	1	0	0	0	0	0	0	0	0	22
23:00 - 23:59	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
Totals	7	7	84	329	800	544	147	16	1	0	1	0	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	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	0.0	0.0	0.0	0.0	0.0	100
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

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:	33.4 MPH			90th Percentile:	39.7 MPH
Modal Speed:	32.5 MPH			95th Percentile:	42.3 MPH

Daily Total Speeds (MPH)

Study Date: Tuesday, 09/10/2019

Unit ID: SGP14

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

Posted Speed: 10

	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	2	2	1	0	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	0	154
08:00 - 08:59	3	5	0	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	0	0	0	12
10:00 - 10:59	0	5	1	0	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	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	0	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	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	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 Deviation:	5.5 MPH	Ten Mile Pace:	15 to 24 MPH	85th Percentile:	23.4 MPH
Mean Speed:	17.9 MPH	Percent in Ten Mile Pace:	71.4%	15th Percentile:	11.9 MPH
Median Speed:	18.0 MPH			90th Percentile:	24.4 MPH
Modal Speed:	17.5 MPH			95th Percentile:	26.7 MPH

Daily Total Speeds (MPH)

Study Date: Wednesday, 09/11/2019

Unit ID: SGP14

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

Posted Speed: 10

	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	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	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	0	89
15:00 - 15:59	3	7	7	0	1	0	0	0	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	0	39
18:00 - 18:59	0	1	2	0	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	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	2
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	30.6	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 Deviation:	5.5 MPH	Ten Mile Pace:	15 to 24 MPH	85th Percentile:	23.5 MPH
Mean Speed:	18.0 MPH	Percent in Ten Mile Pace:	71.1%	15th Percentile:	12.1 MPH
Median Speed:	18.1 MPH			90th Percentile:	24.6 MPH
Modal Speed:	17.5 MPH			95th Percentile:	27.2 MPH

Daily Total Speeds (MPH)

Study Date: Thursday, 09/12/2019

Unit ID: SGP14

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

Posted Speed: 10

	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	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	0	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	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	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 Deviation:	5.3 MPH	Ten Mile Pace:	15 to 24 MPH	85th Percentile:	23.2 MPH
Mean Speed:	17.7 MPH	Percent in Ten Mile Pace:	72.3%	15th Percentile:	11.8 MPH
Median Speed:	18.0 MPH			90th Percentile:	24.1 MPH
Modal Speed:	17.5 MPH			95th Percentile:	25.5 MPH

Daily Total Speeds (MPH)

Study Date: Friday, 09/13/2019

Unit ID: SGP14

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

Posted Speed: 10

	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	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	31
17:00 - 17:59	10	29	21	9	1	0	0	0	0	0	0	0	0	0	0	70
18:00 - 18:59	5	7	5	2	1	0	0	0	0	0	0	0	0	0	0	20
19:00 - 19:59	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
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	0	5
22:00 - 22:59	0	0	2	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	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	100

Standard Deviation: 5.3 MPH

Ten Mile Pace: 15 to 24 MPH

85th Percentile: 23.3 MPH

Mean Speed: 17.9 MPH

Percent in Ten Mile Pace: 72.6%

Median Speed: 18.0 MPH

15th Percentile: 12.3 MPH

Modal Speed: 17.5 MPH

90th Percentile: 24.4 MPH

95th Percentile: 26.5 MPH

Daily Total Speeds (MPH)

Study Date: Saturday, 09/14/2019

Unit ID: SGP14

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

Posted Speed: 10

	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
07:00 - 07:59	7	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	0	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	3
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 Deviation:	5.1 MPH	Ten Mile Pace:	15 to 24 MPH	85th Percentile:	22.4 MPH
Mean Speed:	17.3 MPH	Percent in Ten Mile Pace:	74.2%	15th Percentile:	11.8 MPH
Median Speed:	17.7 MPH			90th Percentile:	23.6 MPH
Modal Speed:	17.5 MPH			95th Percentile:	24.7 MPH

Daily Total Speeds (MPH)

Study Date: Sunday, 09/15/2019

Unit ID: SGP14

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

Posted Speed: 10

	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	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	1
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	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	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	0
23:00 - 23:59	0	0	0	0	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	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	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	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	0.0	100

Standard Deviation:	3.7 MPH	Ten Mile Pace:	15 to 24 MPH	85th Percentile:	21.4 MPH
Mean Speed:	18.0 MPH	Percent in Ten Mile Pace:	90.5%	15th Percentile:	15.2 MPH
Median Speed:	17.9 MPH			90th Percentile:	22.4 MPH
Modal Speed:	17.5 MPH			95th Percentile:	23.5 MPH

Daily Total Speeds (MPH)

Study Date: Monday, 09/16/2019

Unit ID: SGP14

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

Posted Speed: 10

	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	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	71
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 Deviation:	5.2 MPH	Ten Mile Pace:	15 to 24 MPH	85th Percentile:	23.3 MPH
Mean Speed:	18.0 MPH	Percent in Ten Mile Pace:	74.2%	15th Percentile:	12.8 MPH
Median Speed:	18.1 MPH			90th Percentile:	24.3 MPH
Modal Speed:	17.5 MPH			95th Percentile:	26.3 MPH

Daily Total Speeds (MPH)

Study Date: Tuesday, 09/17/2019

Unit ID: SGP14

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

Posted Speed: 10

	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	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	5
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	1
12:00 - 12:59	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
13:00 - 13:59	2	1	3	3	0	0	0	0	0	0	0	0	0	0	0	9
14:00 - 14:59	4	29	42	12	0	0	0	0	0	0	0	0	0	0	0	87
15:00 - 15:59	3	18	5	0	0	0	0	0	0	0	0	0	0	0	0	26
16:00 - 16:59	6	19	7	1	0	0	0	0	0	0	0	0	0	0	0	33
17:00 - 17:59	6	36	34	5	1	0	0	0	0	0	0	0	0	0	0	82
18:00 - 18:59	0	5	3	2	0	0	0	0	0	0	0	0	0	0	0	10
19:00 - 19:59	0	4	3	2	1	0	0	0	0	0	0	0	0	0	0	10
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	0	6
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	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	100

Standard Deviation: 5.1 MPH

Ten Mile Pace: 15 to 24 MPH

85th Percentile: 23.3 MPH

Mean Speed: 18.1 MPH

Percent in Ten Mile Pace: 75.7%

Median Speed: 18.2 MPH

15th Percentile: 13.4 MPH

Modal Speed: 17.5 MPH

90th Percentile: 24.3 MPH

95th Percentile: 26.2 MPH

Daily Total Speeds (MPH)

Study Date: Wednesday, 09/18/2019

Unit ID: SGP14

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

Posted Speed: 10

	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	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	8
07:00 - 07:59	39	111	16	0	0	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	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	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 Deviation:	4.9 MPH	Ten Mile Pace:	15 to 24 MPH	85th Percentile:	22.7 MPH
Mean Speed:	17.8 MPH	Percent in Ten Mile Pace:	78.5%	15th Percentile:	13.2 MPH
Median Speed:	18.0 MPH			90th Percentile:	23.7 MPH
Modal Speed:	17.5 MPH			95th Percentile:	24.7 MPH

Daily Total Classes Report

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	0	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
Percent 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: 2206

% Trucks: 15.5

AM % Trucks: 18.6

PM % Trucks: 13.4

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles
#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

Daily Total Classes Report

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	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	1	0	0	0	0	0	0	0	0	0	0	1
11:00 - 11:59	0	0	0	1	1	0	0	0	0	0	0	0	0	2
12:00 - 12:59	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
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	0	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	0	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	3	78	15	2	14	4	0	5	12	6	0	0	0	139
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	100
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	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: 43

% Trucks: 30.9

AM % Trucks: 30.9

PM % Trucks: 0.0

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles
 #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

Daily Total Classes Report

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	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
12:00 - 12:59	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
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	0	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	0	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
Percent 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: 0

% Trucks: 0.0

AM % Trucks: 0.0

PM % Trucks: 0.0

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles
 #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

Daily Total Classes Report

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	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	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:

Total Trucks: 1659

% Trucks: 13.2

AM % Trucks: 17.4

PM % Trucks: 12.3

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles
 #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

Daily Total Classes Report

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
Percent 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)

#1 Motorcycles - 2 Axles
#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

Daily Total Classes Report

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	0	0	0	994
16:00 - 16:59	36	688	143	3	50	3	3	15	0	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	0	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
Percent 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)

#1 Motorcycles - 2 Axles
#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

Daily Total Classes Report

Study Date: Monday, 09/16/2019

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	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:

Total Trucks: 2439

% Trucks: 17.2

AM % Trucks: 21.0

PM % Trucks: 14.5

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles
#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

Daily Total Classes Report

Study Date: Tuesday, 09/17/2019

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	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	0	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	0	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	0	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: 2453

% Trucks: 17.2

AM % Trucks: 21.7

PM % Trucks: 13.9

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles
 #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

Daily Total Classes Report

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	0	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: 2380

% Trucks: 16.2

AM % Trucks: 20.6

PM % Trucks: 13.1

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles
 #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

Daily Total Classes Report

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	8	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: 135

% Trucks: 7.3

AM % Trucks: 8.2

PM % Trucks: 6.8

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles
 #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

Daily Total Classes Report

Study Date: Wednesday, 09/11/2019

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	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	0	0	0	0	229
08:00 - 08:59	4	61	25	0	4	3	0	0	0	0	0	0	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	0	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: 130

% Trucks: 6.9

AM % Trucks: 8.8

PM % Trucks: 5.7

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles
 #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

Daily Total Classes Report

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	0	0	0	0	0	1
04:00 - 04:59	0	7	6	0	2	0	0	0	0	0	0	0	0	15
05:00 - 05:59	1	25	17	0	1	0	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: 112

% Trucks: 6.3

AM % Trucks: 6.6

PM % Trucks: 6.0

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles
 #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

Daily Total Classes Report

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	0	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: 124

% Trucks: 6.5

AM % Trucks: 8.1

PM % Trucks: 5.4

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles
 #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

Daily Total Classes Report

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	0	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	0	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	0	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	0	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	0	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:

Total Trucks: 105

% Trucks: 5.5

AM % Trucks: 6.2

PM % Trucks: 5.1

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles
#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

Daily Total Classes Report

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	0	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	0	0	0	0	0	5
05:00 - 05:59	0	8	4	0	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	0	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: 59

% Trucks: 4.2

AM % Trucks: 5.7

PM % Trucks: 3.3

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles
 #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

Daily Total Classes Report

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	3
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	3
04:00 - 04:59	0	5	3	0	1	0	0	0	0	0	0	0	0	9
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	0	88
11:00 - 11:59	3	46	12	0	6	0	0	0	0	0	0	0	0	67
12:00 - 12:59	3	57	15	0	7	1	0	0	0	0	0	0	0	83
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	165
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	146
17:00 - 17:59	8	129	37	0	9	1	0	1	0	0	0	0	0	185
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	60
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	11
23:00 - 23:59	0	7	1	0	0	0	0	0	0	0	0	0	0	8
Totals	47	1259	330	18	86	6	2	2	0	0	0	0	0	1750
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	100
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	100
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	100

Truck Summary:

Total Trucks: 114

% Trucks: 6.5

AM % Trucks: 7.2

PM % Trucks: 6.1

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles
 #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

Daily Total Classes Report

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	3
01:00 - 01:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:00 - 02:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	3	1	0	0	0	0	0	0	0	0	0	0	4
04:00 - 04:59	0	8	4	0	2	1	0	0	0	0	0	0	0	15
05:00 - 05:59	0	22	8	0	2	0	0	0	0	0	0	0	0	32
06:00 - 06:59	1	70	19	2	3	0	0	0	0	0	0	0	0	95
07:00 - 07:59	0	179	37	4	8	0	0	0	0	0	0	0	0	228
08:00 - 08:59	3	61	13	2	5	4	0	0	0	0	0	0	0	88
09:00 - 09:59	6	39	20	0	3	2	1	0	1	0	0	0	0	72
10:00 - 10:59	5	56	20	1	3	1	1	0	0	0	0	0	0	87
11:00 - 11:59	2	52	17	1	1	7	1	0	1	0	0	0	0	82
12:00 - 12:59	4	47	15	0	3	1	0	0	0	0	0	0	0	70
13:00 - 13:59	2	66	12	1	2	1	0	1	0	0	0	0	0	85
14:00 - 14:59	4	99	35	5	9	1	0	0	0	1	0	0	0	154
15:00 - 15:59	1	80	17	1	7	1	0	1	0	1	0	0	0	109
16:00 - 16:59	2	100	27	0	7	1	0	0	0	0	0	0	0	137
17:00 - 17:59	7	142	36	0	8	0	0	0	0	0	0	0	0	193
18:00 - 18:59	3	82	18	0	3	0	0	1	0	0	0	0	0	107
19:00 - 19:59	1	77	18	0	6	0	0	0	0	0	0	0	0	102
20:00 - 20:59	0	40	10	0	0	0	0	0	0	0	0	0	0	50
21:00 - 21:59	0	28	6	0	1	0	0	0	0	0	0	0	0	35
22:00 - 22:59	0	14	1	0	1	0	0	0	0	0	0	0	0	16
23:00 - 23:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Totals	41	1277	334	17	74	20	3	3	2	2	0	0	0	1773
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	100
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	100
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	100

Truck Summary:

Total Trucks: 121

% Trucks: 6.8

AM % Trucks: 8.0

PM % Trucks: 6.0

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles
 #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

Daily Total Classes Report

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	0	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	0	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: 164

% Trucks: 8.5

AM % Trucks: 8.8

PM % Trucks: 8.3

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles
 #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

Daily Total Classes Report

Study Date: Tuesday, 09/10/2019

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	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	0	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
Percent 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:

Total Trucks: 32

% Trucks: 7.0

AM % Trucks: 6.4

PM % Trucks: 7.5

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles
 #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

Daily Total Classes Report

Study Date: Wednesday, 09/11/2019

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	2	0	1	0	0	1	0	0	0	0	0	0	4
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	4
09:00 - 09:59	0	7	0	0	0	0	0	0	0	0	0	0	0	7
10:00 - 10:59	0	15	3	0	1	1	0	0	0	0	0	0	0	20
11:00 - 11:59	0	0	4	0	1	0	0	0	1	0	0	0	0	6
12:00 - 12:59	0	3	5	0	0	1	0	0	0	0	0	1	0	10
13:00 - 13:59	0	8	4	0	2	1	0	0	1	0	0	0	0	16
14:00 - 14:59	0	73	11	0	2	2	0	0	1	0	0	0	0	89
15:00 - 15:59	2	11	5	0	0	0	0	0	0	0	0	0	0	18
16:00 - 16:59	0	28	2	0	2	1	0	0	0	0	0	0	0	33
17:00 - 17:59	0	27	7	0	2	3	0	0	0	0	0	0	0	39
18:00 - 18:59	0	1	1	0	1	0	0	0	0	0	0	0	0	3
19:00 - 19:59	0	14	3	0	1	0	0	0	0	0	0	0	0	18
20:00 - 20:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
21:00 - 21:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:00 - 22:59	0	2	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
Totals	8	353	59	1	17	11	1	0	3	0	0	1	0	454
Percent 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	100
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	100
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	100

Truck Summary:

Total Trucks: 34

% Trucks: 7.5

AM % Trucks: 5.9

PM % Trucks: 9.0

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles
#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

Daily Total Classes Report

Study Date: Thursday, 09/12/2019

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	4	1	0	0	0	0	0	0	0	0	0	0	5
07:00 - 07:59	0	143	21	0	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	0	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	0	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
Percent 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: 32

% Trucks: 7.3

AM % Trucks: 4.0

PM % Trucks: 10.0

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles
#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

Daily Total Classes Report

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	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	3	1	0	0	1	0	0	0	0	0	0	0	5
07:00 - 07:59	1	153	19	0	5	2	0	0	1	0	0	0	0	181
08:00 - 08:59	0	0	1	1	2	0	2	0	0	0	0	0	0	6
09:00 - 09:59	0	5	0	0	0	1	0	0	1	0	0	0	0	7
10:00 - 10:59	0	3	1	0	0	0	0	0	0	0	0	0	0	4
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	5
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	18
16:00 - 16:59	0	25	1	0	2	2	1	0	0	0	0	0	0	31
17:00 - 17:59	2	52	9	0	7	0	0	0	0	0	0	0	0	70
18:00 - 18:59	0	16	4	0	0	0	0	0	0	0	0	0	0	20
19:00 - 19:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:00 - 20:59	0	13	2	0	0	0	0	0	0	0	0	0	0	15
21:00 - 21:59	0	5	0	0	0	0	0	0	0	0	0	0	0	5
22:00 - 22:59	0	2	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
Totals	6	373	44	1	22	14	5	0	2	2	0	0	0	469
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	100
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	100
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	100

Truck Summary:

Total Trucks: 46

% Trucks: 9.8

AM % Trucks: 8.7

PM % Trucks: 10.7

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles
#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

Daily Total Classes Report

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	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	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	0	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:

Total Trucks: 74

% Trucks: 11.2

AM % Trucks: 10.5

PM % Trucks: 11.6

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles
#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

Daily Total Classes Report

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	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	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	0	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	0	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
Percent 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 Trucks: 6

% Trucks: 28.6

AM % Trucks: 42.9

PM % Trucks: 21.4

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles
#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

Daily Total Classes Report

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	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	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	0	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	0	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
Percent 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: 22

% Trucks: 5.4

AM % Trucks: 4.7

PM % Trucks: 6.1

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles
#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

Daily Total Classes Report

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	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	7	0	0	1	1	0	0	0	0	0	0	0	9
07:00 - 07:59	0	139	15	0	2	2	0	0	0	0	0	0	0	158
08:00 - 08:59	0	4	0	0	1	0	0	0	0	0	0	0	0	5
09:00 - 09:59	0	17	3	0	0	1	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	3
11:00 - 11:59	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00 - 12:59	0	1	1	0	1	0	0	0	0	0	0	0	0	3
13:00 - 13:59	0	8	1	0	0	0	0	0	0	0	0	0	0	9
14:00 - 14:59	0	72	9	0	4	2	0	0	0	0	0	0	0	87
15:00 - 15:59	1	22	0	0	2	0	1	0	0	0	0	0	0	26
16:00 - 16:59	0	25	4	1	2	1	0	0	0	0	0	0	0	33
17:00 - 17:59	0	61	11	1	5	4	0	0	0	0	0	0	0	82
18:00 - 18:59	0	9	0	0	0	1	0	0	0	0	0	0	0	10
19:00 - 19:59	0	9	0	0	1	0	0	0	0	0	0	0	0	10
20:00 - 20:59	0	6	1	0	0	0	0	0	0	0	0	0	0	7
21:00 - 21:59	0	5	0	0	1	0	0	0	0	0	0	0	0	6
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	387	47	2	20	12	1	0	0	0	0	0	0	470
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	100
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	100
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	100

Truck Summary:

Total Trucks: 35

% Trucks: 7.4

AM % Trucks: 4.1

PM % Trucks: 9.9

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles
#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

Daily Total Classes Report

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	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	6	1	0	0	1	0	0	0	0	0	0	0	8
07:00 - 07:59	0	144	17	0	1	3	0	0	0	0	0	1	0	166
08:00 - 08:59	0	1	1	0	0	0	1	0	0	0	0	0	0	3
09:00 - 09:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:00 - 10:59	0	2	2	0	0	0	0	0	0	0	0	0	0	4
11:00 - 11:59	0	5	1	0	0	0	0	0	0	0	0	0	0	6
12:00 - 12:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
13:00 - 13:59	0	7	2	0	1	0	0	0	0	0	0	0	0	10
14:00 - 14:59	0	66	5	0	3	1	0	0	0	0	0	0	0	75
15:00 - 15:59	0	23	1	0	0	1	0	0	0	0	0	0	0	25
16:00 - 16:59	2	18	4	0	3	1	0	0	0	0	0	0	0	28
17:00 - 17:59	1	54	8	0	5	2	1	0	0	0	0	0	0	71
18:00 - 18:59	0	18	0	0	0	0	0	0	0	0	0	0	0	18
19:00 - 19:59	0	17	2	0	2	0	0	0	0	0	0	0	0	21
20:00 - 20:59	0	4	1	0	1	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
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	3	371	45	0	16	9	2	0	0	0	0	1	0	447
Percent 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	100
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	100
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	100

Truck Summary:

Total Trucks: 28

% Trucks: 6.3

AM % Trucks: 3.7

PM % Trucks: 8.1

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles
 #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

Appendix C

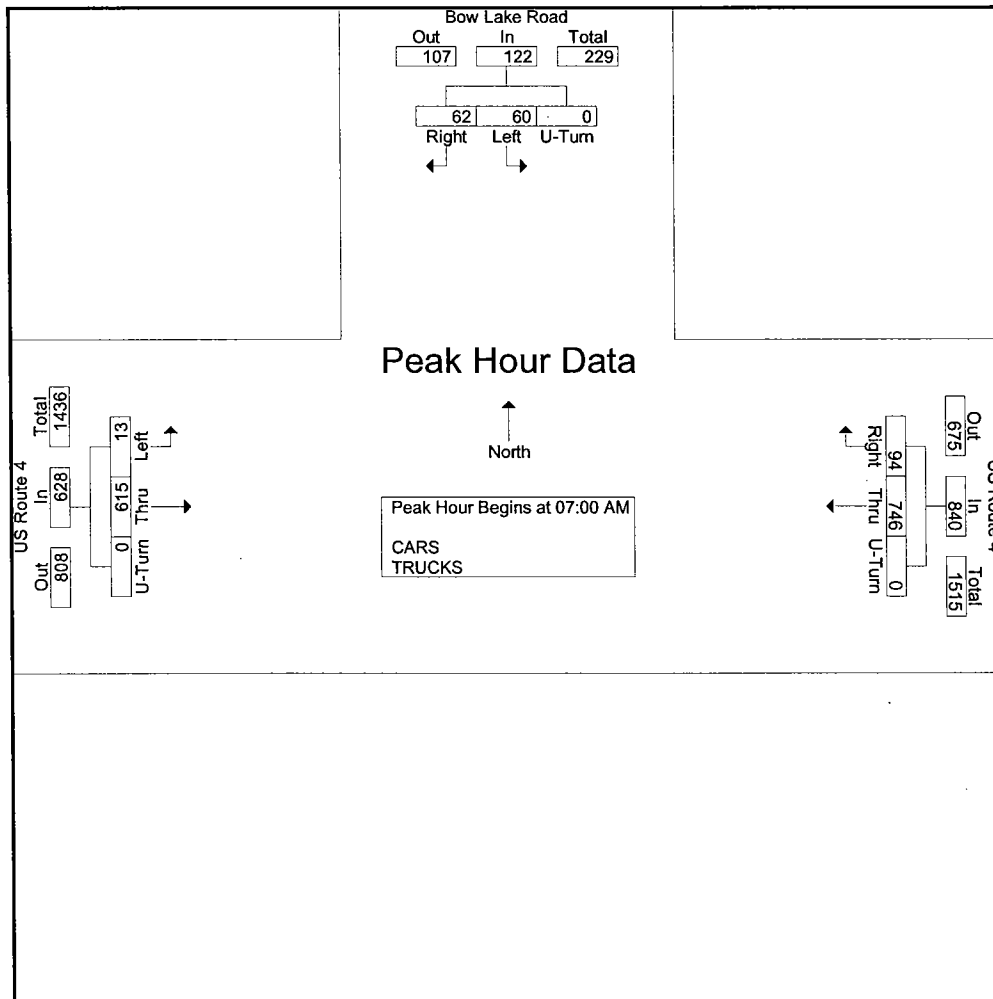
Intersection Turning Movement Counts

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_A_Tues
Site Code : 1951A
Start Date : 9/10/2019
Page No : 2

	Bow Lake Road From North				US Route 4 From East				US Route 4 From 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 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection 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		97.9	2.1	0		
PHF	.738	.750	.000	.897	.443	.897	.000	.805	.801	.650	.000	.809	.862

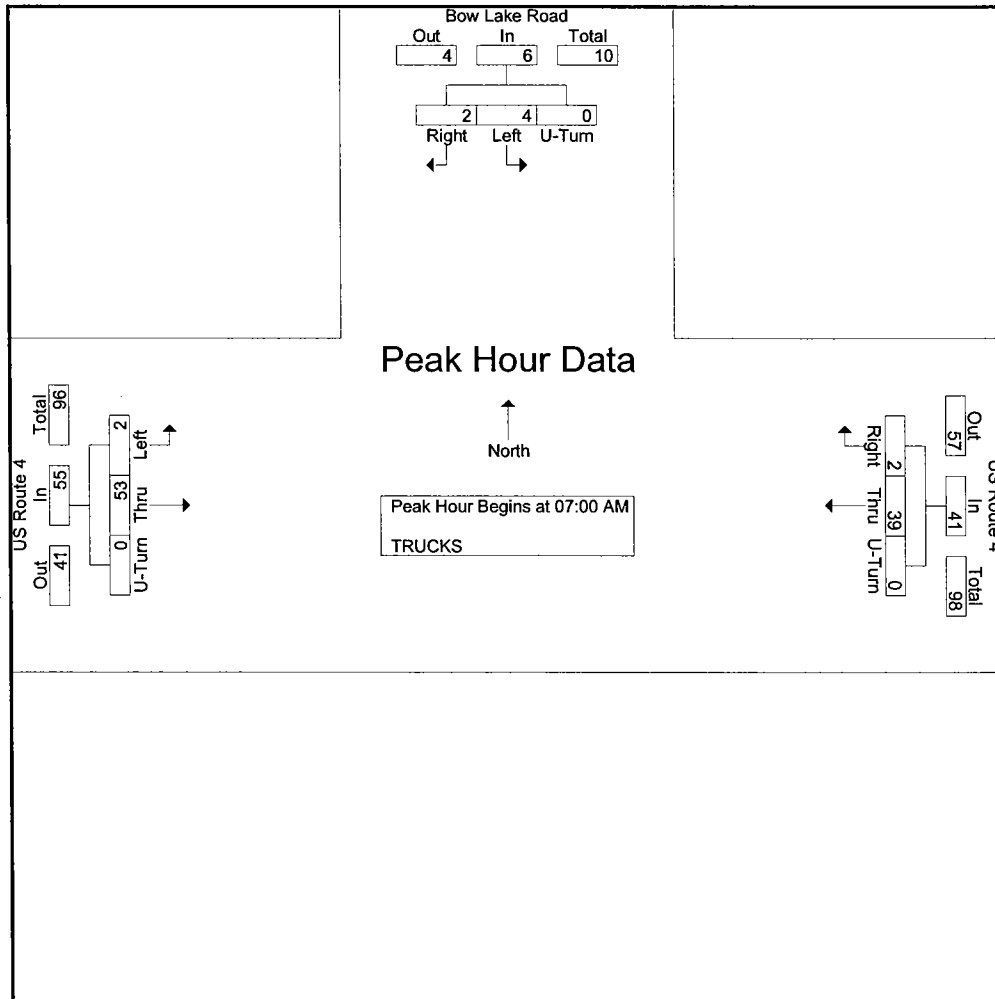


Stephen G. Pernaw & Co., Inc.
P.O. Box 1721
Concord, New Hampshire 03302

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

File Name : 1951A_INT_A_Tues
Site Code : 1951A
Start Date : 9/10/2019
Page No : 2

	Bow Lake Road From North				US Route 4 From East				US Route 4 From 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 07:00 AM to 07:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
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



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_A_Tues
Site Code : 1951A
Start Date : 9/10/2019
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Groups Printed- CARS - TRUCKS

Start Time	Bow Lake Road From North				US Route 4 From East				US Route 4 From West				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	
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	62	60	0	122	94	746	0	840	615	13	0	628	1590
08:00 AM	7	10	1	18	4	108	0	112	97	2	0	99	229
08:15 AM	15	14	0	29	0	136	0	136	121	2	0	123	288
08:30 AM	11	8	0	19	6	119	0	125	109	3	0	112	256
08:45 AM	8	4	0	12	2	80	0	82	93	2	0	95	189
Total	41	36	1	78	12	443	0	455	420	9	0	429	962
Grand Total	103	96	1	200	106	1189	0	1295	1035	22	0	1057	2552
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	0	1206	934	19	0	953	2353
% CARS	98.1	95.8	100	97	97.2	92.8	0	93.1	90.2	86.4	0	90.2	92.2
TRUCKS	2	4	0	6	3	86	0	89	101	3	0	104	199
% TRUCKS	1.9	4.2	0	3	2.8	7.2	0	6.9	9.8	13.6	0	9.8	7.8

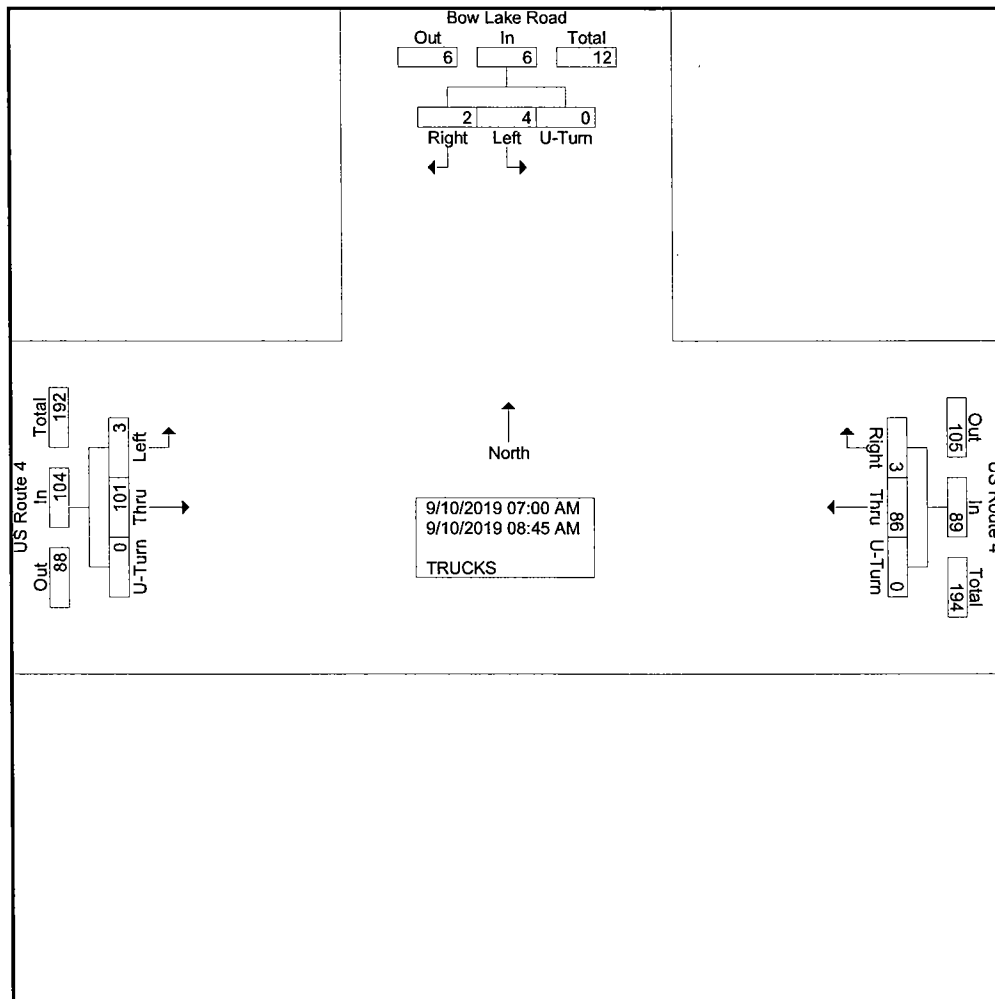
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Concord, New Hampshire 03302

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
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Groups Printed- TRUCKS

	Bow Lake Road From North				US Route 4 From East				US Route 4 From West				
Start Time	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. 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	0	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	

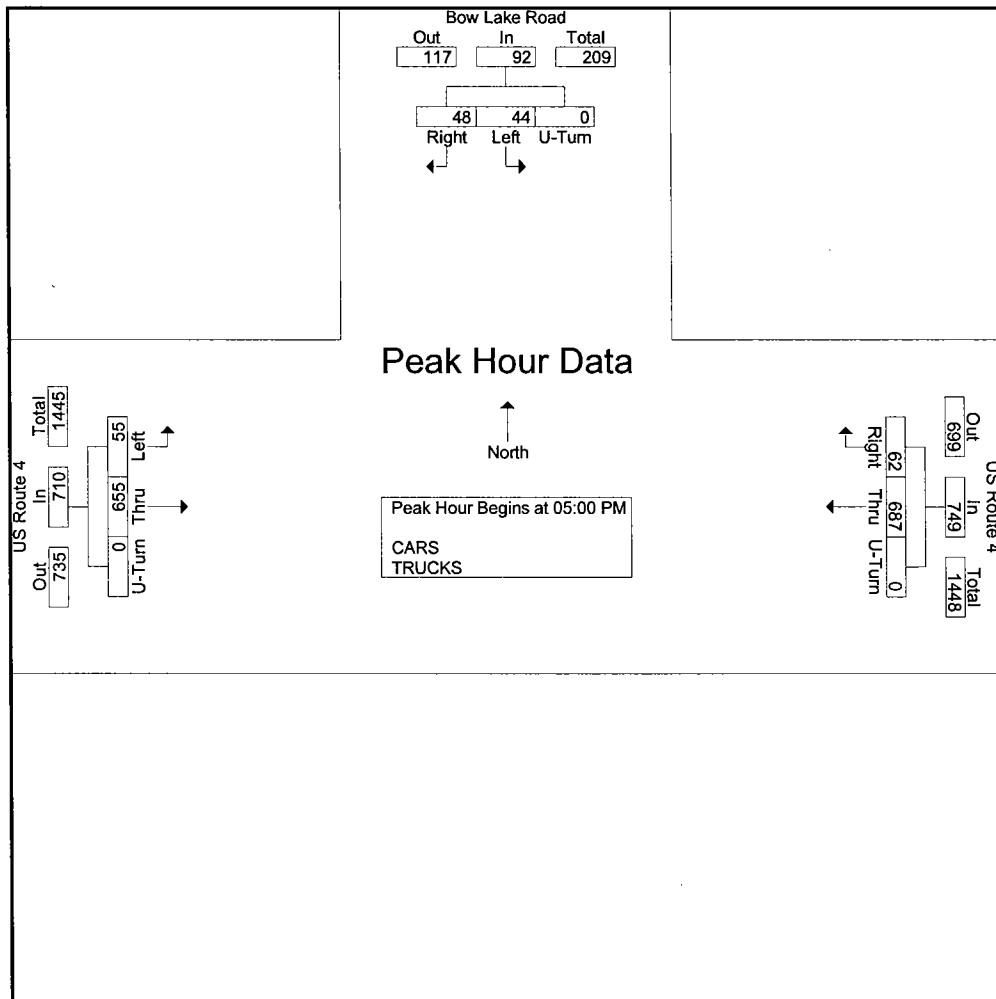


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Weather: Clear
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Job Number: 1951A
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File Name : 1951A_INT_A_Tues
Site Code : 1951A
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	Bow Lake Road From North				US Route 4 From East				US Route 4 From 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 02:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection 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

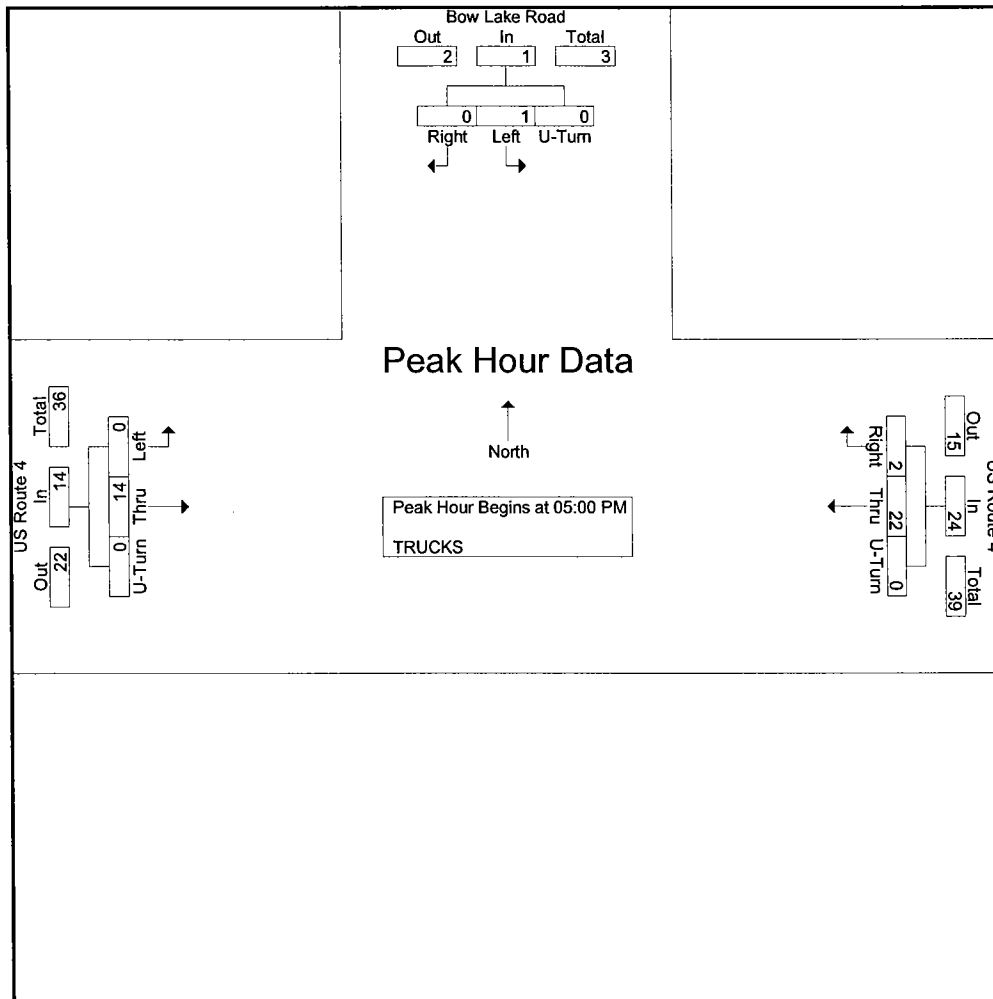


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File Name : 1951A_INT_A_Tues
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	Bow Lake Road From North				US Route 4 From East				US Route 4 From West				
Start Time	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection 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



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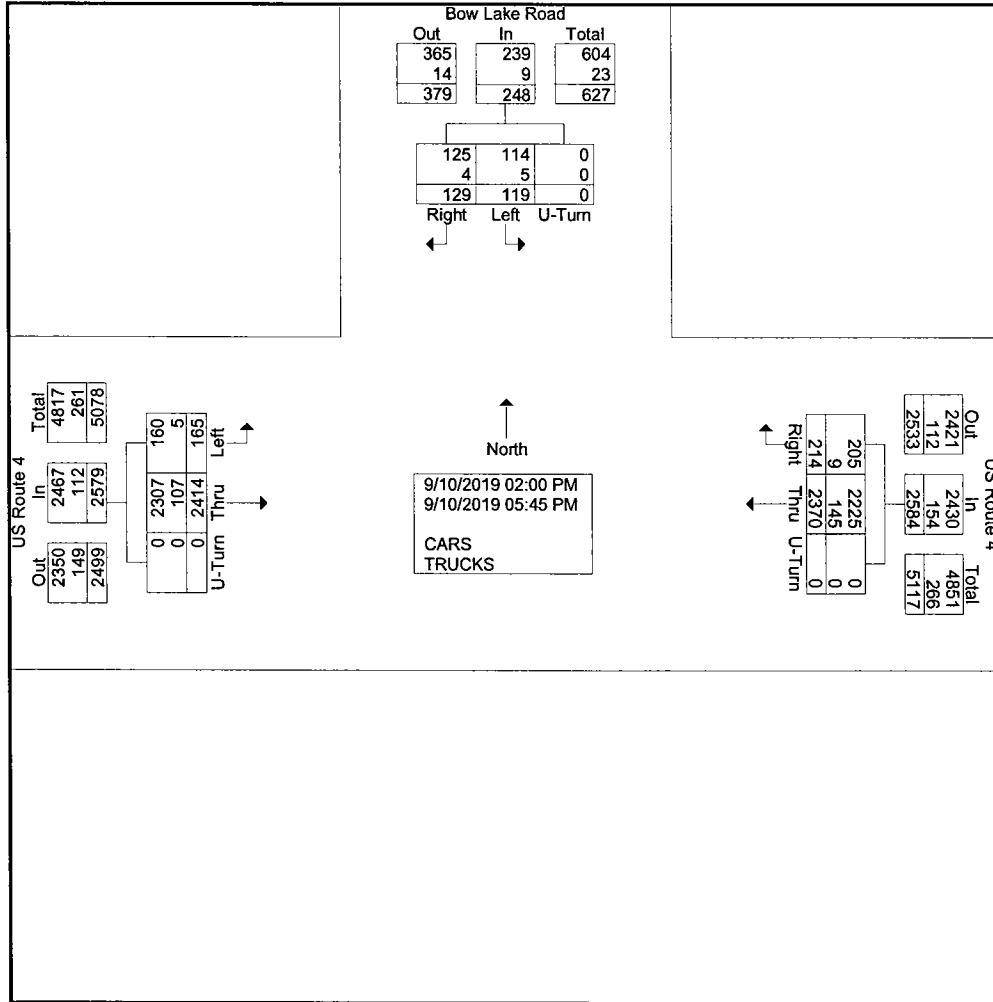
Groups Printed- CARS - TRUCKS

Start Time	Bow Lake Road From North				US Route 4 From East				US Route 4 From West				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. 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

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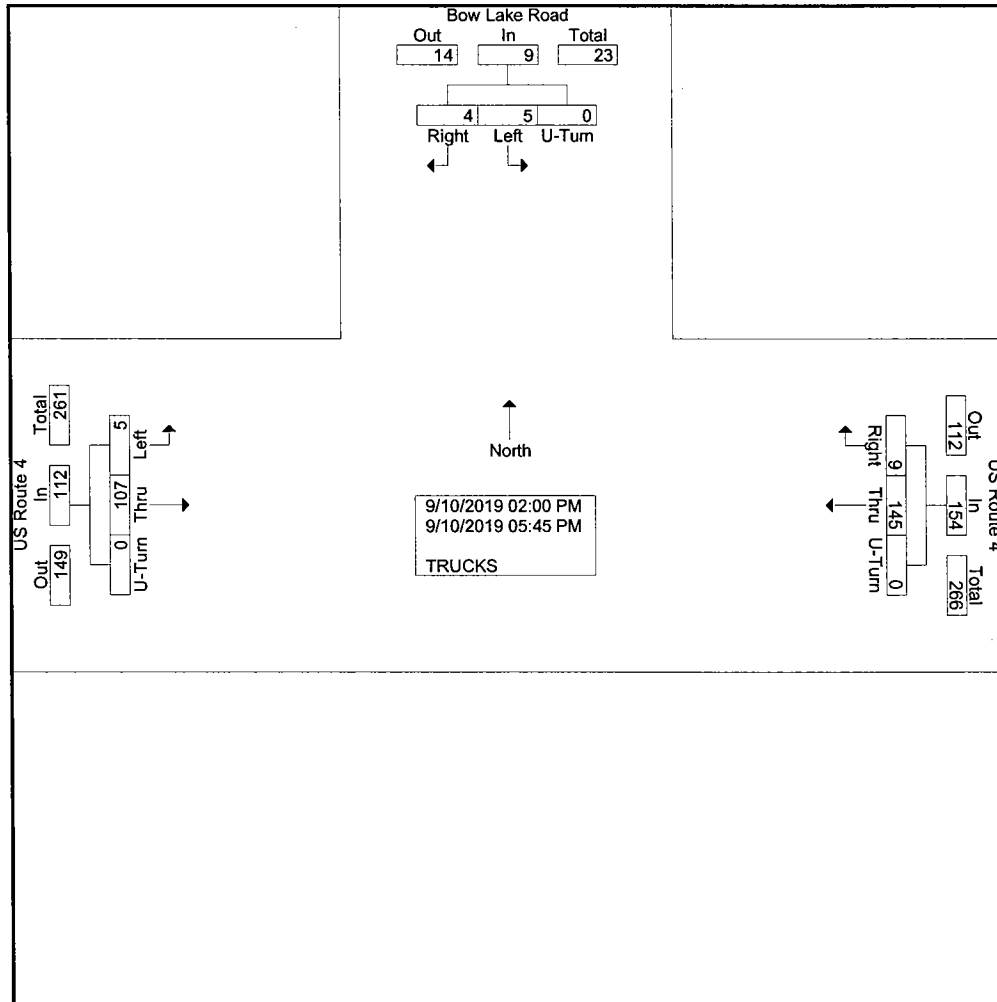
Groups Printed- TRUCKS

	Bow Lake Road From North				US Route 4 From East				US Route 4 From West				
Start Time	Right	Left	U-Turn	App. Total	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		
Total %	1.5	1.8	0	3.3	3.3	52.7	0	56	38.9	1.8	0	40.7	

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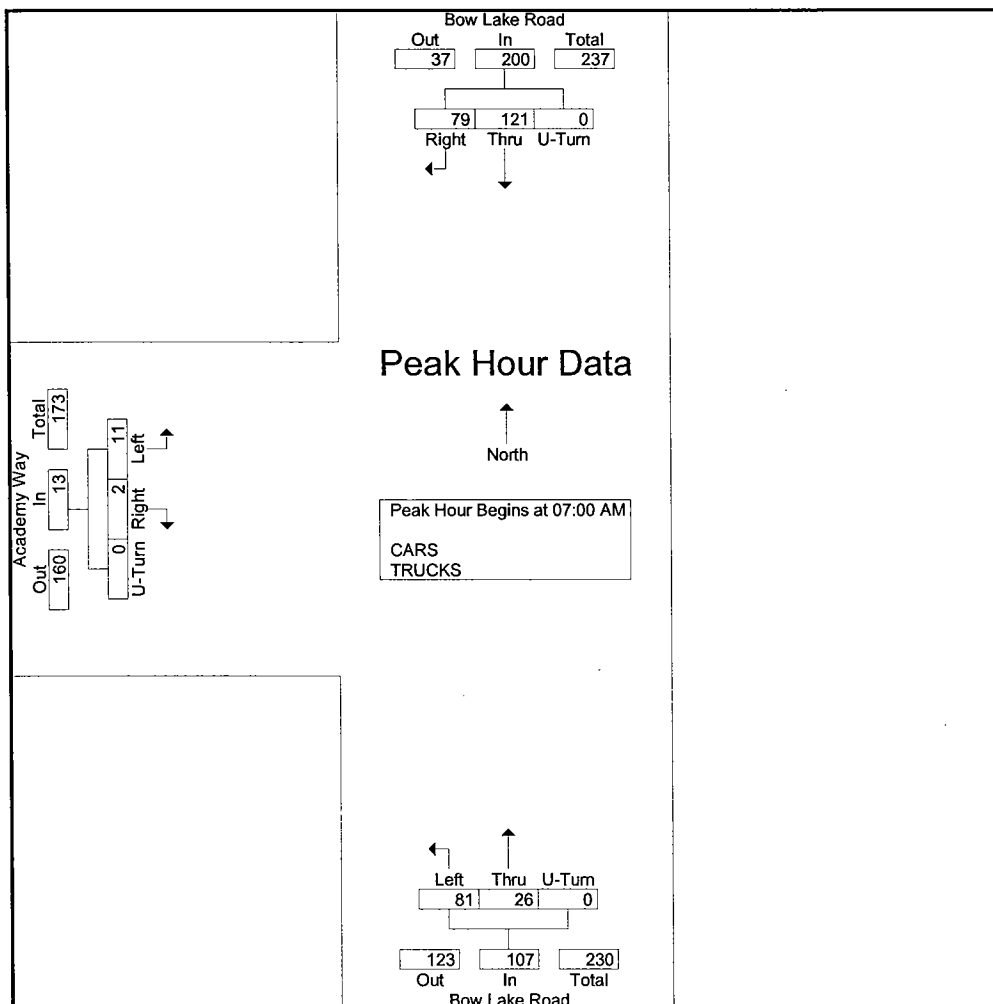


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Weather: Clear
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	Bow Lake Road From North				Bow Lake Road From South				Academy Way From West				
Start Time	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins 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

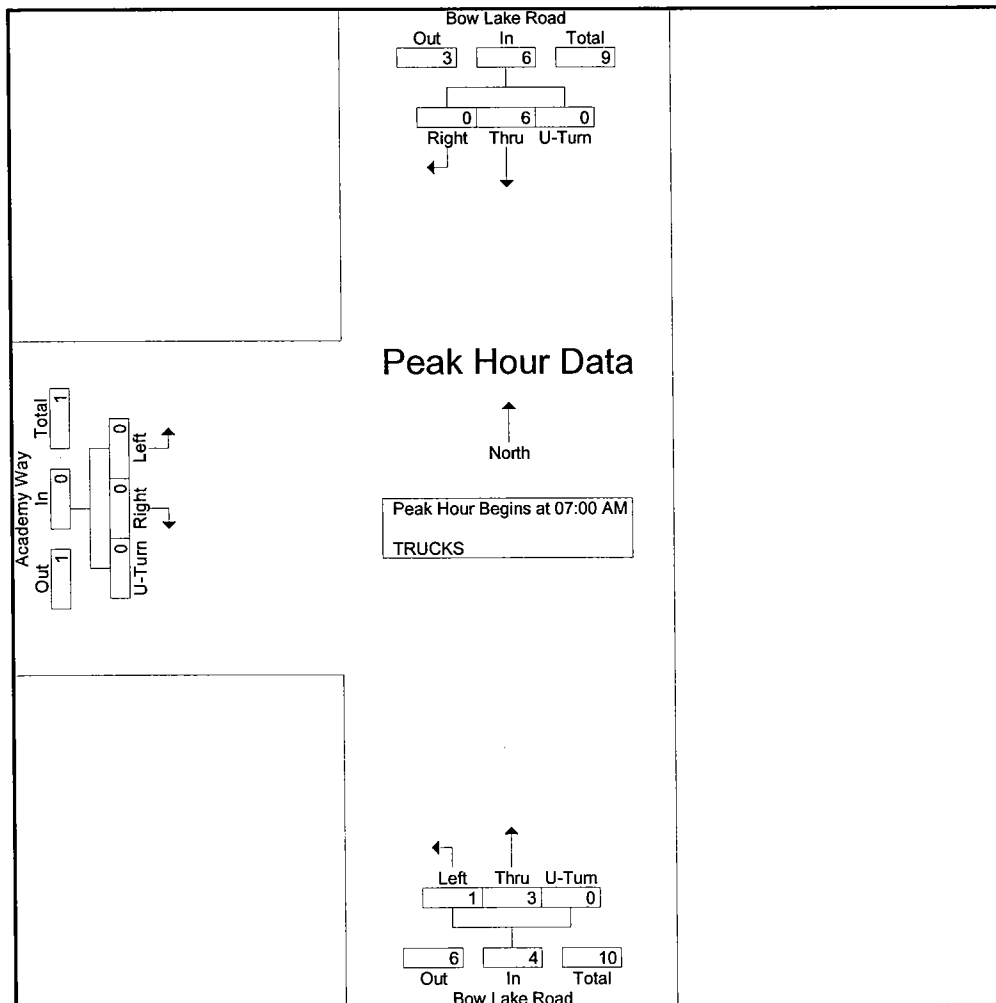


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Weather: Clear
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File Name : 1951A_INT_B_TUES
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	Bow Lake Road From North				Bow Lake Road From South				Academy Way From West				
Start Time	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
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



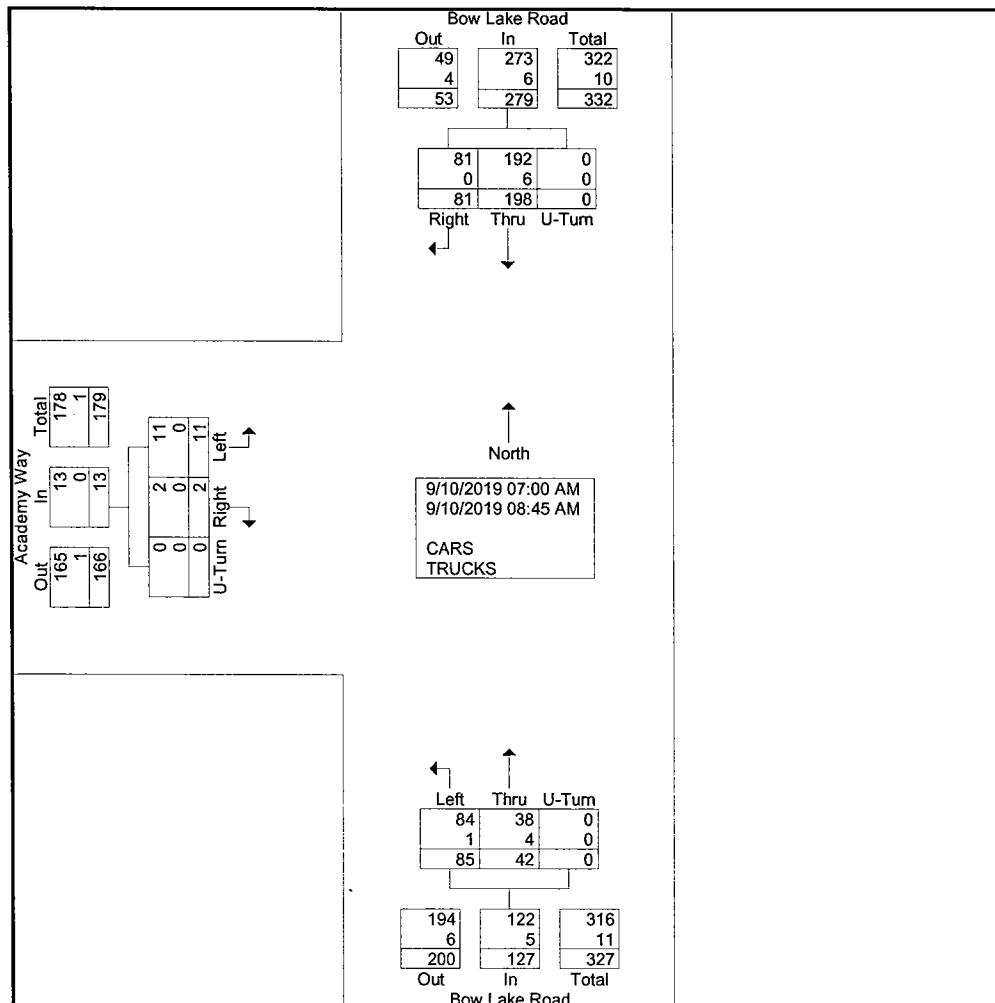
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Weather: Clear
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File Name : 1951A_INT_B_TUES
Site Code : 1951A
Start Date : 9/10/2019
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Groups Printed- CARS - TRUCKS

	Bow Lake Road From North				Bow Lake Road From South				Academy Way 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	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



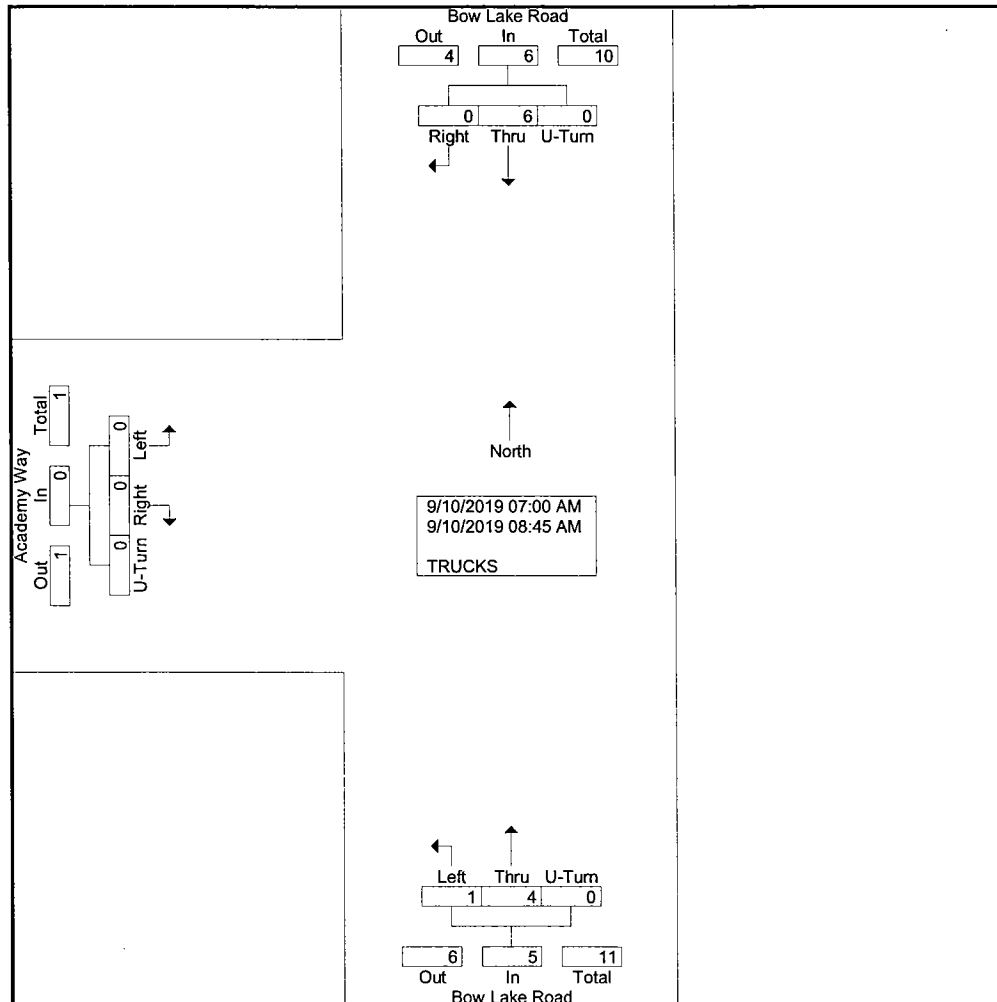
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File Name : 1951A_INT_B_TUES
Site Code : 1951A
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Groups Printed- TRUCKS

	Bow Lake Road From North				Bow Lake Road From South				Academy Way 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	0	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		

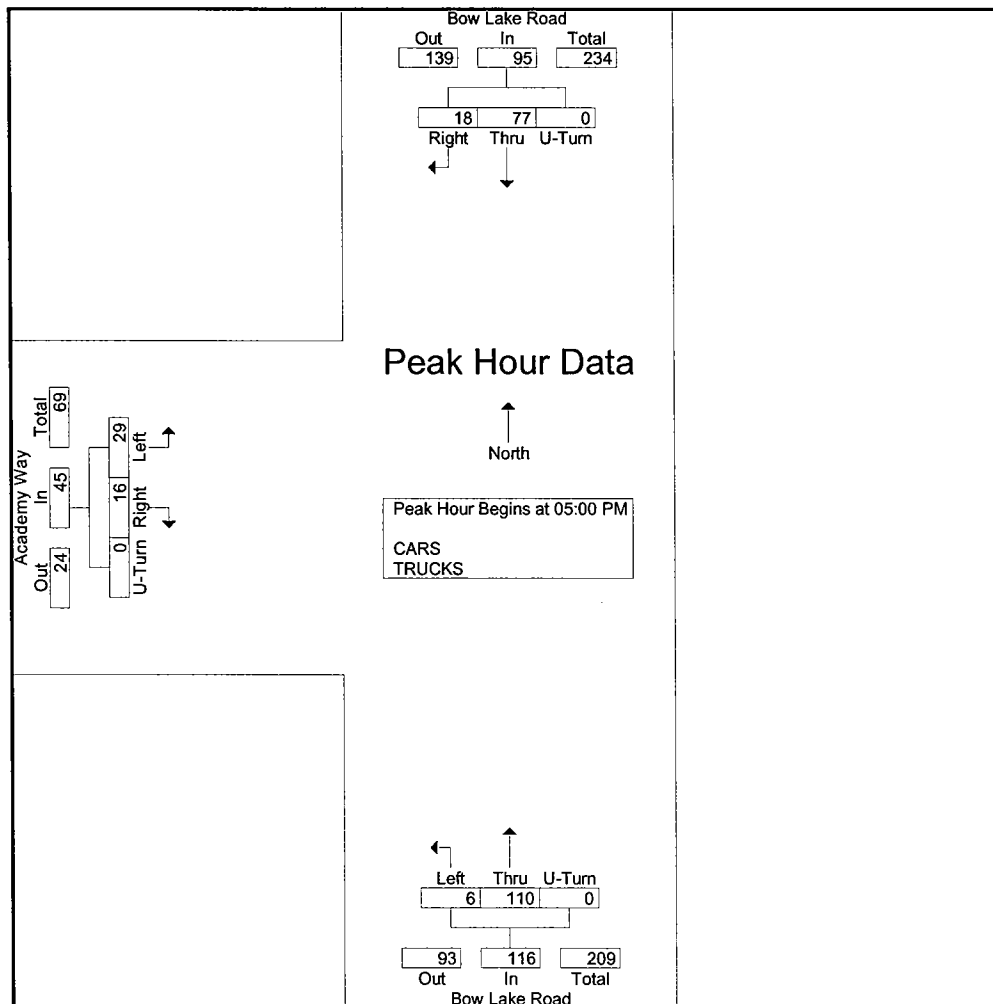


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File Name : 1951A_INT_B_TUES
Site Code : 1951A
Start Date : 9/10/2019
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	Bow Lake Road From North				Bow Lake Road From South				Academy Way From West				
Start Time	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection 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

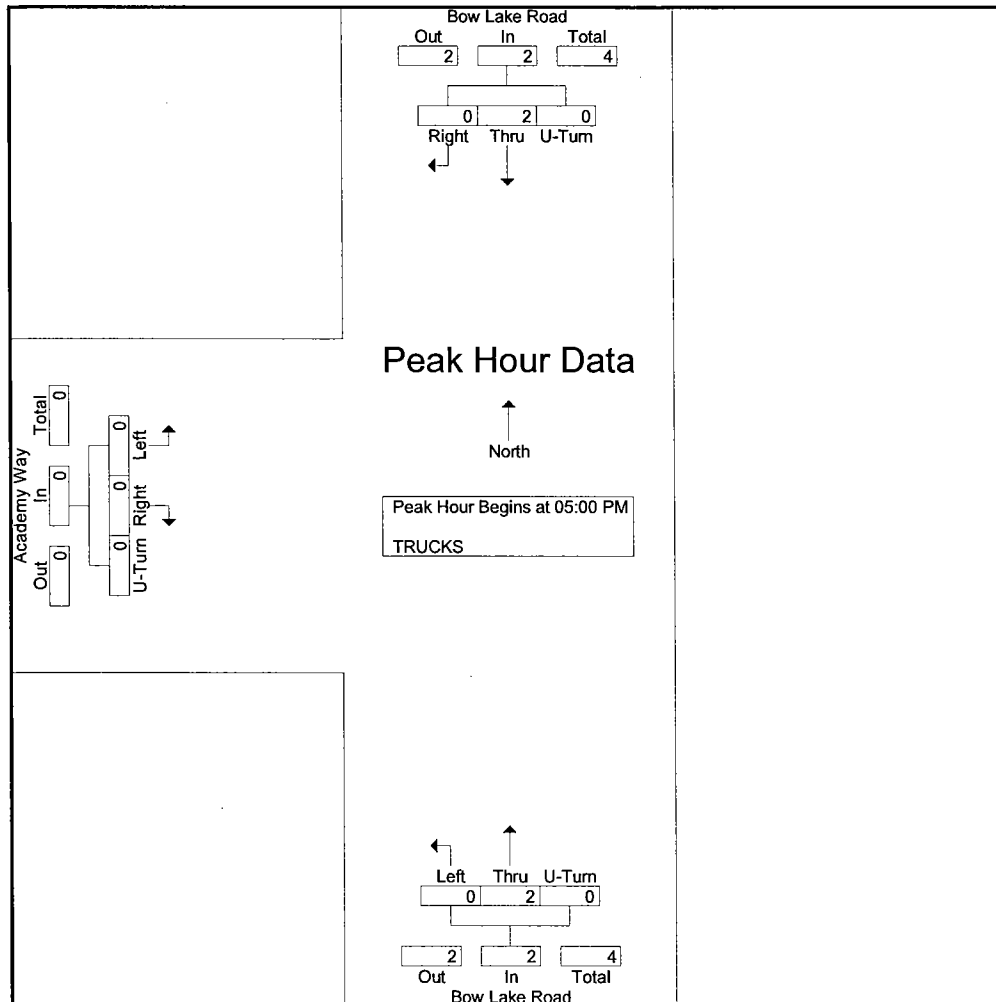


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	Bow Lake Road From North				Bow Lake Road From South				Academy Way From West				
Start Time	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection 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



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

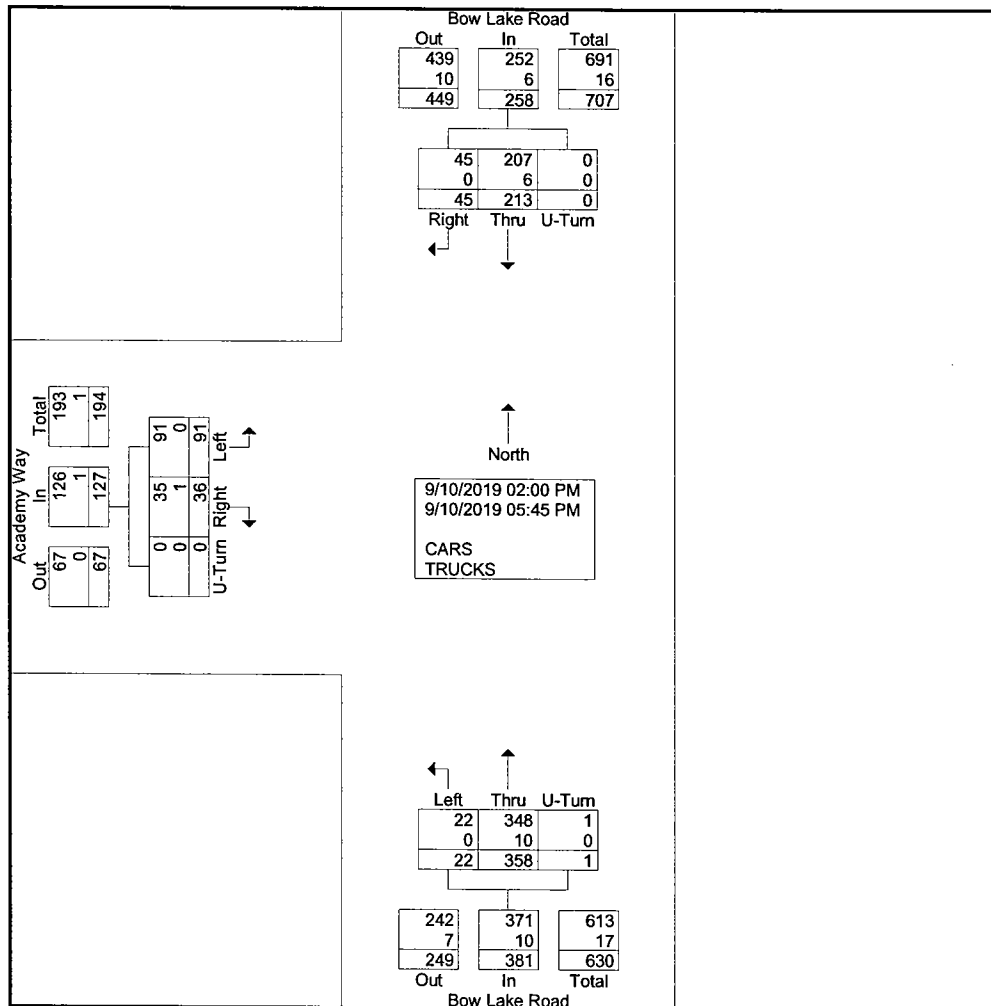
Groups Printed- CARS - TRUCKS

Start Time	Bow Lake Road From North				Bow Lake Road From South				Academy Way From West				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
02:00 PM	0	14	0	14	16	2	0	18	2	0	0	2	34
02:15 PM	3	10	0	13	15	6	0	21	0	0	0	0	34
02:30 PM	3	12	0	15	25	3	0	28	15	35	0	50	93
02:45 PM	1	16	0	17	22	2	0	24	1	6	0	7	48
Total	7	52	0	59	78	13	0	91	18	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	97.7	97.2	100	100	97.4	97.2	100	0	99.2	97.8
TRUCKS	0	6	0	6	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
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Weather: Clear
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Job Number: 1951A
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File Name : 1951a_int_b_tues
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Page No : 1

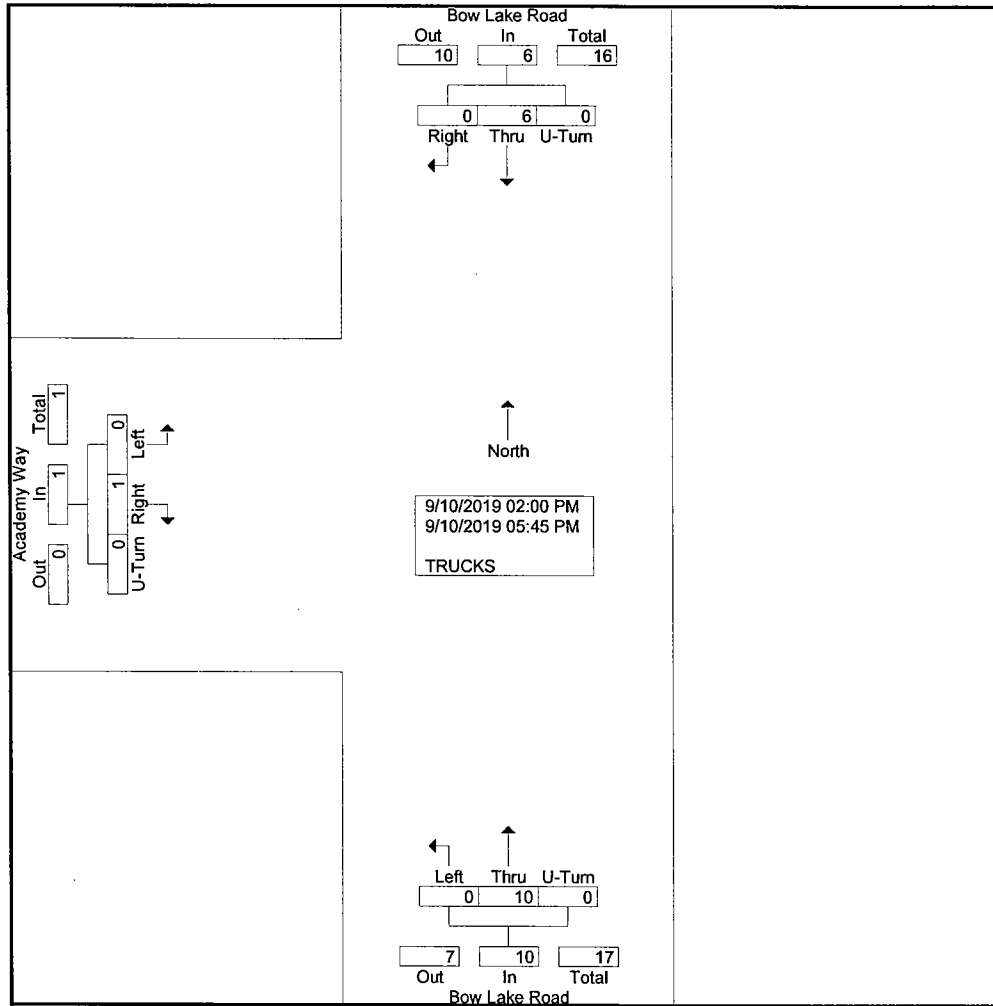
Groups Printed- TRUCKS

Start Time	Bow Lake Road From North				Bow Lake Road From South				Academy Way From West				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. 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		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

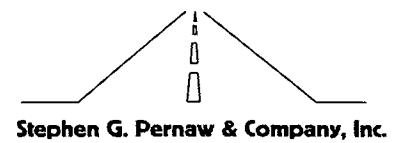
File Name : 1951a_int_b_tues
Site Code : 1951A
Start Date : 9/10/2019
Page No : 2



Appendix D

Seasonal Adjustment Factors / Historical Growth Rates

Seasonal Adjustment Factors NHDOT Group 2 (Rural Highways)



Year 2018 Monthly Data - Rural

<u>Month</u>	Adjustment to		
	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

<u>Month</u>	Adjustment to		
	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

<u>Month</u>	Adjustment to		
	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 Hampshire
NUMBER: 1951A
STATION: 02 349001

SEASONAL ADJUSTMENT FACTOR - SUMMARY

CASE: Peak Hour Data (September to Peak Month)

LOCATION : US4 at Nottingham Townline - Northwood, NH

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

<u>Month</u>	<u>ADT</u>	<u>Adjustment to</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: XX A box around data indicates an estimated value. Do not use as data.
 NA Data 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

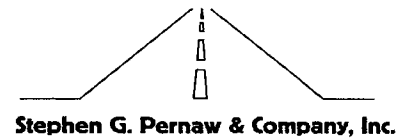
<u>Month</u>	<u>ADT</u>	<u>Adjustment to</u>	
		<u>Average</u>	<u>Peak</u>
January	8,005	1.17	1.33
February	8,020	1.17	1.33
March	8,389	1.12	1.27
April	9,028	1.04	1.18
May	9,644	0.97	1.11
June	10,187	0.92	1.05
July	10,461	0.90	1.02
August	10,682	0.88	1.00
September	10,367	0.91	1.03
October	9,960	0.94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

AADT: 9,389

Peak Month: 10,682

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

Year 2016 Monthly Data

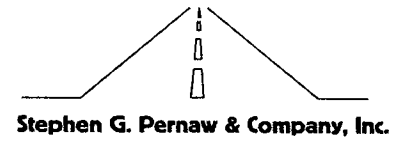


Town: Northwood
 Station: 02349001
 Location: US 4 (First NH TPK) at Nottingham TL (east of NH 152)
 Group: 2

<u>Month</u>	<u>ADT</u>	<u>Adjustment to</u>	
		<u>Average</u>	<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
 Peak Month: 10,767

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



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 = 2.0 % per year

Bow Lake Road (South of Shelburne Hill Rd) - Northwood, NH = -0.3 % per year

Average = 0.9 % per year

Use = 1.0 % per year



STEPHEN G. PERNAW & COMPANY, INC.
 PROJECT: Proposed Drive Thru Coffee Shop, Northwood, New Hampshire
 NUMBER: 1951A
 COUNT STATION: 62349053

HISTORICAL GROWTH CALCULATIONS

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

ARITHMETIC PROJECTIONS

YEAR	AADT	Regression Output:		PROJECTIONS	
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
				2029	16876

RATE = 268 VPD/YEAR

GEOMETRIC PROJECTIONS

YEAR	AADT	Ln AADT	Regression Output:		PROJECTIONS	
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
					2029	17244

RATE = 2.0 % / YEAR



STEPHEN G. PERNAW & COMPANY, INC.

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

NUMBER: 1951A

COUNT STATION: 82349056

HISTORICAL GROWTH CALCULATIONS

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

ARITHMETIC PROJECTIONS

YEAR	AADT	Regression Output:		PROJECTIONS	
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
				2028	1385
				2029	1381

RATE = -4 VPD/YEAR

GEOMETRIC PROJECTIONS

YEAR	AADT	Ln AADT	Regression Output:		PROJECTIONS	
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
					2028	1387
					2029	1383

RATE = -0.3 % / YEAR

List View All DIRs

Record	1	of 1	Goto Record	go
Location ID	62349053		MPO ID	
Type	SPOT		HPMS ID	
On NHS	Yes		On HPMS	No
LRS ID	U0000004		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 Ciss Grp	Default			
WIM Group	Default			
QC Group	Default			
Funct'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 RD (EB-WB) (61349046-61349047)			
More Detail				
STATION DATA				

Directions: 2-WAY EB WB ?

AADT ?

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2018	14,679 ³		10	53	13,535 (92%)	1,144 (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

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

VOLUME COUNT			
Date	Int	Total	
Thu 7/20/2017	60	16,940	
Wed 7/19/2017	60	17,106	
Tue 7/18/2017	60	15,893	
Thu 7/10/2014	60	15,735	
Wed 7/9/2014	60	15,139	
Tue 7/8/2014	60	14,440	
Thu 5/26/2011	60	15,333	
Wed 5/25/2011	60	14,750	
Thu 7/10/2008	60	15,634	
Wed 7/9/2008	60	14,944	

VOLUME TREND ?	
Year	Annual Growth
2018	2%
2017	14%
2016	2%
2015	3%
2014	-3%
2011	3%
2008	-5%
2005	3%
2002	-2%
1999	0%

1-10 of 55



Transportation Data Management System

List View

All DIRs

Record	414 of 5709 Goto Record <input type="text" value="go"/>		
Location ID	62349053	MPO ID	
Type	SPOT	HPMS ID	
On NHS	Yes	On HPMS	No
LRS ID	U0000004	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		
Funct'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 RD (EB-WB) (61349046-61349047)		
	PR	MP	PT
More Detail			
STATION DATA			

Directions: 2-WAY EB WB ?

AADT ?

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2011	13,000						
2008	12,000						
2005	14,000						
2002	13,000						
1999	14,000						

6-10 of 20

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

VOLUME COUNT			
	Date	Int	Total
	Thu 7/20/2017	60	16,940
	Wed 7/19/2017	60	17,106
	Tue 7/18/2017	60	15,893
	Thu 7/10/2014	60	15,735
	Wed 7/9/2014	60	15,139
	Tue 7/8/2014	60	14,440
	Thu 5/26/2011	60	15,333
	Wed 5/25/2011	60	14,750

VOLUME TREND ?	
Year	Annual Growth
2018	2%
2017	14%
2016	2%
2015	3%
2014	-3%
2011	3%
2008	-5%



Transportation Data Management System

List View

All DIRs

Record	4590 of 5709 Goto Record <input type="text"/> go		
Location ID	82349056	MPO ID	
Type	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 Class Grp	Default		
WIM Group	Default		
QC Group	Default		
Funct'l Class	Minor Collector	Milepost	
Located On	Bow Lake Rd		
Loc On Alias	BOW LAKE RD SOUTH OF SHERBURNE HILL RD		
	PR	MP	PT
More Detail			
STATION DATA			

Directions: 2-WAY

AADT

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2018	1,447	183	13		1,334 (92%)	113 (8%)	
2017	1,457 ³				1,354 (93%)	103 (7%)	Grown from 2016
2016	1,428 ³				1,302 (91%)	126 (9%)	Grown from 2015
2015	1,400						
2012	1,400						

1-5 of 10

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

VOLUME COUNT			
	Date	Int	Total
	Thu 6/28/2018	60	1,544
	Wed 6/27/2018	60	1,760
	Tue 6/26/2018	60	1,712
	Thu 8/13/2015	60	1,771
	Wed 8/12/2015	60	1,654
	Tue 8/11/2015	60	1,465

VOLUME TREND	
Year	Annual Growth
2018	-1%
2017	2%
2016	2%
2015	0%
2012	-2%
2009	5%



Transportation Data Management System

List View

All DIRs

Record			4590			of 5709	Goto Record	<input type="text"/>	
Location ID	82349056					MPO ID			
Type	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								
Funct'l Class	Minor Collector					Milepost			
Located On	Bow Lake Rd								
Loc On Alias	BOW LAKE RD SOUTH OF SHERBURNE HILL RD								
PR			MP			PT			
More Detail									
STATION DATA									

Directions: 2-WAY

AADT

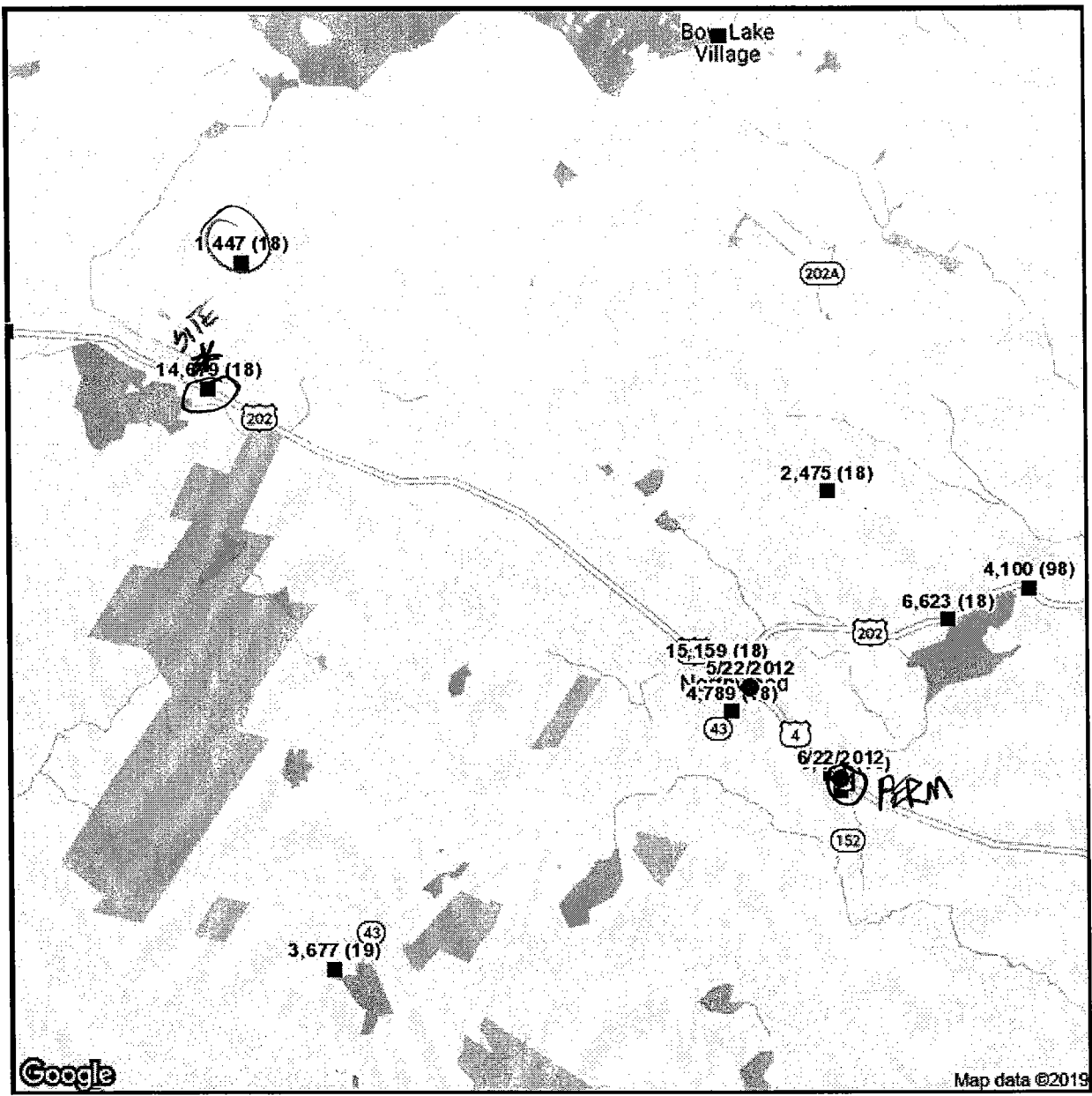
Year	AADT	DHV-30	K %	D %	PA	BC	Src
2009	1,500						
2006	1,300						
2004	920 ²						
2000	1,200						
1997	1,100						

6-10 of 10

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

VOLUME COUNT			
	Date	Int	Total
	Thu 6/28/2018	60	1,544
	Wed 6/27/2018	60	1,760
	Tue 6/26/2018	60	1,712
	Thu 8/13/2015	60	1,771
	Wed 8/12/2015	60	1,654
	Tue 8/11/2015	60	1,465
	Thu 7/26/2012	60	1,596
	Wed 7/25/2012	60	1,700

VOLUME TREND	
Year	Annual Growth
2018	-1%
2017	2%
2016	2%
2015	0%
2012	-2%
2009	5%
2006	19%



Intersections

- Traffic Signal
- Non-signalized/Other
- CCTV
- CWS
- Curve Sign Flasher
- Fire Sign Flasher
- Flasher
- Keep Right
- Overhead Sign/Case
- Prepare to Stop w/ Flasher
- Railroad Sign Flasher
- Removed
- Reversible Sign Lane
- RWS
- School-Fiber w/ Flasher

TCDS Locations

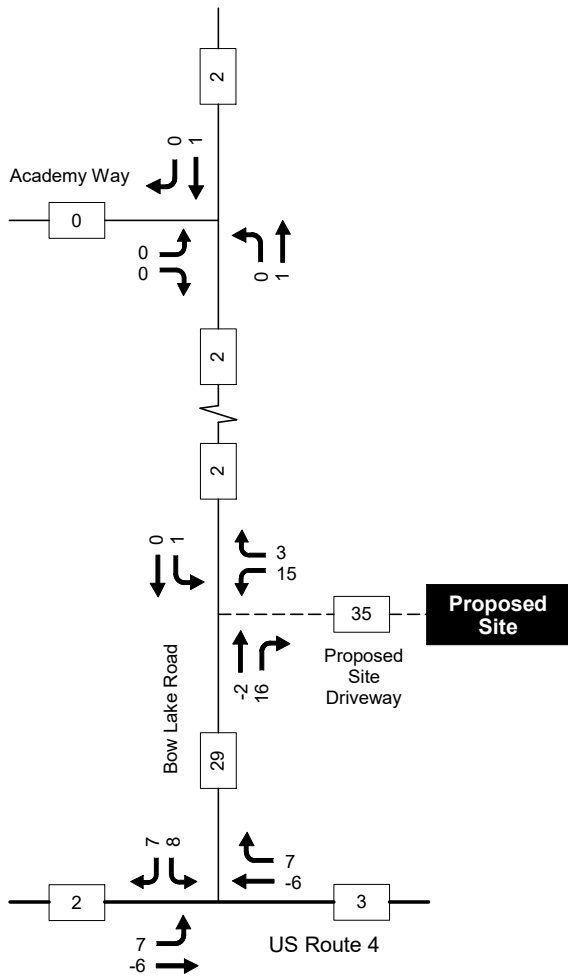
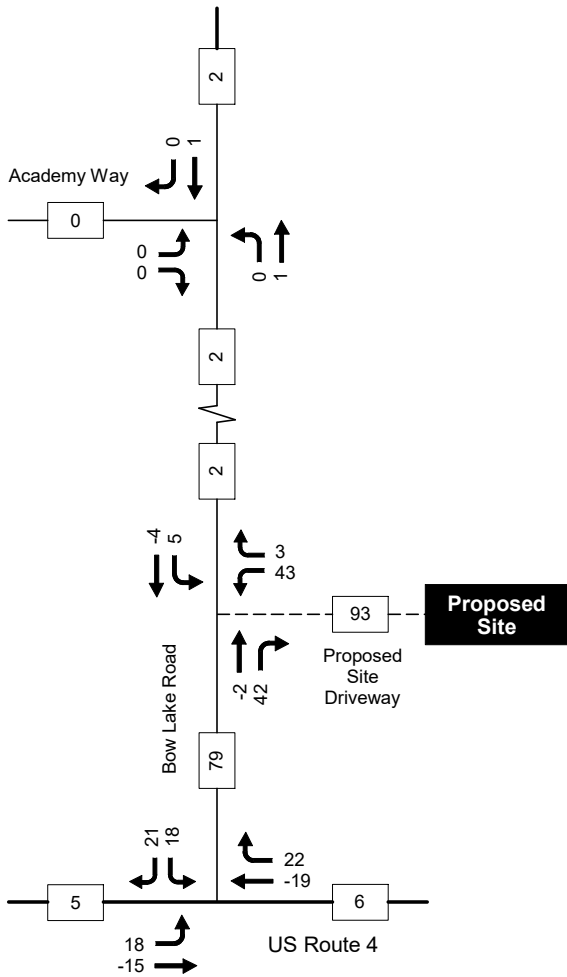
- Short
- Continuous
- WIM
- Located Short
- Located Continuous
- Located WIM

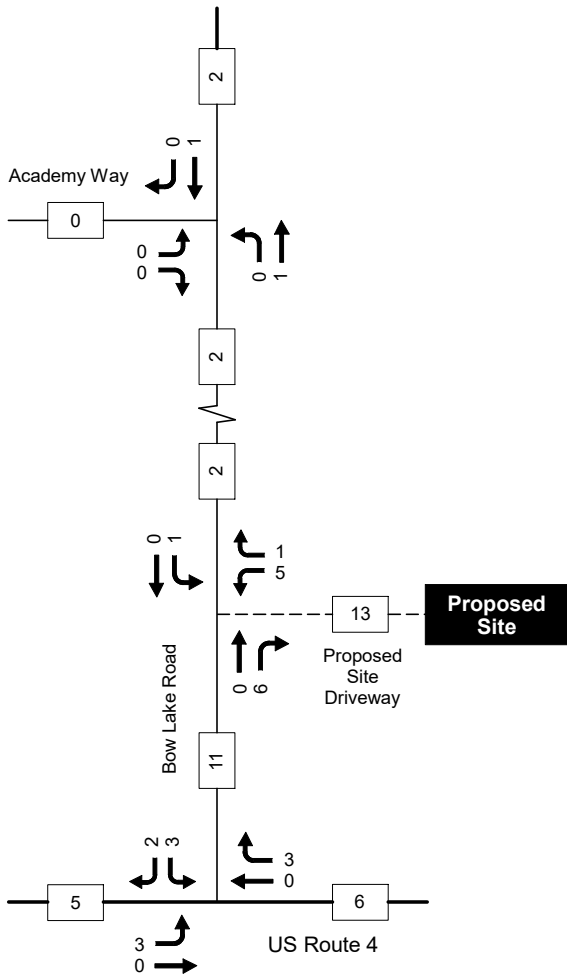
New Hampshire
DOT
Department of Transportation

9/25/2019

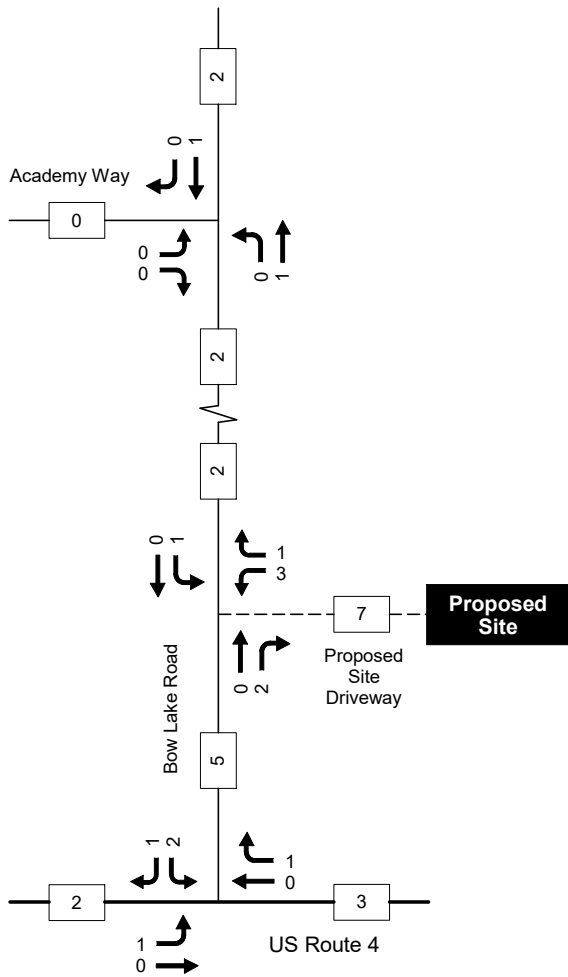
Appendix E

Site Generated Traffic Volumes / Trip Distribution

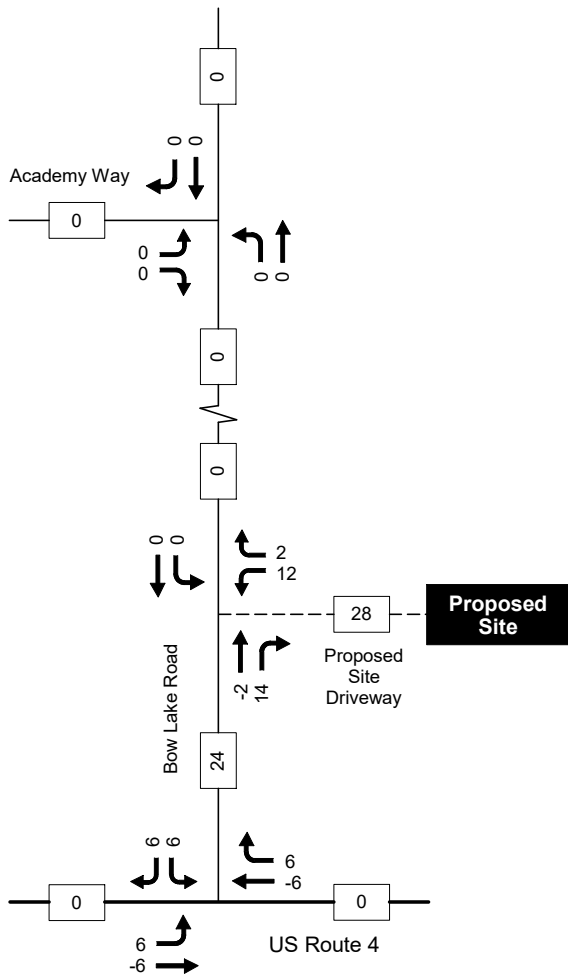
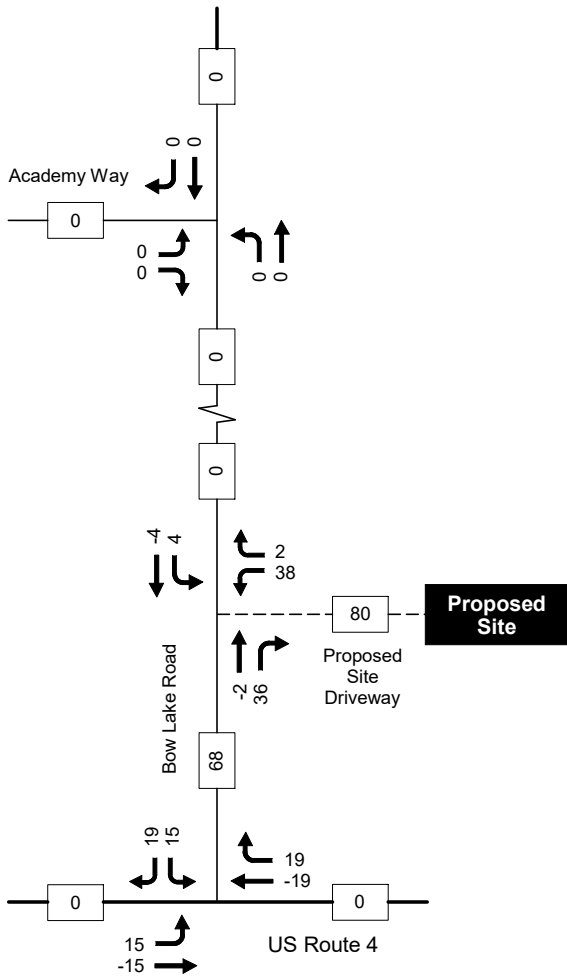




AM PEAK HOUR



PM PEAK HOUR



CALCULATION SHEET



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 Computations		

I. Givens:	
A. Intersection turning movement counts conducted on 9/10/19 at US4/Bow Lake Road:	AM peak hour = 1,590 veh., PM peak hour = 1,551 veh. (see Figure 2).
B. Peak-month seasonal adjustment factor = 1.04 (see Appendix D).	
C. Background growth rate = 1.0 percent/year, compounded annually.	
D. Similar site data (Tilton, NH):	AM = 33 customers, AM avg weekday volume = 1,354 veh. (capture rate = 0.0244)
	PM = 12 customers, PM avg weekday volume = 1,399 veh. (capture rate = 0.0086)
II. Calculate 2020 and 2030 No-Build traffic volumes:	
A. 2020 AM No-Build entering volume = $1,590 \times 1.04 \times 1.01 = 1,670$ vehicles	
B. 2030 AM No-Build entering volume = $1,590 \times 1.04 \times 1.01^{11} = 1,845$ vehicles	
C. 2020 PM No-Build entering volume = $1,551 \times 1.04 \times 1.01 = 1,629$ vehicles	
D. 2030 PM No-Build entering volume = $1,551 \times 1.04 \times 1.01^{11} = 1,800$ vehicles	
III. Calculate trips using Aroma Joe's capture rates:	
A. 2020 AM vehicle arrivals = $1,670 \times 0.0244 = 41$, therefore departures = 41, therefore AM trips = 82.	
B. 2030 AM vehicle arrivals = $1,845 \times 0.0244 = 45$, therefore departures = 45, therefore AM trips = 90.	
C. 2020 PM vehicle arrivals = $1,629 \times 0.0086 = 14$, therefore departures = 14, therefore PM trips = 28.	
D. 2030 PM vehicle arrivals = $1,800 \times 0.0086 = 16$, therefore departures = 16, therefore PM trips = 32.	

סעיף 10א

09/15/19

of Weeks: 4

	AVE
TOTAL	

!

[illegible]

-- (Customers)

[illegible]

Appendix F

Capacity and Level of Service Calculations – Unsignalized

HCM 2010 TWSC

1: Bow Lake Road & Academy Way

Intersection

Int Delay, s/veh 3.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y	Y	Y	Y	Y	Y
Traffic Vol, veh/h	11	2	81	26	121	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	-	-	-	-	-
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	54	155	101

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	598	206	256
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	-	-
Stage 2	687	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	406	840	1315
Mov Cap-2 Maneuver	406	-	-
Stage 1	722	-	-
Stage 2	687	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.7	6.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
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	A	A	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.2	-	-

HCM 2010 TWSC
1: Bow Lake Road & Academy Way







Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	YY			↑↑	↑↑	
Traffic Vol, veh/h	11 ✓	2 ✓	81 ✓	27 ✓	127 ✓	79 ✓
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	-	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	Minor2	Major1	Major2			
Conflicting Flow All	608	214	264	0	-	0
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, %				-	-	-
Mov Cap-1 Maneuver	400	831	1306	-	-	-
Mov Cap-2 Maneuver	400	-	-	-	-	-
Stage 1	715	-	-	-	-	-
Stage 2	686	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.9	6.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
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	A	A	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.2	-	-

HCM 2010 TWSC
1: Bow Lake Road & Academy Way

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11 ✓	2 ✓	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	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

Major/Minor	Minor2	Major1		Major2		
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	3.3	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
HCM Control Delay, s	13.9	6.1	0
HCM LOS	B		




Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
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	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.2	-	-

HCM 2010 TWSC

1: Bow Lake Road & Academy Way

Intersection

Int Delay, s/veh 3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11 ✓	2 ✓	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

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	631	230	280	0	-	0
Stage 1	230	-	-	-	-	-
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	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	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	A	A	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.2	-	-

HCM 2010 TWSC
1: Bow Lake Road & Academy Way

Intersection

Int Delay, s/veh 3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
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
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	65	181	101

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	635	232	282
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	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.2	5.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1286	-	419	-	-
HCM Lane V/C Ratio	0.131	-	0.067	-	-
HCM Control Delay (s)	8.2	0	14.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.2	-	-

HCM 2010 TWSC

1: Bow Lake Road & Academy Way

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
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	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	129	117	27

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	274	131	144	0	-	0
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	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	716	924	1451	-	-	-
Mov Cap-2 Maneuver	716	-	-	-	-	-
Stage 1	896	-	-	-	-	-
Stage 2	889	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0.4	0
HCM LOS	B		







Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1451	-	778	-	-
HCM Lane V/C Ratio	0.005	-	0.165	-	-
HCM Control Delay (s)	7.5	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

HCM 2010 TWSC

1: Bow Lake Road & Academy Way

Intersection

Int Delay, s/veh 3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	16	6	116	81	18
Future Vol, veh/h	29	16	6	116	81	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	136	123	27

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	287	137	150
Stage 1	137	-	-
Stage 2	150	-	-
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	708	917	1444
Stage 1	895	-	-
Stage 2	883	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	704	917	1444
Mov Cap-2 Maneuver	704	-	-
Stage 1	891	-	-
Stage 2	883	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1444	-	767	-	-
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	-	-

HCM 2010 TWSC

1: Bow Lake Road & Academy Way

Intersection

Int Delay, s/veh 3.4

Movement

	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y	Y		↑	↑	
Traffic Vol, veh/h	29	16	6	117	82	18
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	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

	Minor2	Major1	Major2
Conflicting Flow All	290	138	151
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	B		

Minor Lane/Major Mvmt

	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1442	-	765	-	-
HCM Lane V/C Ratio	0.005	-	0.168	-	-
HCM Control Delay (s)	7.5	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-




HCM 2010 TWSC

1: Bow Lake Road & Academy Way

Intersection

Int Delay, s/veh 3.2

Movement

	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	16	6	128	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

	Minor2	Major1	Major2
Conflicting Flow All	315	150	163
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
HCM Control Delay, s	10.8	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt

	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1428	-	744	-	-
HCM Lane V/C Ratio	0.005	-	0.173	-	-
HCM Control Delay (s)	7.5	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

HCM 2010 TWSC
1: Bow Lake Road & Academy Way

Intersection

Int Delay, s/veh 3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	
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	Minor2	Major1	Major2			
Conflicting Flow All	318	152	165	0	-	0
Stage 1	152	-	-	-	-	-
Stage 2	166	-	-	-	-	-
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	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
HCM Control Delay, s	10.9	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
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	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

HCM 2010 TWSC

2: Bow Lake Road & Proposed Site Driveway

Intersection

Int Delay, s/veh 1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		Y		Y	Y
Traffic Vol, veh/h	43	3	111	42	5	124
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

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	425	275	0
Stage 1	275	-	-
Stage 2	150	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	590	769	-
Stage 1	776	-	-
Stage 2	883	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	587	769	-
Mov Cap-2 Maneuver	587	-	-
Stage 1	776	-	-
Stage 2	879	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	596	1252
HCM Lane V/C Ratio	-	-	0.086	0.004
HCM Control Delay (s)	-	-	11.6	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0

HCM 2010 TWSC

2: Bow Lake Road & Proposed Site Driveway

Intersection

Int Delay, s/veh 1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	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	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	254	88	6	153

Major/Minor	Minor1	Major1	Major2	Major3	Major4
Conflicting Flow All	463	298	0	0	342
Stage 1	298	-	-	-	-
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	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	567	1228
HCM Lane V/C Ratio	-	-	0.09	0.005
HCM Control Delay (s)	-	-	12	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0

HCM 2010 TWSC

2: Bow Lake Road & Proposed Site Driveway

Intersection

Int Delay, s/veh 0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
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	Minor1	Major1	Major2
Conflicting Flow All	291	148	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	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	730	1435
HCM Lane V/C Ratio	-	-	0.027	0.001
HCM Control Delay (s)	-	-	10.1	7.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 2010 TWSC

2: Bow Lake Road & Proposed Site Driveway

Intersection

Int Delay, s/veh 0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y	Y	Y	Y	Y	Y
Traffic Vol, veh/h	15	3	134	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

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	321	163	0
Stage 1	163	-	-
Stage 2	158	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	677	887	-
Stage 1	871	-	-
Stage 2	875	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	676	887	-
Mov Cap-2 Maneuver	676	-	-
Stage 1	871	-	-
Stage 2	874	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	704	1417
HCM Lane V/C Ratio	-	-	0.028	0.001
HCM Control Delay (s)	-	-	10.3	7.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 2010 TWSC

3: US Route 4 & Bow Lake Road

Intersection

Int Delay, s/veh 4.4

Movement

	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↑	↗	↖	↗
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

Major/Minor

	Major1	Major2	Minor2
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	-	-	- 94 -
Stage 1	-	-	- 370 -
Stage 2	-	-	- 438 -

Approach

	EB	WB	SB
HCM Control Delay, s	0.2	0	61.9
HCM LOS			F

Minor Lane/Major Mvmt

	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	623	-	-	-	94	326
HCM Lane V/C Ratio	0.026	-	-	-	0.709	0.211
HCM Control Delay (s)	10.9	-	-	-	106.3	19
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.1	-	-	-	3.6	0.8

US4 / Bow Lake Road Left-Turn Departure Survey

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

Arrival Number	Arrival Time	Departure 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

HCM 2010 TWSC
3: US Route 4 & Bow Lake Road

Intersection

Int Delay, s/veh 5.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
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	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	17	798	968	122	70	72

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1090	0	0 1800 968
Stage 1	-	-	- 968 -
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
Pot Cap-1 Maneuver	594	-	- 85 307
Stage 1	-	-	- 361 -
Stage 2	-	-	- 419 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	594	-	- 83 307
Mov Cap-2 Maneuver	-	-	- 83 -
Stage 1	-	-	- 351 -
Stage 2	-	-	- 419 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	82.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	594	-	-	-	83	307
HCM Lane V/C Ratio	0.029	-	-	-	0.843	0.235
HCM Control Delay (s)	11.2	-	-	-	146.2	20.3
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.1	-	-	-	4.4	0.9

HCM 2010 TWSC
3: US Route 4 & Bow Lake Road

Intersection

Int Delay, s/veh 11.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↑	↗	↖	↗
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, %	-	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
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	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	-	-	-	~ 79	-
Stage 1	-	-	-	345	-
Stage 2	-	-	-	407	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	126.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	592	-	-	-	79	317
HCM Lane V/C Ratio	0.067	-	-	-	1.139	0.301
HCM Control Delay (s)	11.5	-	-	-	237.9	21.2
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.2	-	-	-	6.5	1.2

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 TWSC
3: US Route 4 & Bow Lake Road

Intersection

Int Delay, s/veh 11.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
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 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	19	881	1069	135	78	80

Major/Minor	Major1	Major2	Minor2
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	-	-	- ~ 63 -
Stage 1	-	-	- 312 -
Stage 2	-	-	- 381 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	160.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	536	-	-	-	63	268
HCM Lane V/C Ratio	0.035	-	-	-	1.235	0.299
HCM Control Delay (s)	12	-	-	-	\$ 300.7	24
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.1	-	-	-	6.4	1.2

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon







HCM 2010 TWSC

3: US Route 4 & Bow Lake Road

Intersection

Int Delay, s/veh 20.8

Movement

	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
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, #	-	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	Major2	Minor2
Conflicting Flow All	1208	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.25	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.335	-	-
Pot Cap-1 Maneuver	534	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	534	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach

	EB	WB	SB
HCM Control Delay, s	0.6	0	236.7
HCM LOS			F

Minor Lane/Major Mvmt

	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	B	-	-	-	F	D
HCM 95th %tile Q(veh)	0.2	-	-	-	8.9	1.7







Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 TWSC
3: US Route 4 & Bow Lake Road

Intersection

Int Delay, s/veh 4







Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
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	Major1	Major2	Minor2
Conflicting Flow All	814	0	0 1617 747
Stage 1	-	-	- 747 -
Stage 2	-	-	- 870 -
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	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 -

Approach	EB	WB	SB
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	A	-	-	-	F	C
HCM 95th %tile Q(veh)	0.2	-	-	-	3	0.6

HCM 2010 TWSC
3: US Route 4 & Bow Lake Road

Intersection						
Int Delay, s/veh	5.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	58	688	722	65	46	50
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, #	-	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
Conflicting Flow All	856	0	0 1699 785
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	0	61.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	793	-	-	-	93	396
HCM Lane V/C Ratio	0.083	-	-	-	0.727	0.186
HCM Control Delay (s)	10	-	-	-	110.6	16.2
HCM Lane LOS	A	-	-	-	F	C
HCM 95th %tile Q(veh)	0.3	-	-	-	3.7	0.7

HCM 2010 TWSC
3: US Route 4 & Bow Lake Road

Intersection

Int Delay, s/veh 7.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
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	Major2	Minor2
Conflicting Flow All	856	0	1701
Stage 1	-	-	778
Stage 2	-	-	923
Critical Hdwy	4.1	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.2	-	3.518
Pot Cap-1 Maneuver	793	-	101
Stage 1	-	-	453
Stage 2	-	-	387
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	793	-	92
Mov Cap-2 Maneuver	-	-	92
Stage 1	-	-	411
Stage 2	-	-	387







Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	76.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	793	-	-	-	92	400
HCM Lane V/C Ratio	0.093	-	-	-	0.863	0.21
HCM Control Delay (s)	10	-	-	-	140.4	16.4
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.3	-	-	-	4.7	0.8

HCM 2010 TWSC
3: US Route 4 & Bow Lake Road

Intersection

Int Delay, s/veh 9.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	64	760	798	72	51	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	-	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	73	864	867	78	75	81

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	945	0	0 1877 867
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 -

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	117.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	734	-	-	-	71	355
HCM Lane V/C Ratio	0.099	-	-	-	1.056	0.228
HCM Control Delay (s)	10.4	-	-	-	224.1	18.1
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.3	-	-	-	5.6	0.9







Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 TWSC
3: US Route 4 & Bow Lake Road

Intersection

Int Delay, s/veh 13.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
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	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

Major/Minor	Major1	Major2	Minor2
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 -

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	154
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	733	-	-	-	69	358
HCM Lane V/C Ratio	0.11	-	-	-	1.257	0.255
HCM Control Delay (s)	10.5	-	-	-	296.4	18.5
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.4	-	-	-	6.9	1

Notes







~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 TWSC

3: US Route 4 & Bow Lake Road

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
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

Major/Minor	Major1	Major2	Minor2
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			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	623	-	-	-	226	326
HCM Lane V/C Ratio	0.026	-	-	-	0.295	0.211
HCM Control Delay (s)	10.9	-	-	-	27.5	19
HCM Lane LOS	B	-	-	-	D	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.2	0.8

HCM 2010 TWSC
3: US Route 4 & Bow Lake Road

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↑	↗	↖	↗
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	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	17	798	968	122	70	72

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1090	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.25	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.335	-	-
Pot Cap-1 Maneuver	594	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	594	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	25.1
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
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

HCM 2010 TWSC
3: US Route 4 & Bow Lake Road

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑	↑	↰	↰	↰
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, %	-	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
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.25	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.335	-	-
Pot Cap-1 Maneuver	592	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	592	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	28.1
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	592	-	-	-	206	317
HCM Lane V/C Ratio	0.067	-	-	-	0.437	0.301
HCM Control Delay (s)	11.5	-	-	-	35.4	21.2
HCM Lane LOS	B	-	-	-	E	C
HCM 95th %tile Q(veh)	0.2	-	-	-	2	1.2







Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 TWSC
3: US Route 4 & Bow Lake Road

Intersection

Int Delay, s/veh 2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
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 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	19	881	1069	135	78	80

Major/Minor	Major1	Major2	Minor2
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 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	30.9
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	536	-	-	-	185	268
HCM Lane V/C Ratio	0.035	-	-	-	0.42	0.299
HCM Control Delay (s)	12	-	-	-	37.9	24
HCM Lane LOS	B	-	-	-	E	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.9	1.2

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 TWSC
3: US Route 4 & Bow Lake Road

Intersection

Int Delay, s/veh 3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↑	↗	↖	↗
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, #	-	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	Major2	Minor2
Conflicting Flow All	1208	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.25	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.335	-	-
Pot Cap-1 Maneuver	534	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	534	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	35.8
HCM LOS			E

Minor Lane/Major Mvmt	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	B	-	-	-	E	D
HCM 95th %tile Q(veh)	0.2	-	-	-	2.8	1.7

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 TWSC
3: US Route 4 & Bow Lake Road

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑	↑	↱	↰	↱
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	Major1	Major2	Minor2		
Conflicting Flow All	814	0	-	0	1617
Stage 1	-	-	-	-	747
Stage 2	-	-	-	-	870
Critical Hdwy	4.1	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.2	-	-	-	3.518
Pot Cap-1 Maneuver	822	-	-	-	114
Stage 1	-	-	-	-	468
Stage 2	-	-	-	-	410
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	822	-	-	-	105
Mov Cap-2 Maneuver	-	-	-	-	240
Stage 1	-	-	-	-	432
Stage 2	-	-	-	-	410

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	20.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
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	15.4
HCM Lane LOS	A	-	-	-	D	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1.1	0.6

HCM 2010 TWSC
3: US Route 4 & Bow Lake Road

Intersection

Int Delay, s/veh 2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑	↑	↱	↰	↱
Traffic Vol, veh/h	58	688	722	65	46	50
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, #	-	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
Conflicting Flow All	856	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	793	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	793	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	21.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	793	-	-	-	226	396
HCM Lane V/C Ratio	0.083	-	-	-	0.299	0.186
HCM Control Delay (s)	10	-	-	-	27.6	16.2
HCM Lane LOS	A	-	-	-	D	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.2	0.7

HCM 2010 TWSC
3: US Route 4 & Bow Lake Road

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↑	↗	↖	↗
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	Major2	Minor2
Conflicting Flow All	856	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	793	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	793	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	22.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
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	B	-	-	-	D	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.5	0.8

HCM 2010 TWSC
3: US Route 4 & Bow Lake Road

Intersection

Int Delay, s/veh 2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↑	↗	↖	↗
Traffic Vol, veh/h	64	760	798	72	51	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	-	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	73	864	867	78	75	81

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	945	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	734	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	734	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	25.8
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	734	-	-	-	197	355
HCM Lane V/C Ratio	0.099	-	-	-	0.381	0.228
HCM Control Delay (s)	10.4	-	-	-	34.1	18.1
HCM Lane LOS	B	-	-	-	D	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.7	0.9

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 TWSC

3: US Route 4 & Bow Lake Road

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↑	↗	↖	↗
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	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

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	947	0	-	0	1880
Stage 1	-	-	-	-	861
Stage 2	-	-	-	-	1019
Critical Hdwy	4.1	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.2	-	-	-	3.518
Pot Cap-1 Maneuver	733	-	-	-	~ 78
Stage 1	-	-	-	-	414
Stage 2	-	-	-	-	348
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	733	-	-	-	~ 69
Mov Cap-2 Maneuver	-	-	-	-	195
Stage 1	-	-	-	-	368
Stage 2	-	-	-	-	348

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	27.8
HCM LOS			D

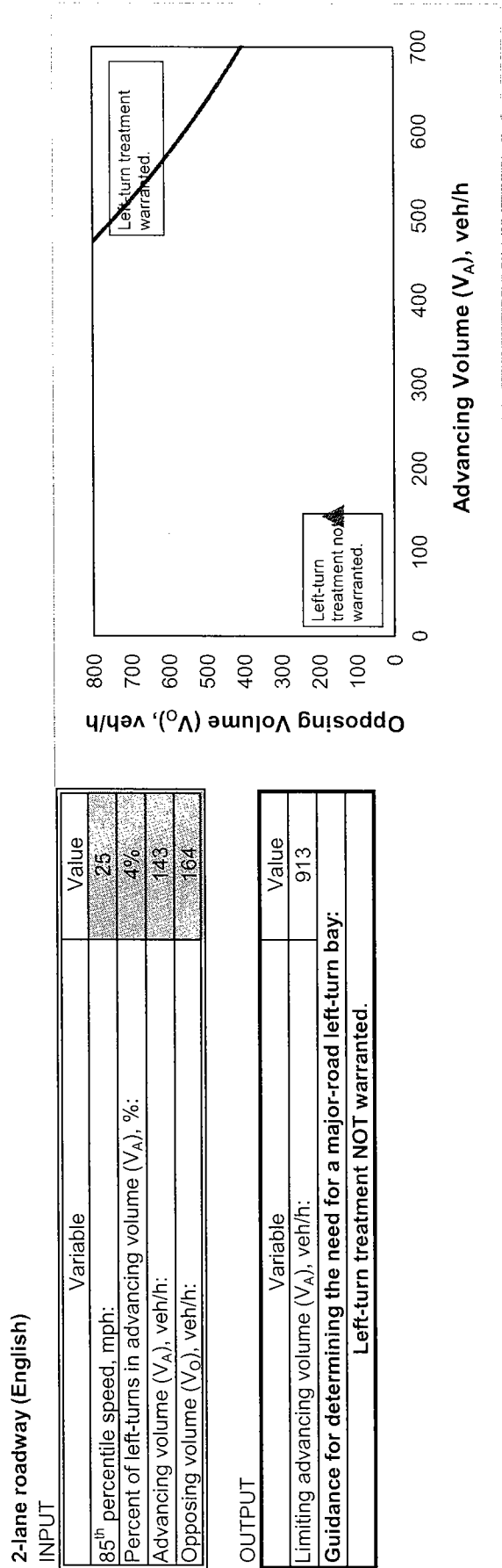
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	733	-	-	-	195	358
HCM Lane V/C Ratio	0.11	-	-	-	0.445	0.255
HCM Control Delay (s)	10.5	-	-	-	37.5	18.5
HCM Lane LOS	B	-	-	-	E	C
HCM 95th %tile Q(veh)	0.4	-	-	-	2.1	1

Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Appendix G

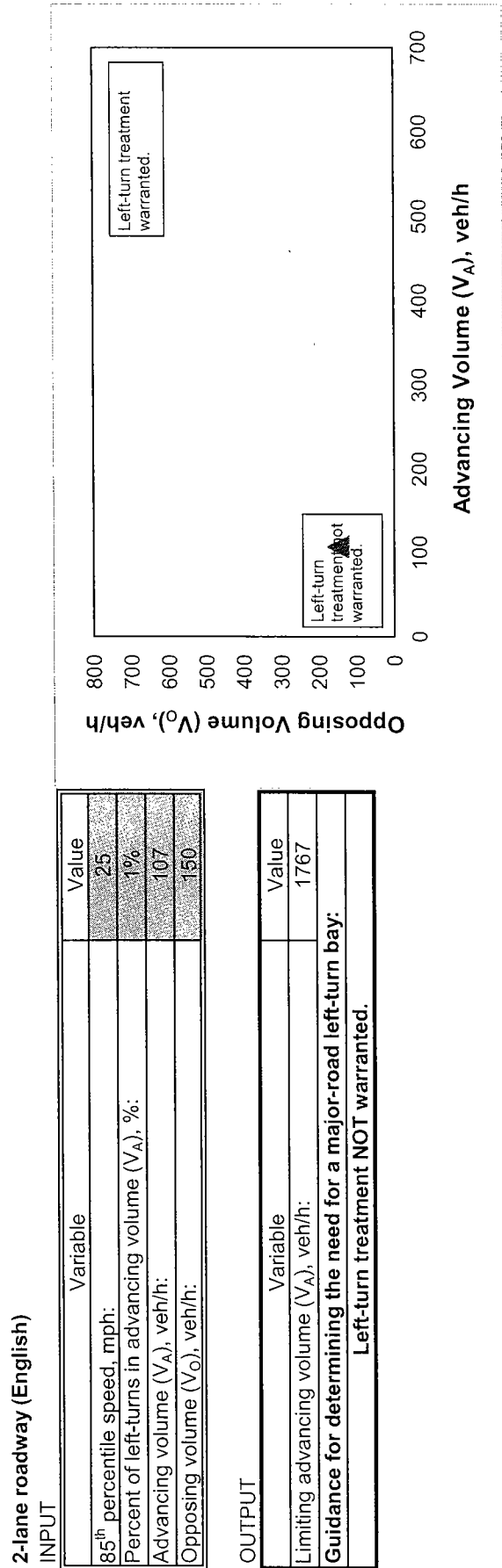
Auxiliary Turn Lane Warrants Analysis

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



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

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



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

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

INPUT

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

OUTPUT

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.	

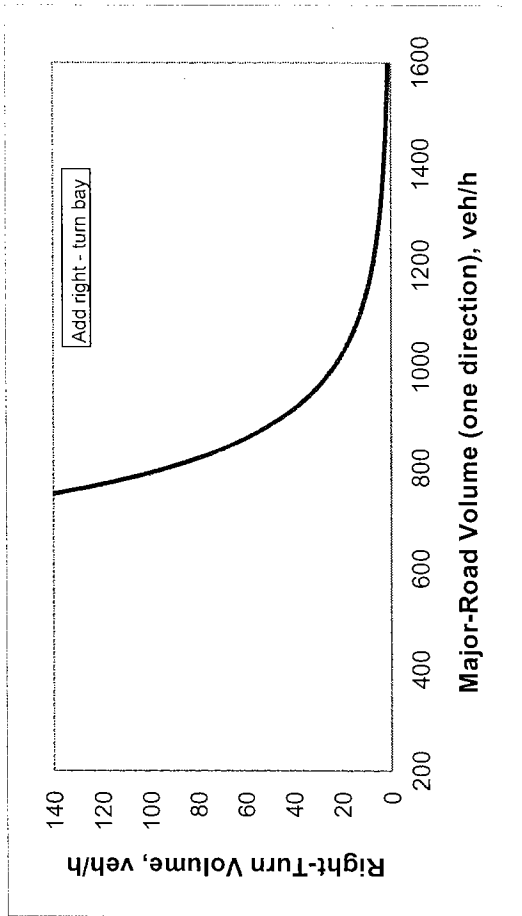


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

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

OUTPUT

Variable	Value
Limiting 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.	

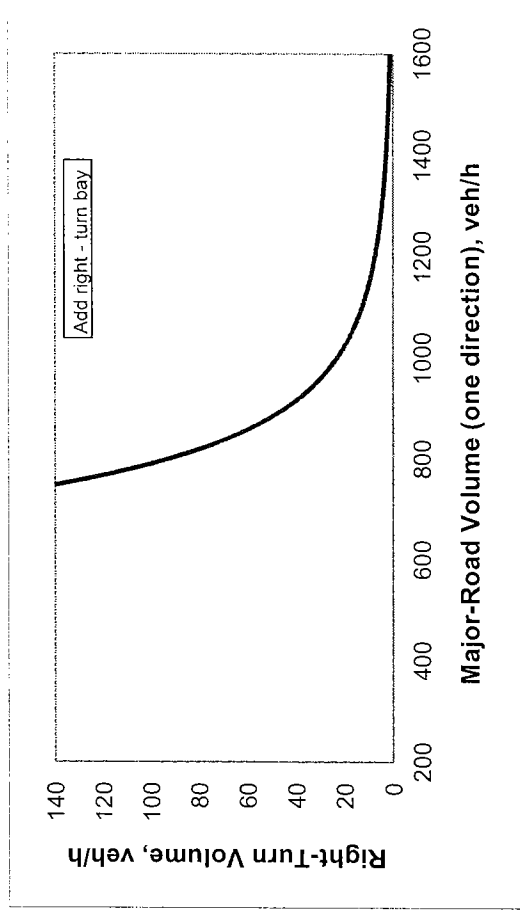


Figure 2 - 4. Guideline for determining minor-road approach geometry at two-way stop-controlled intersections.

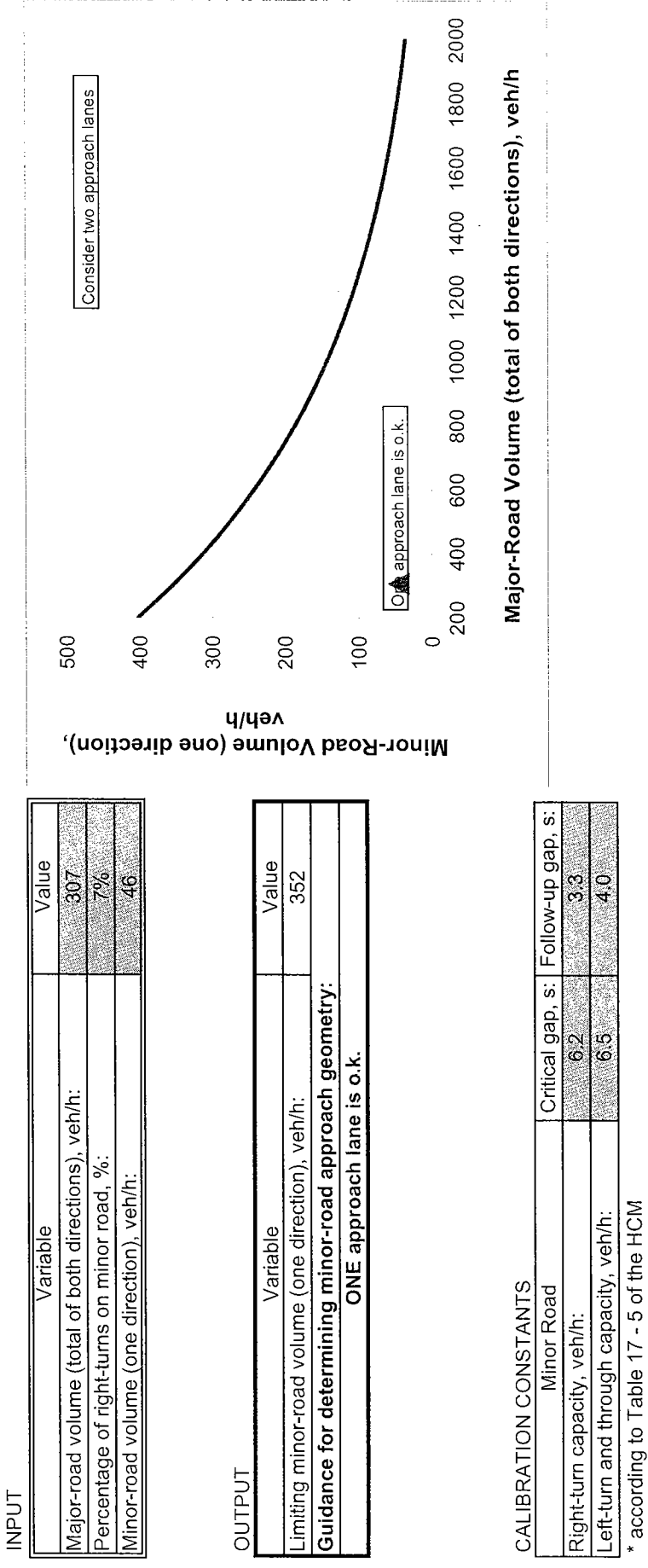
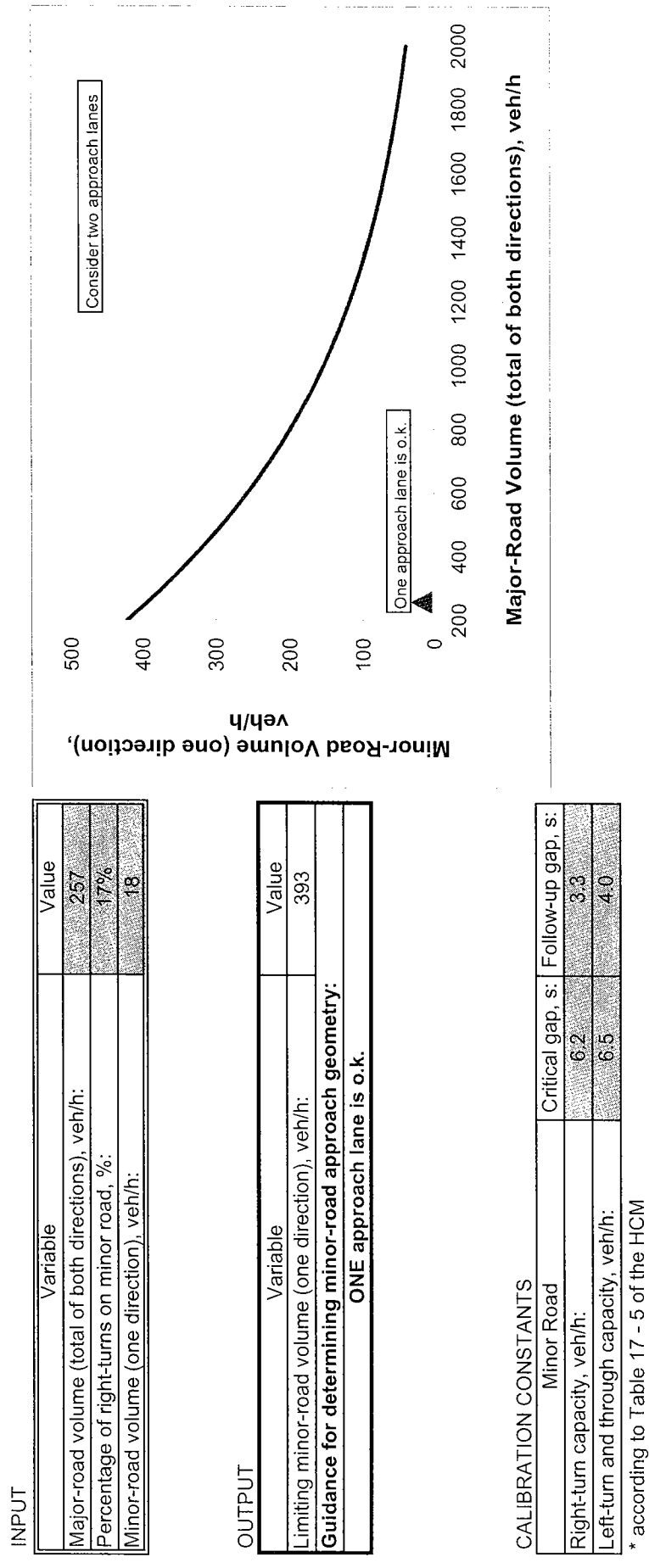


Figure 2 - 4. Guideline for determining minor-road approach geometry at two-way stop-controlled intersections.



Appendix H

Sight Distance Photographs

Looking Left



Looking Right

