APPENDIX

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VEHICLE QUEUE DIAGRAMS

PROJECT SITE PLAN



GOLDEN TRIANGLE, AMESBURY

PROPOSED SCHEME - UNIT TYPES

MARCH 21, 2024

SCALE: 1"=200'-0"

0 100' 200' 300' 400' 500'

UNION STUDIO
ARCHITECTURE & COMMUNITY DESIGN



GOLDEN TRIANGLE, AMESBURY

PROPOSED SCHEME - UNIT TYPES

MARCH 21, 2024

SCALE: 1"=200'-0"

0 100' 200' 300' 400' 500'

UNION STUDIO
ARCHITECTURE & COMMUNITY DESIGN

AUTOMATIC TRAFFIC RECORDER COUNT DATA

Accurate Counts

978-664-2565

Location : Elm Street
Location : North of Route 110
City/State: Amesbury, MA

Site Code: 95260001

2/14/2024	SB,		Hour Totals		NB,		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	1	87			3	72				
12:15	1	89			7	97				
12:30	2	89			4	74				
12:45	1	80	5	345	3	89	17	332	22	677
1:00	0	82			2	77				
1:15	0	97			5	97				
1:30	3	92			5	89				
1:45	2	70	5	341	1	95	13	358	18	699
2:00	1	88			2	84				
2:15	1	83			1	112				
2:30	1	104			0	109				
2:45	3	108	6	383	0	130	3	435	9	818
3:00	5	102			1	127				
3:15	4	92			2	139				
3:30	3	112			1	152				
3:45	8	105	20	411	5	185	9	603	29	1014
4:00	3	110			0	150				
4:15	15	110			1	156				
4:30	14	106			5	152				
4:45	30	102	62	428	11	141	17	599	79	1027
5:00	32	111			6	147				
5:15	44	107			6	158				
5:30	39	99			34	149				
5:45	65	94	180	411	29	144	75	598	255	1009
6:00	55	70			13	115				
6:15	72	77			24	100				
6:30	114	65			23	87				
6:45	118	77	359	289	48	84	108	386	467	675
7:00	109	59			41	59				
7:15	115	39			44	68				
7:30	142	33			60	58				
7:45	163	45	529	176	83	55	228	240	757	416
8:00	111	27			76	51				
8:15	119	28			90	48				
8:30	108	25			75	45				
8:45	107	25	445	105	71	42	312	186	757	291
9:00	74	24			73	35				
9:15	86	22			71	33				
9:30	94	11			70	22				
9:45	84	15	338	72	59	29	273	119	611	191
10:00	79	15			64	17				
10:15	67	12			62	19				
10:30	76	12			79	13				
10:45	74	8	296	47	84	16	289	65	585	112
11:00	73	7			75	18				
11:15	84	9			71	21				
11:30	110	1			68	19				
11:45	81	4	348	21	59	7	273	65	621	86
Total	2593	3029			1617	3986			4210	7015
Percent	46.1%	53.9%			28.9%	71.1%			37.5%	62.5%

Accurate Counts
978-664-2565

Location : Elm Street
Location : North of Route 110
City/State: Amesbury, MA

Site Code: 95260001

2/15/2024	SB,		Hour Totals		NB,		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	3	76			6	87				
12:15	4	80			2	71				
12:30	1	86			7	82				
12:45	4	71	12	313	4	77	19	317	31	630
1:00	1	78			1	74				
1:15	1	67			4	64				
1:30	0	72			1	78				
1:45	3	81	5	298	3	89	9	305	14	603
2:00	5	87			5	101				
2:15	2	77			1	105				
2:30	3	95			2	95				
2:45	1	106	11	365	0	92	8	393	19	758
3:00	3	78			1	117				
3:15	3	97			0	127				
3:30	2	95			0	148				
3:45	6	79	14	349	1	134	2	526	16	875
4:00	4	100			1	142				
4:15	18	94			5	168				
4:30	17	89			3	135				
4:45	26	100	65	383	7	134	16	579	81	962
5:00	37	96			8	138				
5:15	37	98			9	160				
5:30	40	106			26	131				
5:45	52	72	166	372	28	126	71	555	237	927
6:00	52	75			15	97				
6:15	87	78			22	90				
6:30	108	69			28	87				
6:45	115	55	362	277	43	90	108	364	470	641
7:00	116	51			37	83				
7:15	119	45			59	72				
7:30	144	44			55	50				
7:45	154	36	533	176	81	55	232	260	765	436
8:00	101	37			70	50				
8:15	125	25			93	40				
8:30	102	36			74	55				
8:45	108	24	436	122	81	42	318	187	754	309
9:00	77	28			74	38				
9:15	72	20			52	44				
9:30	78	12			55	15				
9:45	81	6	308	66	57	10	238	107	546	173
10:00	68	12			64	13				
10:15	66	17			60	14				
10:30	88	16			65	13				
10:45	75	3	297	48	60	15	249	55	546	103
11:00	67	5			74	13				
11:15	70	8			73	8				
11:30	74	2			69	3				
11:45	67	4	278	19	61	9	277	33	555	52
Total	2487	2788			1547	3681			4034	6469
Percent	47.1%	52.9%			29.6%	70.4%			38.4%	61.6%
Grand Total	5080	5817			3164	7667			8244	13484
Percent	46.6%	53.4%			29.2%	70.8%			37.9%	62.1%
ADT		ADT: 10,864		AADT: 10,864						

Accurate Counts

978-664-2565

Location : Elm Street
Location : North of Route 110
City/State: Amesbury, MA

Site Code: 95260001

	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Week Average	
Time	SB,	NB,	SB,	NB,	SB,	NB,	SB,	NB,	SB,	NB,	SB,	NB,	SB,	NB,	SB,	NB,
0:00	*	*	*	*	5	17	12	19	*	*	*	*	*	*	8	18
1:00	*	*	*	*	5	13	5	9	*	*	*	*	*	*	5	11
2:00	*	*	*	*	6	3	11	8	*	*	*	*	*	*	8	6
3:00	*	*	*	*	20	9	14	2	*	*	*	*	*	*	17	6
4:00	*	*	*	*	62	17	65	16	*	*	*	*	*	*	64	16
5:00	*	*	*	*	180	75	166	71	*	*	*	*	*	*	173	73
6:00	*	*	*	*	359	108	362	108	*	*	*	*	*	*	360	108
7:00	*	*	*	*	529	228	533	232	*	*	*	*	*	*	531	230
8:00	*	*	*	*	445	312	436	318	*	*	*	*	*	*	440	315
9:00	*	*	*	*	338	273	308	238	*	*	*	*	*	*	323	256
10:00	*	*	*	*	296	289	297	249	*	*	*	*	*	*	296	269
11:00	*	*	*	*	348	273	278	277	*	*	*	*	*	*	313	275
12:00	*	*	*	*	345	332	313	317	*	*	*	*	*	*	329	324
13:00	*	*	*	*	341	358	298	305	*	*	*	*	*	*	320	332
14:00	*	*	*	*	383	435	365	393	*	*	*	*	*	*	374	414
15:00	*	*	*	*	411	603	349	526	*	*	*	*	*	*	380	564
16:00	*	*	*	*	428	599	383	579	*	*	*	*	*	*	406	589
17:00	*	*	*	*	411	598	372	555	*	*	*	*	*	*	392	576
18:00	*	*	*	*	289	386	277	364	*	*	*	*	*	*	283	375
19:00	*	*	*	*	176	240	176	260	*	*	*	*	*	*	176	250
20:00	*	*	*	*	105	186	122	187	*	*	*	*	*	*	114	186
21:00	*	*	*	*	72	119	66	107	*	*	*	*	*	*	69	113
22:00	*	*	*	*	47	65	48	55	*	*	*	*	*	*	48	60
23:00	*	*	*	*	21	65	19	33	*	*	*	*	*	*	20	49
Total	0	0	0	0	5622	5603	5275	5228	0	0	0	0	0	0	5449	5415
Day	0		0		11225		10503		0		0		0		10864	
AM Peak					7:00	8:00	7:00	8:00							7:00	8:00
Volume					529	312	533	318							531	315
PM Peak					16:00	15:00	16:00	16:00							16:00	16:00
Volume					428	603	383	579							406	589
Comb Total	0		0		11225		10503		0		0		0		10864	

TURNING MOVEMENT COUNT DATA

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Rocky Hill Road
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 2/14/2024
Page No : 1

Groups Printed- Cars - Trucks

	Elm St From North		Elm St From South		Rocky Hill Rd From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
07:00 AM	104	33	2	50	2	9	200
07:15 AM	113	49	0	39	6	11	218
07:30 AM	123	40	0	52	9	10	234
07:45 AM	157	20	3	75	7	13	275
Total	497	142	5	216	24	43	927
08:00 AM	111	22	0	80	3	5	221
08:15 AM	128	17	2	88	9	3	247
08:30 AM	102	33	2	79	7	3	226
08:45 AM	94	18	0	67	9	14	202
Total	435	90	4	314	28	25	896
Grand Total	932	232	9	530	52	68	1823
Apprch %	80.1	19.9	1.7	98.3	43.3	56.7	
Total %	51.1	12.7	0.5	29.1	2.9	3.7	
Cars	923	232	9	516	52	68	1800
% Cars	99	100	100	97.4	100	100	98.7
Trucks	9	0	0	14	0	0	23
% Trucks	1	0	0	2.6	0	0	1.3

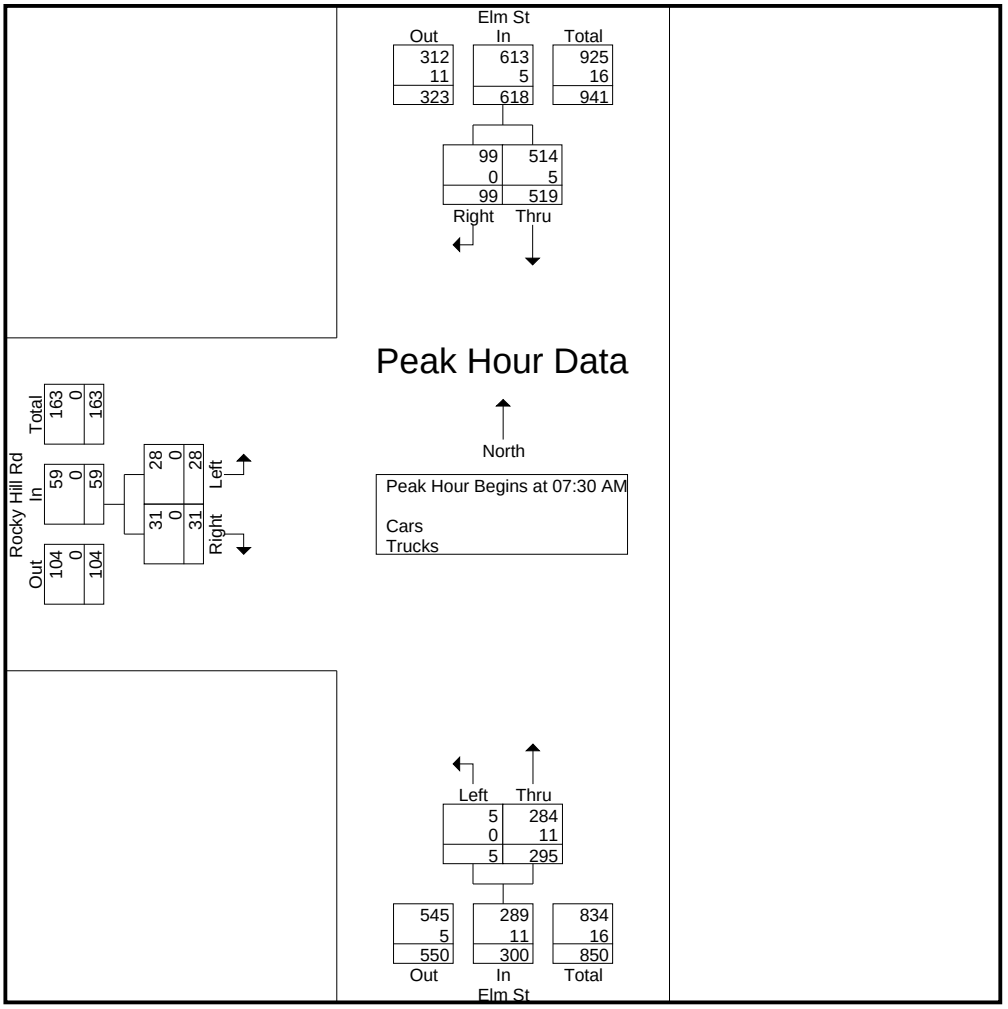
	Elm St From North			Elm St From South			Rocky Hill Rd From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	123	**40**	163	0	52	52	**9**	10	19	234
07:45 AM	**157**	20	**177**	**3**	75	78	7	**13**	**20**	**275**
08:00 AM	111	22	133	0	80	80	3	5	8	221
08:15 AM	128	17	145	2	**88**	**90**	9	3	12	247
Total Volume	519	99	618	5	295	300	28	31	59	977
% App. Total	84	16		1.7	98.3		47.5	52.5		
PHF	.826	.619	.873	.417	.838	.833	.778	.596	.738	.888
Cars	514	99	613	5	284	289	28	31	59	961
% Cars	99.0	100	99.2	100	96.3	96.3	100	100	100	98.4
Trucks	5	0	5	0	11	11	0	0	0	16
% Trucks	1.0	0	0.8	0	3.7	3.7	0	0	0	1.6

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Rocky Hill Road
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 2/14/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

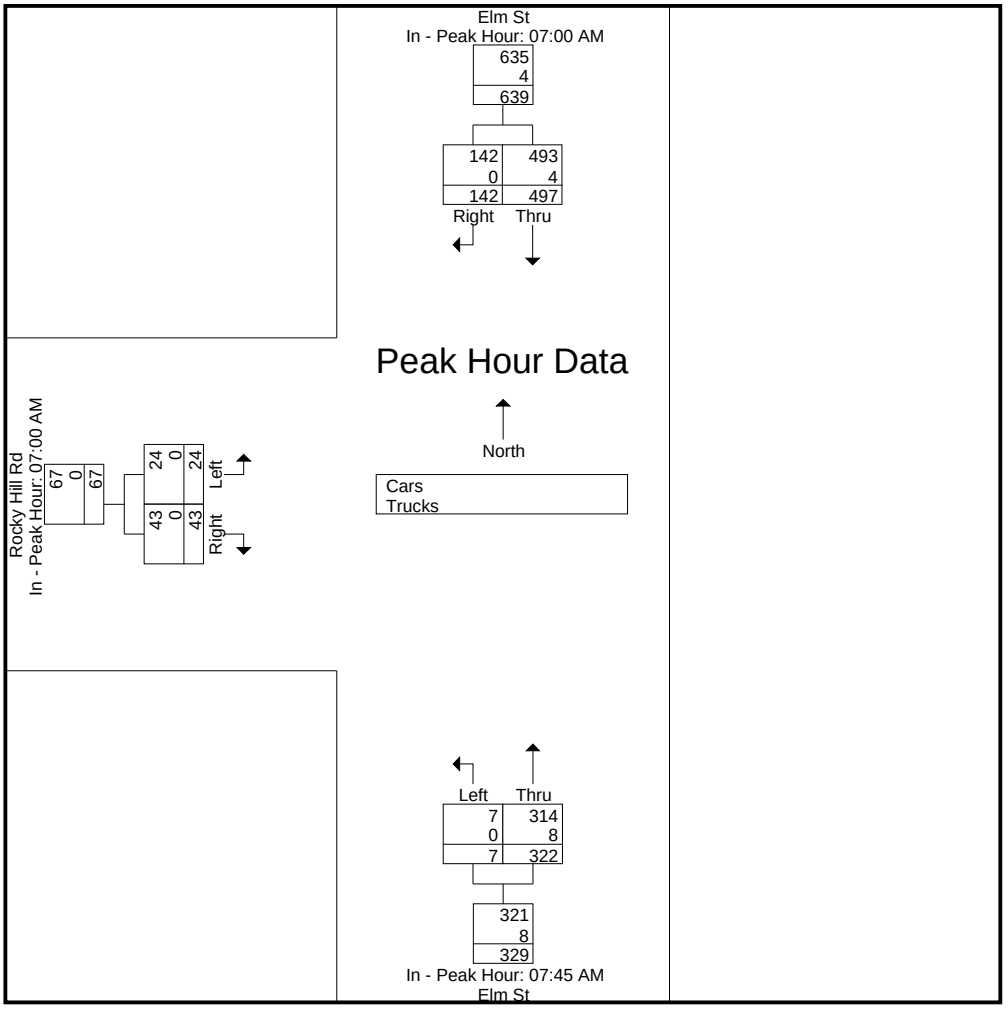
	07:00 AM			07:45 AM			07:00 AM		
+0 mins.	104	33	137	**3**	75	78	2	9	11
+15 mins.	113	**49**	162	0	80	80	6	11	17
+30 mins.	123	40	163	2	**88**	**90**	**9**	10	19
+45 mins.	**157**	20	**177**	2	79	81	7	**13**	**20**
Total Volume	497	142	639	7	322	329	24	43	67
% App. Total	77.8	22.2		2.1	97.9		35.8	64.2	
PHF	.791	.724	.903	.583	.915	.914	.667	.827	.838
Cars	493	142	635	7	314	321	24	43	67
% Cars	99.2	100	99.4	100	97.5	97.6	100	100	100
Trucks	4	0	4	0	8	8	0	0	0
% Trucks	0.8	0	0.6	0	2.5	2.4	0	0	0

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Rocky Hill Road
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 2/14/2024
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Rocky Hill Road
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 2/14/2024
Page No : 4

Groups Printed- Cars

	Elm St From North		Elm St From South		Rocky Hill Rd From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
07:00 AM	104	33	2	48	2	9	198
07:15 AM	112	49	0	39	6	11	217
07:30 AM	122	40	0	49	9	10	230
07:45 AM	155	20	3	73	7	13	271
Total	493	142	5	209	24	43	916
08:00 AM	111	22	0	76	3	5	217
08:15 AM	126	17	2	86	9	3	243
08:30 AM	99	33	2	79	7	3	223
08:45 AM	94	18	0	66	9	14	201
Total	430	90	4	307	28	25	884
Grand Total	923	232	9	516	52	68	1800
Apprch %	79.9	20.1	1.7	98.3	43.3	56.7	
Total %	51.3	12.9	0.5	28.7	2.9	3.8	

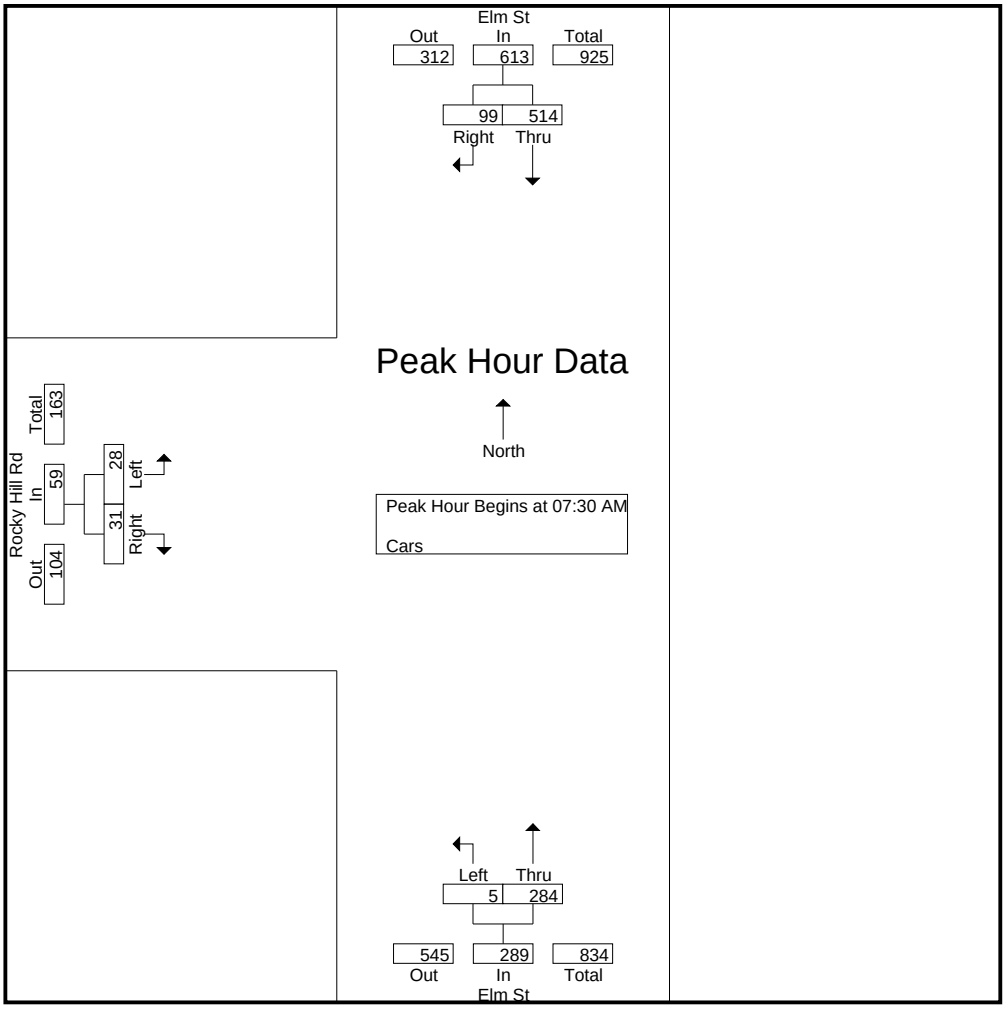
	Elm St From North			Elm St From South			Rocky Hill Rd From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	122	**40**	162	0	49	49	**9**	10	19	230
07:45 AM	**155**	20	**175**	**3**	73	76	7	**13**	**20**	**271**
08:00 AM	111	22	133	0	76	76	3	5	8	217
08:15 AM	126	17	143	2	**86**	**88**	9	3	12	243
Total Volume	514	99	613	5	284	289	28	31	59	961
% App. Total	83.8	16.2		1.7	98.3		47.5	52.5		
PHF	.829	.619	.876	.417	.826	.821	.778	.596	.738	.887

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Rocky Hill Road
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 2/14/2024
Page No : 5



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

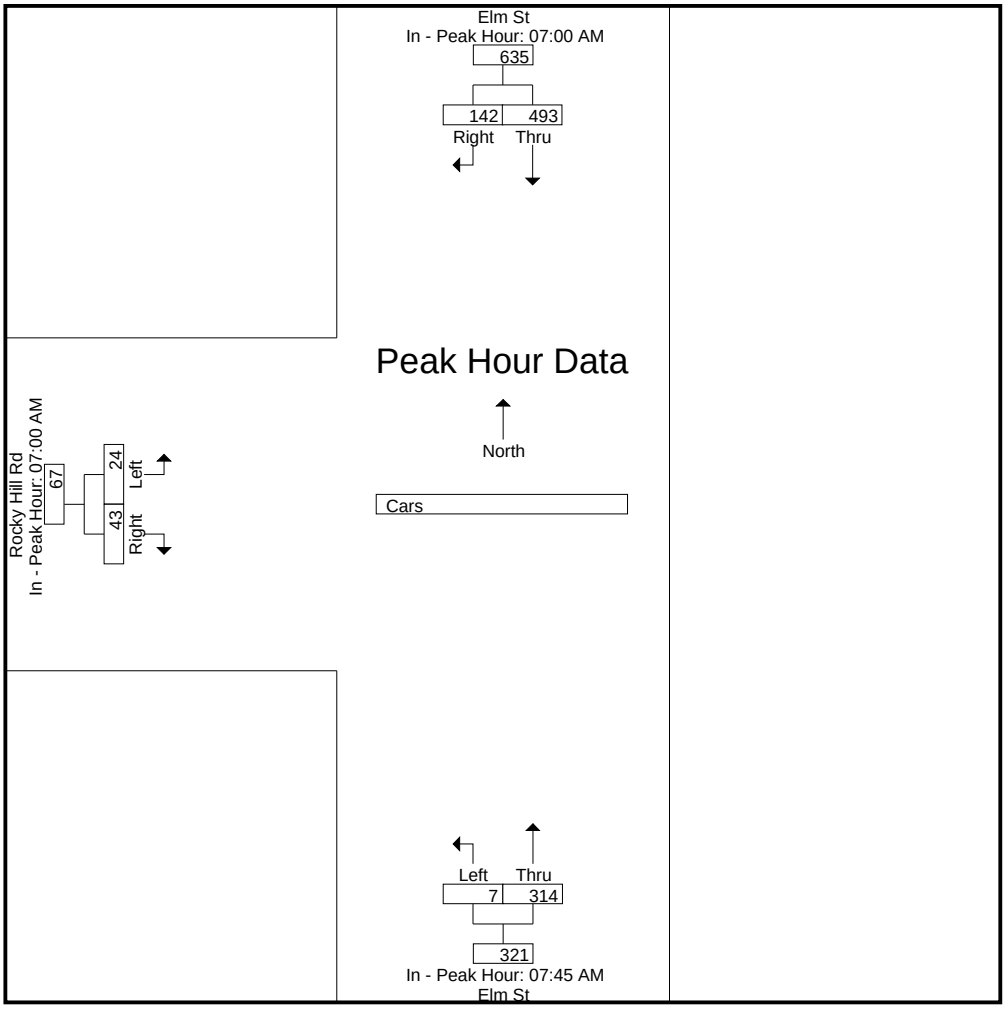
	07:00 AM			07:45 AM			07:00 AM		
+0 mins.	104	33	137	**3**	73	76	2	9	11
+15 mins.	112	**49**	161	0	76	76	6	11	17
+30 mins.	122	40	162	2	**86**	**88**	**9**	10	19
+45 mins.	**155**	20	**175**	2	79	81	7	**13**	**20**
Total Volume	493	142	635	7	314	321	24	43	67
% App. Total	77.6	22.4		2.2	97.8		35.8	64.2	
PHF	.795	.724	.907	.583	.913	.912	.667	.827	.838

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Rocky Hill Road
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 2/14/2024
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Rocky Hill Road
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 2/14/2024

Groups Printed- Trucks

	Elm St From North		Elm St From South		Rocky Hill Rd From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
07:00 AM	0	0	0	2	0	0	2
07:15 AM	1	0	0	0	0	0	1
07:30 AM	1	0	0	3	0	0	4
07:45 AM	2	0	0	2	0	0	4
Total	4	0	0	7	0	0	11
08:00 AM	0	0	0	4	0	0	4
08:15 AM	2	0	0	2	0	0	4
08:30 AM	3	0	0	0	0	0	3
08:45 AM	0	0	0	1	0	0	1
Total	5	0	0	7	0	0	12
Grand Total	9	0	0	14	0	0	23
Apprch %	100	0	0	100	0	0	
Total %	39.1	0	0	60.9	0	0	

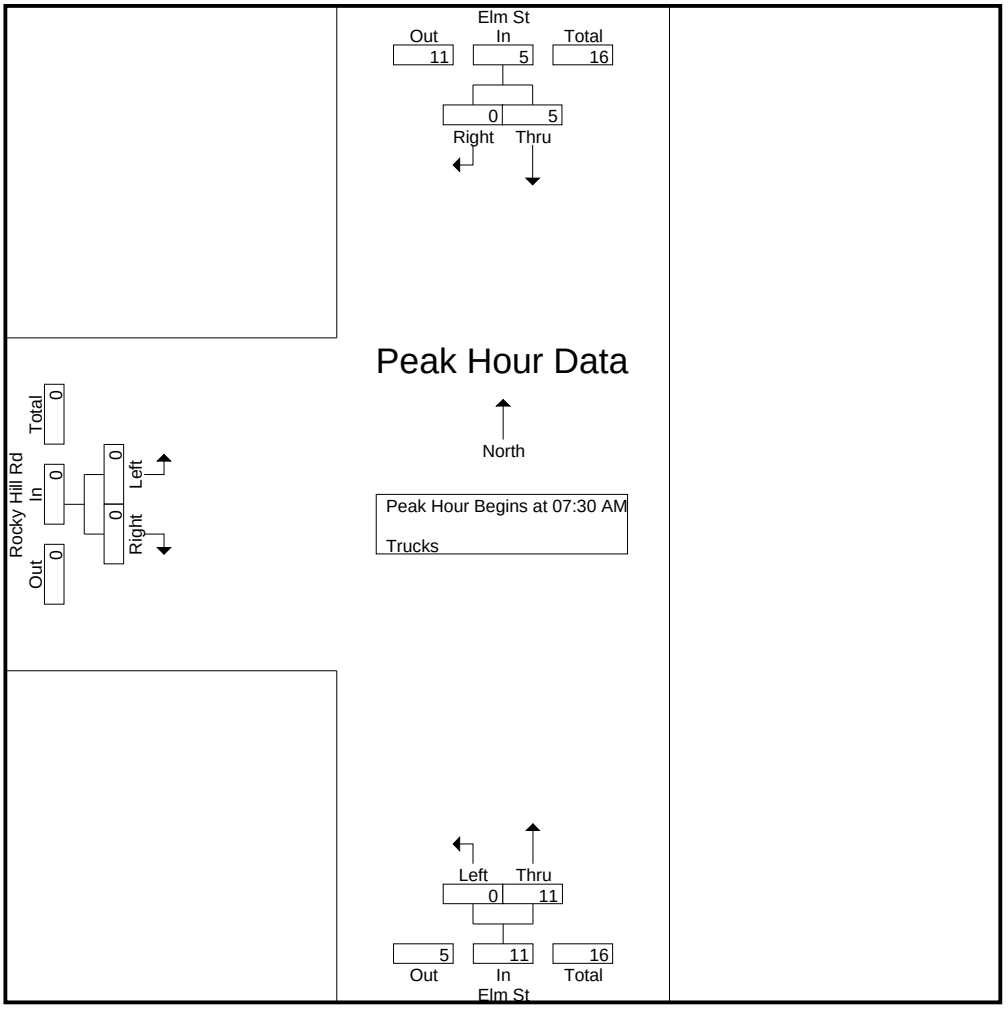
	Elm St From North			Elm St From South			Rocky Hill Rd From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	1	0	1	0	3	3	0	0	0	**4**
07:45 AM	**2**	0	**2**	0	2	2	0	0	0	4
08:00 AM	0	0	0	0	**4**	**4**	0	0	0	4
08:15 AM	2	0	2	0	2	2	0	0	0	4
Total Volume	5	0	5	0	11	11	0	0	0	16
% App. Total	100	0		0	100		0	0		
PHF	.625	.000	.625	.000	.688	.688	.000	.000	.000	1.00

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Rocky Hill Road
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 2/14/2024
Page No : 8



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

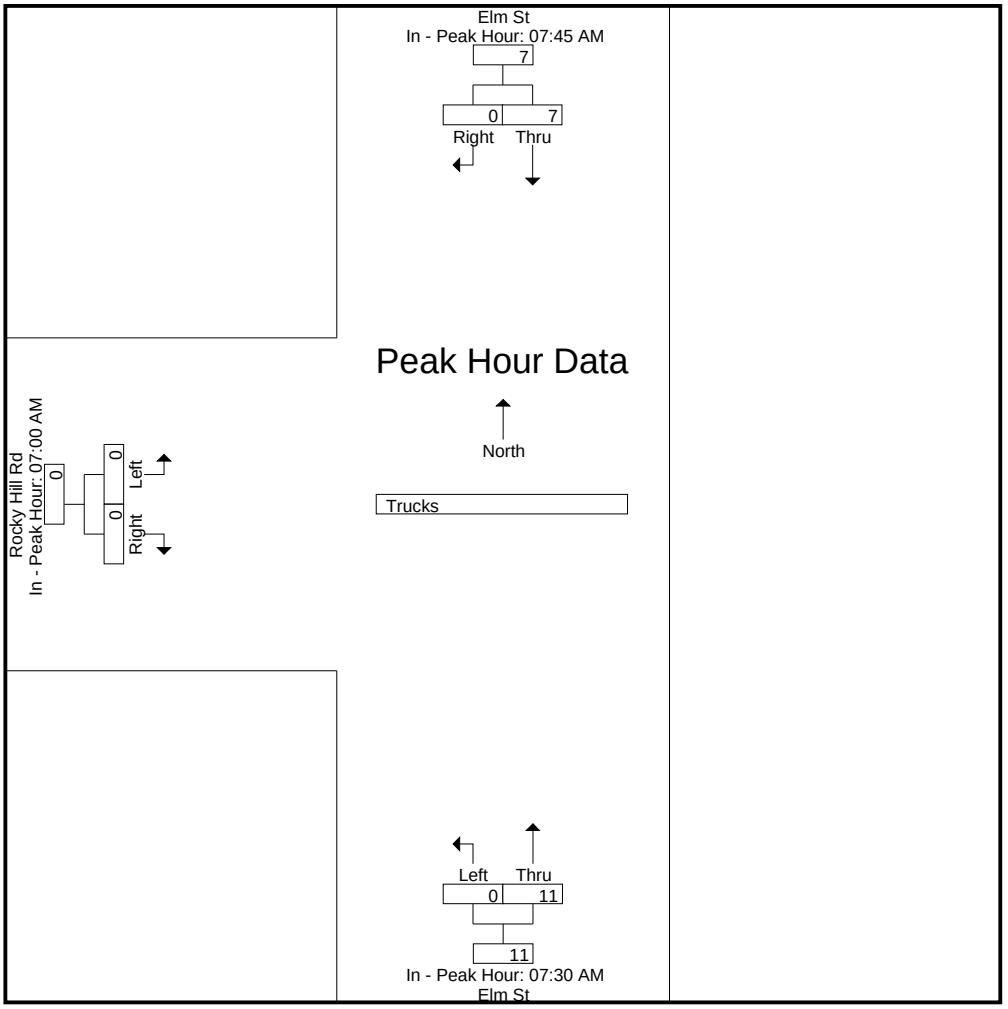
	07:45 AM			07:30 AM			07:00 AM		
+0 mins.	2	0	2	0	3	3	0	0	0
+15 mins.	0	0	0	0	2	2	0	0	0
+30 mins.	2	0	2	0	**4**	**4**	0	0	0
+45 mins.	**3**	0	**3**	0	2	2	0	0	0
Total Volume	7	0	7	0	11	11	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.583	.000	.583	.000	.688	.688	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Rocky Hill Road
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 2/14/2024
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Rocky Hill Road
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 2/14/2024

Groups Printed- Bikes Peds

	Elm St From North			Elm St From South			Rocky Hill Rd From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	1	0	0	0	0	0	0	1	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	0	0	0	0	0	1	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	1	0	0	0	0	0	0	1	0	1
Apprch %	0	0		0	0		0	0				
Total %										100	0	

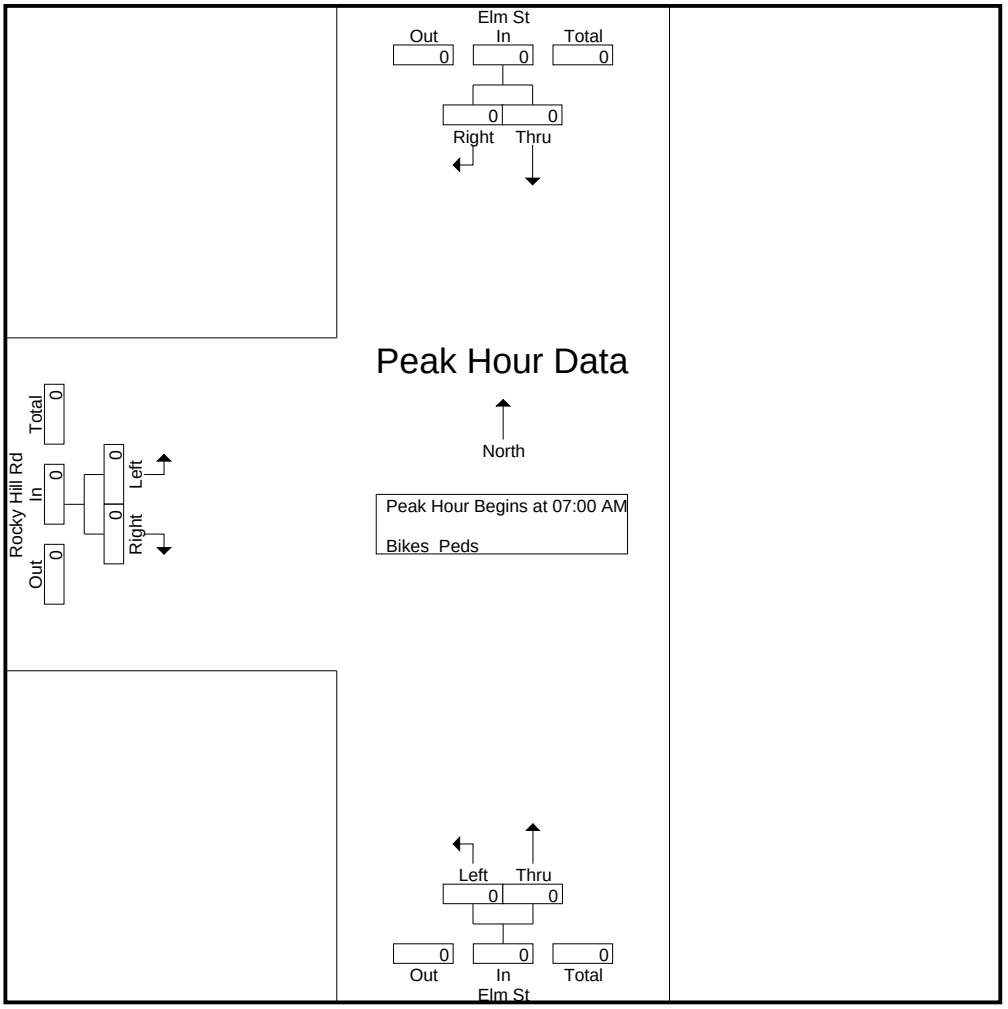
	Elm St From North			Elm St From South			Rocky Hill Rd From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Rocky Hill Road
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 2/14/2024
Page No : 11



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

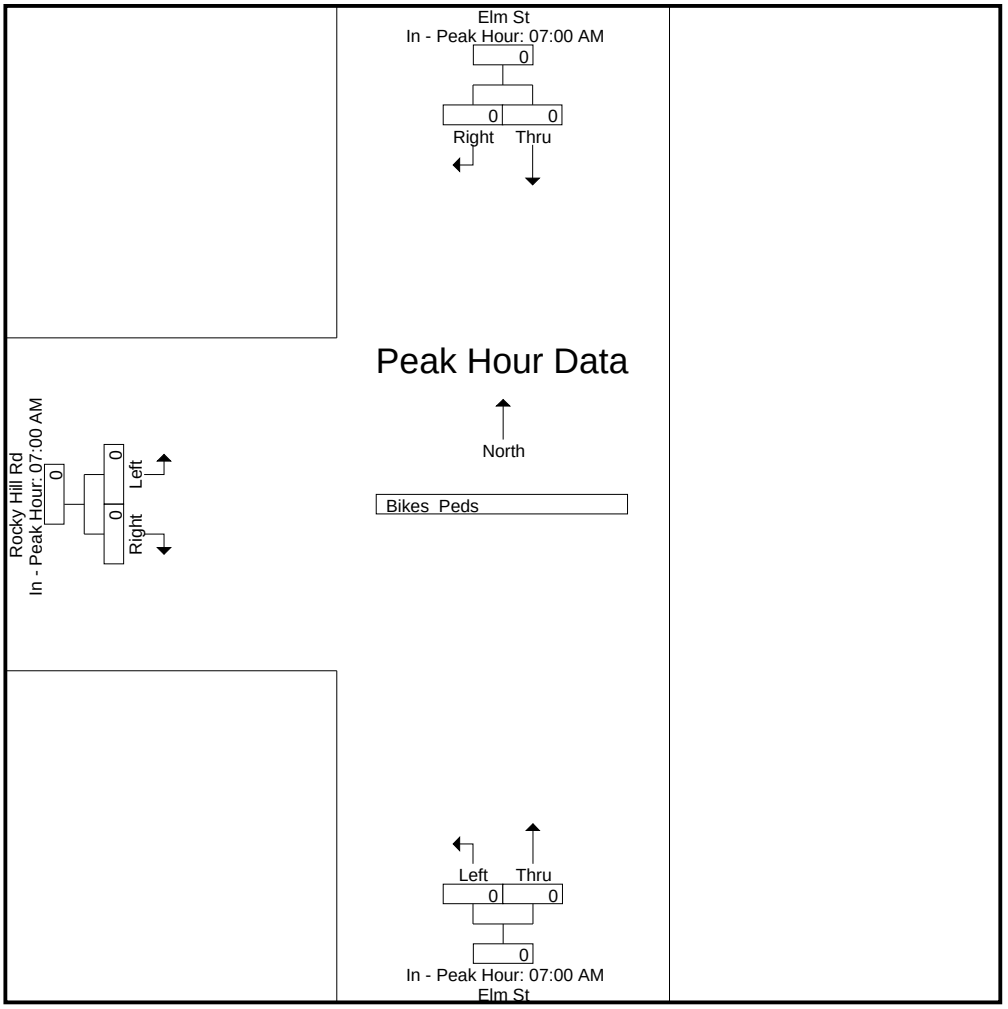
	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Rocky Hill Road
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 2/14/2024
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Rocky Hill Road
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 2/14/2024
Page No : 1

Groups Printed- Cars - Trucks

	Elm St From North		Elm St From South		Rocky Hill Rd From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
04:00 PM	117	19	7	175	3	4	325
04:15 PM	116	19	1	153	4	4	297
04:30 PM	107	41	2	149	10	3	312
04:45 PM	111	15	5	157	7	4	299
Total	451	94	15	634	24	15	1233
05:00 PM	111	14	1	165	3	6	300
05:15 PM	103	21	3	185	7	7	326
05:30 PM	99	27	2	142	4	3	277
05:45 PM	95	10	5	161	4	4	279
Total	408	72	11	653	18	20	1182
Grand Total	859	166	26	1287	42	35	2415
Apprch %	83.8	16.2	2	98	54.5	45.5	
Total %	35.6	6.9	1.1	53.3	1.7	1.4	
Cars	851	165	26	1281	42	35	2400
% Cars	99.1	99.4	100	99.5	100	100	99.4
Trucks	8	1	0	6	0	0	15
% Trucks	0.9	0.6	0	0.5	0	0	0.6

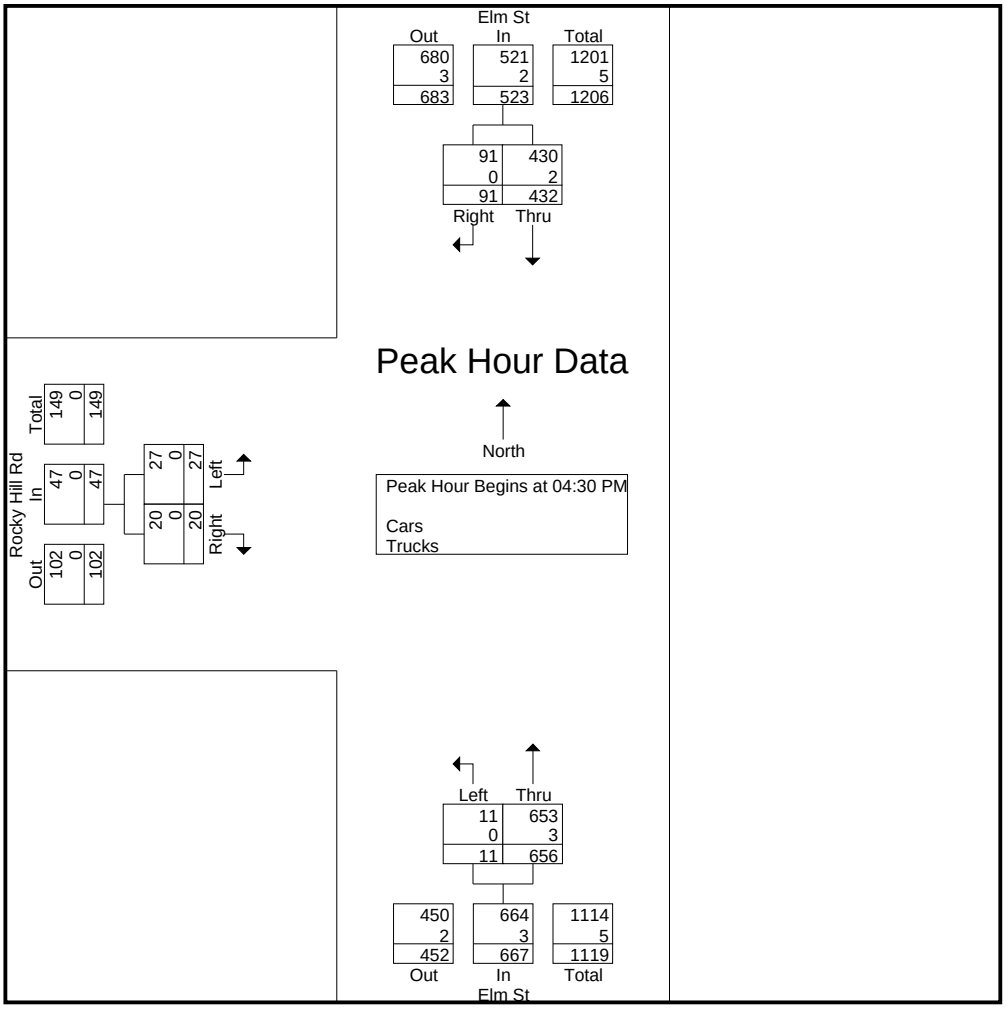
	Elm St From North			Elm St From South			Rocky Hill Rd From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	107	**41**	**148**	2	149	151	**10**	3	13	312
04:45 PM	**111**	15	126	**5**	157	162	7	4	11	299
05:00 PM	111	14	125	1	165	166	3	6	9	300
05:15 PM	103	21	124	3	**185**	**188**	7	**7**	**14**	**326**
Total Volume	432	91	523	11	656	667	27	20	47	1237
% App. Total	82.6	17.4		1.6	98.4		57.4	42.6		
PHF	.973	.555	.883	.550	.886	.887	.675	.714	.839	.949
Cars	430	91	521	11	653	664	27	20	47	1232
% Cars	99.5	100	99.6	100	99.5	99.6	100	100	100	99.6
Trucks	2	0	2	0	3	3	0	0	0	5
% Trucks	0.5	0	0.4	0	0.5	0.4	0	0	0	0.4

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Rocky Hill Road
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 2/14/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

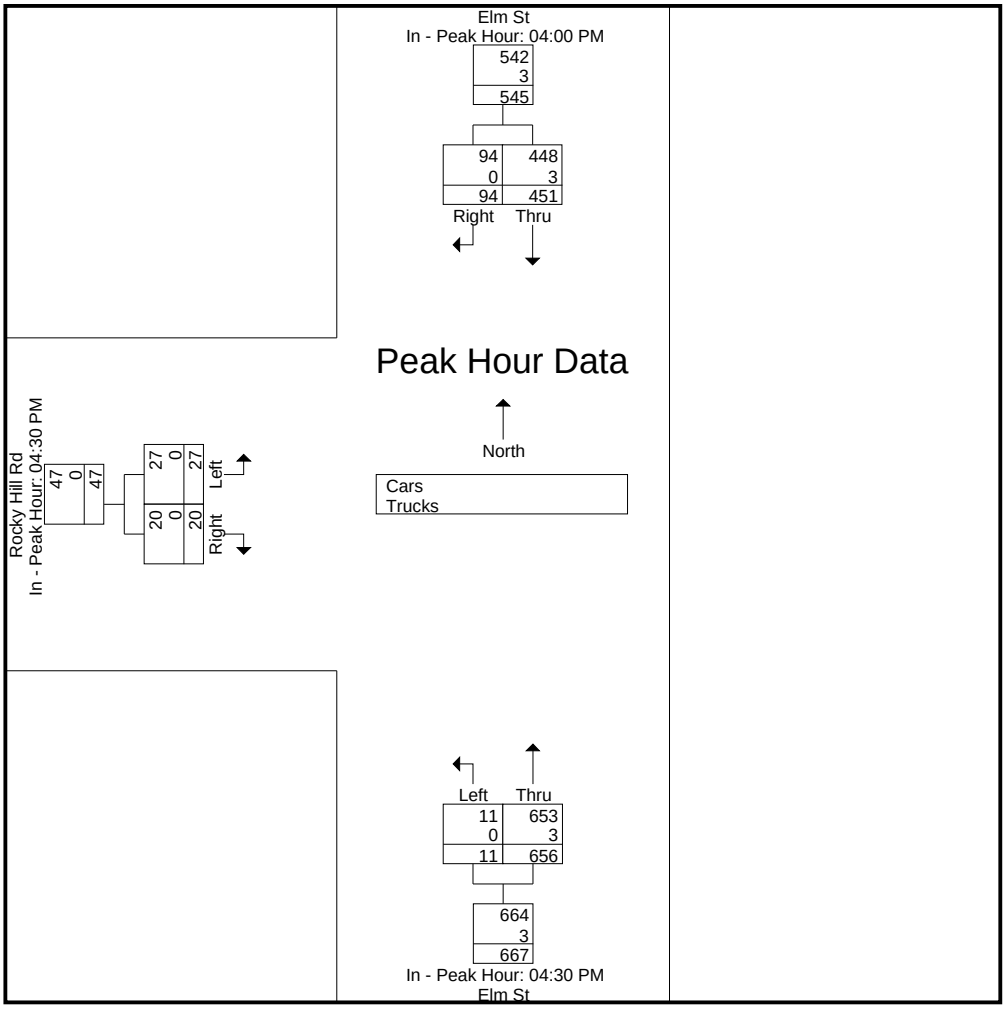
	04:00 PM			04:30 PM			04:30 PM		
+0 mins.	**117**	19	136	2	149	151	**10**	3	13
+15 mins.	116	19	135	**5**	157	162	7	4	11
+30 mins.	107	**41**	**148**	1	165	166	3	6	9
+45 mins.	111	15	126	3	**185**	**188**	7	**7**	**14**
Total Volume	451	94	545	11	656	667	27	20	47
% App. Total	82.8	17.2		1.6	98.4		57.4	42.6	
PHF	.964	.573	.921	.550	.886	.887	.675	.714	.839
Cars	448	94	542	11	653	664	27	20	47
% Cars	99.3	100	99.4	100	99.5	99.6	100	100	100
Trucks	3	0	3	0	3	3	0	0	0
% Trucks	0.7	0	0.6	0	0.5	0.4	0	0	0

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Rocky Hill Road
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 2/14/2024
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Rocky Hill Road
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 2/14/2024
Page No : 4

Groups Printed- Cars

	Elm St From North		Elm St From South		Rocky Hill Rd From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
04:00 PM	116	19	7	174	3	4	323
04:15 PM	115	19	1	152	4	4	295
04:30 PM	107	41	2	149	10	3	312
04:45 PM	110	15	5	155	7	4	296
Total	448	94	15	630	24	15	1226
05:00 PM	111	14	1	164	3	6	299
05:15 PM	102	21	3	185	7	7	325
05:30 PM	97	26	2	141	4	3	273
05:45 PM	93	10	5	161	4	4	277
Total	403	71	11	651	18	20	1174
Grand Total	851	165	26	1281	42	35	2400
Apprch %	83.8	16.2	2	98	54.5	45.5	
Total %	35.5	6.9	1.1	53.4	1.8	1.5	

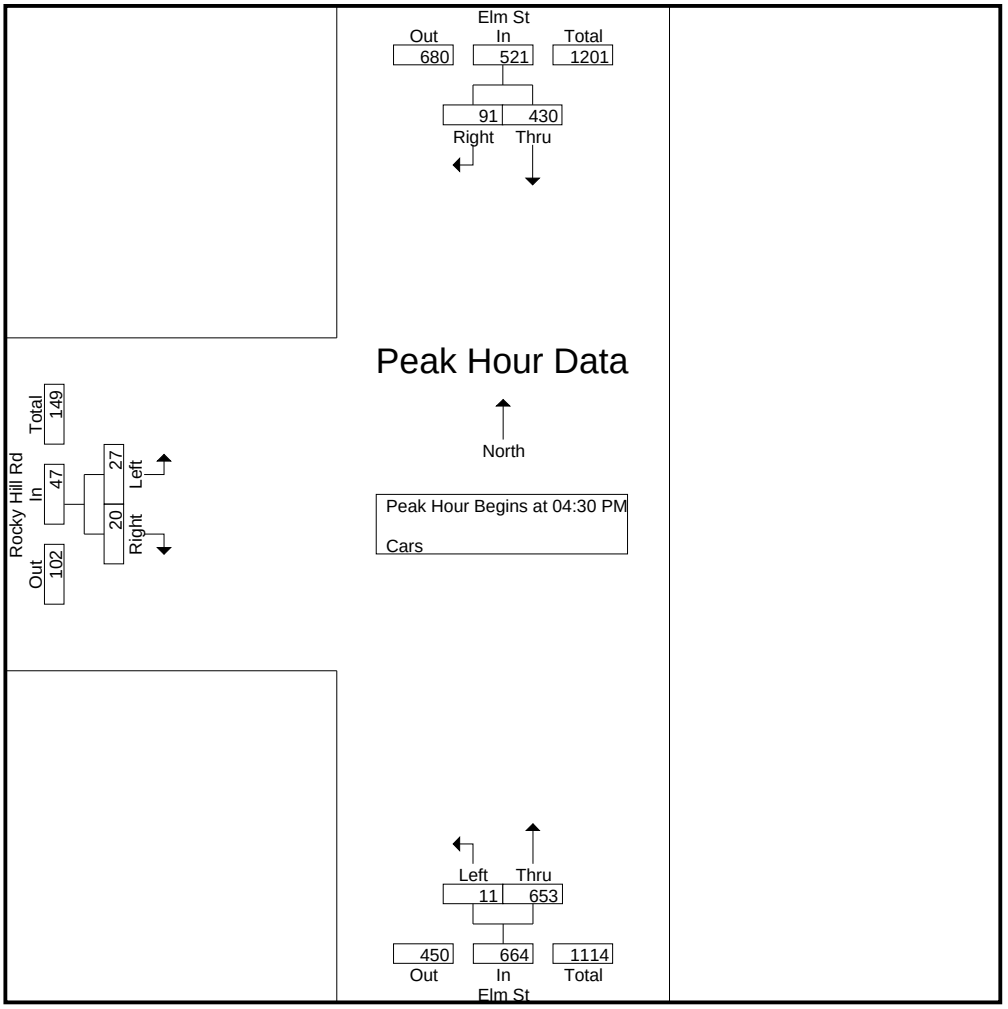
	Elm St From North			Elm St From South			Rocky Hill Rd From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	107	**41**	**148**	2	149	151	**10**	3	13	312
04:45 PM	110	15	125	**5**	155	160	7	4	11	296
05:00 PM	**111**	14	125	1	164	165	3	6	9	299
05:15 PM	102	21	123	3	**185**	**188**	7	**7**	**14**	**325**
Total Volume	430	91	521	11	653	664	27	20	47	1232
% App. Total	82.5	17.5		1.7	98.3		57.4	42.6		
PHF	.968	.555	.880	.550	.882	.883	.675	.714	.839	.948

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Rocky Hill Road
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 2/14/2024
Page No : 5



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

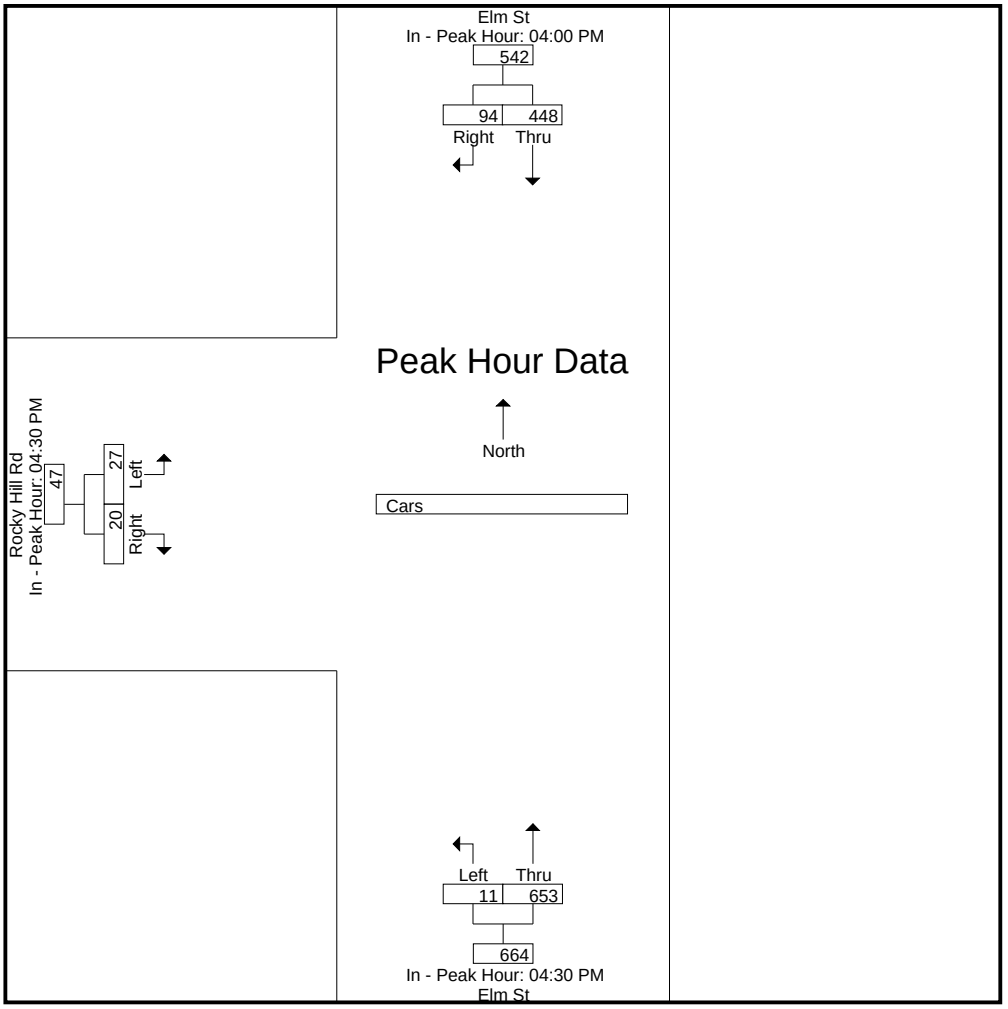
	04:00 PM			04:30 PM			04:30 PM		
+0 mins.	**116**	19	135	2	149	151	**10**	3	13
+15 mins.	115	19	134	**5**	155	160	7	4	11
+30 mins.	107	**41**	**148**	1	164	165	3	6	9
+45 mins.	110	15	125	3	**185**	**188**	7	**7**	**14**
Total Volume	448	94	542	11	653	664	27	20	47
% App. Total	82.7	17.3		1.7	98.3		57.4	42.6	
PHF	.966	.573	.916	.550	.882	.883	.675	.714	.839

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Rocky Hill Road
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 2/14/2024
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Rocky Hill Road
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 2/14/2024

Groups Printed- Trucks

	Elm St From North		Elm St From South		Rocky Hill Rd From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
04:00 PM	1	0	0	1	0	0	2
04:15 PM	1	0	0	1	0	0	2
04:30 PM	0	0	0	0	0	0	0
04:45 PM	1	0	0	2	0	0	3
Total	3	0	0	4	0	0	7
05:00 PM	0	0	0	1	0	0	1
05:15 PM	1	0	0	0	0	0	1
05:30 PM	2	1	0	1	0	0	4
05:45 PM	2	0	0	0	0	0	2
Total	5	1	0	2	0	0	8
Grand Total	8	1	0	6	0	0	15
Apprch %	88.9	11.1	0	100	0	0	
Total %	53.3	6.7	0	40	0	0	

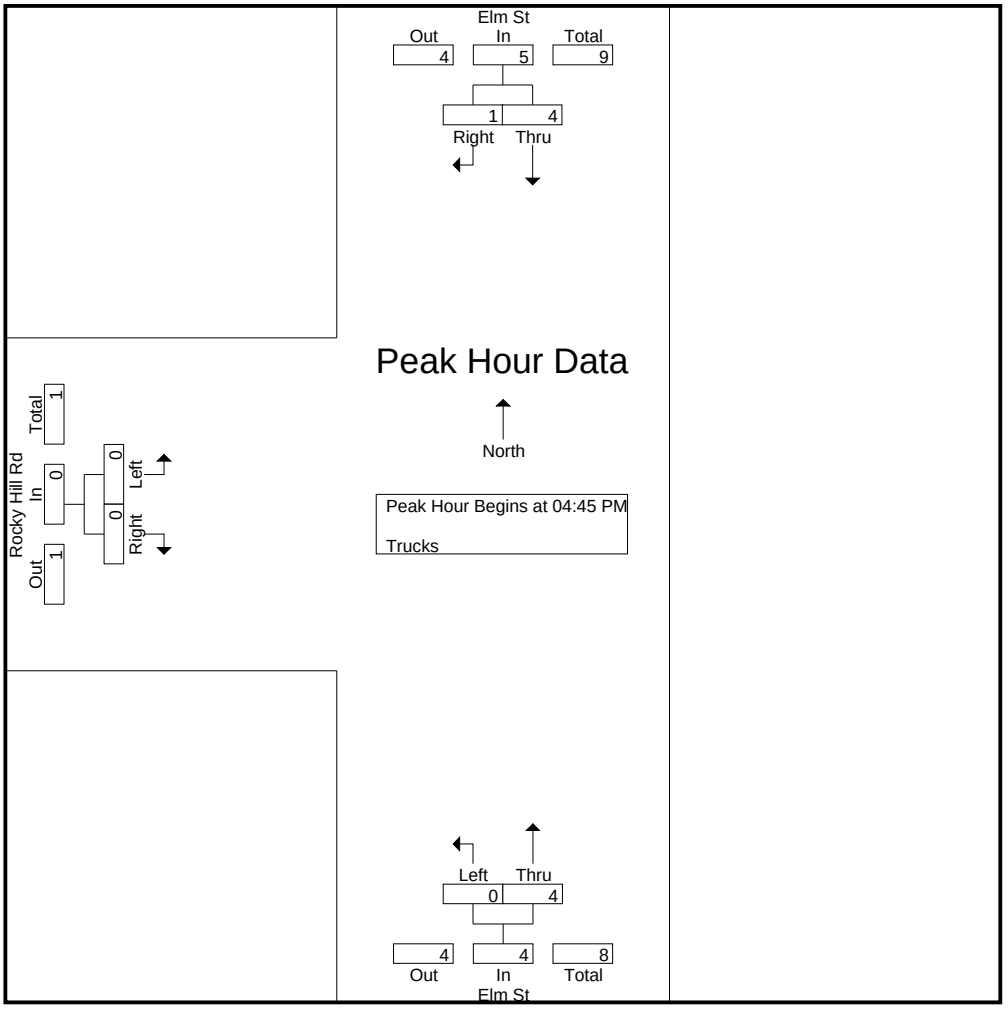
	Elm St From North			Elm St From South			Rocky Hill Rd From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	1	0	1	0	**2**	**2**	0	0	0	3
05:00 PM	0	0	0	0	1	1	0	0	0	1
05:15 PM	1	0	1	0	0	0	0	0	0	1
05:30 PM	**2**	**1**	**3**	0	1	1	0	0	0	**4**
Total Volume	4	1	5	0	4	4	0	0	0	9
% App. Total	80	20		0	100		0	0		
PHF	.500	.250	.417	.000	.500	.500	.000	.000	.000	.563

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Rocky Hill Road
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 2/14/2024
Page No : 8



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

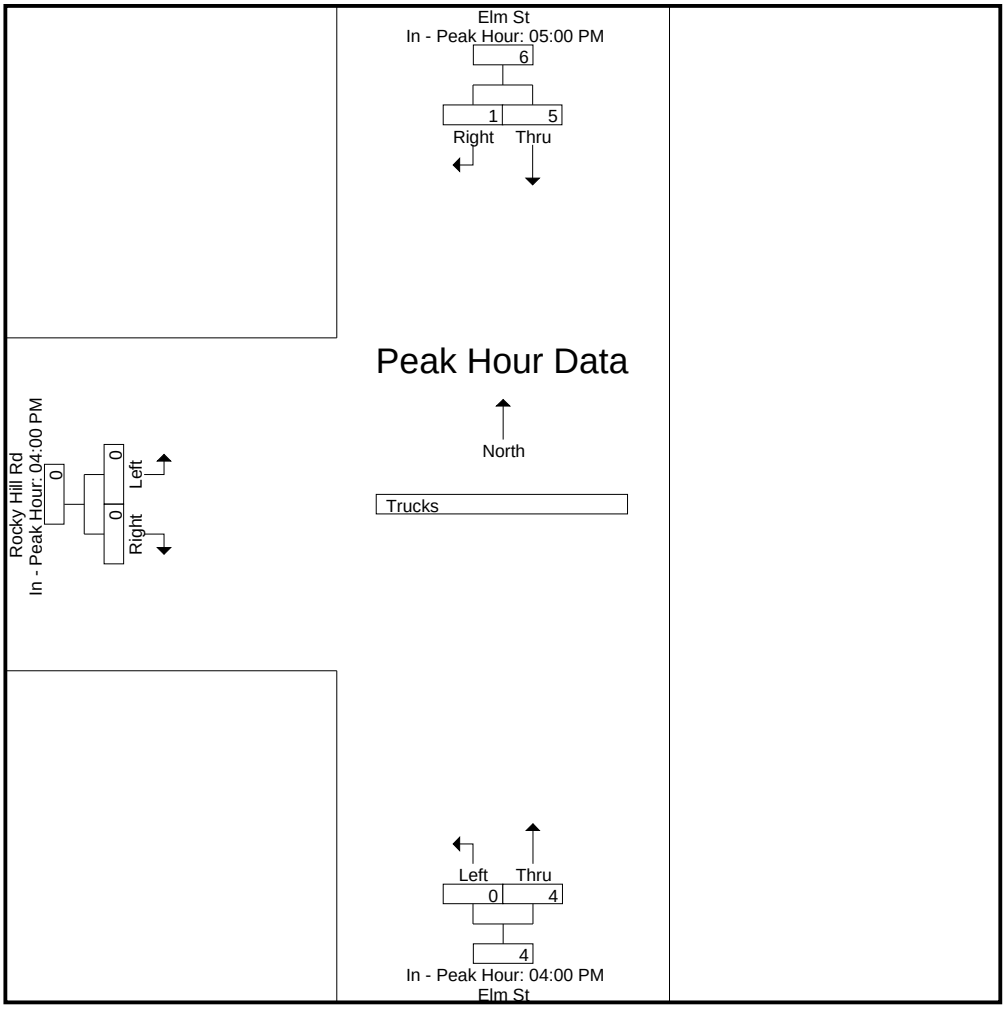
	05:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	1	1	0	0	0
+15 mins.	1	0	1	0	1	1	0	0	0
+30 mins.	**2**	**1**	**3**	0	0	0	0	0	0
+45 mins.	2	0	2	0	**2**	**2**	0	0	0
Total Volume	5	1	6	0	4	4	0	0	0
% App. Total	83.3	16.7		0	100		0	0	
PHF	.625	.250	.500	.000	.500	.500	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Rocky Hill Road
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 2/14/2024
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Rocky Hill Road
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 2/14/2024

Groups Printed- Bikes Peds

	Elm St From North			Elm St From South			Rocky Hill Rd From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0				
Total %										0	0	

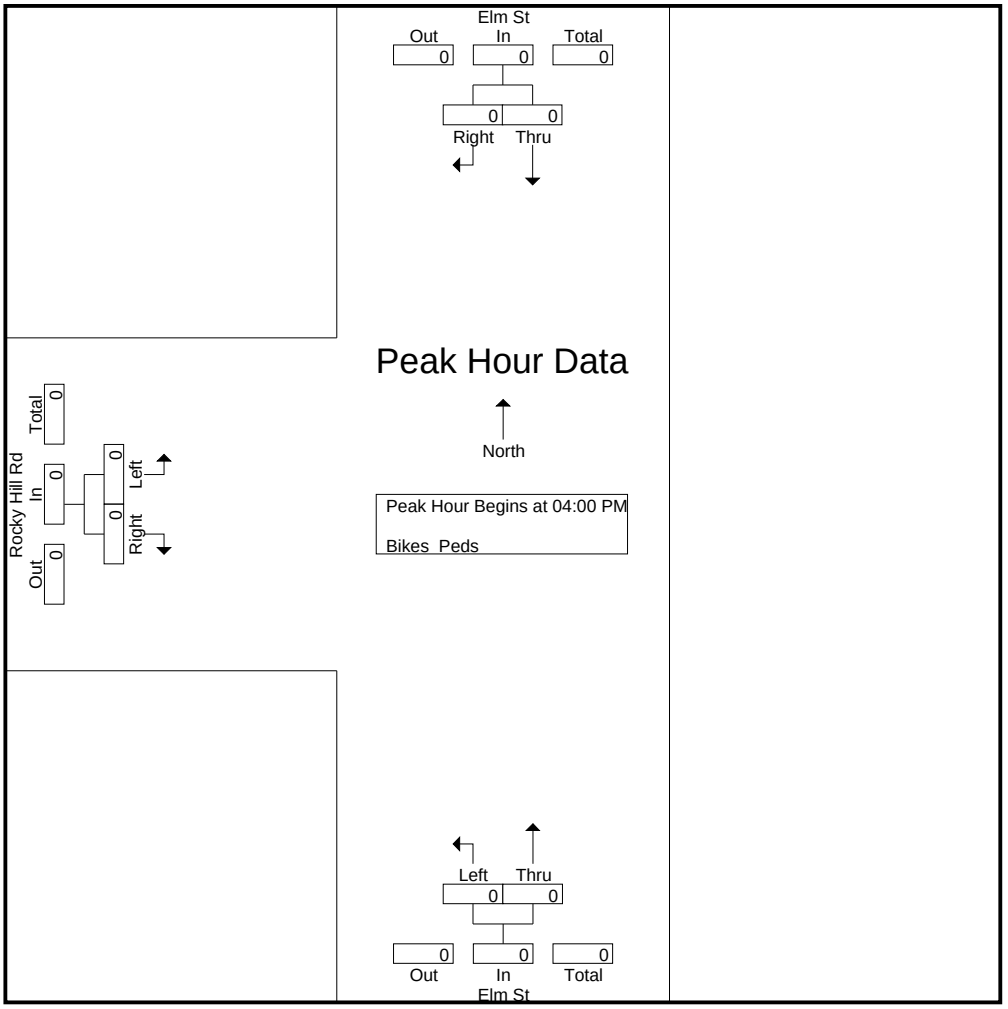
	Elm St From North			Elm St From South			Rocky Hill Rd From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Rocky Hill Road
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 2/14/2024
Page No : 11



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

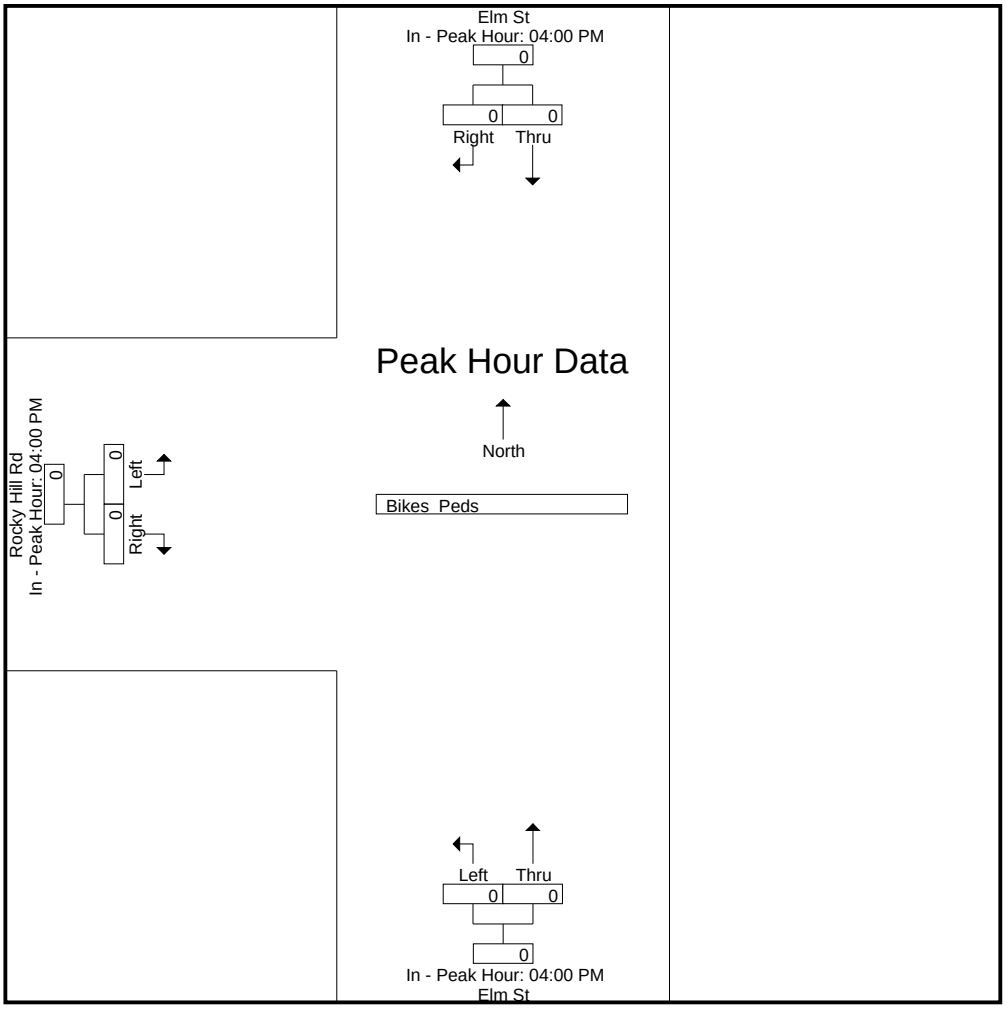
	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Rocky Hill Road
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 2/14/2024
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Hampton Inn Driveway
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 2/14/2024

Groups Printed- Cars - Trucks

	Elm St From North		Elm St From South		Hampton Inn Driveway From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
07:00 AM	102	0	1	49	0	4	156
07:15 AM	120	0	0	42	1	0	163
07:30 AM	134	1	1	61	0	1	198
07:45 AM	163	0	0	85	1	4	253
Total	519	1	2	237	2	9	770
08:00 AM	108	0	1	78	0	2	189
08:15 AM	124	0	1	99	0	1	225
08:30 AM	104	0	1	78	1	1	185
08:45 AM	110	4	0	69	3	2	188
Total	446	4	3	324	4	6	787
Grand Total	965	5	5	561	6	15	1557
Apprch %	99.5	0.5	0.9	99.1	28.6	71.4	
Total %	62	0.3	0.3	36	0.4	1	
Cars	953	5	5	541	6	15	1525
% Cars	98.8	100	100	96.4	100	100	97.9
Trucks	12	0	0	20	0	0	32
% Trucks	1.2	0	0	3.6	0	0	2.1

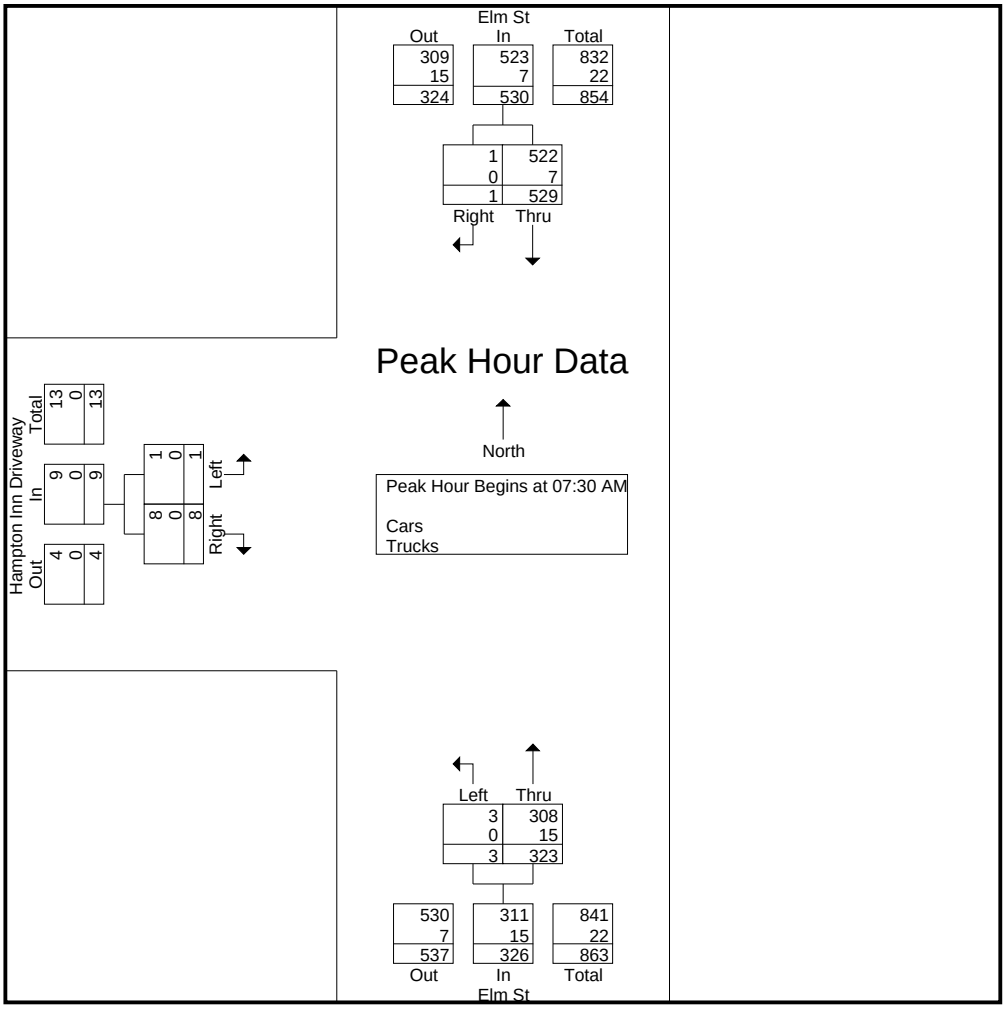
	Elm St From North			Elm St From South			Hampton Inn Driveway From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	134	**1**	135	**1**	61	62	0	1	1	198
07:45 AM	**163**	0	**163**	0	85	85	**1**	**4**	**5**	**253**
08:00 AM	108	0	108	1	78	79	0	2	2	189
08:15 AM	124	0	124	1	**99**	**100**	0	1	1	225
Total Volume	529	1	530	3	323	326	1	8	9	865
% App. Total	99.8	0.2		0.9	99.1		11.1	88.9		
PHF	.811	.250	.813	.750	.816	.815	.250	.500	.450	.855
Cars	522	1	523	3	308	311	1	8	9	843
% Cars	98.7	100	98.7	100	95.4	95.4	100	100	100	97.5
Trucks	7	0	7	0	15	15	0	0	0	22
% Trucks	1.3	0	1.3	0	4.6	4.6	0	0	0	2.5

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Hampton Inn Driveway
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 2/14/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

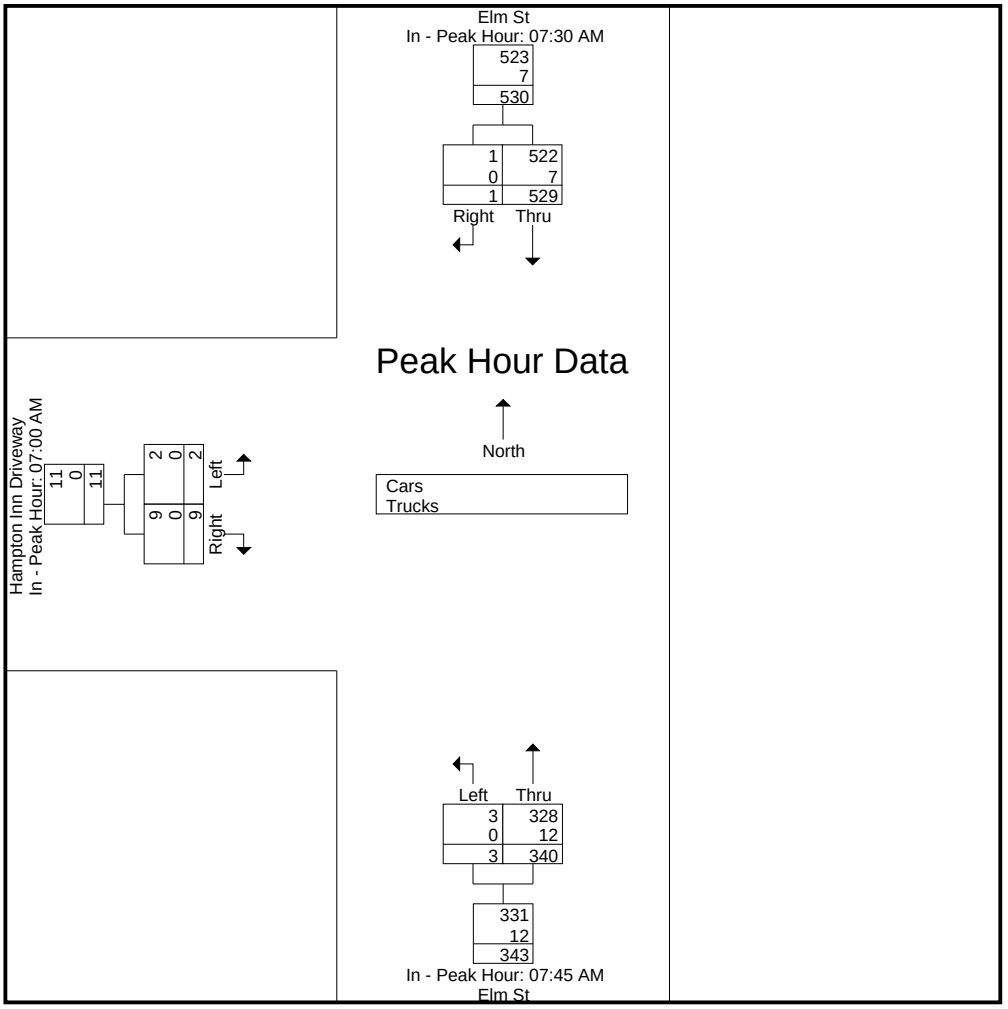
	07:30 AM			07:45 AM			07:00 AM		
+0 mins.	134	**1**	135	0	85	85	0	**4**	4
+15 mins.	**163**	0	**163**	**1**	78	79	**1**	0	1
+30 mins.	108	0	108	1	**99**	**100**	0	1	1
+45 mins.	124	0	124	1	78	79	1	4	**5**
Total Volume	529	1	530	3	340	343	2	9	11
% App. Total	99.8	0.2		0.9	99.1		18.2	81.8	
PHF	.811	.250	.813	.750	.859	.858	.500	.563	.550
Cars	522	1	523	3	328	331	2	9	11
% Cars	98.7	100	98.7	100	96.5	96.5	100	100	100
Trucks	7	0	7	0	12	12	0	0	0
% Trucks	1.3	0	1.3	0	3.5	3.5	0	0	0

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Hampton Inn Driveway
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 2/14/2024
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Hampton Inn Driveway
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 2/14/2024

Groups Printed- Cars

	Elm St From North		Elm St From South		Hampton Inn Driveway From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
07:00 AM	102	0	1	46	0	4	153
07:15 AM	119	0	0	42	1	0	162
07:30 AM	132	1	1	58	0	1	193
07:45 AM	160	0	0	81	1	4	246
Total	513	1	2	227	2	9	754
08:00 AM	108	0	1	73	0	2	184
08:15 AM	122	0	1	96	0	1	220
08:30 AM	100	0	1	78	1	1	181
08:45 AM	110	4	0	67	3	2	186
Total	440	4	3	314	4	6	771
Grand Total	953	5	5	541	6	15	1525
Apprch %	99.5	0.5	0.9	99.1	28.6	71.4	
Total %	62.5	0.3	0.3	35.5	0.4	1	

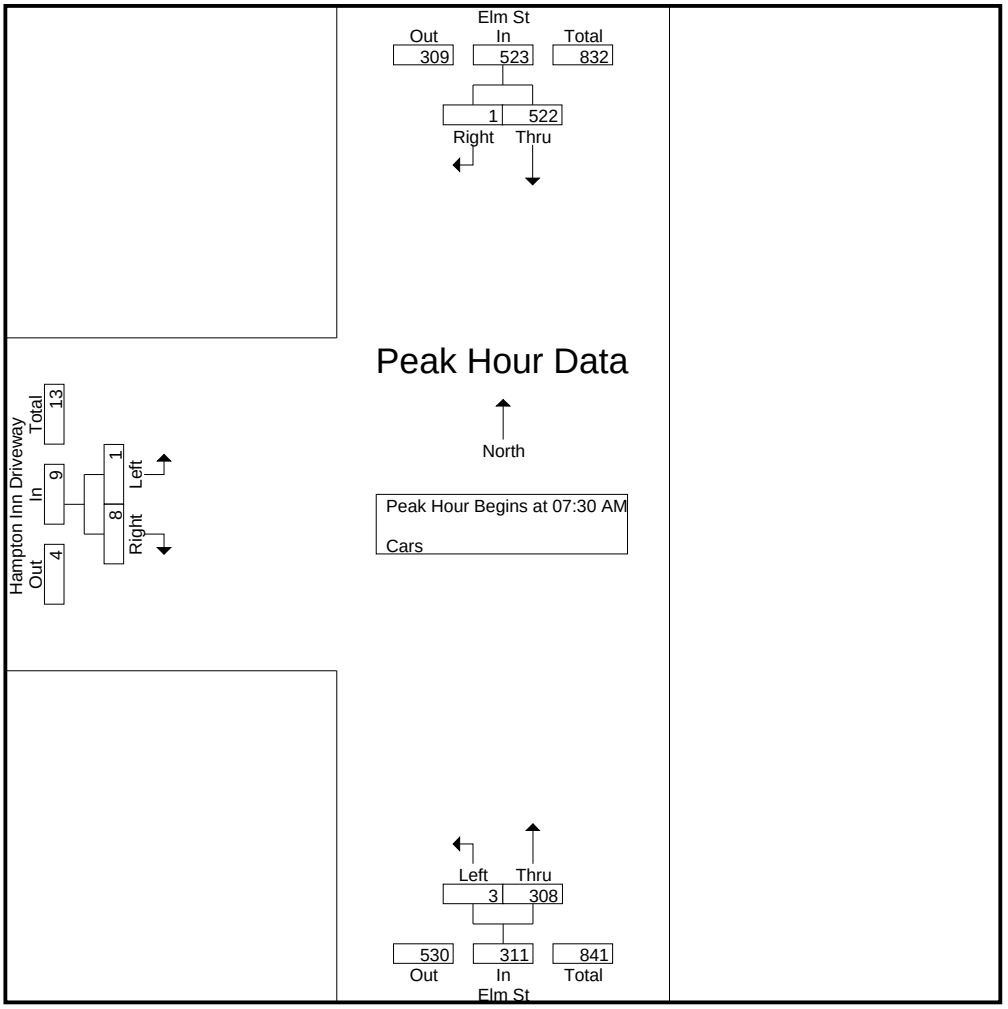
	Elm St From North			Elm St From South			Hampton Inn Driveway From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	132	**1**	133	**1**	58	59	0	1	1	193
07:45 AM	**160**	0	**160**	0	81	81	**1**	**4**	**5**	**246**
08:00 AM	108	0	108	1	73	74	0	2	2	184
08:15 AM	122	0	122	1	**96**	**97**	0	1	1	220
Total Volume	522	1	523	3	308	311	1	8	9	843
% App. Total	99.8	0.2		1	99		11.1	88.9		
PHF	.816	.250	.817	.750	.802	.802	.250	.500	.450	.857

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Hampton Inn Driveway
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 2/14/2024
Page No : 5



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

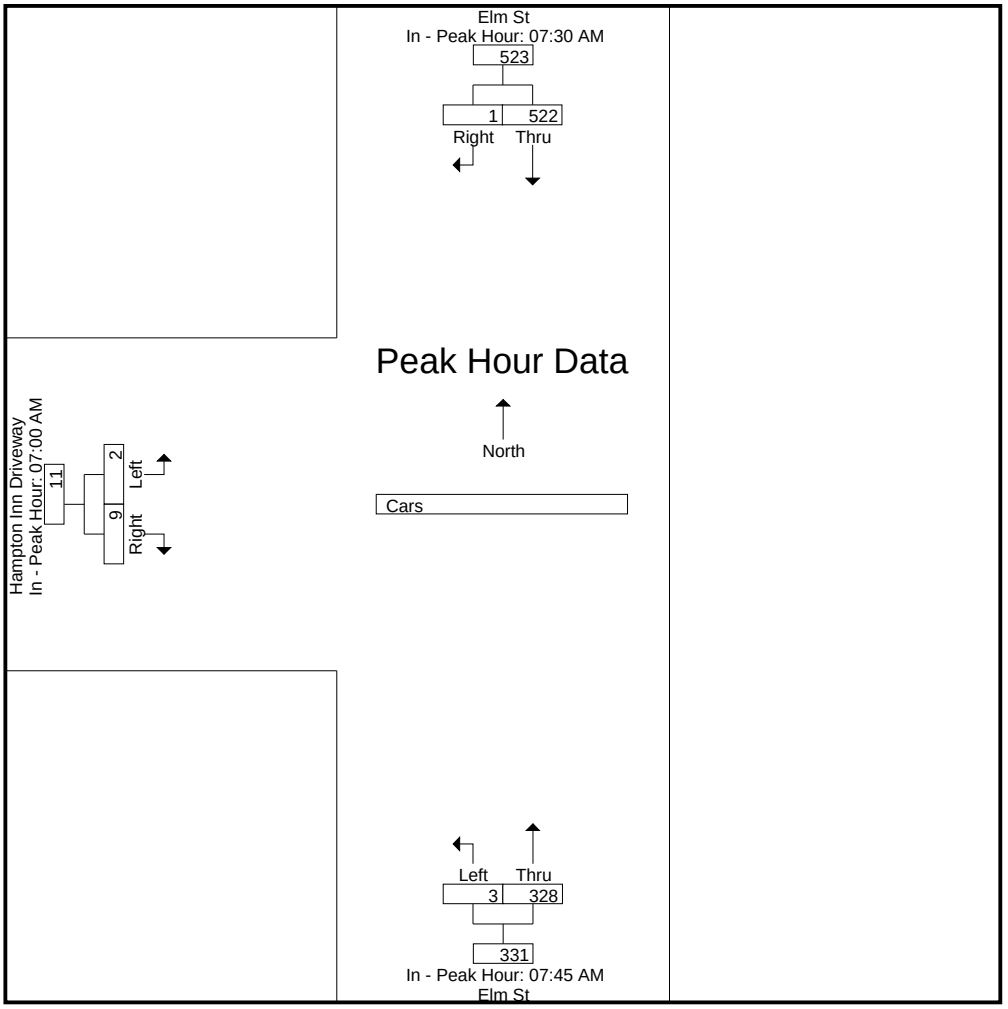
	07:30 AM			07:45 AM			07:00 AM		
+0 mins.	132	**1**	133	0	81	81	0	**4**	4
+15 mins.	**160**	0	**160**	**1**	73	74	**1**	0	1
+30 mins.	108	0	108	1	**96**	**97**	0	1	1
+45 mins.	122	0	122	1	78	79	1	4	**5**
Total Volume	522	1	523	3	328	331	2	9	11
% App. Total	99.8	0.2		0.9	99.1		18.2	81.8	
PHF	.816	.250	.817	.750	.854	.853	.500	.563	.550

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Hampton Inn Driveway
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 2/14/2024
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Hampton Inn Driveway
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 2/14/2024
Page No : 7

Groups Printed- Trucks

	Elm St From North		Elm St From South		Hampton Inn Driveway From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
07:00 AM	0	0	0	3	0	0	3
07:15 AM	1	0	0	0	0	0	1
07:30 AM	2	0	0	3	0	0	5
07:45 AM	3	0	0	4	0	0	7
Total	6	0	0	10	0	0	16
08:00 AM	0	0	0	5	0	0	5
08:15 AM	2	0	0	3	0	0	5
08:30 AM	4	0	0	0	0	0	4
08:45 AM	0	0	0	2	0	0	2
Total	6	0	0	10	0	0	16
Grand Total	12	0	0	20	0	0	32
Apprch %	100	0	0	100	0	0	
Total %	37.5	0	0	62.5	0	0	

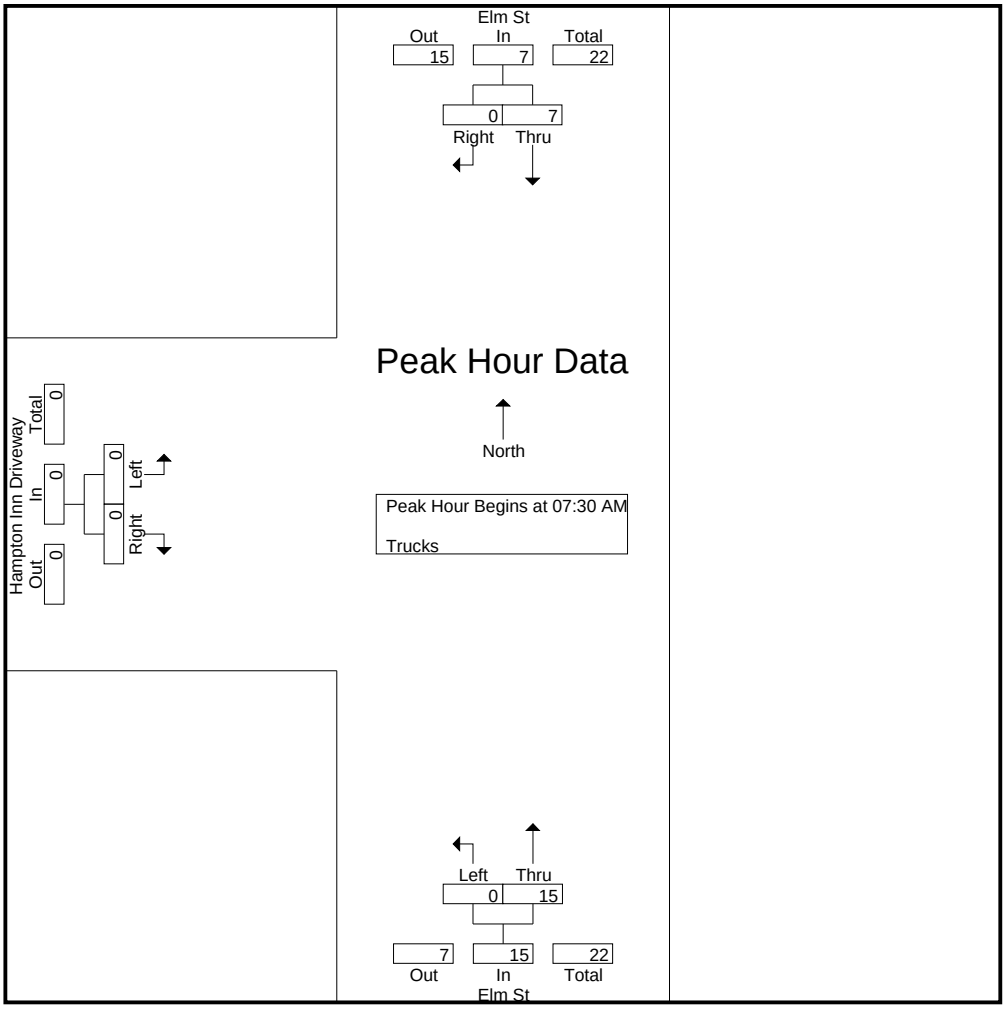
	Elm St From North			Elm St From South			Hampton Inn Driveway From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	2	0	2	0	3	3	0	0	0	5
07:45 AM	**3**	0	**3**	0	4	4	0	0	0	**7**
08:00 AM	0	0	0	0	**5**	**5**	0	0	0	5
08:15 AM	2	0	2	0	3	3	0	0	0	5
Total Volume	7	0	7	0	15	15	0	0	0	22
% App. Total	100	0		0	100		0	0		
PHF	.583	.000	.583	.000	.750	.750	.000	.000	.000	.786

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Hampton Inn Driveway
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 2/14/2024
Page No : 8



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

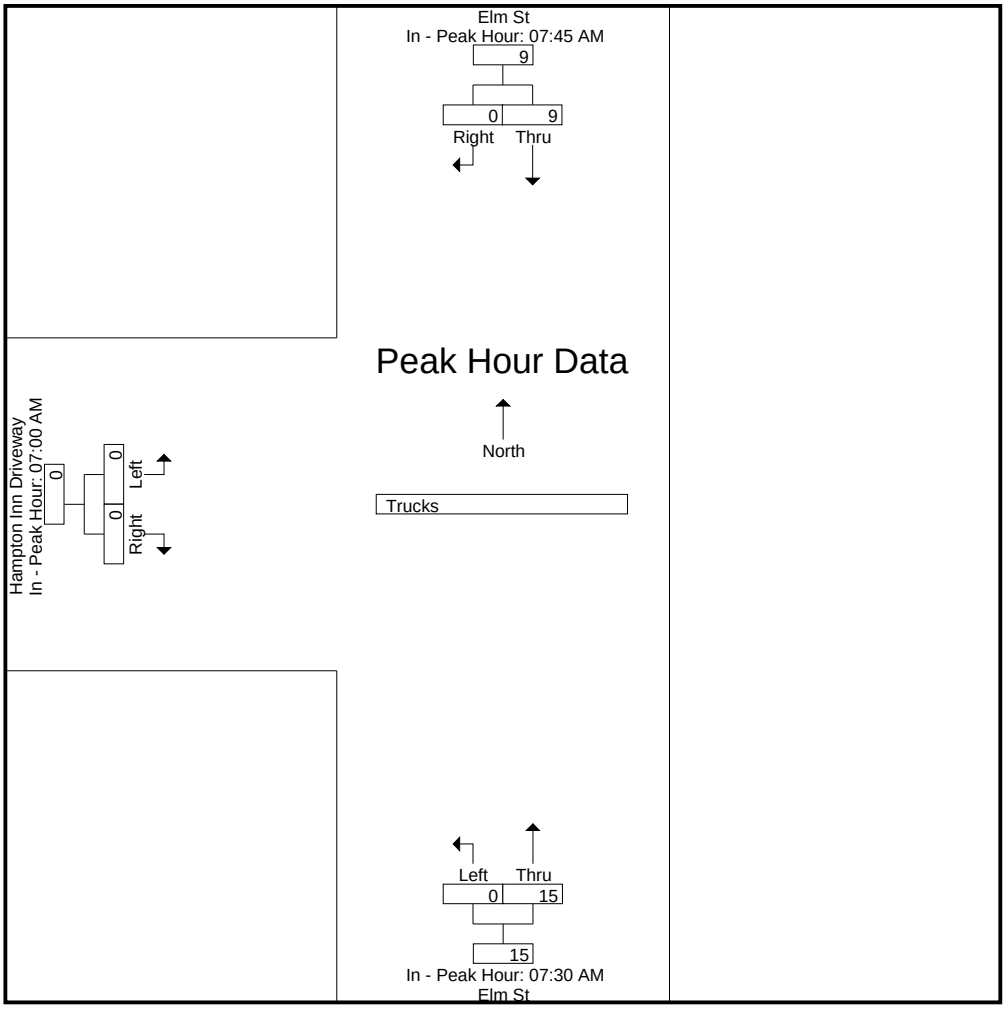
	07:45 AM			07:30 AM			07:00 AM		
+0 mins.	3	0	3	0	3	3	0	0	0
+15 mins.	0	0	0	0	4	4	0	0	0
+30 mins.	2	0	2	0	**5**	**5**	0	0	0
+45 mins.	**4**	0	**4**	0	3	3	0	0	0
Total Volume	9	0	9	0	15	15	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.563	.000	.563	.000	.750	.750	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Hampton Inn Driveway
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 2/14/2024
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Hampton Inn Driveway
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 2/14/2024

Groups Printed- Bikes Peds

	Elm St From North			Elm St From South			Hampton Inn Driveway From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	1	0	0	0	0	0	0	0	0	0	1	1
08:15 AM	0	0	1	0	0	0	0	0	0	1	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	0	0	0	1	1	2
Grand Total	1	0	1	0	0	0	0	0	0	1	1	2
Apprch %	100	0		0	0		0	0				
Total %	100	0		0	0		0	0		50	50	

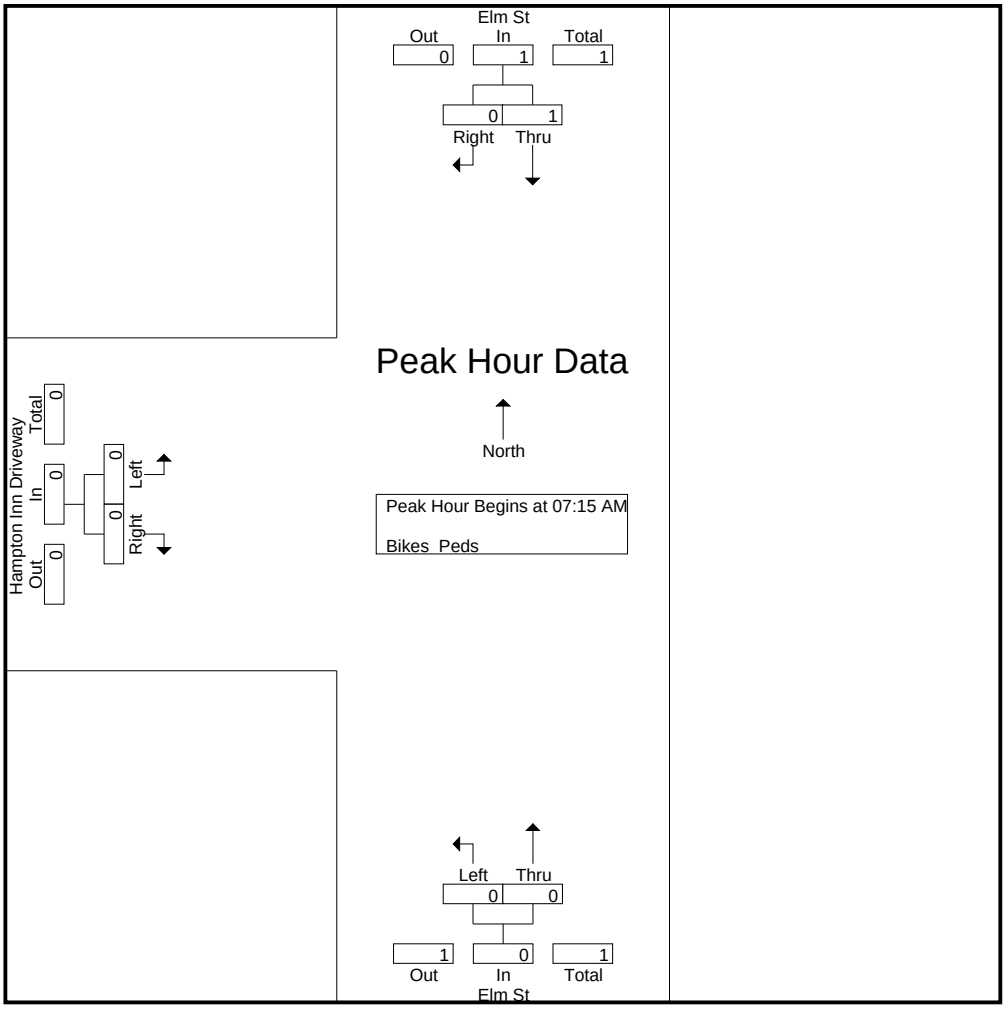
	Elm St From North			Elm St From South			Hampton Inn Driveway From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	**1**	0	**1**	0	0	0	0	0	0	**1**
Total Volume	1	0	1	0	0	0	0	0	0	1
% App. Total	100	0		0	0		0	0		
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Hampton Inn Driveway
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 2/14/2024
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

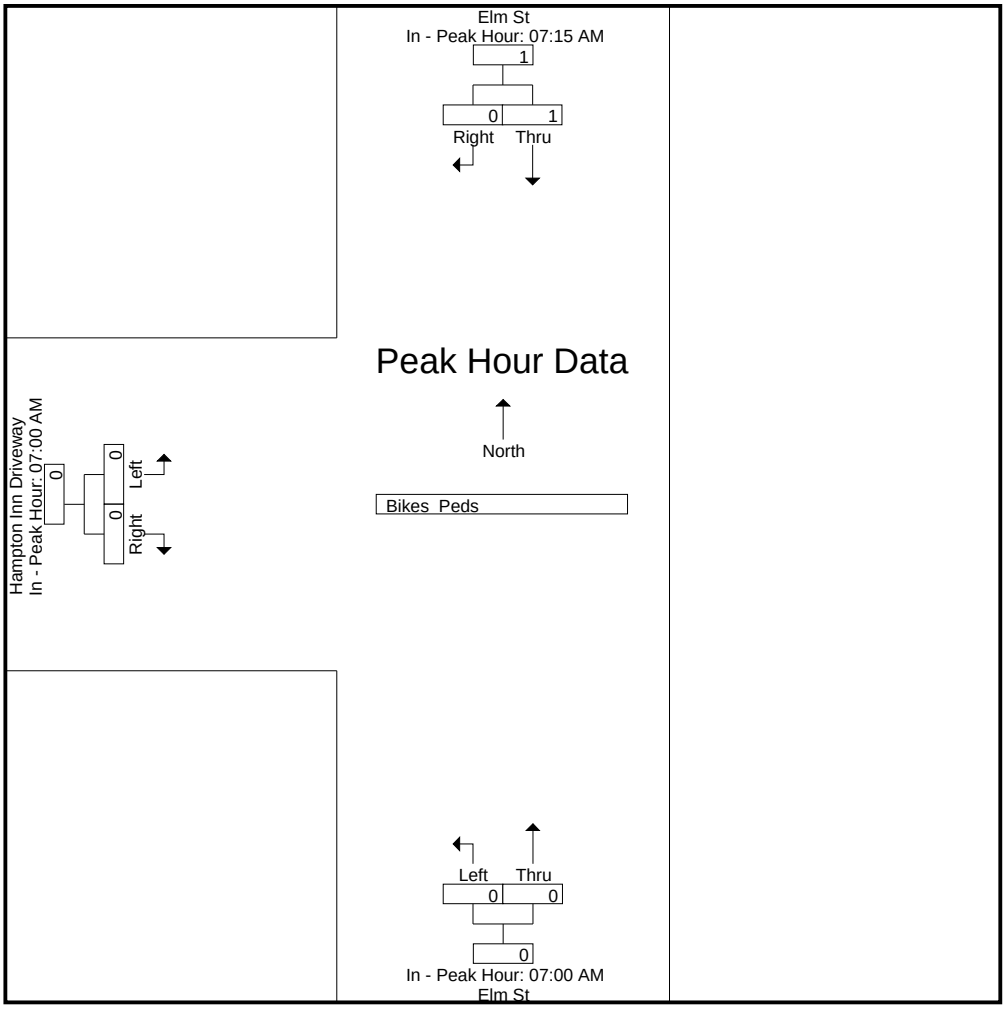
	07:15 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	**1**	0	**1**	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	0	0	0
% App. Total	100	0		0	0		0	0	
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Hampton Inn Driveway
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 2/14/2024
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Hampton Inn Driveway
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 2/14/2024
Page No : 1

Groups Printed- Cars - Trucks

	Elm St From North		Elm St From South		Hampton Inn Driveway From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
04:00 PM	106	1	1	157	0	1	266
04:15 PM	113	1	4	157	0	1	276
04:30 PM	108	0	4	145	0	1	258
04:45 PM	100	0	1	143	0	0	244
Total	427	2	10	602	0	3	1044
05:00 PM	113	3	1	146	1	1	265
05:15 PM	108	1	1	170	0	3	283
05:30 PM	97	1	3	150	0	2	253
05:45 PM	91	0	2	145	0	1	239
Total	409	5	7	611	1	7	1040
Grand Total	836	7	17	1213	1	10	2084
Apprch %	99.2	0.8	1.4	98.6	9.1	90.9	
Total %	40.1	0.3	0.8	58.2	0	0.5	
Cars	828	7	17	1205	1	10	2068
% Cars	99	100	100	99.3	100	100	99.2
Trucks	8	0	0	8	0	0	16
% Trucks	1	0	0	0.7	0	0	0.8

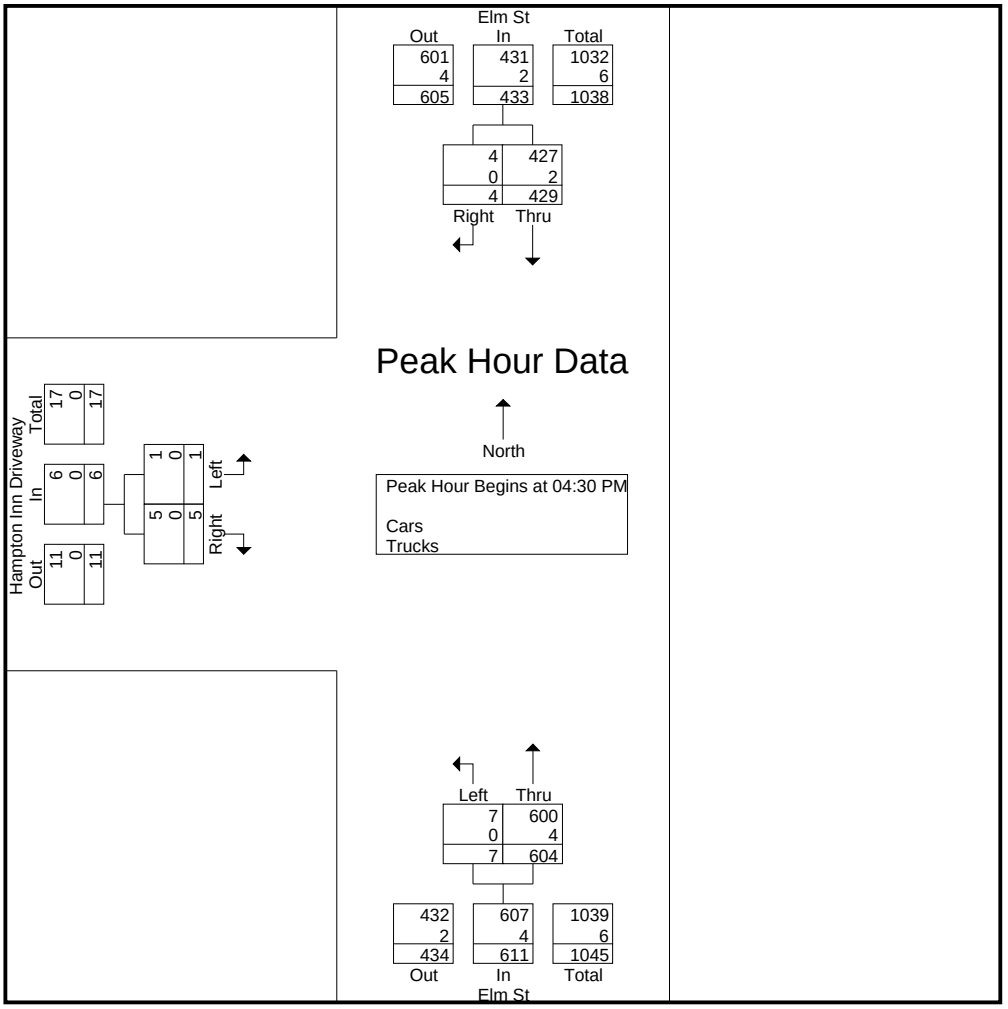
	Elm St From North			Elm St From South			Hampton Inn Driveway From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	108	0	108	**4**	145	149	0	1	1	258
04:45 PM	100	0	100	1	143	144	0	0	0	244
05:00 PM	**113**	**3**	**116**	1	146	147	**1**	1	2	265
05:15 PM	108	1	109	1	**170**	**171**	0	**3**	**3**	**283**
Total Volume	429	4	433	7	604	611	1	5	6	1050
% App. Total	99.1	0.9		1.1	98.9		16.7	83.3		
PHF	.949	.333	.933	.438	.888	.893	.250	.417	.500	.928
Cars	427	4	431	7	600	607	1	5	6	1044
% Cars	99.5	100	99.5	100	99.3	99.3	100	100	100	99.4
Trucks	2	0	2	0	4	4	0	0	0	6
% Trucks	0.5	0	0.5	0	0.7	0.7	0	0	0	0.6

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Hampton Inn Driveway
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 2/14/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

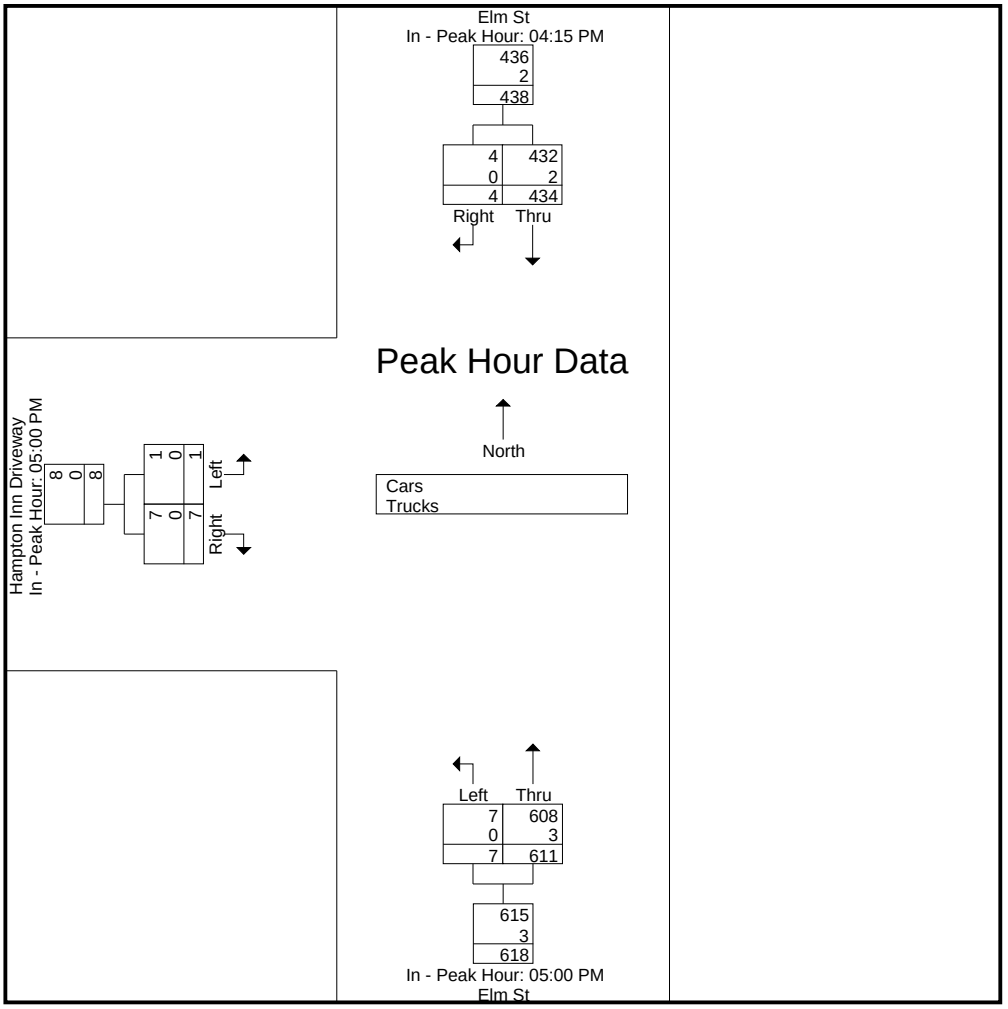
	04:15 PM			05:00 PM			05:00 PM		
+0 mins.	**113**	1	114	1	146	147	**1**	1	2
+15 mins.	108	0	108	1	**170**	**171**	0	**3**	**3**
+30 mins.	100	0	100	**3**	150	153	0	2	2
+45 mins.	113	**3**	**116**	2	145	147	0	1	1
Total Volume	434	4	438	7	611	618	1	7	8
% App. Total	99.1	0.9		1.1	98.9		12.5	87.5	
PHF	.960	.333	.944	.583	.899	.904	.250	.583	.667
Cars	432	4	436	7	608	615	1	7	8
% Cars	99.5	100	99.5	100	99.5	99.5	100	100	100
Trucks	2	0	2	0	3	3	0	0	0
% Trucks	0.5	0	0.5	0	0.5	0.5	0	0	0

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Hampton Inn Driveway
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 2/14/2024
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Hampton Inn Driveway
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 2/14/2024
Page No : 4

Groups Printed- Cars

	Elm St From North		Elm St From South		Hampton Inn Driveway From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
04:00 PM	105	1	1	155	0	1	263
04:15 PM	112	1	4	157	0	1	275
04:30 PM	108	0	4	145	0	1	258
04:45 PM	99	0	1	140	0	0	240
Total	424	2	10	597	0	3	1036
05:00 PM	113	3	1	145	1	1	264
05:15 PM	107	1	1	170	0	3	282
05:30 PM	95	1	3	149	0	2	250
05:45 PM	89	0	2	144	0	1	236
Total	404	5	7	608	1	7	1032
Grand Total	828	7	17	1205	1	10	2068
Apprch %	99.2	0.8	1.4	98.6	9.1	90.9	
Total %	40	0.3	0.8	58.3	0	0.5	

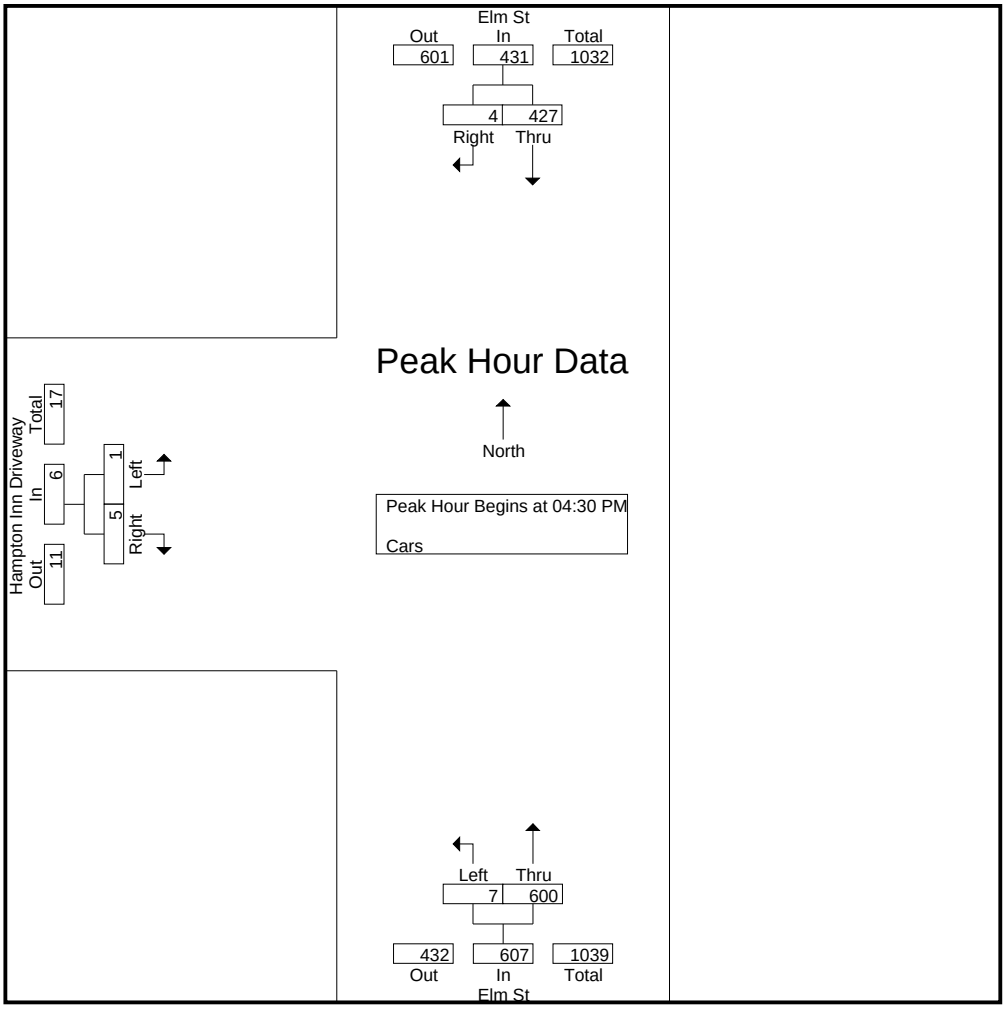
	Elm St From North			Elm St From South			Hampton Inn Driveway From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	108	0	108	**4**	145	149	0	1	1	258
04:45 PM	99	0	99	1	140	141	0	0	0	240
05:00 PM	**113**	**3**	**116**	1	145	146	**1**	1	2	264
05:15 PM	107	1	108	1	**170**	**171**	0	**3**	**3**	**282**
Total Volume	427	4	431	7	600	607	1	5	6	1044
% App. Total	99.1	0.9		1.2	98.8		16.7	83.3		
PHF	.945	.333	.929	.438	.882	.887	.250	.417	.500	.926

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Hampton Inn Driveway
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 2/14/2024
Page No : 5



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

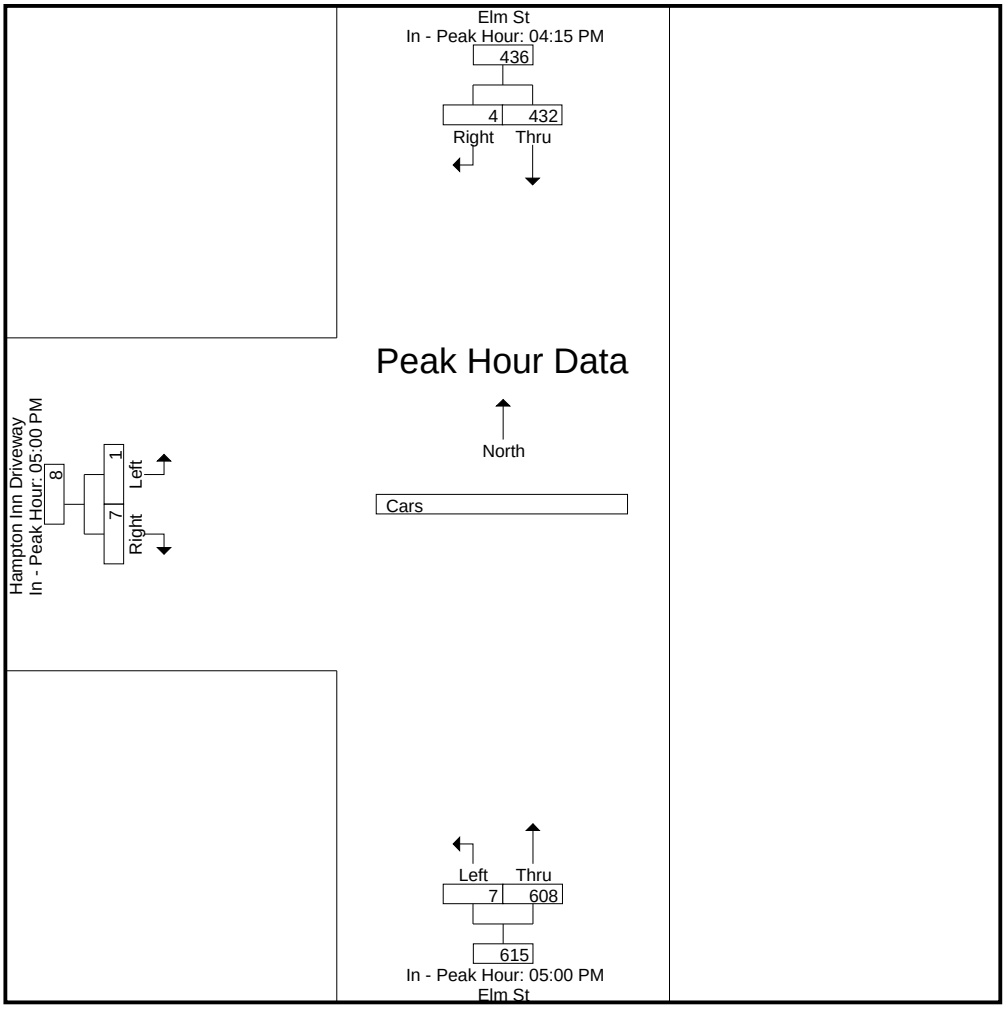
	04:15 PM			05:00 PM			05:00 PM		
+0 mins.	112	1	113	1	145	146	**1**	1	2
+15 mins.	108	0	108	1	**170**	**171**	0	**3**	**3**
+30 mins.	99	0	99	**3**	149	152	0	2	2
+45 mins.	**113**	**3**	**116**	2	144	146	0	1	1
Total Volume	432	4	436	7	608	615	1	7	8
% App. Total	99.1	0.9		1.1	98.9		12.5	87.5	
PHF	.956	.333	.940	.583	.894	.899	.250	.583	.667

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Hampton Inn Driveway
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 2/14/2024
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Hampton Inn Driveway
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 2/14/2024

Groups Printed- Trucks

	Elm St From North		Elm St From South		Hampton Inn Driveway From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
04:00 PM	1	0	0	2	0	0	3
04:15 PM	1	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0
04:45 PM	1	0	0	3	0	0	4
Total	3	0	0	5	0	0	8
05:00 PM	0	0	0	1	0	0	1
05:15 PM	1	0	0	0	0	0	1
05:30 PM	2	0	0	1	0	0	3
05:45 PM	2	0	0	1	0	0	3
Total	5	0	0	3	0	0	8
Grand Total	8	0	0	8	0	0	16
Apprch %	100	0	0	100	0	0	
Total %	50	0	0	50	0	0	

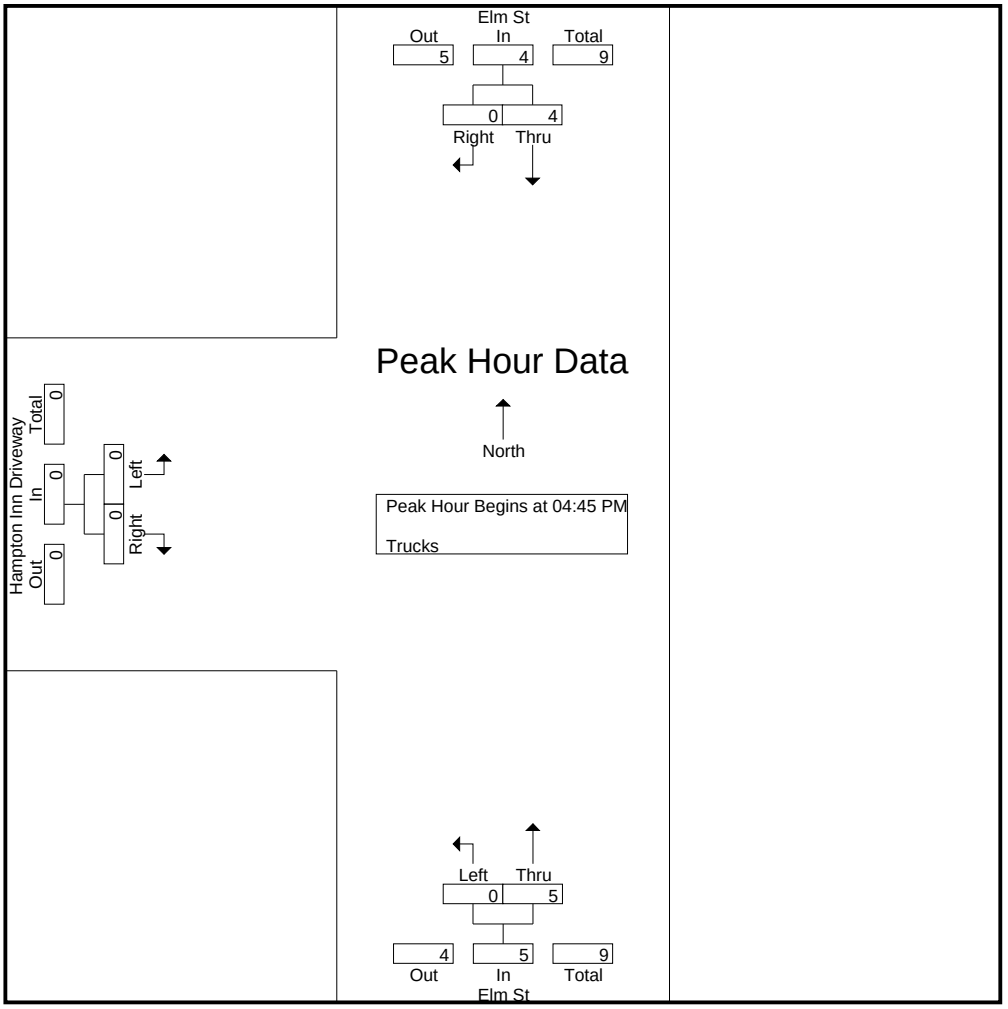
	Elm St From North			Elm St From South			Hampton Inn Driveway From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	1	0	1	0	**3**	**3**	0	0	0	**4**
05:00 PM	0	0	0	0	1	1	0	0	0	1
05:15 PM	1	0	1	0	0	0	0	0	0	1
05:30 PM	**2**	0	**2**	0	1	1	0	0	0	3
Total Volume	4	0	4	0	5	5	0	0	0	9
% App. Total	100	0		0	100		0	0		
PHF	.500	.000	.500	.000	.417	.417	.000	.000	.000	.563

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Hampton Inn Driveway
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 2/14/2024
Page No : 8



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

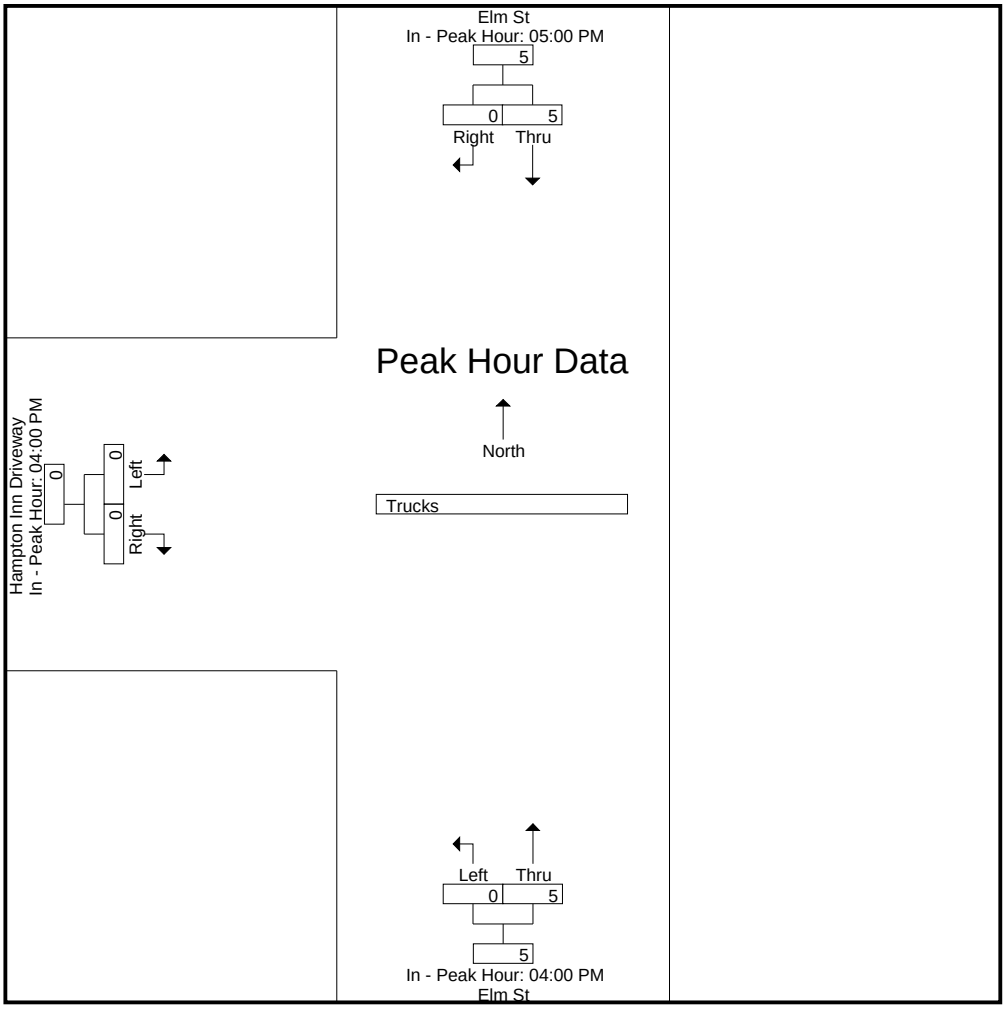
	05:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	2	2	0	0	0
+15 mins.	1	0	1	0	0	0	0	0	0
+30 mins.	**2**	0	**2**	0	0	0	0	0	0
+45 mins.	2	0	2	0	**3**	**3**	0	0	0
Total Volume	5	0	5	0	5	5	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.625	.000	.625	.000	.417	.417	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Hampton Inn Driveway
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 2/14/2024
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Hampton Inn Driveway
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 2/14/2024

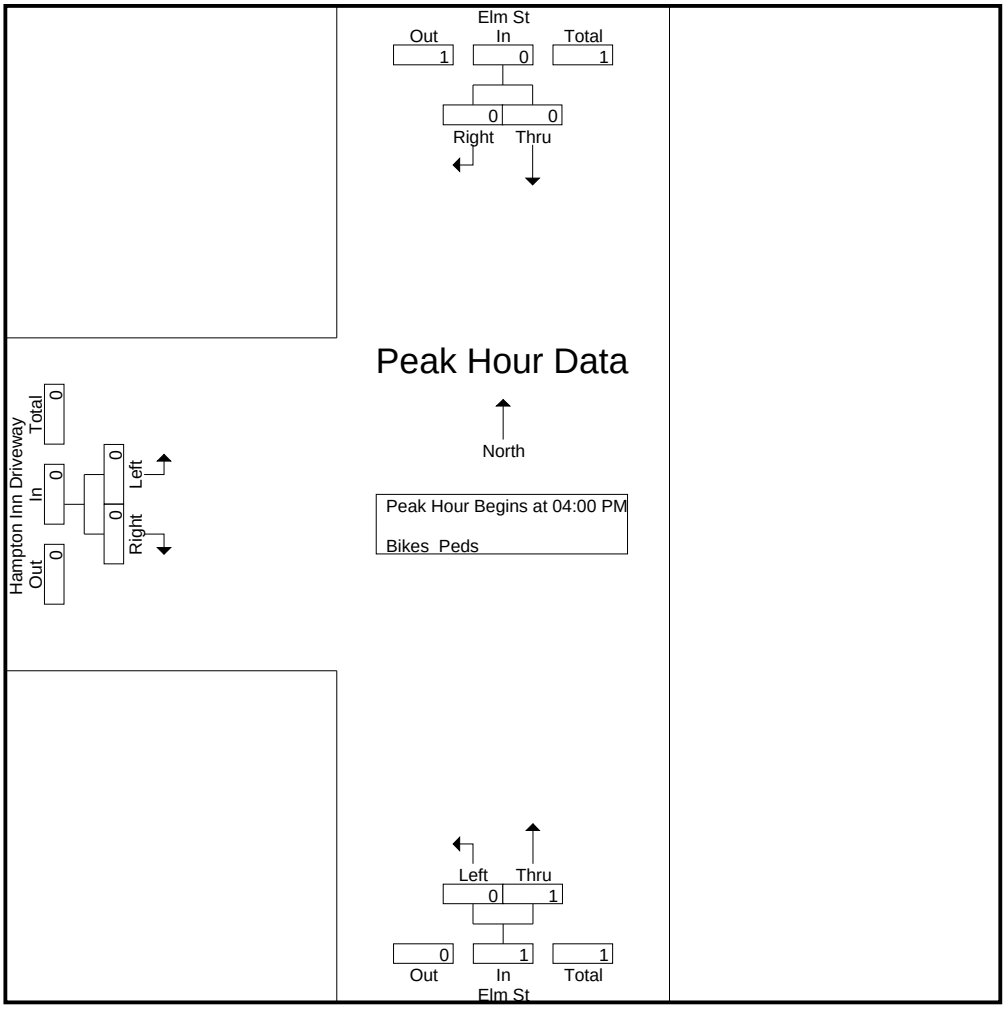
Groups Printed- Bikes Peds

	Elm St From North			Elm St From South			Hampton Inn Driveway From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	1	0	0	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	1	1
05:00 PM	0	0	1	0	0	0	0	0	0	1	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	0	0	0	0	0	1	0	1
Grand Total	0	0	1	0	1	0	0	0	0	1	1	2
Apprch %	0	0		0	100		0	0				
Total %	0	0		0	100		0	0		50	50	

	Elm St From North			Elm St From South			Hampton Inn Driveway From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	**1**	**1**	0	0	0	**1**
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	0	0	0	1
% App. Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.250

N/S Street : Elm Street
E/W Street : Hampton Inn Driveway
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 2/14/2024
Page No : 11



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

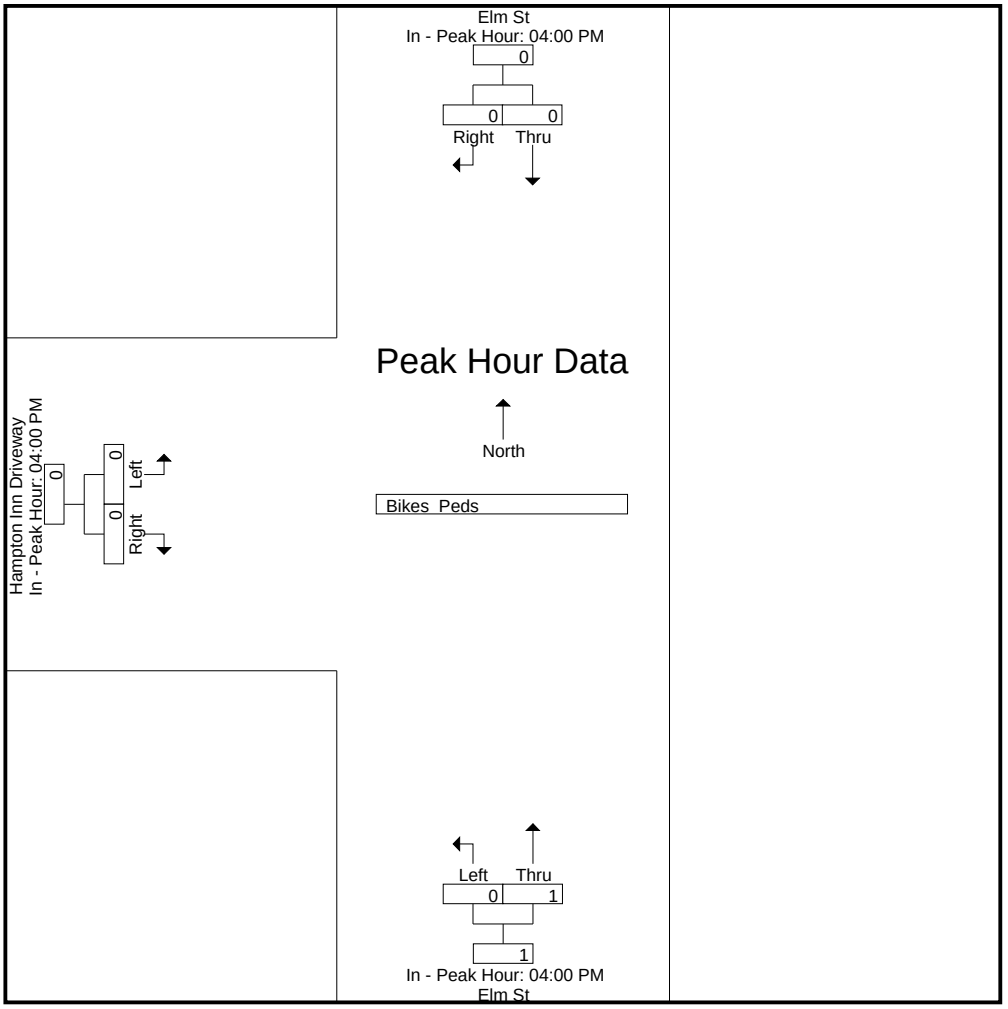
	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	**1**	**1**	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	0	0	0
% App. Total	0	0		0	100		0	0	
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Hampton Inn Driveway
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 2/14/2024
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Rocky Hill Road
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 2/27/2024
Page No : 1

Groups Printed- Cars - Trucks

	Rocky Hill Rd From North			Route 110 From East			Rocky Hill Rd From South			Route 110 From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	32	0	186	9	0	0	19	0	274	32	552
07:15 AM	0	0	31	0	193	8	0	0	15	0	336	41	624
07:30 AM	0	0	28	0	158	8	0	0	11	0	360	57	622
07:45 AM	0	0	28	0	186	15	0	0	21	0	357	65	672
Total	0	0	119	0	723	40	0	0	66	0	1327	195	2470
08:00 AM	0	0	29	0	185	16	0	0	17	0	320	53	620
08:15 AM	0	0	19	0	206	9	0	0	21	0	277	57	589
08:30 AM	0	0	32	0	181	15	0	0	21	0	268	42	559
08:45 AM	0	0	20	0	154	10	0	0	12	0	255	43	494
Total	0	0	100	0	726	50	0	0	71	0	1120	195	2262
Grand Total	0	0	219	0	1449	90	0	0	137	0	2447	390	4732
Apprch %	0	0	100	0	94.2	5.8	0	0	100	0	86.3	13.7	
Total %	0	0	4.6	0	30.6	1.9	0	0	2.9	0	51.7	8.2	
Cars	0	0	219	0	1412	90	0	0	137	0	2387	385	4630
% Cars	0	0	100	0	97.4	100	0	0	100	0	97.5	98.7	97.8
Trucks	0	0	0	0	37	0	0	0	0	0	60	5	102
% Trucks	0	0	0	0	2.6	0	0	0	0	0	2.5	1.3	2.2

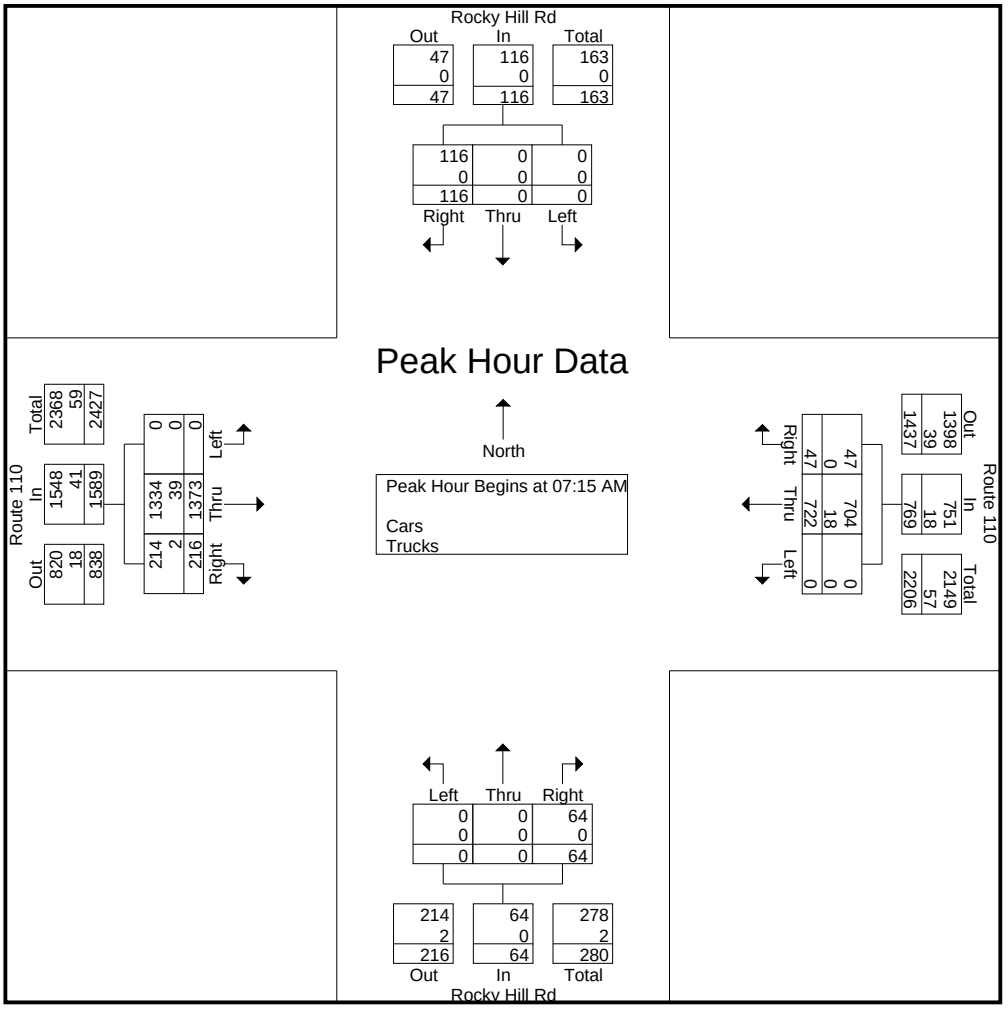
	Rocky Hill Rd From North				Route 110 From East				Rocky Hill Rd From South				Route 110 From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	**31**	**31**	0	**193**	8	**201**	0	0	15	15	0	336	41	377	624
07:30 AM	0	0	28	28	0	158	8	166	0	0	11	11	0	**360**	57	417	622
07:45 AM	0	0	28	28	0	186	15	201	0	0	**21**	**21**	0	357	**65**	**422**	**672**
08:00 AM	0	0	29	29	0	185	**16**	201	0	0	17	17	0	320	53	373	620
Total Volume	0	0	116	116	0	722	47	769	0	0	64	64	0	1373	216	1589	2538
% App. Total	0	0	100		0	93.9	6.1		0	0	100		0	86.4	13.6		
PHF	.000	.000	.935	.935	.000	.935	.734	.956	.000	.000	.762	.762	.000	.953	.831	.941	.944
Cars	0	0	116	116	0	704	47	751	0	0	64	64	0	1334	214	1548	2479
% Cars	0	0	100	100	0	97.5	100	97.7	0	0	100	100	0	97.2	99.1	97.4	97.7
Trucks	0	0	0	0	0	18	0	18	0	0	0	0	0	39	2	41	59
% Trucks	0	0	0	0	0	2.5	0	2.3	0	0	0	0	0	2.8	0.9	2.6	2.3

Accurate Counts

978-664-2565

N/S Street : Rocky Hill Road
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 2/27/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

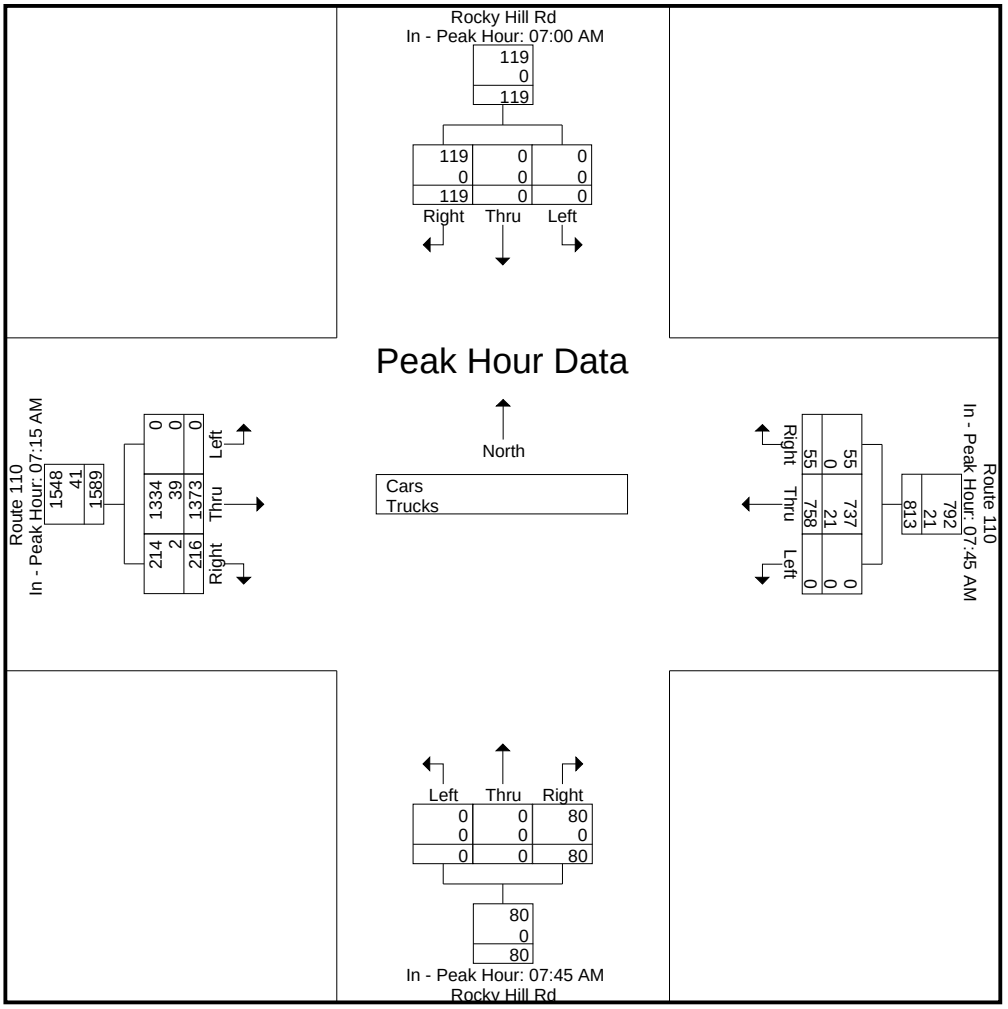
	07:00 AM				07:45 AM				07:45 AM				07:15 AM			
+0 mins.	0	0	**32**	**32**	0	186	15	201	0	0	**21**	**21**	0	336	41	377
+15 mins.	0	0	31	31	0	185	**16**	201	0	0	17	17	0	**360**	57	417
+30 mins.	0	0	28	28	0	**206**	9	**215**	0	0	21	21	0	357	**65**	**422**
+45 mins.	0	0	28	28	0	181	15	196	0	0	21	21	0	320	53	373
Total Volume	0	0	119	119	0	758	55	813	0	0	80	80	0	1373	216	1589
% App. Total	0	0	100		0	93.2	6.8		0	0	100		0	86.4	13.6	
PHF	.000	.000	.930	.930	.000	.920	.859	.945	.000	.000	.952	.952	.000	.953	.831	.941
Cars	0	0	119	119	0	737	55	792	0	0	80	80	0	1334	214	1548
% Cars	0	0	100	100	0	97.2	100	97.4	0	0	100	100	0	97.2	99.1	97.4
Trucks	0	0	0	0	0	21	0	21	0	0	0	0	0	39	2	41
% Trucks	0	0	0	0	0	2.8	0	2.6	0	0	0	0	0	2.8	0.9	2.6

Accurate Counts

978-664-2565

N/S Street : Rocky Hill Road
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 2/27/2024
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Rocky Hill Road
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 2/27/2024

Groups Printed- Cars

	Rocky Hill Rd From North			Route 110 From East			Rocky Hill Rd From South			Route 110 From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	32	0	179	9	0	0	19	0	268	29	536
07:15 AM	0	0	31	0	190	8	0	0	15	0	330	40	614
07:30 AM	0	0	28	0	156	8	0	0	11	0	349	56	608
07:45 AM	0	0	28	0	182	15	0	0	21	0	344	65	655
Total	0	0	119	0	707	40	0	0	66	0	1291	190	2413
08:00 AM	0	0	29	0	176	16	0	0	17	0	311	53	602
08:15 AM	0	0	19	0	200	9	0	0	21	0	272	57	578
08:30 AM	0	0	32	0	179	15	0	0	21	0	264	42	553
08:45 AM	0	0	20	0	150	10	0	0	12	0	249	43	484
Total	0	0	100	0	705	50	0	0	71	0	1096	195	2217
Grand Total	0	0	219	0	1412	90	0	0	137	0	2387	385	4630
Apprch %	0	0	100	0	94	6	0	0	100	0	86.1	13.9	
Total %	0	0	4.7	0	30.5	1.9	0	0	3	0	51.6	8.3	

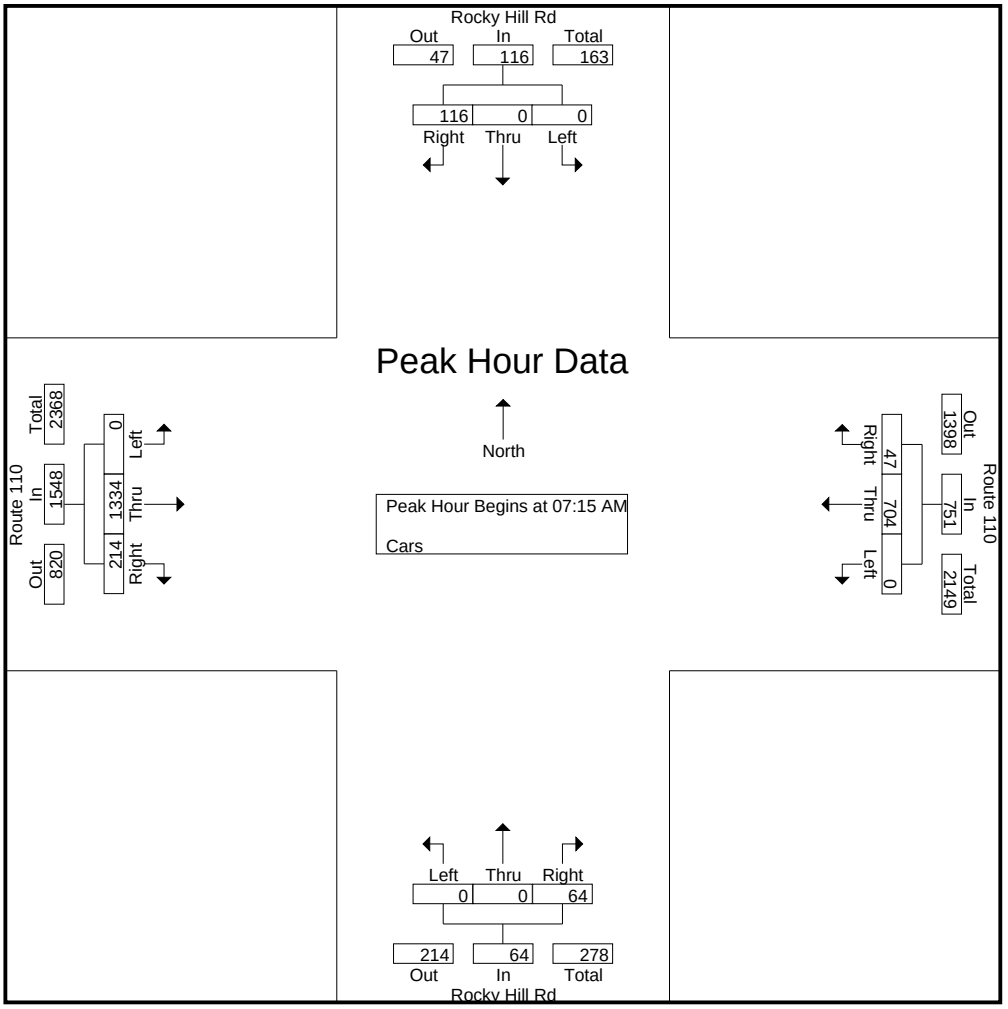
	Rocky Hill Rd From North				Route 110 From East				Rocky Hill Rd From South				Route 110 From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	**31**	**31**	0	**190**	8	**198**	0	0	15	15	0	330	40	370	614
07:30 AM	0	0	28	28	0	156	8	164	0	0	11	11	0	**349**	56	405	608
07:45 AM	0	0	28	28	0	182	15	197	0	0	**21**	**21**	0	344	**65**	**409**	**655**
08:00 AM	0	0	29	29	0	176	**16**	192	0	0	17	17	0	311	53	364	602
Total Volume	0	0	116	116	0	704	47	751	0	0	64	64	0	1334	214	1548	2479
% App. Total	0	0	100		0	93.7	6.3		0	0	100		0	86.2	13.8		
PHF	.000	.000	.935	.935	.000	.926	.734	.948	.000	.000	.762	.762	.000	.956	.823	.946	.946

Accurate Counts

978-664-2565

N/S Street : Rocky Hill Road
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 2/27/2024
Page No : 5



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

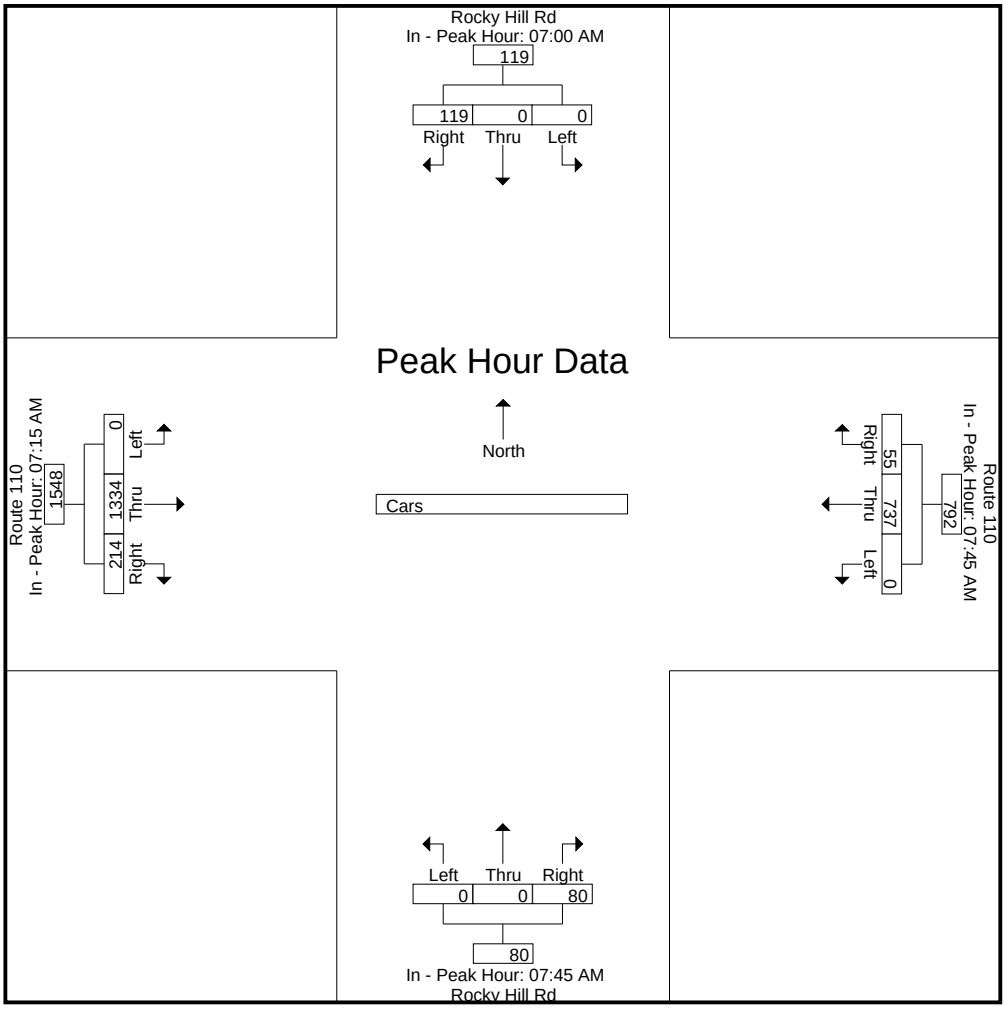
	07:00 AM				07:45 AM				07:45 AM				07:15 AM			
+0 mins.	0	0	**32**	**32**	0	182	15	197	0	0	**21**	**21**	0	330	40	370
+15 mins.	0	0	31	31	0	176	**16**	192	0	0	17	17	0	**349**	56	405
+30 mins.	0	0	28	28	0	**200**	9	**209**	0	0	21	21	0	344	**65**	**409**
+45 mins.	0	0	28	28	0	179	15	194	0	0	21	21	0	311	53	364
Total Volume	0	0	119	119	0	737	55	792	0	0	80	80	0	1334	214	1548
% App. Total	0	0	100		0	93.1	6.9		0	0	100		0	86.2	13.8	
PHF	.000	.000	.930	.930	.000	.921	.859	.947	.000	.000	.952	.952	.000	.956	.823	.946

Accurate Counts

978-664-2565

N/S Street : Rocky Hill Road
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 2/27/2024
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Rocky Hill Road
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 2/27/2024

Groups Printed- Trucks

	Rocky Hill Rd From North			Route 110 From East			Rocky Hill Rd From South			Route 110 From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	7	0	0	0	0	0	6	3	16
07:15 AM	0	0	0	0	3	0	0	0	0	0	6	1	10
07:30 AM	0	0	0	0	2	0	0	0	0	0	11	1	14
07:45 AM	0	0	0	0	4	0	0	0	0	0	13	0	17
Total	0	0	0	0	16	0	0	0	0	0	36	5	57
08:00 AM	0	0	0	0	9	0	0	0	0	0	9	0	18
08:15 AM	0	0	0	0	6	0	0	0	0	0	5	0	11
08:30 AM	0	0	0	0	2	0	0	0	0	0	4	0	6
08:45 AM	0	0	0	0	4	0	0	0	0	0	6	0	10
Total	0	0	0	0	21	0	0	0	0	0	24	0	45
Grand Total	0	0	0	0	37	0	0	0	0	0	60	5	102
Apprch %	0	0	0	0	100	0	0	0	0	0	92.3	7.7	
Total %	0	0	0	0	36.3	0	0	0	0	0	58.8	4.9	

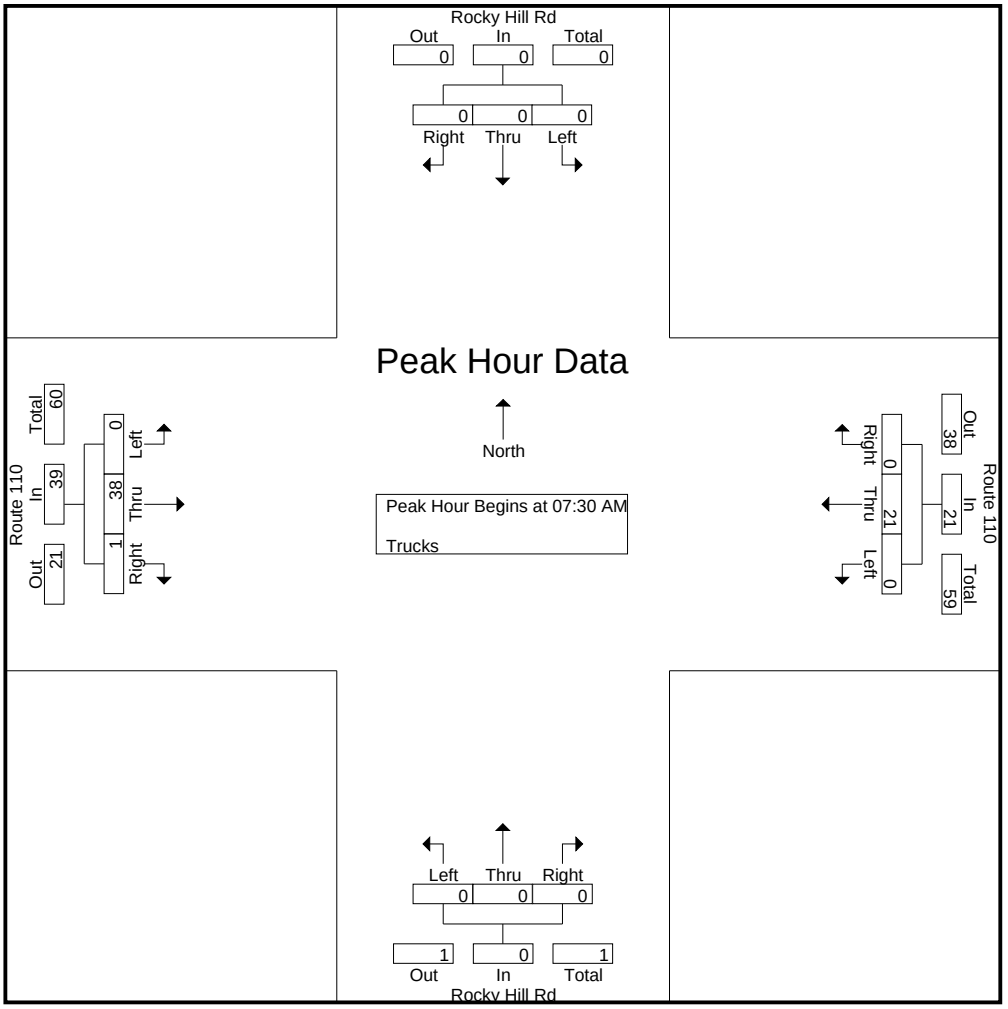
	Rocky Hill Rd From North				Route 110 From East				Rocky Hill Rd From South				Route 110 From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	11	**1**	12	14
07:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	**13**	0	**13**	17
08:00 AM	0	0	0	0	0	**9**	0	**9**	0	0	0	0	0	9	0	9	**18**
08:15 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
Total Volume	0	0	0	0	0	21	0	21	0	0	0	0	0	38	1	39	60
% App. Total	0	0	0		0	100	0		0	0	0		0	97.4	2.6		
PHF	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000	.000	.731	.250	.750	.833

Accurate Counts

978-664-2565

N/S Street : Rocky Hill Road
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 2/27/2024
Page No : 8



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

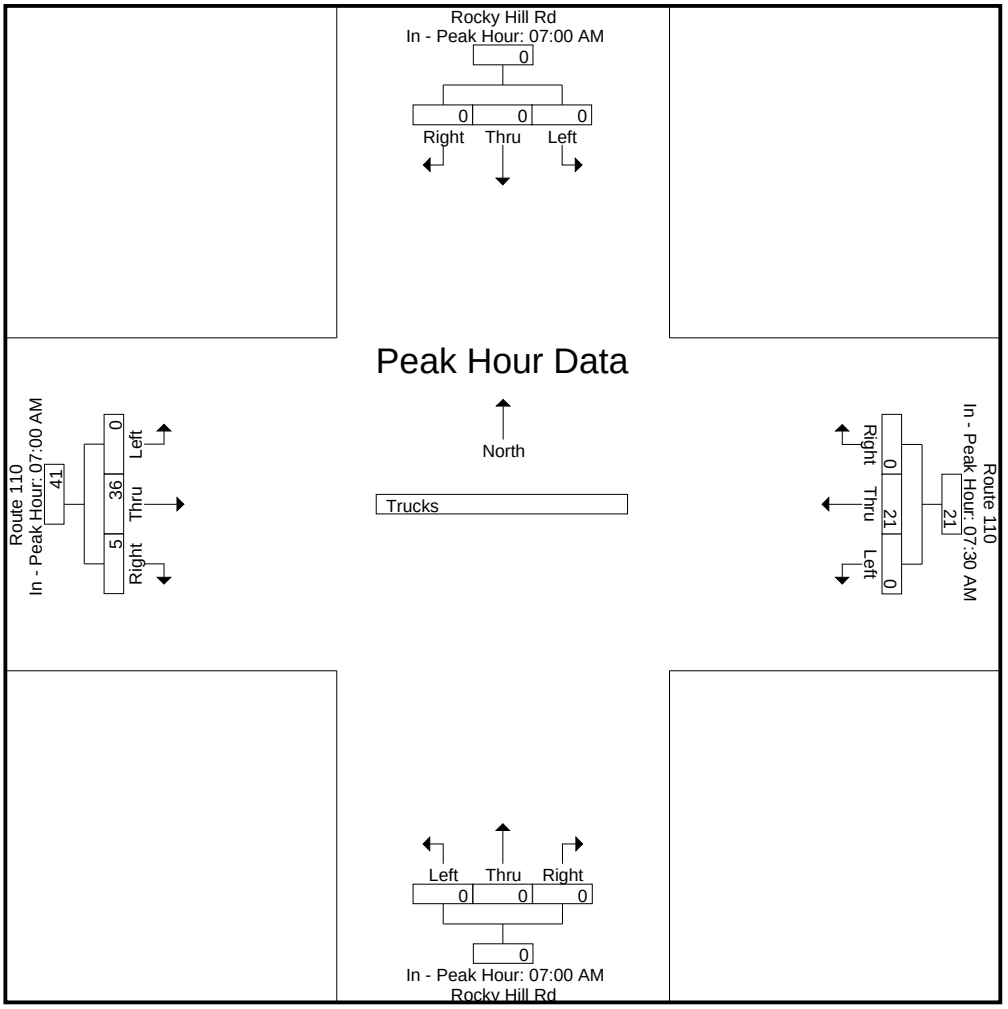
	07:00 AM				07:30 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	6	**3**	9
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	6	1	7
+30 mins.	0	0	0	0	0	**9**	0	**9**	0	0	0	0	0	11	1	12
+45 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	**13**	0	**13**
Total Volume	0	0	0	0	0	21	0	21	0	0	0	0	0	36	5	41
% App. Total	0	0	0		0	100	0		0	0	0		0	87.8	12.2	
PHF	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000	.000	.692	.417	.788

Accurate Counts

978-664-2565

N/S Street : Rocky Hill Road
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 2/27/2024
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Rocky Hill Road
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 2/27/2024

Groups Printed- Bikes Peds

	Rocky Hill Rd From North				Route 110 From East				Rocky Hill Rd From South				Route 110 From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0				
Total %																	0	0	

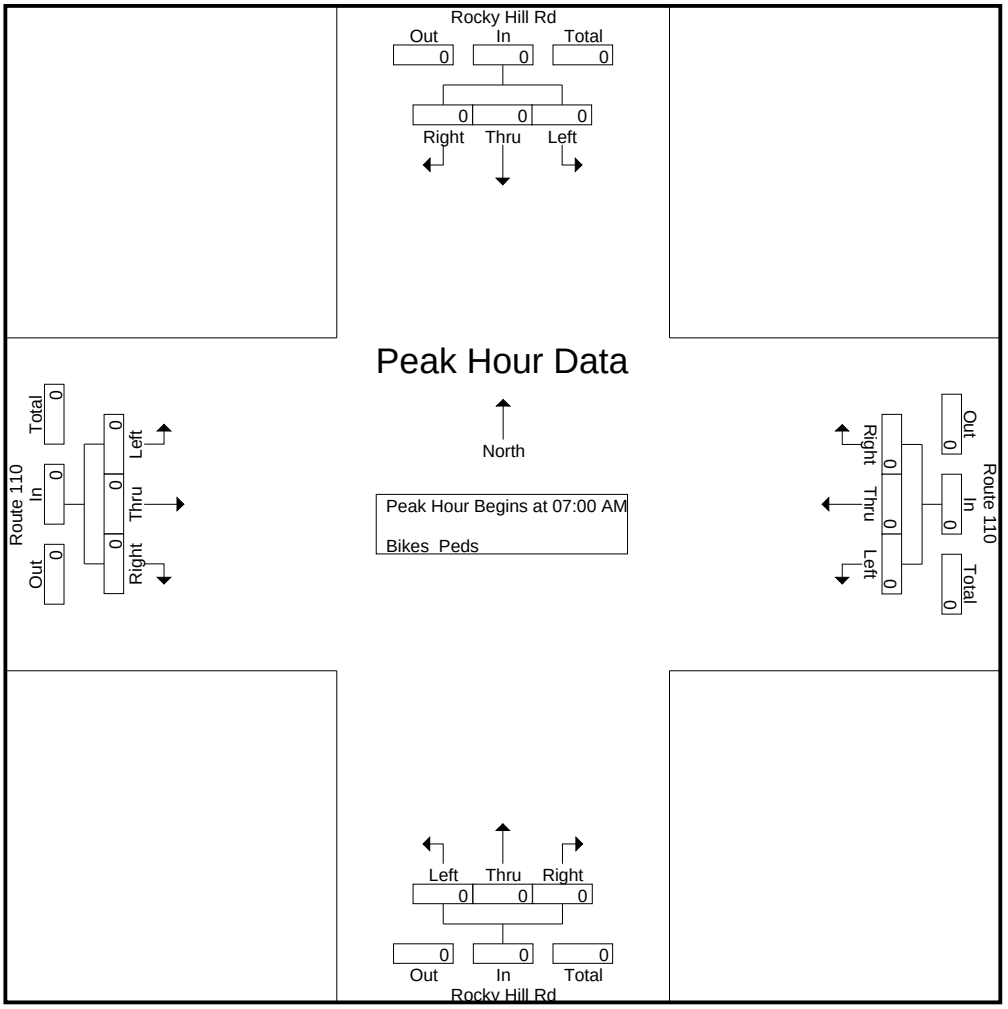
	Rocky Hill Rd From North				Route 110 From East				Rocky Hill Rd From South				Route 110 From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Rocky Hill Road
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 2/27/2024
Page No : 11



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

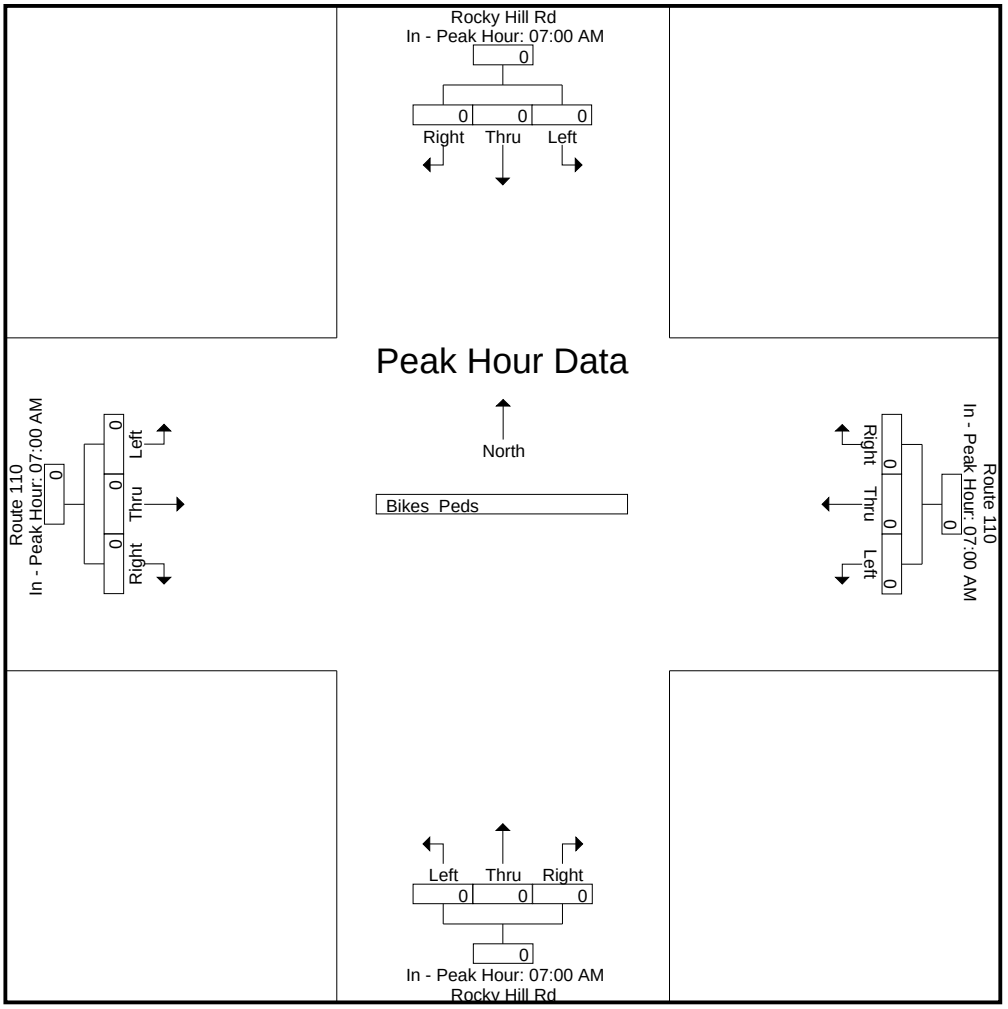
	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Rocky Hill Road
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 2/27/2024
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Rocky Hill Road
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 2/27/2024
Page No : 1

Groups Printed- Cars - Trucks

	Rocky Hill Rd From North			Route 110 From East			Rocky Hill Rd From South			Route 110 From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	26	0	344	10	0	0	19	0	249	40	688
04:15 PM	0	0	21	0	383	9	0	0	30	0	256	24	723
04:30 PM	0	0	46	0	330	13	0	0	15	0	270	29	703
04:45 PM	0	0	12	0	324	5	0	0	23	0	250	33	647
Total	0	0	105	0	1381	37	0	0	87	0	1025	126	2761
05:00 PM	0	0	27	0	326	6	0	0	21	0	246	34	660
05:15 PM	0	0	20	0	368	9	0	0	32	0	232	33	694
05:30 PM	0	0	21	0	297	1	0	0	29	0	236	37	621
05:45 PM	0	0	12	0	259	7	0	0	16	0	196	29	519
Total	0	0	80	0	1250	23	0	0	98	0	910	133	2494
Grand Total	0	0	185	0	2631	60	0	0	185	0	1935	259	5255
Apprch %	0	0	100	0	97.8	2.2	0	0	100	0	88.2	11.8	
Total %	0	0	3.5	0	50.1	1.1	0	0	3.5	0	36.8	4.9	
Cars	0	0	183	0	2611	60	0	0	184	0	1921	259	5218
% Cars	0	0	98.9	0	99.2	100	0	0	99.5	0	99.3	100	99.3
Trucks	0	0	2	0	20	0	0	0	1	0	14	0	37
% Trucks	0	0	1.1	0	0.8	0	0	0	0.5	0	0.7	0	0.7

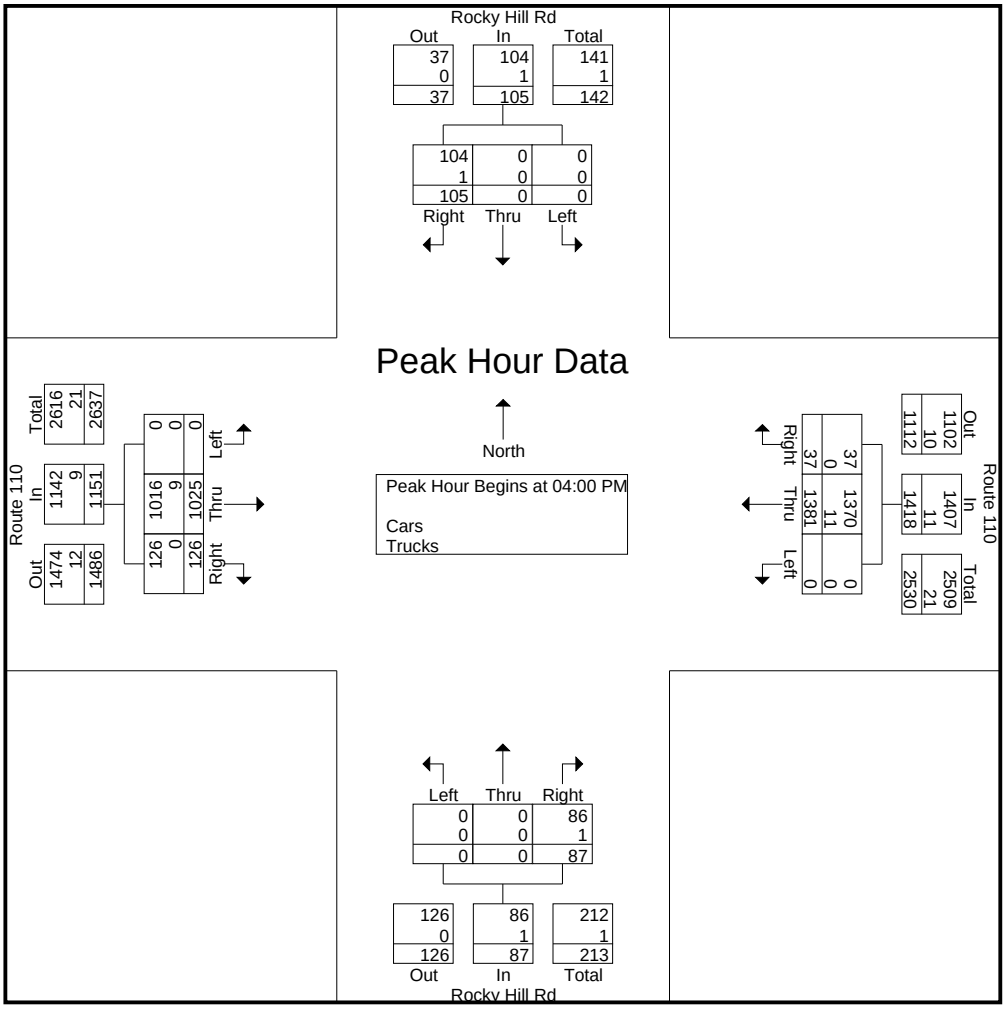
	Rocky Hill Rd From North				Route 110 From East				Rocky Hill Rd From South				Route 110 From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	26	26	0	344	10	354	0	0	19	19	0	249	**40**	289	688
04:15 PM	0	0	21	21	0	**383**	9	**392**	0	0	**30**	**30**	0	256	24	280	**723**
04:30 PM	0	0	**46**	**46**	0	330	**13**	343	0	0	15	15	0	**270**	29	**299**	703
04:45 PM	0	0	12	12	0	324	5	329	0	0	23	23	0	250	33	283	647
Total Volume	0	0	105	105	0	1381	37	1418	0	0	87	87	0	1025	126	1151	2761
% App. Total	0	0	100		0	97.4	2.6		0	0	100		0	89.1	10.9		
PHF	.000	.000	.571	.571	.000	.901	.712	.904	.000	.000	.725	.725	.000	.949	.788	.962	.955
Cars	0	0	104	104	0	1370	37	1407	0	0	86	86	0	1016	126	1142	2739
% Cars	0	0	99.0	99.0	0	99.2	100	99.2	0	0	98.9	98.9	0	99.1	100	99.2	99.2
Trucks	0	0	1	1	0	11	0	11	0	0	1	1	0	9	0	9	22
% Trucks	0	0	1.0	1.0	0	0.8	0	0.8	0	0	1.1	1.1	0	0.9	0	0.8	0.8

Accurate Counts

978-664-2565

N/S Street : Rocky Hill Road
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 2/27/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

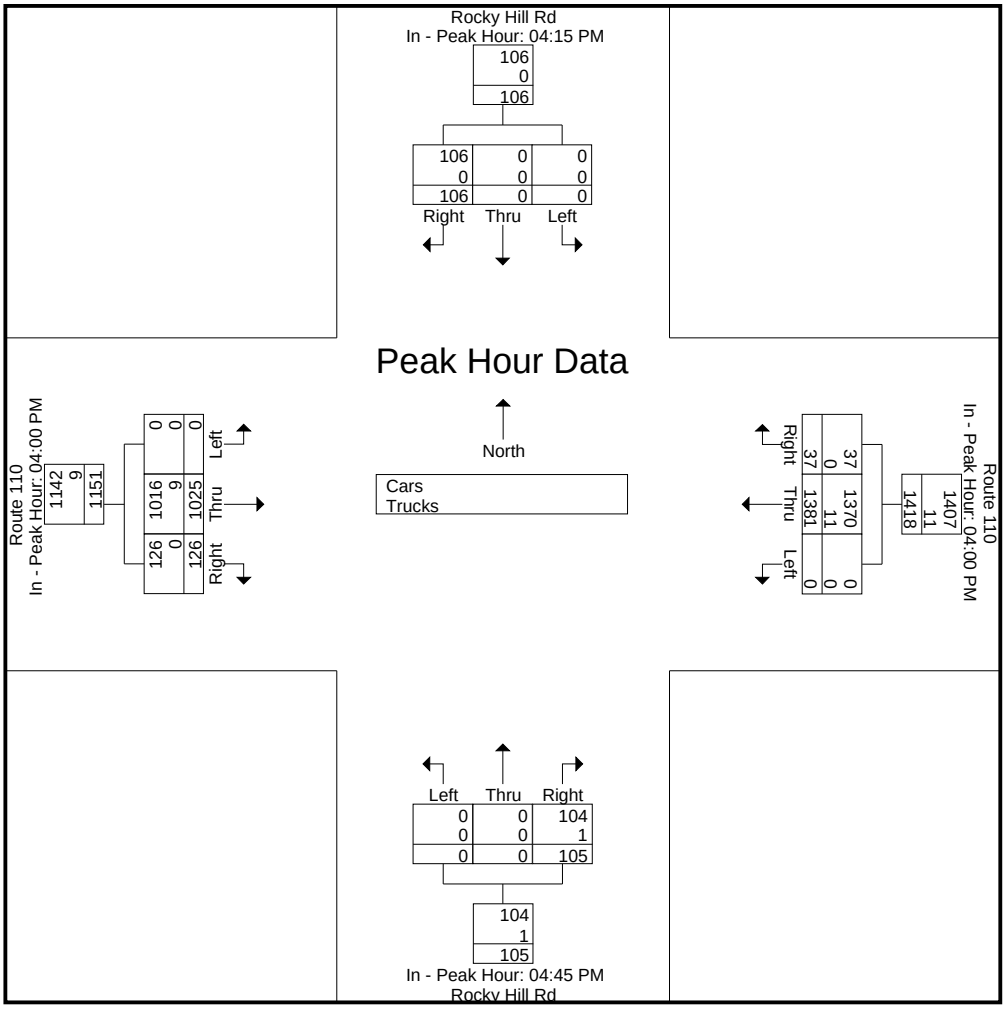
	04:15 PM				04:00 PM				04:45 PM				04:00 PM			
+0 mins.	0	0	21	21	0	344	10	354	0	0	23	23	0	249	**40**	289
+15 mins.	0	0	**46**	**46**	0	**383**	9	**392**	0	0	21	21	0	256	24	280
+30 mins.	0	0	12	12	0	330	**13**	343	0	0	**32**	**32**	0	**270**	29	**299**
+45 mins.	0	0	27	27	0	324	5	329	0	0	29	29	0	250	33	283
Total Volume	0	0	106	106	0	1381	37	1418	0	0	105	105	0	1025	126	1151
% App. Total	0	0	100		0	97.4	2.6		0	0	100		0	89.1	10.9	
PHF	.000	.000	.576	.576	.000	.901	.712	.904	.000	.000	.820	.820	.000	.949	.788	.962
Cars	0	0	106	106	0	1370	37	1407	0	0	104	104	0	1016	126	1142
% Cars	0	0	100	100	0	99.2	100	99.2	0	0	99	99	0	99.1	100	99.2
Trucks	0	0	0	0	0	11	0	11	0	0	1	1	0	9	0	9
% Trucks	0	0	0	0	0	0.8	0	0.8	0	0	1	1	0	0.9	0	0.8

Accurate Counts

978-664-2565

N/S Street : Rocky Hill Road
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 2/27/2024
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Rocky Hill Road
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 2/27/2024

Groups Printed- Cars

	Rocky Hill Rd From North			Route 110 From East			Rocky Hill Rd From South			Route 110 From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	25	0	342	10	0	0	19	0	246	40	682
04:15 PM	0	0	21	0	380	9	0	0	30	0	255	24	719
04:30 PM	0	0	46	0	327	13	0	0	15	0	266	29	696
04:45 PM	0	0	12	0	321	5	0	0	22	0	249	33	642
Total	0	0	104	0	1370	37	0	0	86	0	1016	126	2739
05:00 PM	0	0	27	0	323	6	0	0	21	0	245	34	656
05:15 PM	0	0	20	0	365	9	0	0	32	0	232	33	691
05:30 PM	0	0	20	0	297	1	0	0	29	0	232	37	616
05:45 PM	0	0	12	0	256	7	0	0	16	0	196	29	516
Total	0	0	79	0	1241	23	0	0	98	0	905	133	2479
Grand Total	0	0	183	0	2611	60	0	0	184	0	1921	259	5218
Apprch %	0	0	100	0	97.8	2.2	0	0	100	0	88.1	11.9	
Total %	0	0	3.5	0	50	1.1	0	0	3.5	0	36.8	5	

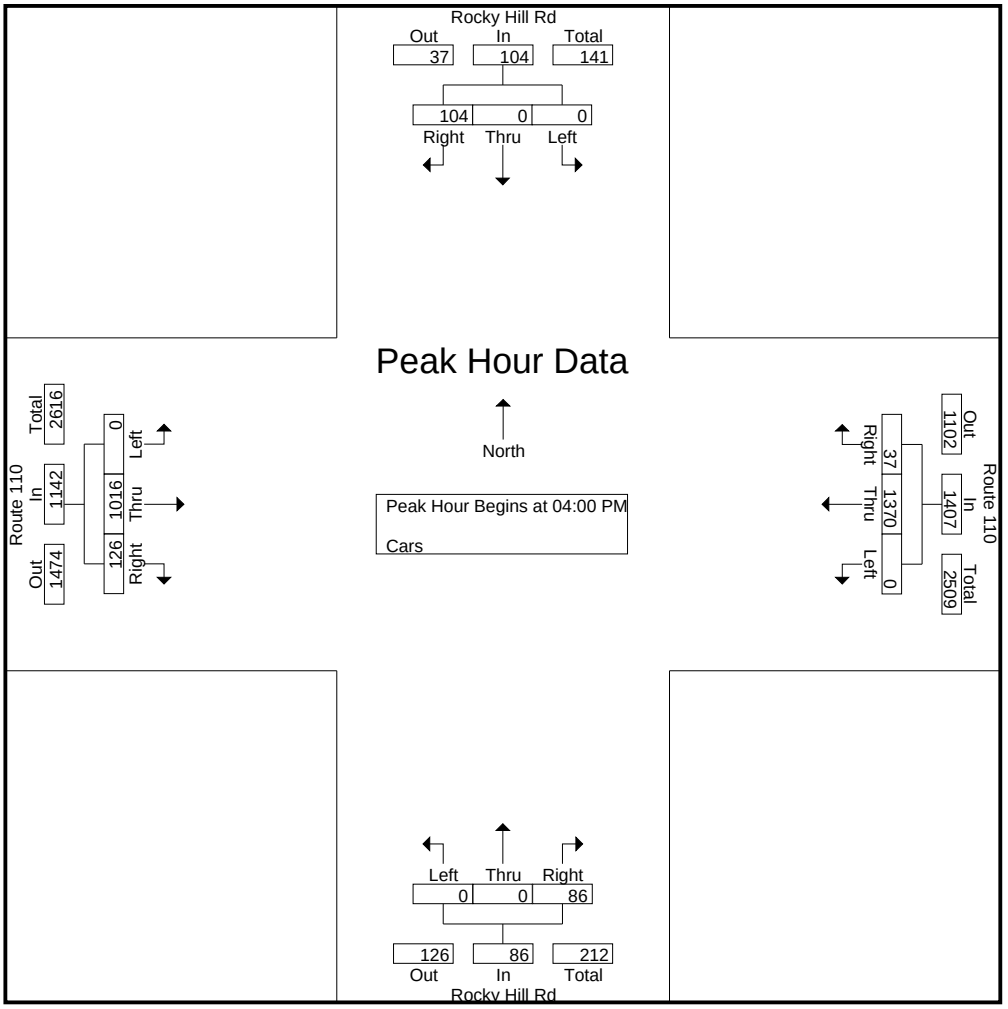
	Rocky Hill Rd From North				Route 110 From East				Rocky Hill Rd From South				Route 110 From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	25	25	0	342	10	352	0	0	19	19	0	246	**40**	286	682
04:15 PM	0	0	21	21	0	**380**	9	**389**	0	0	**30**	**30**	0	255	24	279	**719**
04:30 PM	0	0	**46**	**46**	0	327	**13**	340	0	0	15	15	0	**266**	29	**295**	696
04:45 PM	0	0	12	12	0	321	5	326	0	0	22	22	0	249	33	282	642
Total Volume	0	0	104	104	0	1370	37	1407	0	0	86	86	0	1016	126	1142	2739
% App. Total	0	0	100		0	97.4	2.6		0	0	100		0	89	11		
PHF	.000	.000	.565	.565	.000	.901	.712	.904	.000	.000	.717	.717	.000	.955	.788	.968	.952

Accurate Counts

978-664-2565

N/S Street : Rocky Hill Road
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 2/27/2024
Page No : 5



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

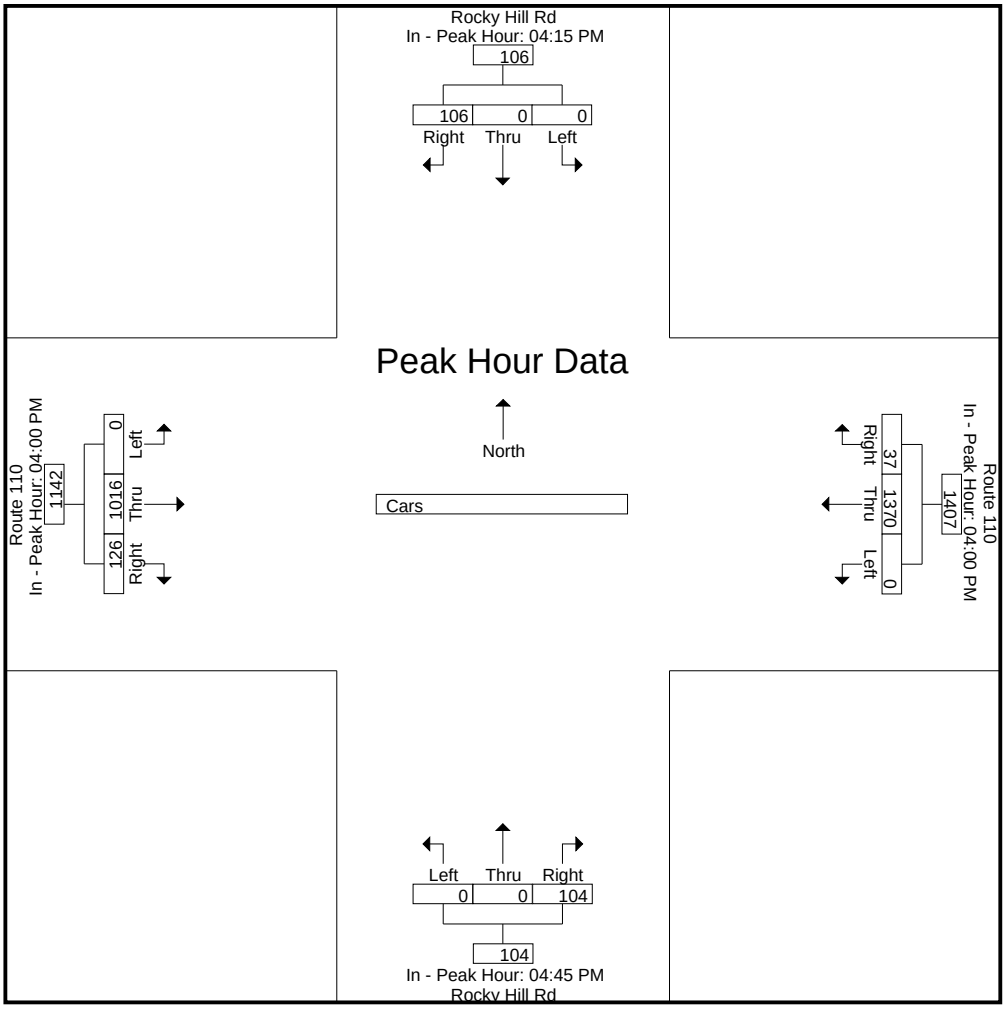
	04:15 PM				04:00 PM				04:45 PM				04:00 PM			
+0 mins.	0	0	21	21	0	342	10	352	0	0	22	22	0	246	**40**	286
+15 mins.	0	0	**46**	**46**	0	**380**	9	**389**	0	0	21	21	0	255	24	279
+30 mins.	0	0	12	12	0	327	**13**	340	0	0	**32**	**32**	0	**266**	29	**295**
+45 mins.	0	0	27	27	0	321	5	326	0	0	29	29	0	249	33	282
Total Volume	0	0	106	106	0	1370	37	1407	0	0	104	104	0	1016	126	1142
% App. Total	0	0	100		0	97.4	2.6		0	0	100		0	89	11	
PHF	.000	.000	.576	.576	.000	.901	.712	.904	.000	.000	.813	.813	.000	.955	.788	.968

Accurate Counts

978-664-2565

N/S Street : Rocky Hill Road
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 2/27/2024
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Rocky Hill Road
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 2/27/2024

Groups Printed- Trucks

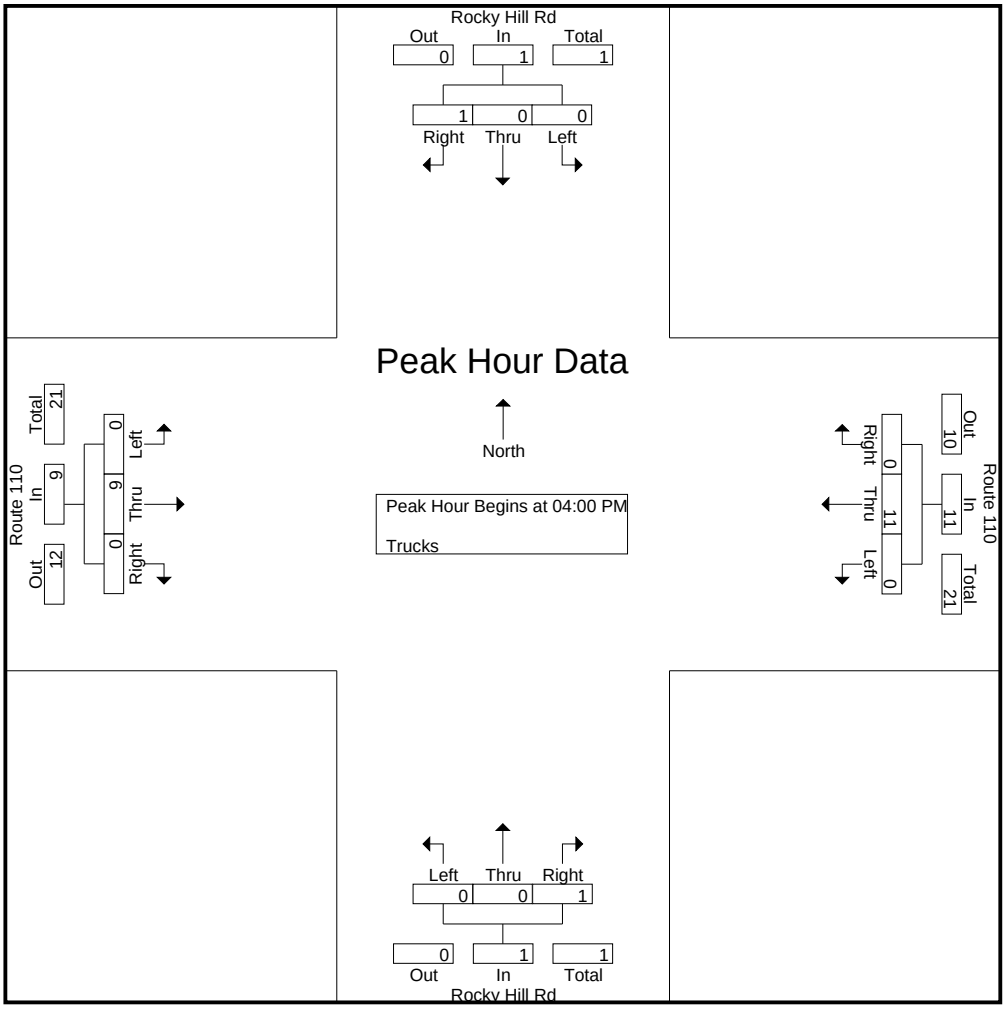
	Rocky Hill Rd From North			Route 110 From East			Rocky Hill Rd From South			Route 110 From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	1	0	2	0	0	0	0	0	3	0	6
04:15 PM	0	0	0	0	3	0	0	0	0	0	1	0	4
04:30 PM	0	0	0	0	3	0	0	0	0	0	4	0	7
04:45 PM	0	0	0	0	3	0	0	0	1	0	1	0	5
Total	0	0	1	0	11	0	0	0	1	0	9	0	22
05:00 PM	0	0	0	0	3	0	0	0	0	0	1	0	4
05:15 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
05:30 PM	0	0	1	0	0	0	0	0	0	0	4	0	5
05:45 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
Total	0	0	1	0	9	0	0	0	0	0	5	0	15
Grand Total	0	0	2	0	20	0	0	0	1	0	14	0	37
Apprch %	0	0	100	0	100	0	0	0	100	0	100	0	
Total %	0	0	5.4	0	54.1	0	0	0	2.7	0	37.8	0	

	Rocky Hill Rd From North				Route 110 From East				Rocky Hill Rd From South				Route 110 From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	**1**	**1**	0	2	0	2	0	0	0	0	0	3	0	3	6
04:15 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	1	0	1	4
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	**4**	0	**4**	**7**
04:45 PM	0	0	0	0	0	3	0	3	0	0	**1**	**1**	0	1	0	1	5
Total Volume	0	0	1	1	0	11	0	11	0	0	1	1	0	9	0	9	22
% App. Total	0	0	100		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.250	.250	.000	.917	.000	.917	.000	.000	.250	.250	.000	.563	.000	.563	.786

Accurate Counts
978-664-2565

N/S Street : Rocky Hill Road
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 2/27/2024
Page No : 8



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

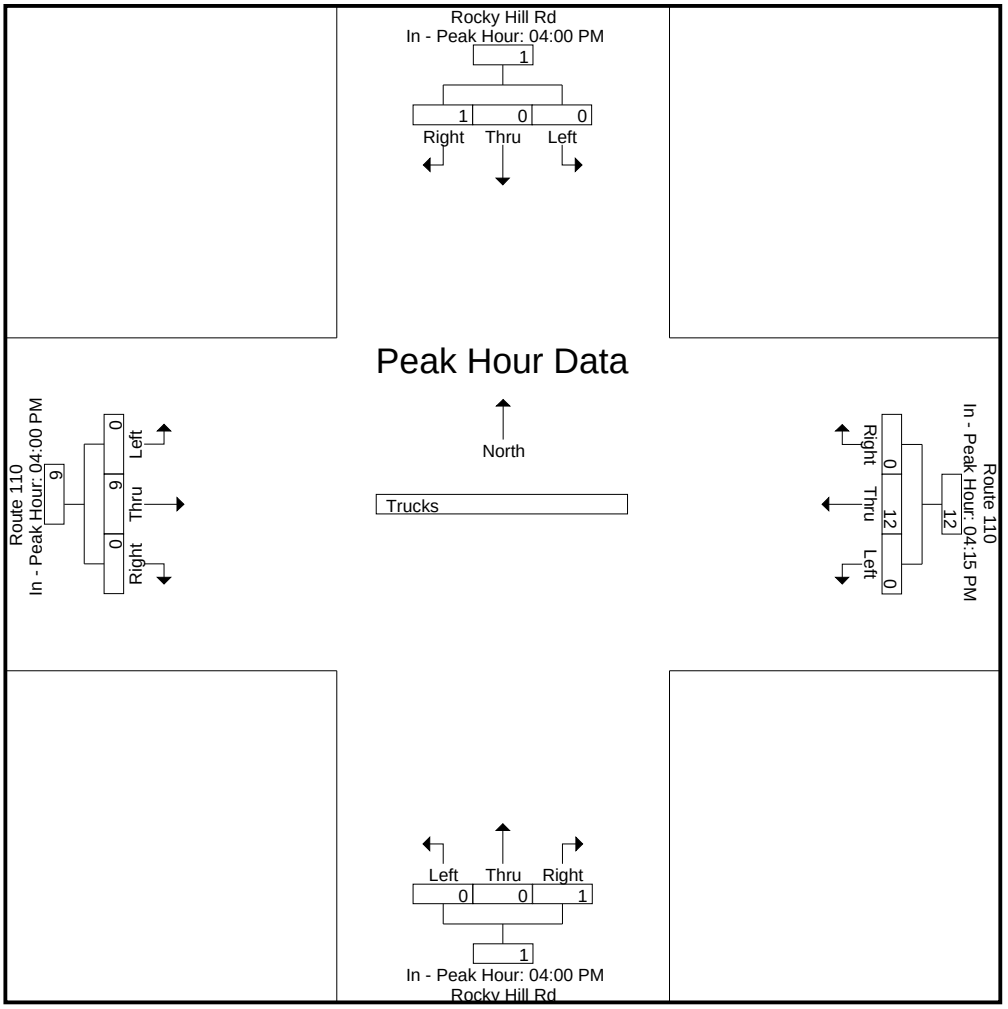
	04:00 PM				04:15 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	**1**	**1**	0	**3**	0	**3**	0	0	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	**4**	0	**4**
+45 mins.	0	0	0	0	0	3	0	3	0	0	**1**	**1**	0	1	0	1
Total Volume	0	0	1	1	0	12	0	12	0	0	1	1	0	9	0	9
% App. Total	0	0	100		0	100	0		0	0	100		0	100	0	
PHF	.000	.000	.250	.250	.000	1.000	.000	1.000	.000	.000	.250	.250	.000	.563	.000	.563

Accurate Counts

978-664-2565

N/S Street : Rocky Hill Road
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 2/27/2024
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Rocky Hill Road
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 2/27/2024

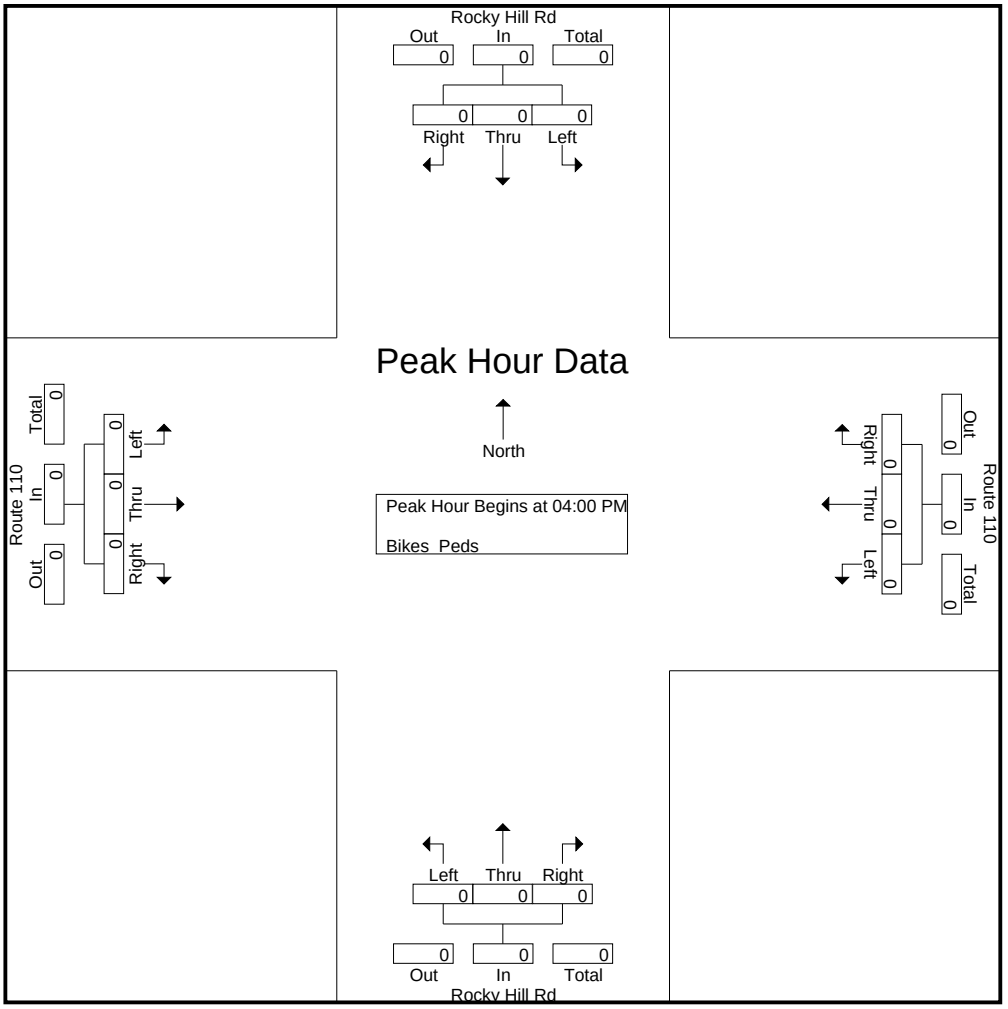
Groups Printed- Bikes Peds

	Rocky Hill Rd From North				Route 110 From East				Rocky Hill Rd From South				Route 110 From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0				
Total %																	0	0	

	Rocky Hill Rd From North				Route 110 From East				Rocky Hill Rd From South				Route 110 From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

N/S Street : Rocky Hill Road
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 2/27/2024
Page No : 11



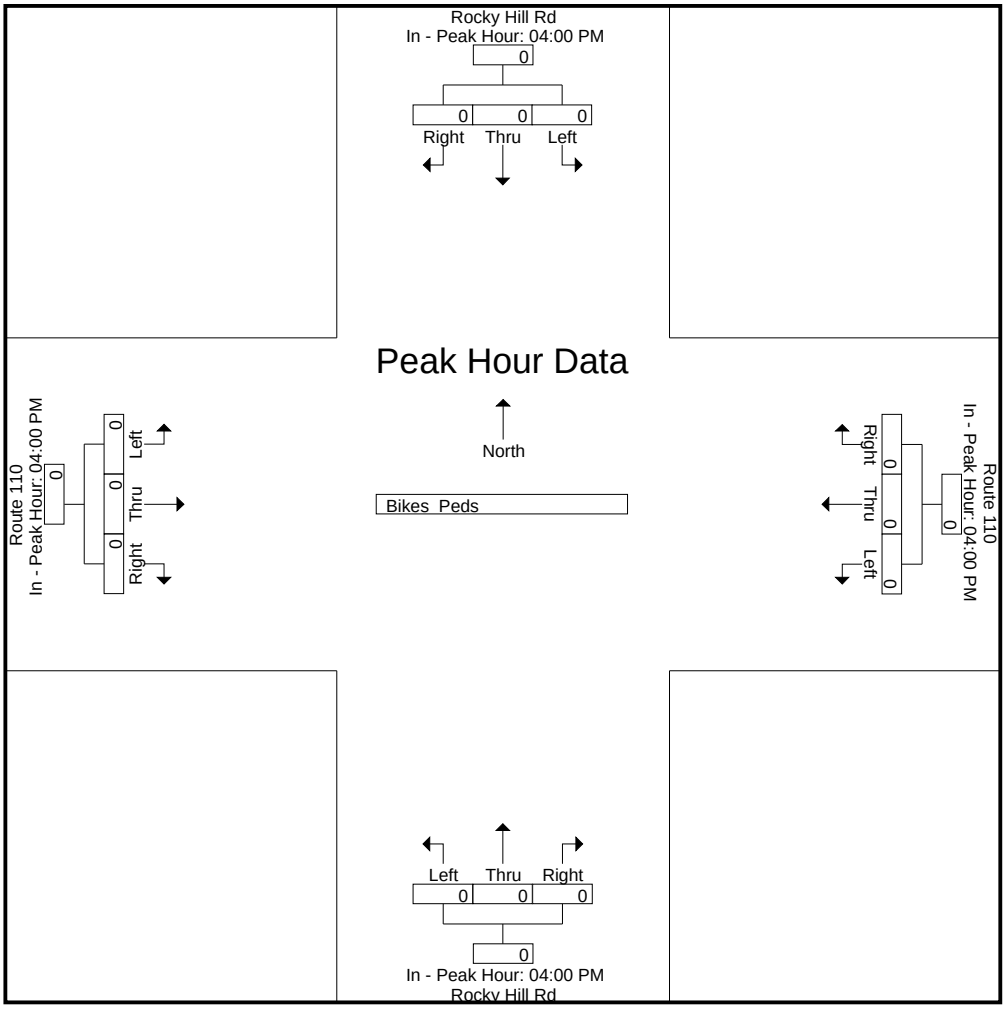
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts
978-664-2565

N/S Street : Rocky Hill Road
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 2/27/2024
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Carriage Town Marketplace Dwy
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 9/4/2024
Page No : 1

Groups Printed- Cars - Trucks

	Elm St From North		Elm St From South		Carriage Town Marketplace Dwy From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
07:00 AM	109	3	2	42	2	1	159
07:15 AM	110	2	1	50	2	2	167
07:30 AM	150	9	2	53	4	7	225
07:45 AM	130	9	11	56	6	5	217
Total	499	23	16	201	14	15	768
08:00 AM	123	8	5	68	4	4	212
08:15 AM	113	9	5	70	8	2	207
08:30 AM	99	7	8	63	13	4	194
08:45 AM	85	7	2	79	7	7	187
Total	420	31	20	280	32	17	800
Grand Total	919	54	36	481	46	32	1568
Apprch %	94.5	5.5	7	93	59	41	
Total %	58.6	3.4	2.3	30.7	2.9	2	
Cars	910	54	35	470	46	32	1547
% Cars	99	100	97.2	97.7	100	100	98.7
Trucks	9	0	1	11	0	0	21
% Trucks	1	0	2.8	2.3	0	0	1.3

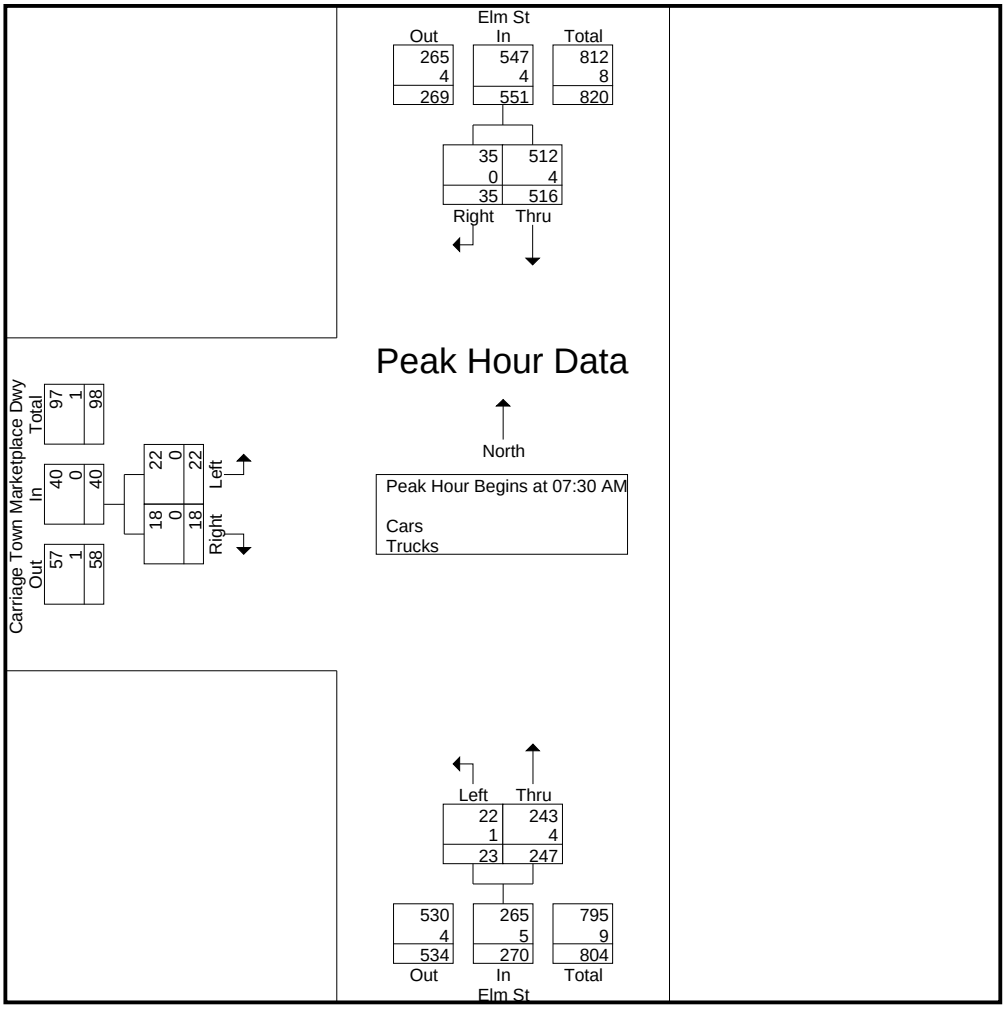
	Elm St From North			Elm St From South			Carriage Town Marketplace Dwy From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**150**	**9**	**159**	2	53	55	4	**7**	**11**	**225**
07:45 AM	130	9	139	**11**	56	67	6	5	11	217
08:00 AM	123	8	131	5	68	73	4	4	8	212
08:15 AM	113	9	122	5	**70**	**75**	**8**	2	10	207
Total Volume	516	35	551	23	247	270	22	18	40	861
% App. Total	93.6	6.4		8.5	91.5		55	45		
PHF	.860	.972	.866	.523	.882	.900	.688	.643	.909	.957
Cars	512	35	547	22	243	265	22	18	40	852
% Cars	99.2	100	99.3	95.7	98.4	98.1	100	100	100	99.0
Trucks	4	0	4	1	4	5	0	0	0	9
% Trucks	0.8	0	0.7	4.3	1.6	1.9	0	0	0	1.0

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Carriage Town Marketplace Dwy
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 9/4/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

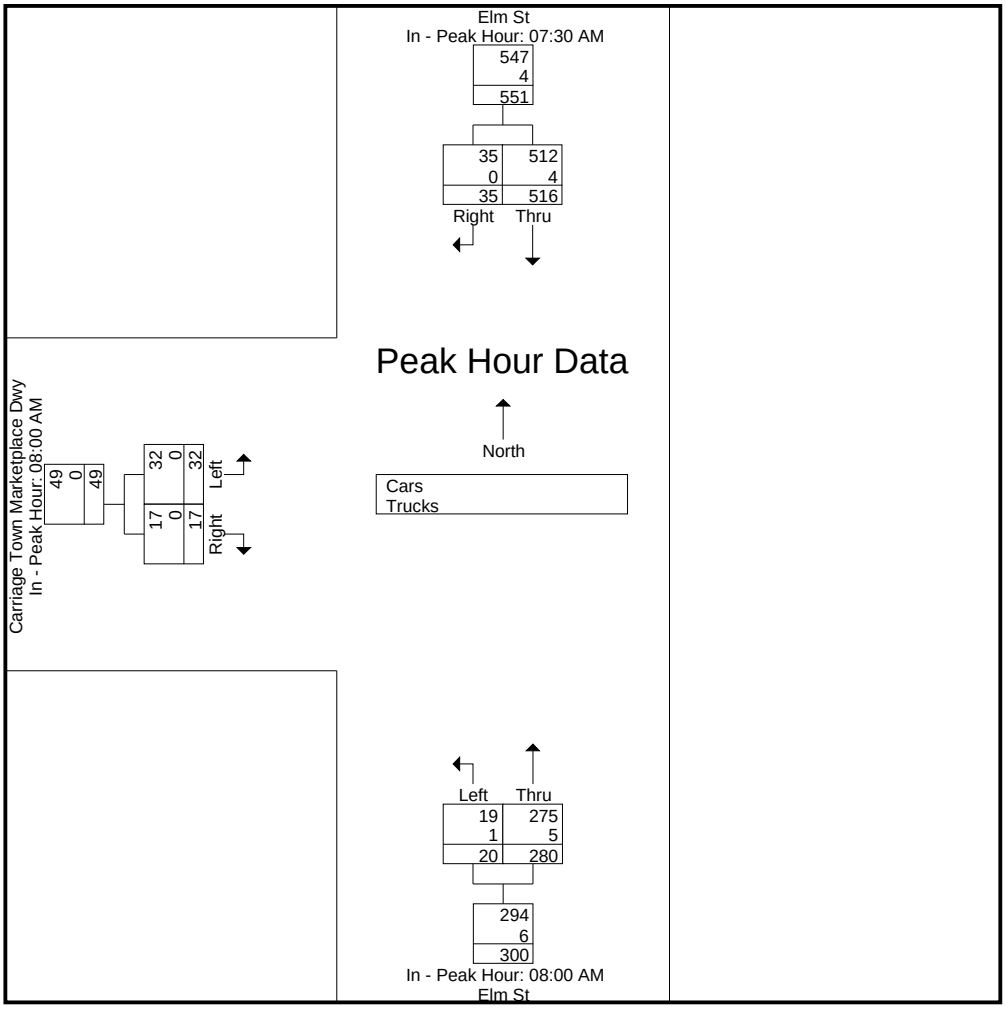
	07:30 AM			08:00 AM			08:00 AM		
+0 mins.	**150**	**9**	**159**	5	68	73	4	4	8
+15 mins.	130	9	139	5	70	75	8	2	10
+30 mins.	123	8	131	**8**	63	71	**13**	4	**17**
+45 mins.	113	9	122	2	**79**	**81**	7	**7**	14
Total Volume	516	35	551	20	280	300	32	17	49
% App. Total	93.6	6.4		6.7	93.3		65.3	34.7	
PHF	.860	.972	.866	.625	.886	.926	.615	.607	.721
Cars	512	35	547	19	275	294	32	17	49
% Cars	99.2	100	99.3	95	98.2	98	100	100	100
Trucks	4	0	4	1	5	6	0	0	0
% Trucks	0.8	0	0.7	5	1.8	2	0	0	0

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Carriage Town Marketplace Dwy
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 9/4/2024
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Carriage Town Marketplace Dwy
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 9/4/2024

Groups Printed- Cars

	Elm St From North		Elm St From South		Carriage Town Marketplace Dwy From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
07:00 AM	108	3	2	40	2	1	156
07:15 AM	108	2	1	47	2	2	162
07:30 AM	148	9	2	52	4	7	222
07:45 AM	130	9	11	56	6	5	217
Total	494	23	16	195	14	15	757
08:00 AM	122	8	4	66	4	4	208
08:15 AM	112	9	5	69	8	2	205
08:30 AM	98	7	8	61	13	4	191
08:45 AM	84	7	2	79	7	7	186
Total	416	31	19	275	32	17	790
Grand Total	910	54	35	470	46	32	1547
Apprch %	94.4	5.6	6.9	93.1	59	41	
Total %	58.8	3.5	2.3	30.4	3	2.1	

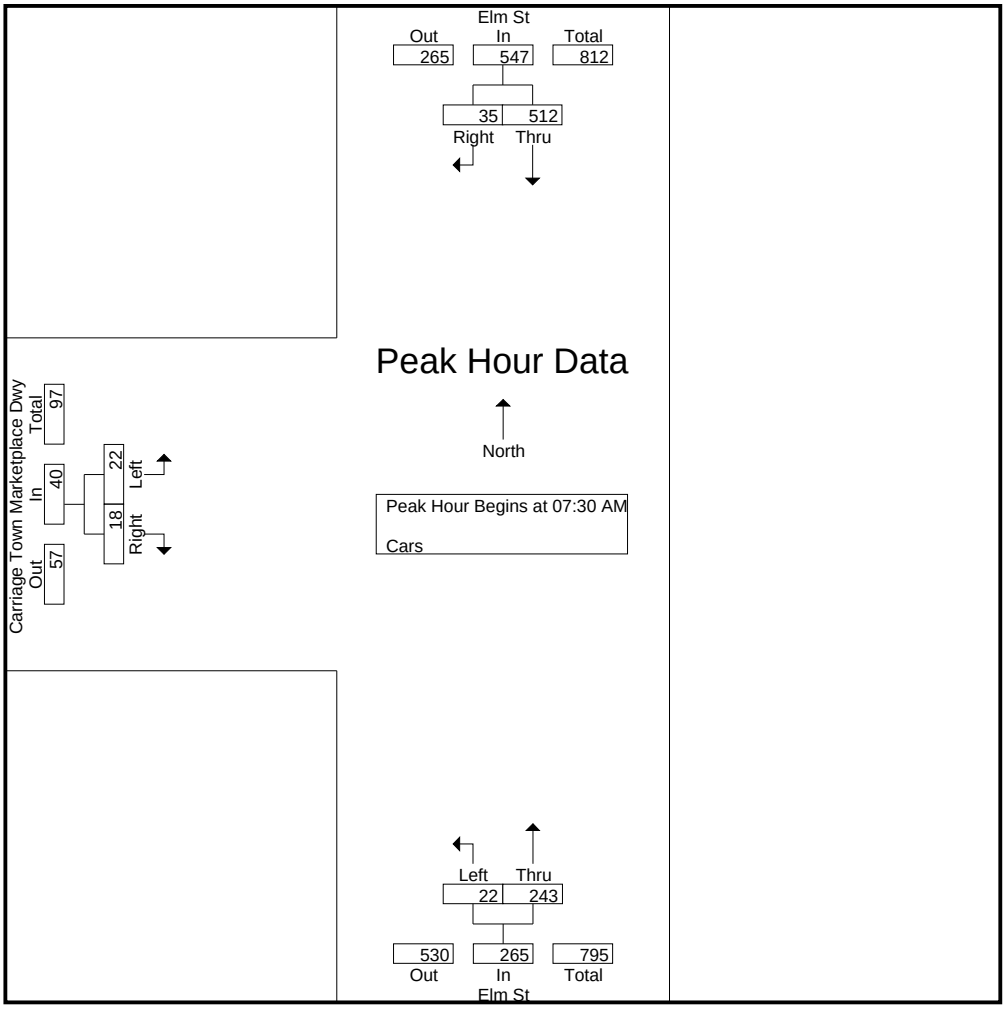
	Elm St From North			Elm St From South			Carriage Town Marketplace Dwy From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**148**	**9**	**157**	2	52	54	4	**7**	**11**	**222**
07:45 AM	130	9	139	**11**	56	67	6	5	11	217
08:00 AM	122	8	130	4	66	70	4	4	8	208
08:15 AM	112	9	121	5	**69**	**74**	**8**	2	10	205
Total Volume	512	35	547	22	243	265	22	18	40	852
% App. Total	93.6	6.4		8.3	91.7		55	45		
PHF	.865	.972	.871	.500	.880	.895	.688	.643	.909	.959

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Carriage Town Marketplace Dwy
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 9/4/2024
Page No : 5



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

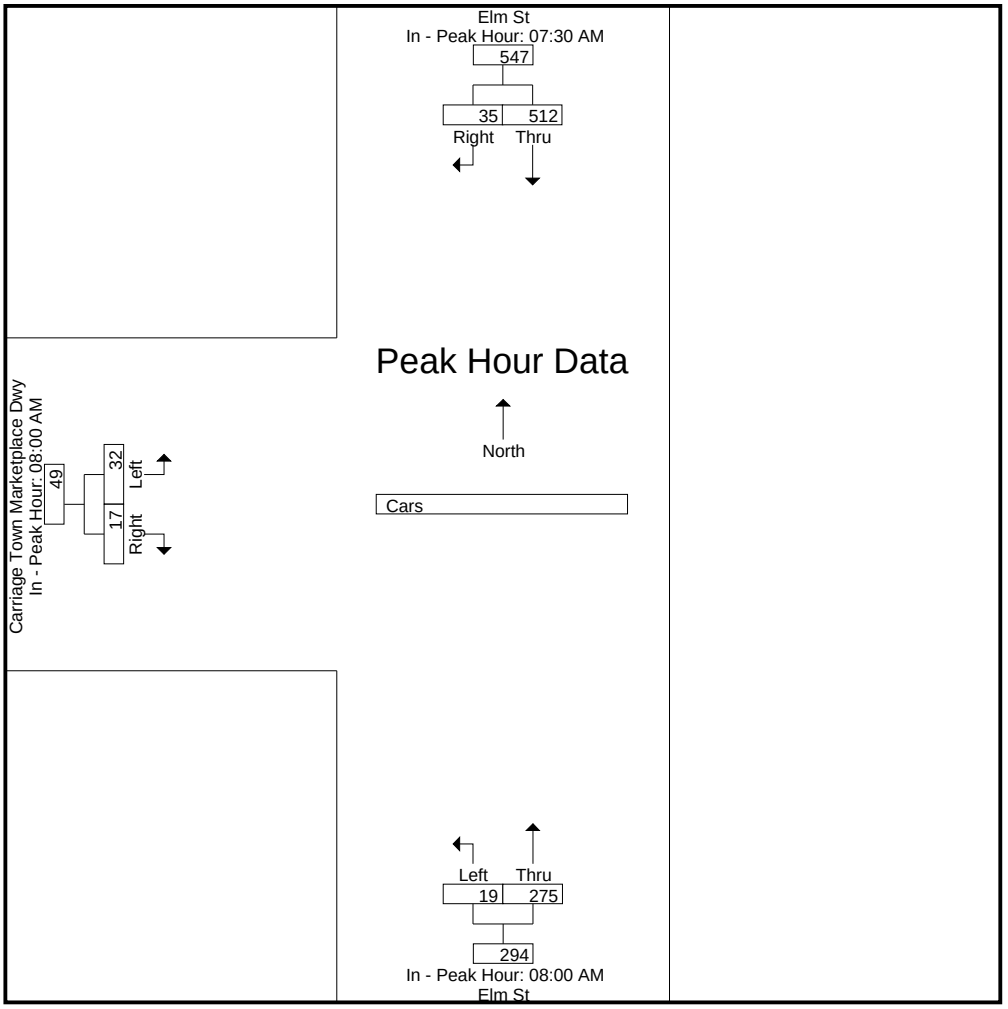
	07:30 AM			08:00 AM			08:00 AM		
+0 mins.	**148**	**9**	**157**	4	66	70	4	4	8
+15 mins.	130	9	139	5	69	74	8	2	10
+30 mins.	122	8	130	**8**	61	69	**13**	4	**17**
+45 mins.	112	9	121	2	**79**	**81**	7	**7**	14
Total Volume	512	35	547	19	275	294	32	17	49
% App. Total	93.6	6.4		6.5	93.5		65.3	34.7	
PHF	.865	.972	.871	.594	.870	.907	.615	.607	.721

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Carriage Town Marketplace Dwy
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 9/4/2024
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Carriage Town Marketplace Dwy
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 9/4/2024

Groups Printed- Trucks

	Elm St From North		Elm St From South		Carriage Town Marketplace Dwy From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
07:00 AM	1	0	0	2	0	0	3
07:15 AM	2	0	0	3	0	0	5
07:30 AM	2	0	0	1	0	0	3
07:45 AM	0	0	0	0	0	0	0
Total	5	0	0	6	0	0	11
08:00 AM	1	0	1	2	0	0	4
08:15 AM	1	0	0	1	0	0	2
08:30 AM	1	0	0	2	0	0	3
08:45 AM	1	0	0	0	0	0	1
Total	4	0	1	5	0	0	10
Grand Total	9	0	1	11	0	0	21
Apprch %	100	0	8.3	91.7	0	0	
Total %	42.9	0	4.8	52.4	0	0	

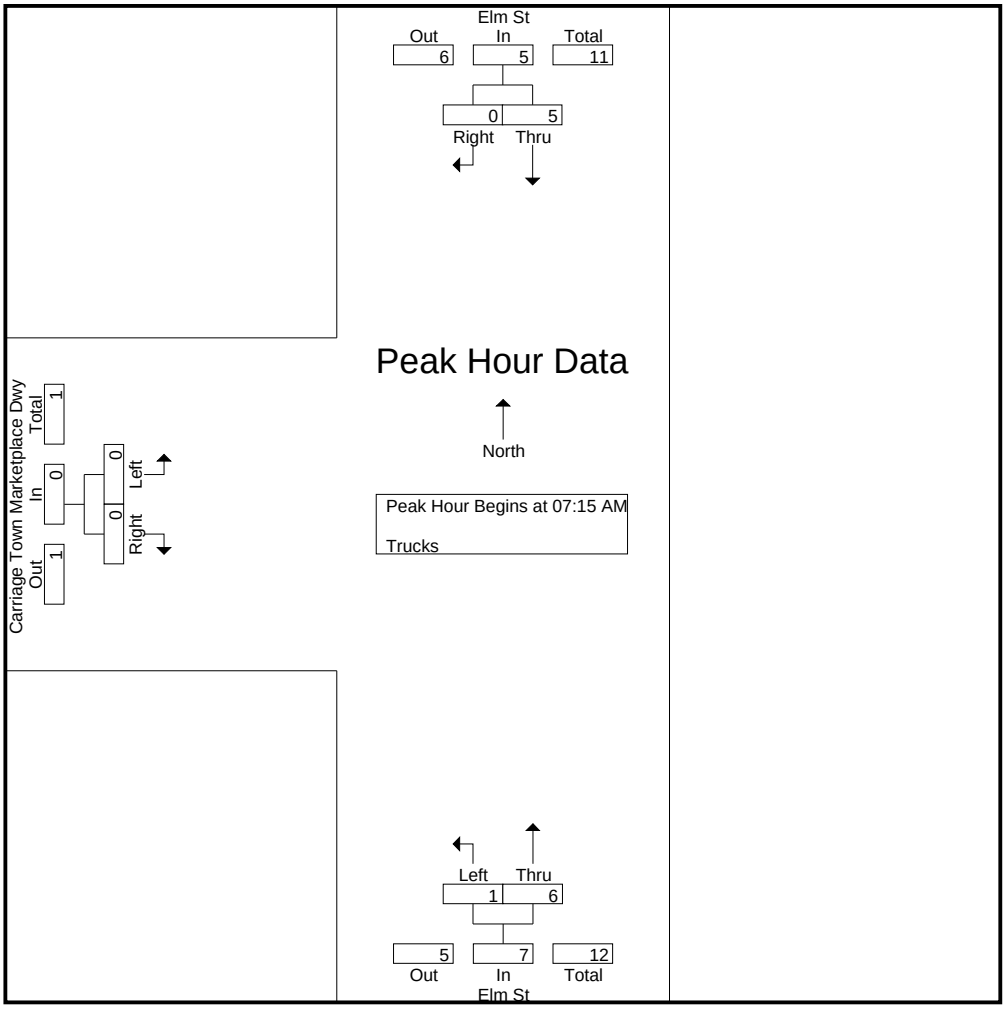
	Elm St From North			Elm St From South			Carriage Town Marketplace Dwy From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**2**	0	**2**	0	**3**	**3**	0	0	0	**5**
07:30 AM	2	0	2	0	1	1	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	1	0	1	**1**	2	3	0	0	0	4
Total Volume	5	0	5	1	6	7	0	0	0	12
% App. Total	100	0		14.3	85.7		0	0		
PHF	.625	.000	.625	.250	.500	.583	.000	.000	.000	.600

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Carriage Town Marketplace Dwy
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 9/4/2024
Page No : 8



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

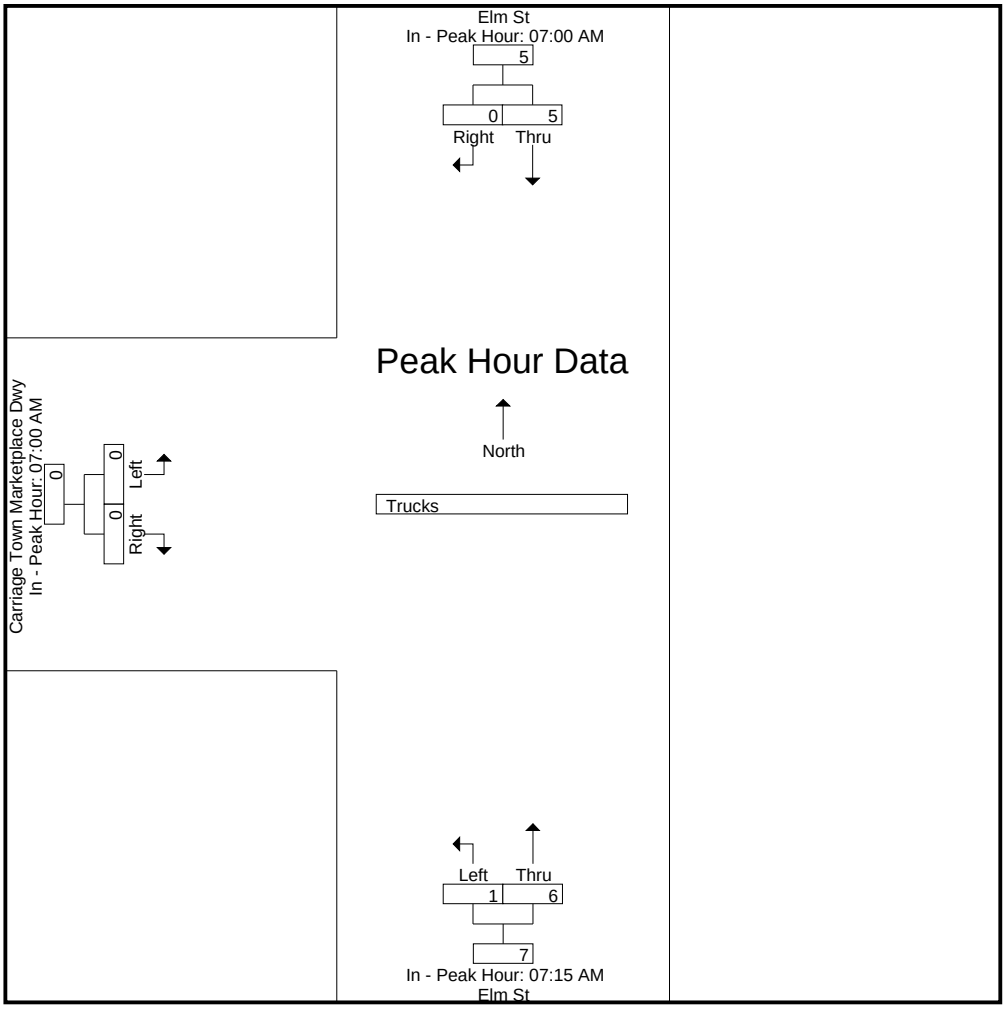
	07:00 AM			07:15 AM			07:00 AM		
+0 mins.	1	0	1	0	**3**	**3**	0	0	0
+15 mins.	**2**	0	**2**	0	1	1	0	0	0
+30 mins.	2	0	2	0	0	0	0	0	0
+45 mins.	0	0	0	**1**	2	3	0	0	0
Total Volume	5	0	5	1	6	7	0	0	0
% App. Total	100	0		14.3	85.7		0	0	
PHF	.625	.000	.625	.250	.500	.583	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Carriage Town Marketplace Dwy
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 9/4/2024
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Carriage Town Marketplace Dwy
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 9/4/2024

Groups Printed- Bikes Peds

	Elm St From North			Elm St From South			Carriage Town Marketplace Dwy From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	1	0	0	0	0	0	0	1	0	1
07:15 AM	0	0	0	1	0	0	0	0	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	1	0	0	0	0	0	1	1
Total	0	0	1	1	1	0	0	0	0	1	2	3
08:00 AM	0	0	0	0	0	0	0	1	0	0	1	1
08:15 AM	2	0	0	0	0	0	0	0	0	0	2	2
08:30 AM	0	0	0	0	0	0	0	1	0	0	1	1
08:45 AM	0	0	0	1	0	0	0	0	0	0	1	1
Total	2	0	0	1	0	0	0	2	0	0	5	5
Grand Total	2	0	1	2	1	0	0	2	0	1	7	8
Apprch %	100	0		66.7	33.3		0	100				
Total %	28.6	0		28.6	14.3		0	28.6		12.5	87.5	

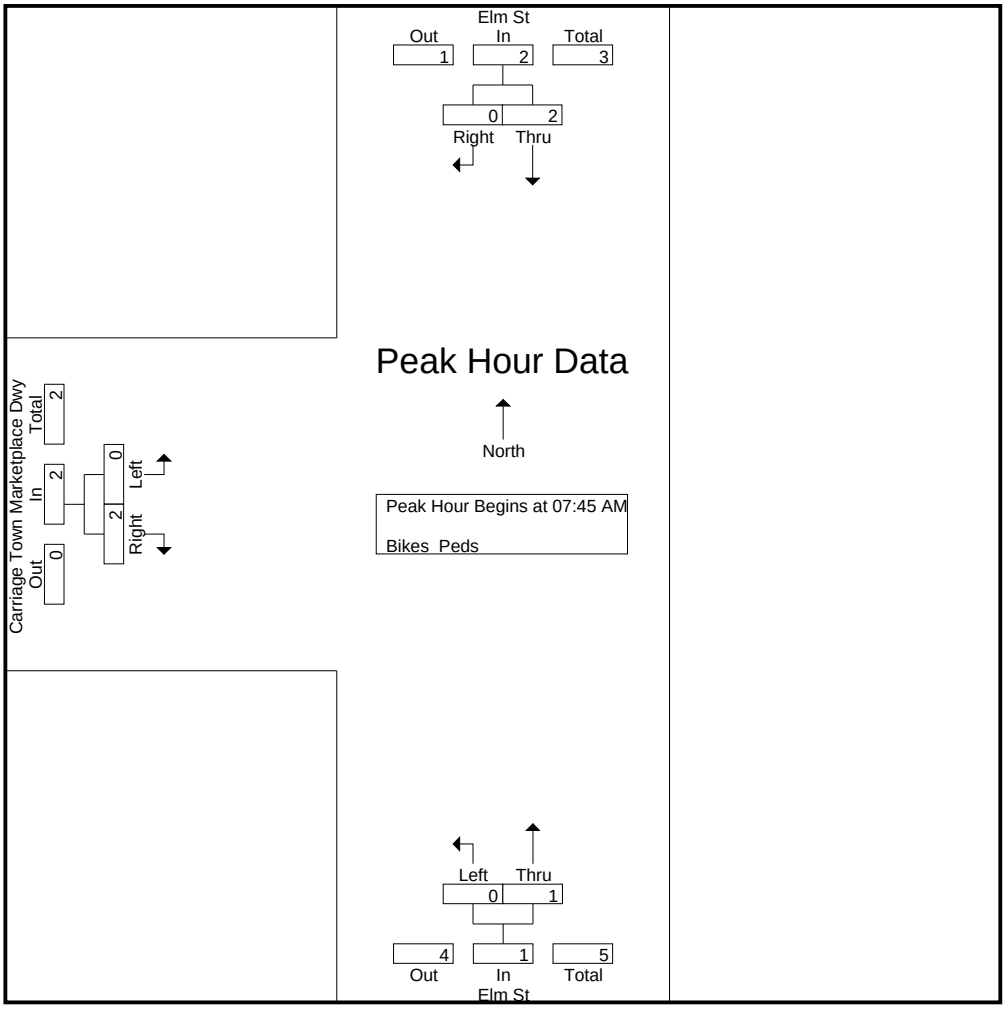
	Elm St From North			Elm St From South			Carriage Town Marketplace Dwy From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	0	**1**	**1**	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	**1**	**1**	1
08:15 AM	**2**	0	**2**	0	0	0	0	0	0	**2**
08:30 AM	0	0	0	0	0	0	0	1	1	1
Total Volume	2	0	2	0	1	1	0	2	2	5
% App. Total	100	0		0	100		0	100		
PHF	.250	.000	.250	.000	.250	.250	.000	.500	.500	.625

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Carriage Town Marketplace Dwy
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 9/4/2024
Page No : 11



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

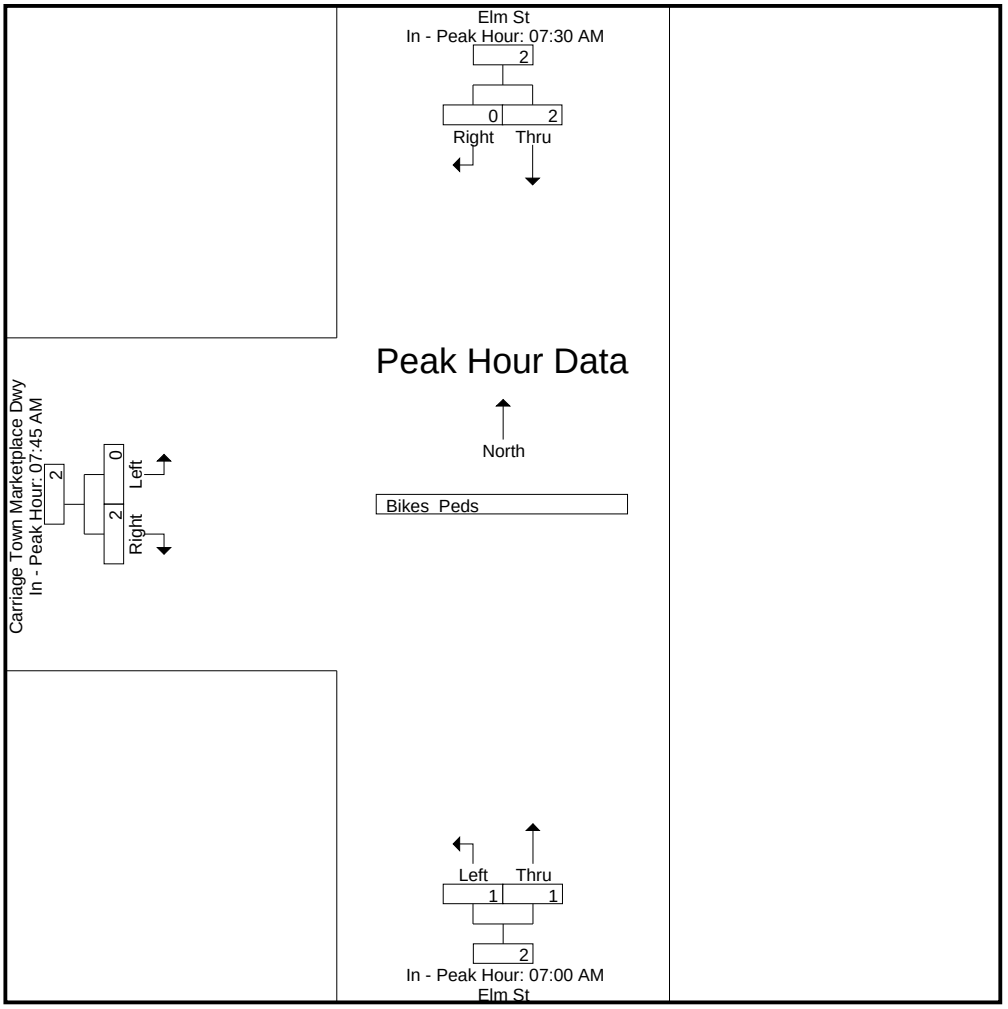
	07:30 AM			07:00 AM			07:45 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	**1**	0	**1**	0	**1**	**1**
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	**2**	0	**2**	0	**1**	1	0	1	1
Total Volume	2	0	2	1	1	2	0	2	2
% App. Total	100	0		50	50		0	100	
PHF	.250	.000	.250	.250	.250	.500	.000	.500	.500

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Carriage Town Marketplace Dwy
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 9/4/2024
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Carriage Town Marketplace Dwy
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 9/4/2024
Page No : 1

Groups Printed- Cars - Trucks

	Elm St From North		Elm St From South		Carriage Town Marketplace Dwy From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
04:00 PM	101	18	14	122	16	21	292
04:15 PM	76	15	16	135	30	15	287
04:30 PM	105	23	12	144	25	10	319
04:45 PM	91	23	10	143	25	10	302
Total	373	79	52	544	96	56	1200
05:00 PM	103	22	10	134	25	9	303
05:15 PM	85	21	7	143	22	8	286
05:30 PM	78	17	8	165	24	9	301
05:45 PM	73	19	11	108	25	8	244
Total	339	79	36	550	96	34	1134
Grand Total	712	158	88	1094	192	90	2334
Apprch %	81.8	18.2	7.4	92.6	68.1	31.9	
Total %	30.5	6.8	3.8	46.9	8.2	3.9	
Cars	708	158	85	1089	192	90	2322
% Cars	99.4	100	96.6	99.5	100	100	99.5
Trucks	4	0	3	5	0	0	12
% Trucks	0.6	0	3.4	0.5	0	0	0.5

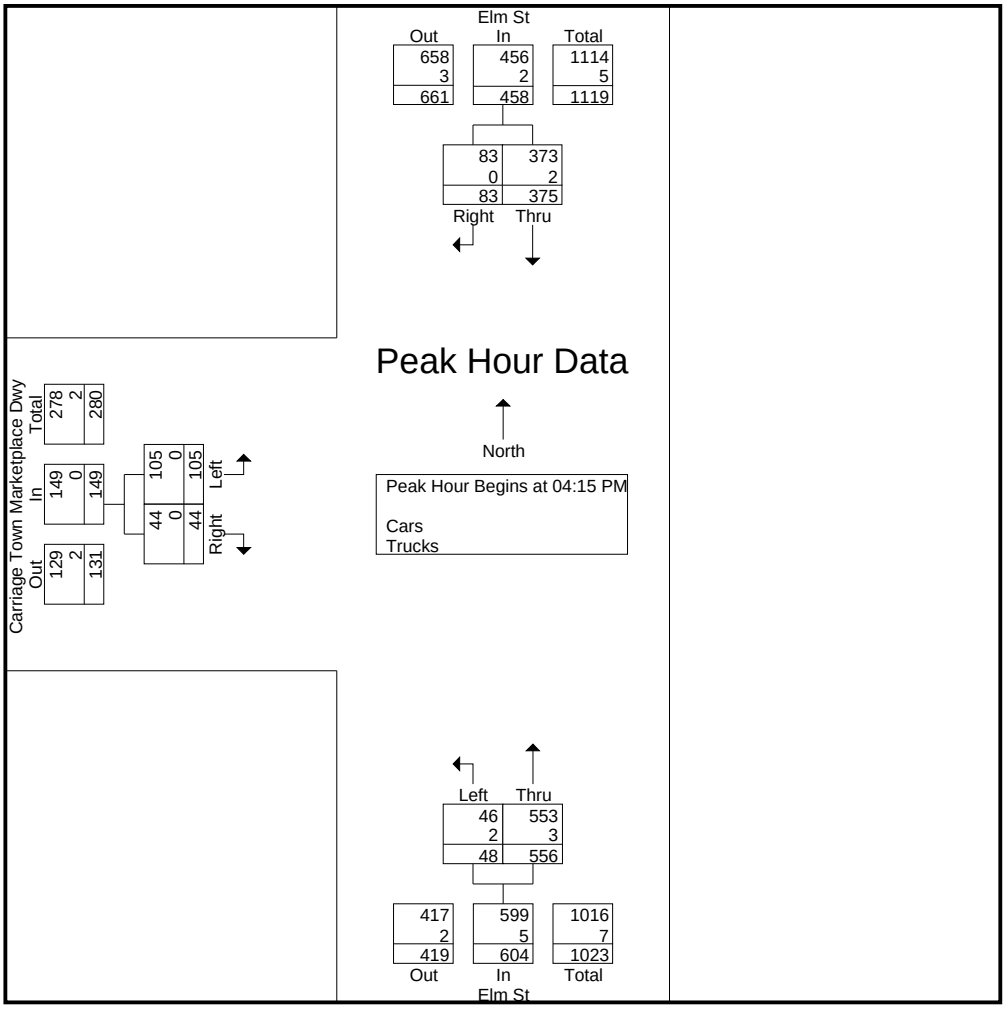
	Elm St From North			Elm St From South			Carriage Town Marketplace Dwy From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	76	15	91	**16**	135	151	**30**	**15**	**45**	287
04:30 PM	**105**	**23**	**128**	12	**144**	**156**	25	10	35	**319**
04:45 PM	91	23	114	10	143	153	25	10	35	302
05:00 PM	103	22	125	10	134	144	25	9	34	303
Total Volume	375	83	458	48	556	604	105	44	149	1211
% App. Total	81.9	18.1		7.9	92.1		70.5	29.5		
PHF	.893	.902	.895	.750	.965	.968	.875	.733	.828	.949
Cars	373	83	456	46	553	599	105	44	149	1204
% Cars	99.5	100	99.6	95.8	99.5	99.2	100	100	100	99.4
Trucks	2	0	2	2	3	5	0	0	0	7
% Trucks	0.5	0	0.4	4.2	0.5	0.8	0	0	0	0.6

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Carriage Town Marketplace Dwy
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 9/4/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

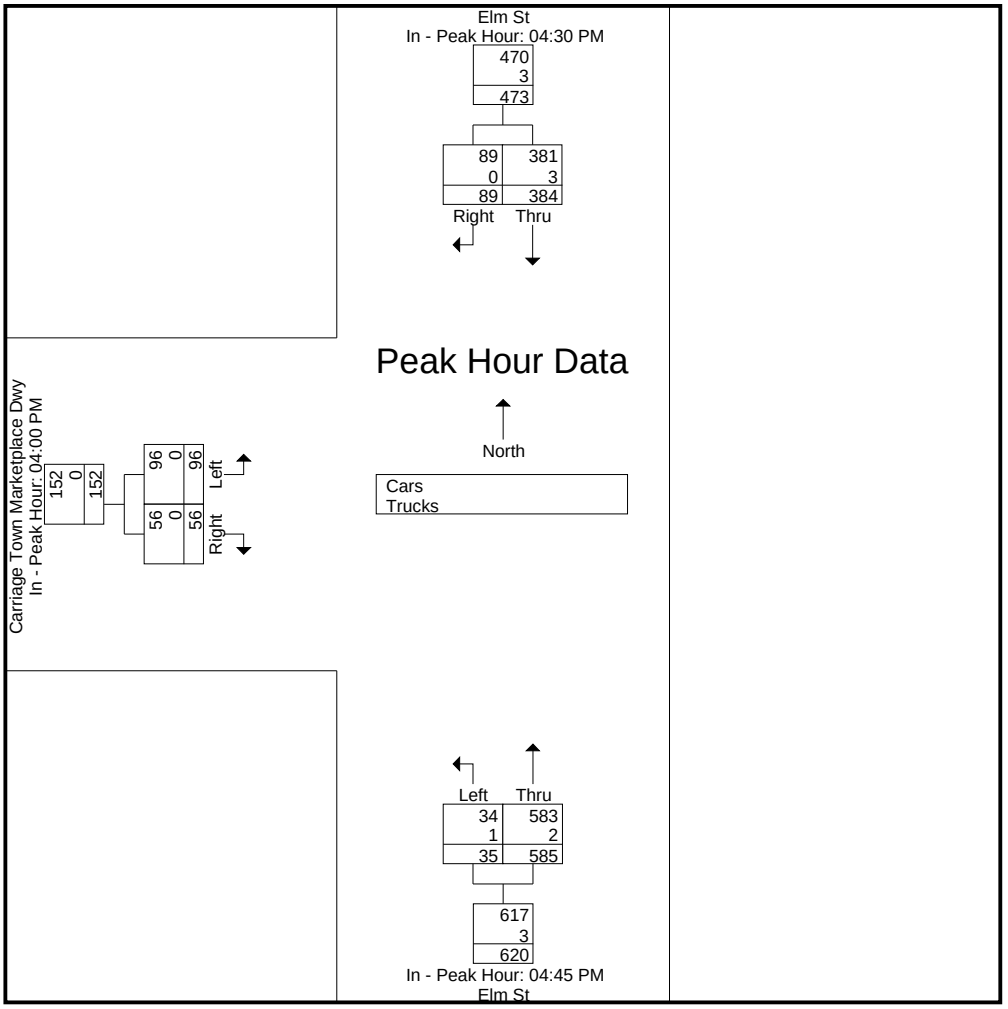
	04:30 PM			04:45 PM			04:00 PM		
+0 mins.	**105**	**23**	**128**	**10**	143	153	16	**21**	37
+15 mins.	91	23	114	10	134	144	**30**	15	**45**
+30 mins.	103	22	125	7	143	150	25	10	35
+45 mins.	85	21	106	8	**165**	**173**	25	10	35
Total Volume	384	89	473	35	585	620	96	56	152
% App. Total	81.2	18.8		5.6	94.4		63.2	36.8	
PHF	.914	.967	.924	.875	.886	.896	.800	.667	.844
Cars	381	89	470	34	583	617	96	56	152
% Cars	99.2	100	99.4	97.1	99.7	99.5	100	100	100
Trucks	3	0	3	1	2	3	0	0	0
% Trucks	0.8	0	0.6	2.9	0.3	0.5	0	0	0

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Carriage Town Marketplace Dwy
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 9/4/2024
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Carriage Town Marketplace Dwy
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 9/4/2024

Groups Printed- Cars

	Elm St From North		Elm St From South		Carriage Town Marketplace Dwy From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
04:00 PM	101	18	13	120	16	21	289
04:15 PM	76	15	16	135	30	15	287
04:30 PM	105	23	11	143	25	10	317
04:45 PM	90	23	10	142	25	10	300
Total	372	79	50	540	96	56	1193
05:00 PM	102	22	9	133	25	9	300
05:15 PM	84	21	7	143	22	8	285
05:30 PM	77	17	8	165	24	9	300
05:45 PM	73	19	11	108	25	8	244
Total	336	79	35	549	96	34	1129
Grand Total	708	158	85	1089	192	90	2322
Apprch %	81.8	18.2	7.2	92.8	68.1	31.9	
Total %	30.5	6.8	3.7	46.9	8.3	3.9	

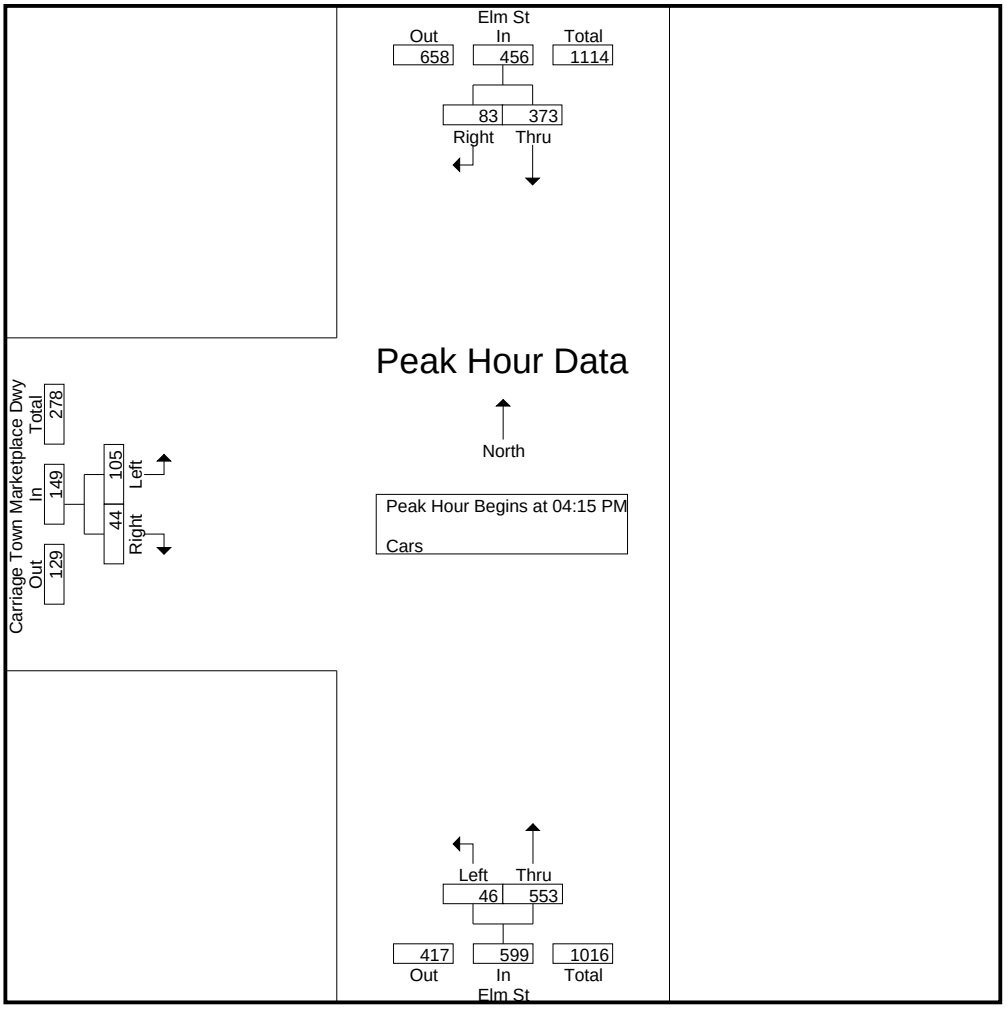
	Elm St From North			Elm St From South			Carriage Town Marketplace Dwy From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	76	15	91	**16**	135	151	**30**	**15**	**45**	287
04:30 PM	**105**	**23**	**128**	11	**143**	**154**	25	10	35	**317**
04:45 PM	90	23	113	10	142	152	25	10	35	300
05:00 PM	102	22	124	9	133	142	25	9	34	300
Total Volume	373	83	456	46	553	599	105	44	149	1204
% App. Total	81.8	18.2		7.7	92.3		70.5	29.5		
PHF	.888	.902	.891	.719	.967	.972	.875	.733	.828	.950

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Carriage Town Marketplace Dwy
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 9/4/2024
Page No : 5



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

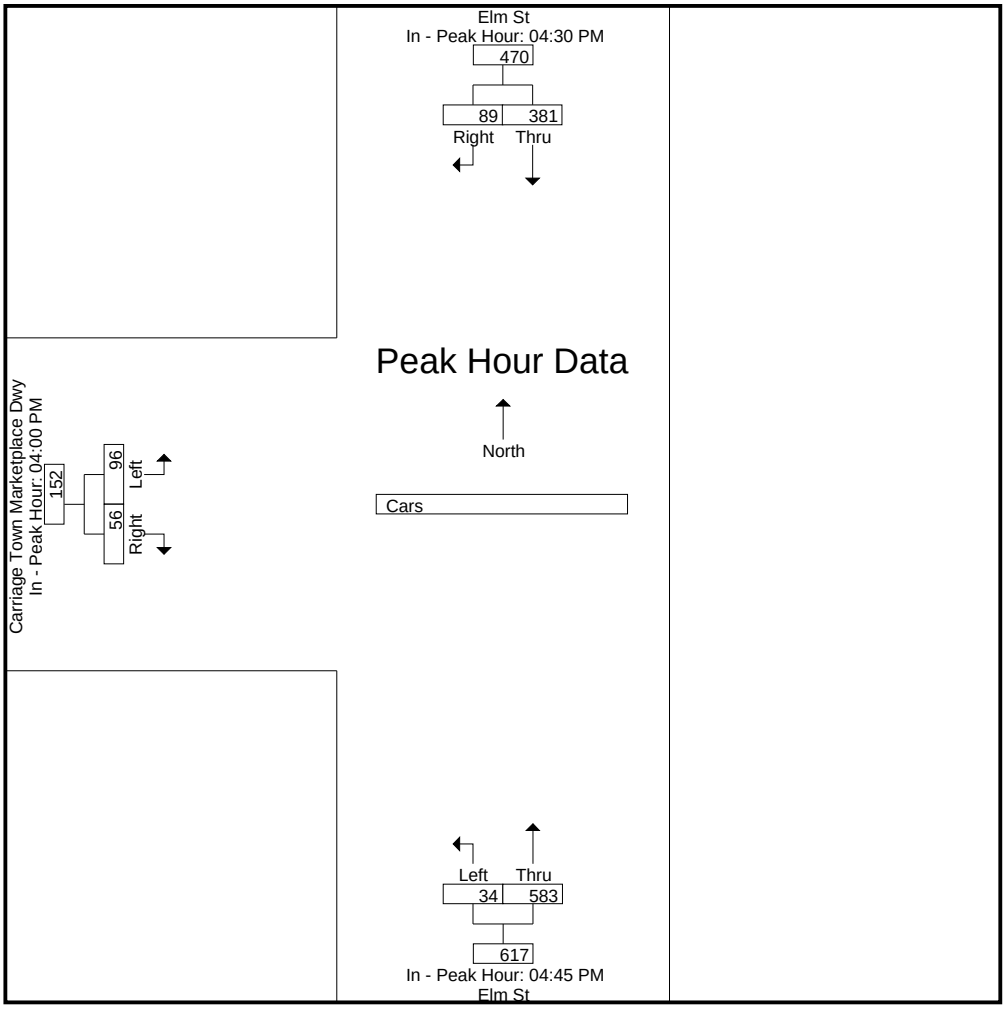
	04:30 PM			04:45 PM			04:00 PM		
+0 mins.	**105**	**23**	**128**	**10**	142	152	16	**21**	37
+15 mins.	90	23	113	9	133	142	**30**	15	**45**
+30 mins.	102	22	124	7	143	150	25	10	35
+45 mins.	84	21	105	8	**165**	**173**	25	10	35
Total Volume	381	89	470	34	583	617	96	56	152
% App. Total	81.1	18.9		5.5	94.5		63.2	36.8	
PHF	.907	.967	.918	.850	.883	.892	.800	.667	.844

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Carriage Town Marketplace Dwy
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 9/4/2024
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Carriage Town Marketplace Dwy
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 9/4/2024

Groups Printed- Trucks

	Elm St From North		Elm St From South		Carriage Town Marketplace Dwy From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
04:00 PM	0	0	1	2	0	0	3
04:15 PM	0	0	0	0	0	0	0
04:30 PM	0	0	1	1	0	0	2
04:45 PM	1	0	0	1	0	0	2
Total	1	0	2	4	0	0	7
05:00 PM	1	0	1	1	0	0	3
05:15 PM	1	0	0	0	0	0	1
05:30 PM	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0
Total	3	0	1	1	0	0	5
Grand Total	4	0	3	5	0	0	12
Apprch %	100	0	37.5	62.5	0	0	
Total %	33.3	0	25	41.7	0	0	

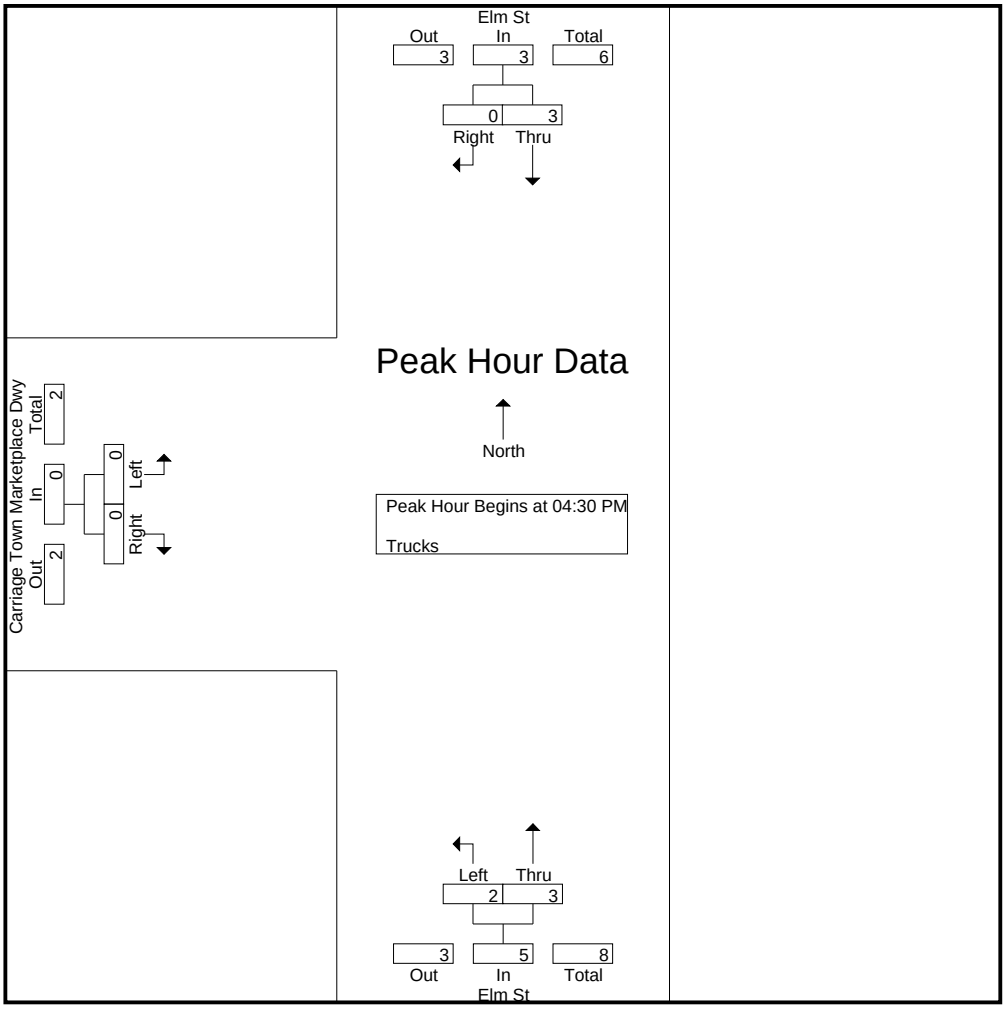
	Elm St From North			Elm St From South			Carriage Town Marketplace Dwy From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	**1**	**1**	**2**	0	0	0	2
04:45 PM	**1**	0	**1**	0	1	1	0	0	0	2
05:00 PM	1	0	1	1	1	2	0	0	0	**3**
05:15 PM	1	0	1	0	0	0	0	0	0	1
Total Volume	3	0	3	2	3	5	0	0	0	8
% App. Total	100	0		40	60		0	0		
PHF	.750	.000	.750	.500	.750	.625	.000	.000	.000	.667

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Carriage Town Marketplace Dwy
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 9/4/2024
Page No : 8



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

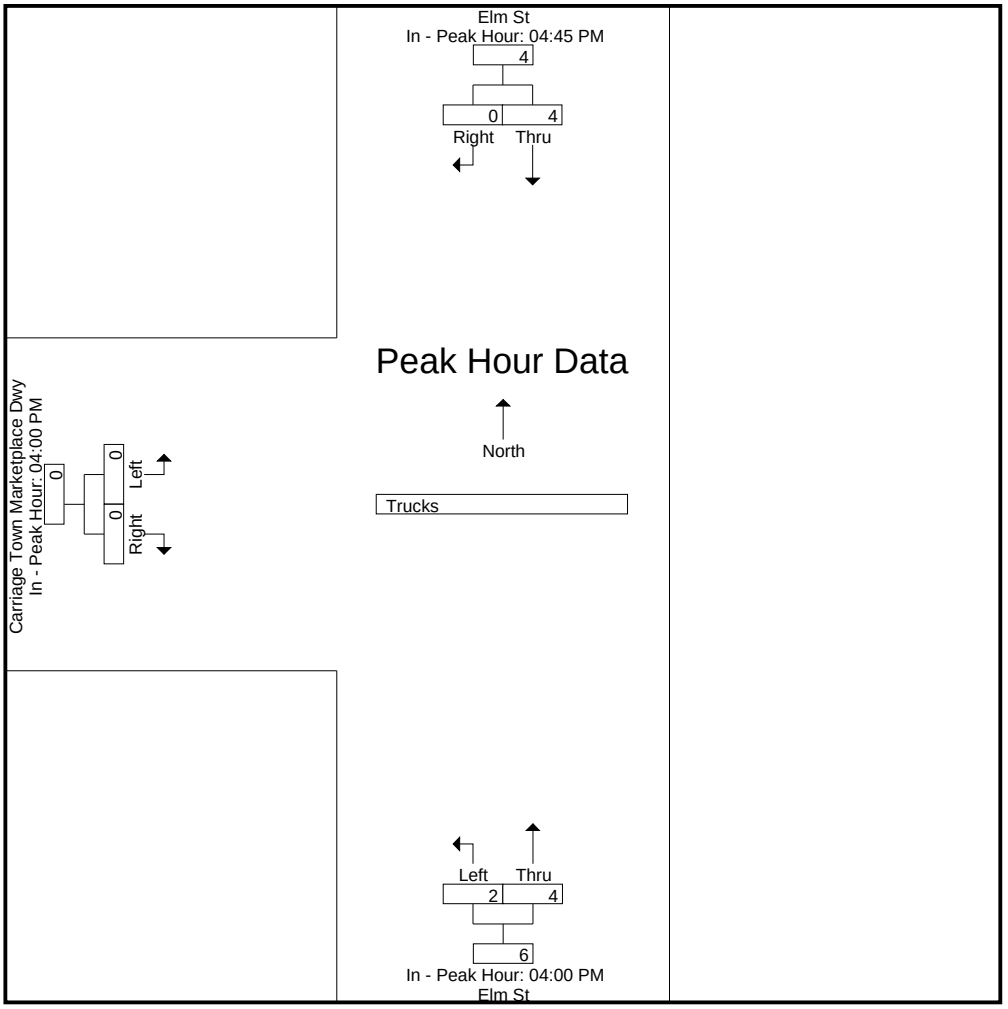
	04:45 PM			04:00 PM			04:00 PM		
+0 mins.	**1**	0	**1**	**1**	**2**	**3**	0	0	0
+15 mins.	1	0	1	0	0	0	0	0	0
+30 mins.	1	0	1	1	1	2	0	0	0
+45 mins.	1	0	1	0	1	1	0	0	0
Total Volume	4	0	4	2	4	6	0	0	0
% App. Total	100	0		33.3	66.7		0	0	
PHF	1.000	.000	1.000	.500	.500	.500	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Carriage Town Marketplace Dwy
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 9/4/2024
Page No : 9



N/S Street : Elm Street
E/W Street : Carriage Town Marketplace Dwy
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 9/4/2024
Page No : 10

Groups Printed- Bikes Peds

	Elm St From North			Elm St From South			Carriage Town Marketplace Dwy From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	1	0	0	0	1	0	0	2	2
04:15 PM	0	0	0	0	2	0	0	1	0	0	3	3
04:30 PM	0	1	0	1	0	0	0	1	0	0	3	3
04:45 PM	0	0	1	0	0	2	0	0	0	3	0	3
Total	0	1	1	2	2	2	0	3	0	3	8	11
05:00 PM	0	1	0	0	4	0	0	3	0	0	8	8
05:15 PM	0	0	0	1	0	0	0	0	0	0	1	1
05:30 PM	0	0	0	2	2	0	0	0	0	0	4	4
05:45 PM	0	0	0	3	0	0	0	0	0	0	3	3
Total	0	1	0	6	6	0	0	3	0	0	16	16
Grand Total	0	2	1	8	8	2	0	6	0	3	24	27
Apprch %	0	100		50	50		0	100				
Total %	0	8.3		33.3	33.3		0	25		11.1	88.9	

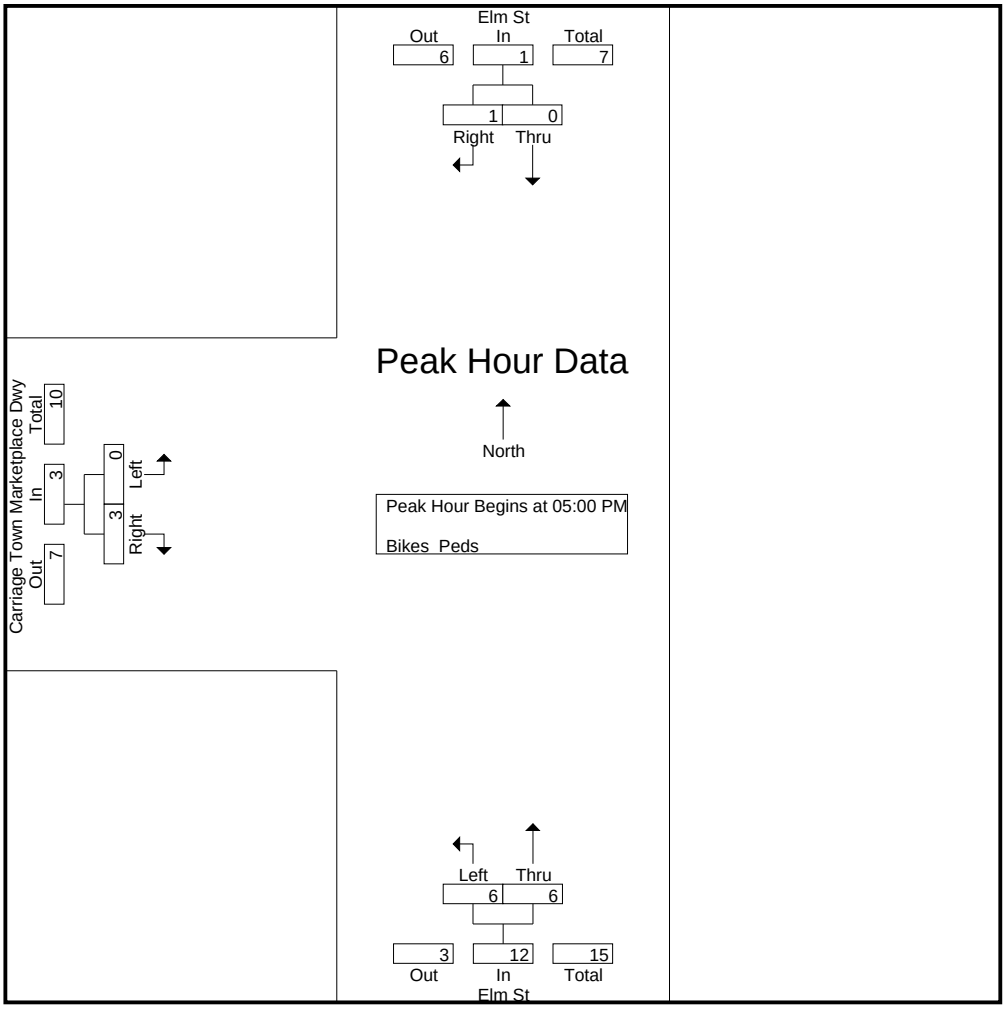
	Elm St From North			Elm St From South			Carriage Town Marketplace Dwy From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	**1**	**1**	0	**4**	**4**	0	**3**	**3**	**8**
05:15 PM	0	0	0	1	0	1	0	0	0	1
05:30 PM	0	0	0	2	2	4	0	0	0	4
05:45 PM	0	0	0	**3**	0	3	0	0	0	3
Total Volume	0	1	1	6	6	12	0	3	3	16
% App. Total	0	100		50	50		0	100		
PHF	.000	.250	.250	.500	.375	.750	.000	.250	.250	.500

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Carriage Town Marketplace Dwy
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 9/4/2024
Page No : 11



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

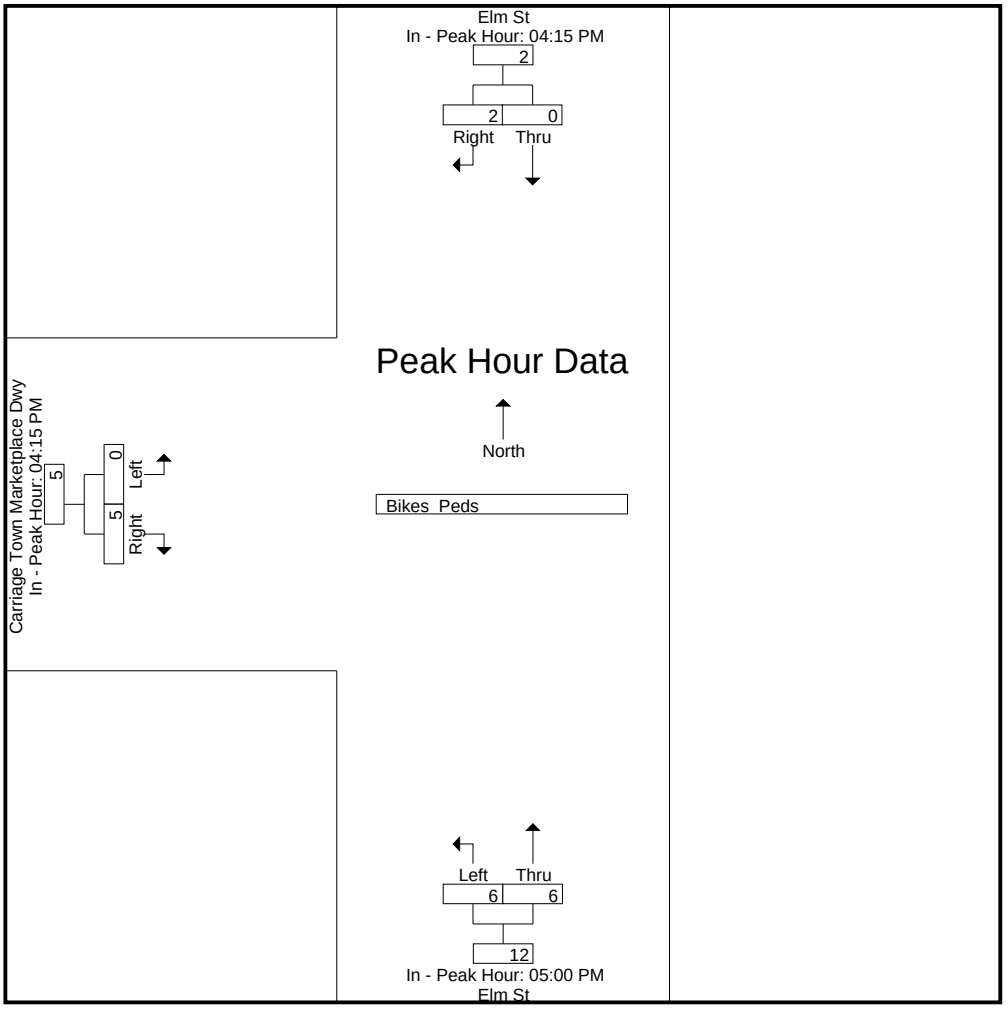
	04:15 PM			05:00 PM			04:15 PM		
+0 mins.	0	0	0	0	**4**	**4**	0	1	1
+15 mins.	0	**1**	**1**	1	0	1	0	1	1
+30 mins.	0	0	0	2	2	4	0	0	0
+45 mins.	0	1	1	**3**	0	3	0	**3**	**3**
Total Volume	0	2	2	6	6	12	0	5	5
% App. Total	0	100		50	50		0	100	
PHF	.000	.500	.500	.500	.375	.750	.000	.417	.417

Accurate Counts

978-664-2565

N/S Street : Elm Street
E/W Street : Carriage Town Marketplace Dwy
City/State : Amesbury, MA
Weather : Clear

File Name : 95260001
Site Code : 95260001
Start Date : 9/4/2024
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Route 495 Off Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 9/4/2024
Page No : 1

Groups Printed- Cars - Trucks

	Route 110 From East		Route 495 Off Ramp From South		Route 110 From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
07:00 AM	0	207	0	242	133	0	582
07:15 AM	0	274	0	276	136	0	686
07:30 AM	0	224	0	252	128	0	604
07:45 AM	0	217	0	306	123	0	646
Total	0	922	0	1076	520	0	2518
08:00 AM	0	211	0	194	153	0	558
08:15 AM	0	217	0	227	121	0	565
08:30 AM	0	217	0	206	156	0	579
08:45 AM	0	203	0	221	113	0	537
Total	0	848	0	848	543	0	2239
Grand Total	0	1770	0	1924	1063	0	4757
Apprch %	0	100	0	100	100	0	
Total %	0	37.2	0	40.4	22.3	0	
Cars	0	1727	0	1888	1044	0	4659
% Cars	0	97.6	0	98.1	98.2	0	97.9
Trucks	0	43	0	36	19	0	98
% Trucks	0	2.4	0	1.9	1.8	0	2.1

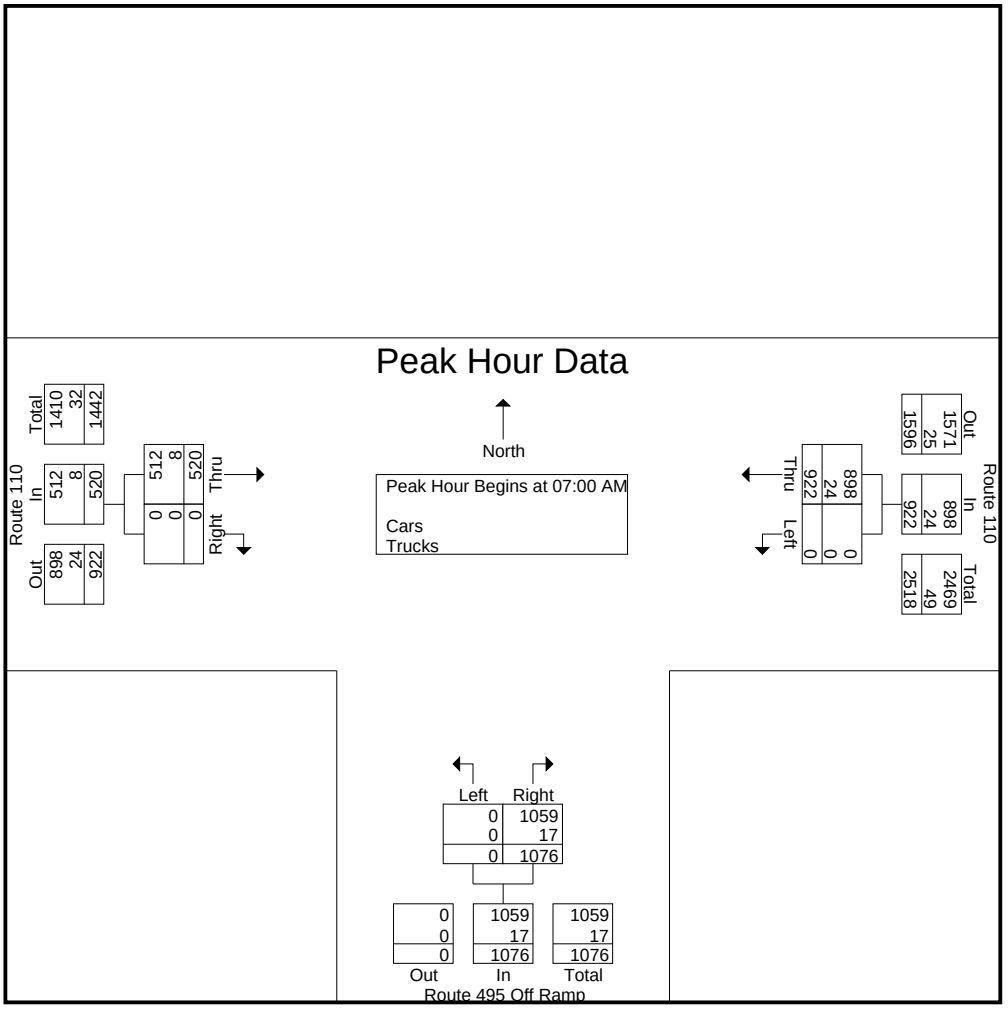
	Route 110 From East			Route 495 Off Ramp From South			Route 110 From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	207	207	0	242	242	133	0	133	582
07:15 AM	0	**274**	**274**	0	276	276	**136**	0	**136**	**686**
07:30 AM	0	224	224	0	252	252	128	0	128	604
07:45 AM	0	217	217	0	**306**	**306**	123	0	123	646
Total Volume	0	922	922	0	1076	1076	520	0	520	2518
% App. Total	0	100		0	100		100	0		
PHF	.000	.841	.841	.000	.879	.879	.956	.000	.956	.918
Cars	0	898	898	0	1059	1059	512	0	512	2469
% Cars	0	97.4	97.4	0	98.4	98.4	98.5	0	98.5	98.1
Trucks	0	24	24	0	17	17	8	0	8	49
% Trucks	0	2.6	2.6	0	1.6	1.6	1.5	0	1.5	1.9

Accurate Counts

978-664-2565

N/S Street : Route 495 Off Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 9/4/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

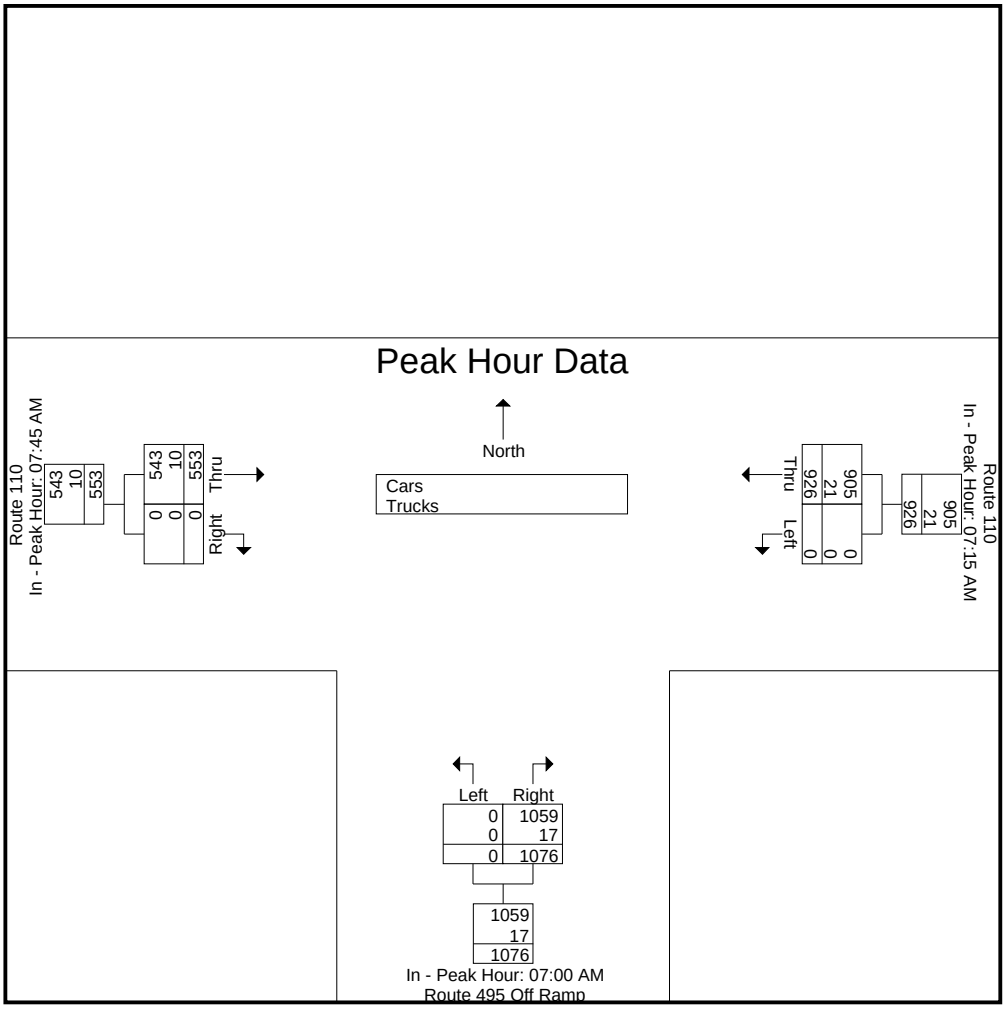
	07:15 AM			07:00 AM			07:45 AM		
+0 mins.	0	**274**	**274**	0	242	242	123	0	123
+15 mins.	0	224	224	0	276	276	153	0	153
+30 mins.	0	217	217	0	252	252	121	0	121
+45 mins.	0	211	211	0	**306**	**306**	**156**	0	**156**
Total Volume	0	926	926	0	1076	1076	553	0	553
% App. Total	0	100		0	100		100	0	
PHF	.000	.845	.845	.000	.879	.879	.886	.000	.886
Cars	0	905	905	0	1059	1059	543	0	543
% Cars	0	97.7	97.7	0	98.4	98.4	98.2	0	98.2
Trucks	0	21	21	0	17	17	10	0	10
% Trucks	0	2.3	2.3	0	1.6	1.6	1.8	0	1.8

Accurate Counts

978-664-2565

N/S Street : Route 495 Off Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 9/4/2024
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Route 495 Off Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 9/4/2024

Groups Printed- Cars

	Route 110 From East		Route 495 Off Ramp From South		Route 110 From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
07:00 AM	0	201	0	238	131	0	570
07:15 AM	0	264	0	268	133	0	665
07:30 AM	0	219	0	249	127	0	595
07:45 AM	0	214	0	304	121	0	639
Total	0	898	0	1059	512	0	2469
08:00 AM	0	208	0	190	150	0	548
08:15 AM	0	212	0	224	118	0	554
08:30 AM	0	210	0	199	154	0	563
08:45 AM	0	199	0	216	110	0	525
Total	0	829	0	829	532	0	2190
Grand Total	0	1727	0	1888	1044	0	4659
Apprch %	0	100	0	100	100	0	
Total %	0	37.1	0	40.5	22.4	0	

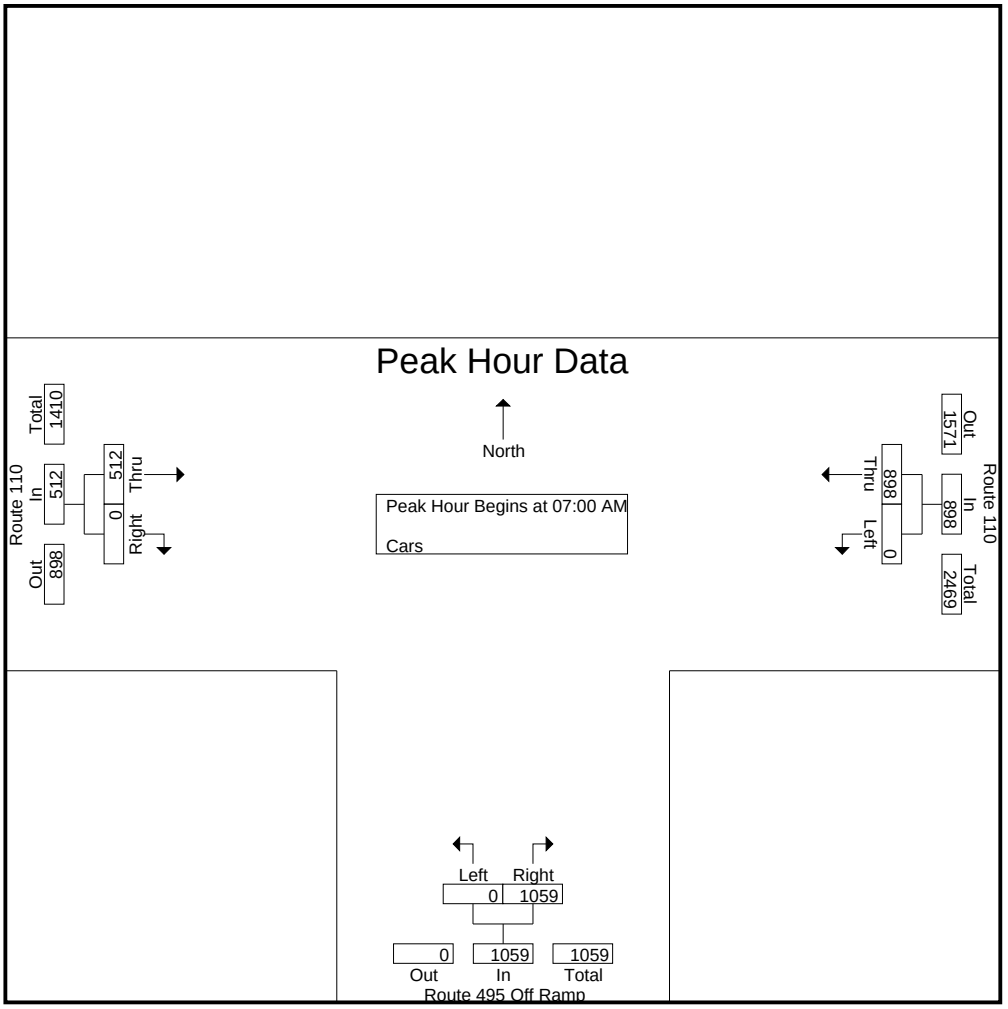
	Route 110 From East			Route 495 Off Ramp From South			Route 110 From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	201	201	0	238	238	131	0	131	570
07:15 AM	0	**264**	**264**	0	268	268	**133**	0	**133**	**665**
07:30 AM	0	219	219	0	249	249	127	0	127	595
07:45 AM	0	214	214	0	**304**	**304**	121	0	121	639
Total Volume	0	898	898	0	1059	1059	512	0	512	2469
% App. Total	0	100		0	100		100	0		
PHF	.000	.850	.850	.000	.871	.871	.962	.000	.962	.928

Accurate Counts

978-664-2565

N/S Street : Route 495 Off Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 9/4/2024
Page No : 5



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

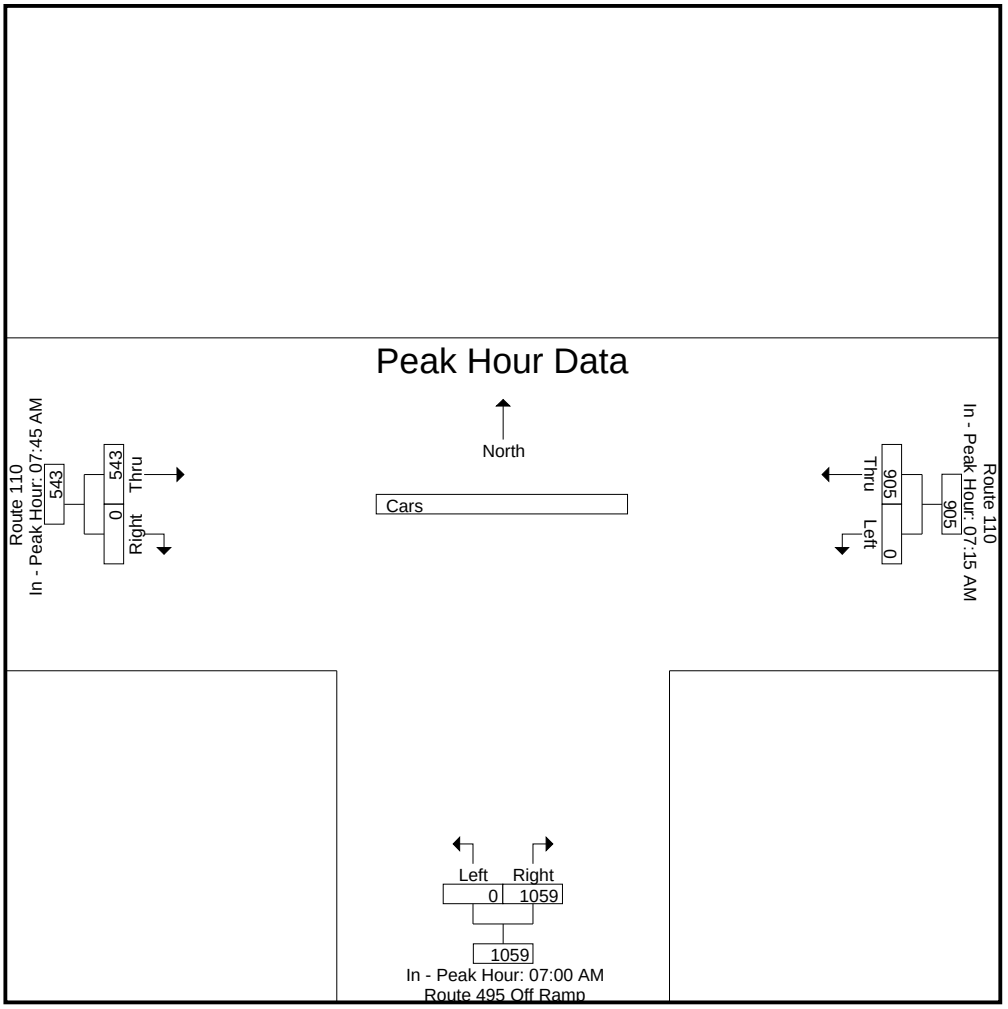
	07:15 AM			07:00 AM			07:45 AM		
+0 mins.	0	**264**	**264**	0	238	238	121	0	121
+15 mins.	0	219	219	0	268	268	150	0	150
+30 mins.	0	214	214	0	249	249	118	0	118
+45 mins.	0	208	208	0	**304**	**304**	**154**	0	**154**
Total Volume	0	905	905	0	1059	1059	543	0	543
% App. Total	0	100		0	100		100	0	
PHF	.000	.857	.857	.000	.871	.871	.881	.000	.881

Accurate Counts

978-664-2565

N/S Street : Route 495 Off Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 9/4/2024
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Route 495 Off Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 9/4/2024

Groups Printed- Trucks

	Route 110 From East		Route 495 Off Ramp From South		Route 110 From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
07:00 AM	0	6	0	4	2	0	12
07:15 AM	0	10	0	8	3	0	21
07:30 AM	0	5	0	3	1	0	9
07:45 AM	0	3	0	2	2	0	7
Total	0	24	0	17	8	0	49
08:00 AM	0	3	0	4	3	0	10
08:15 AM	0	5	0	3	3	0	11
08:30 AM	0	7	0	7	2	0	16
08:45 AM	0	4	0	5	3	0	12
Total	0	19	0	19	11	0	49
Grand Total	0	43	0	36	19	0	98
Apprch %	0	100	0	100	100	0	
Total %	0	43.9	0	36.7	19.4	0	

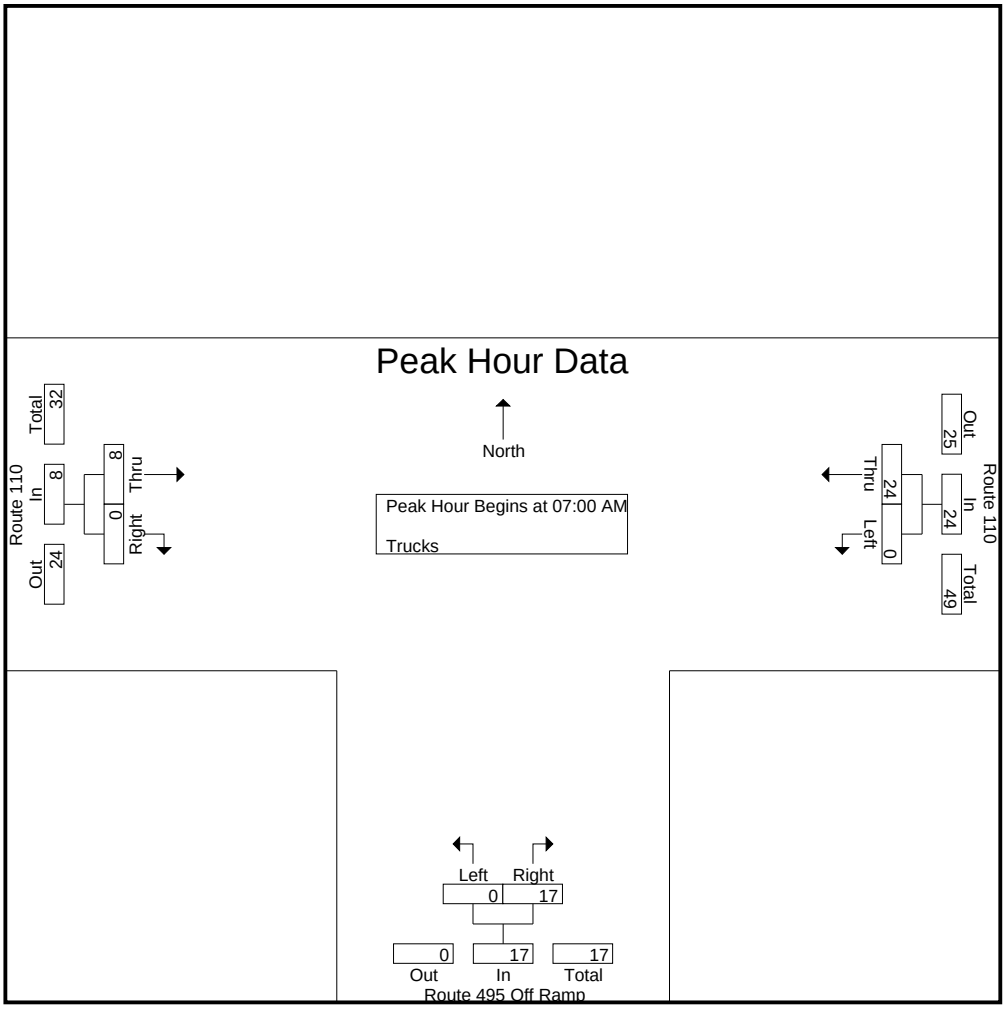
	Route 110 From East			Route 495 Off Ramp From South			Route 110 From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	6	6	0	4	4	2	0	2	12
07:15 AM	0	**10**	**10**	0	**8**	**8**	**3**	0	**3**	**21**
07:30 AM	0	5	5	0	3	3	1	0	1	9
07:45 AM	0	3	3	0	2	2	2	0	2	7
Total Volume	0	24	24	0	17	17	8	0	8	49
% App. Total	0	100		0	100		100	0		
PHF	.000	.600	.600	.000	.531	.531	.667	.000	.667	.583

Accurate Counts

978-664-2565

N/S Street : Route 495 Off Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 9/4/2024
Page No : 8



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

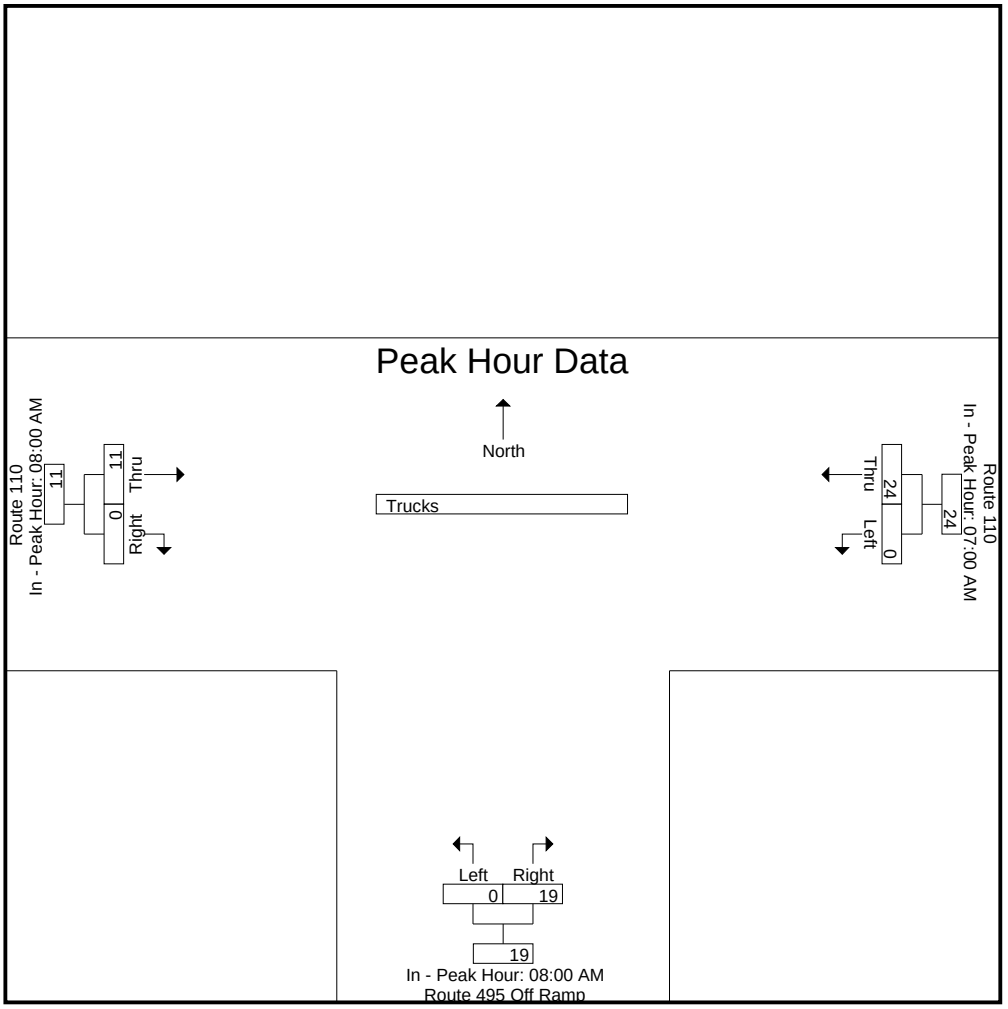
	07:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	6	6	0	4	4	**3**	0	**3**
+15 mins.	0	**10**	**10**	0	3	3	3	0	3
+30 mins.	0	5	5	0	**7**	**7**	2	0	2
+45 mins.	0	3	3	0	5	5	3	0	3
Total Volume	0	24	24	0	19	19	11	0	11
% App. Total	0	100		0	100		100	0	
PHF	.000	.600	.600	.000	.679	.679	.917	.000	.917

Accurate Counts

978-664-2565

N/S Street : Route 495 Off Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 9/4/2024
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Route 495 Off Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 9/4/2024

Groups Printed- Bikes Peds

	Route 110 From East			Route 495 Off Ramp From South			Route 110 From West					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0				
Total %										0	0	

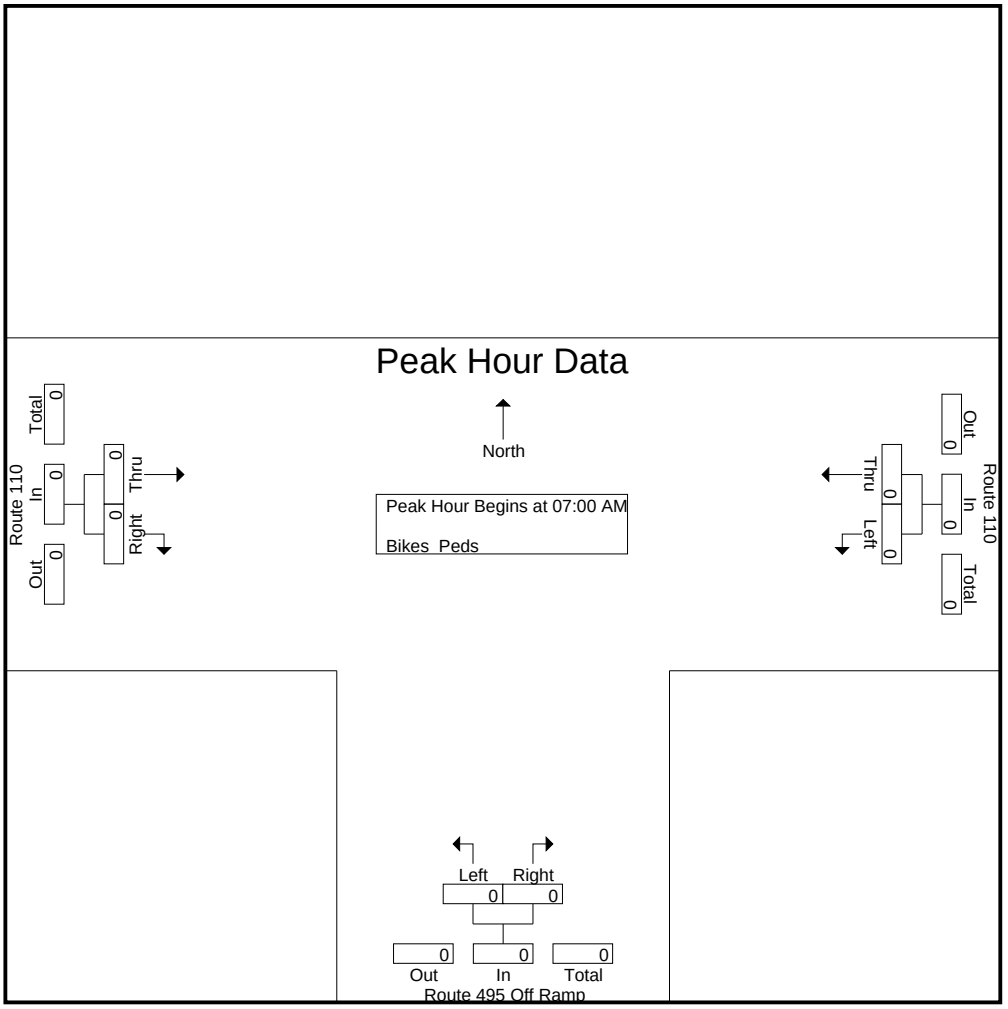
	Route 110 From East			Route 495 Off Ramp From South			Route 110 From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Route 495 Off Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 9/4/2024
Page No : 11



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

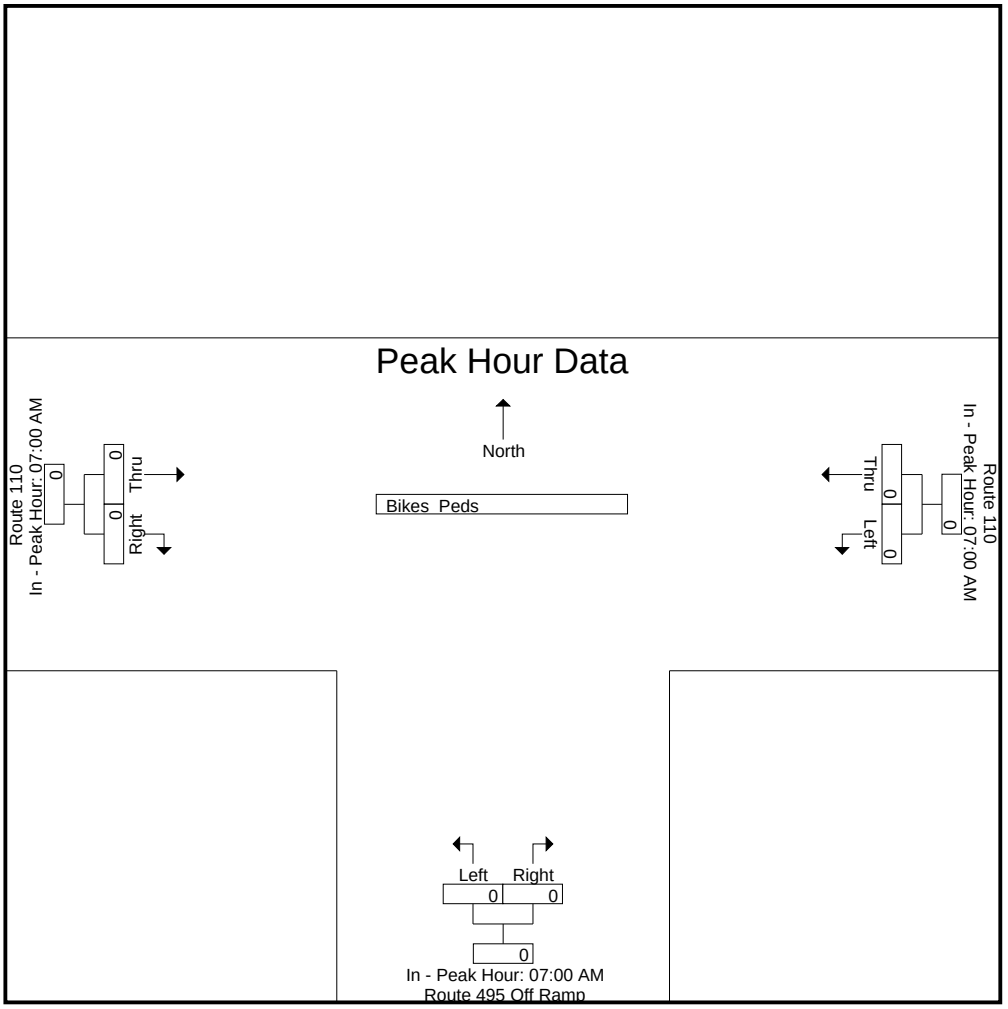
	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Route 495 Off Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 9/4/2024
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Route 495 Off Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 9/4/2024
Page No : 1

Groups Printed- Cars - Trucks

	Route 110 From East		Route 495 Off Ramp From South		Route 110 From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
04:00 PM	0	423	0	182	169	0	774
04:15 PM	0	349	0	181	124	0	654
04:30 PM	0	386	0	214	128	0	728
04:45 PM	0	383	0	212	106	0	701
Total	0	1541	0	789	527	0	2857
05:00 PM	0	354	0	176	134	0	664
05:15 PM	0	379	0	189	141	0	709
05:30 PM	0	339	0	195	127	0	661
05:45 PM	0	288	0	177	99	0	564
Total	0	1360	0	737	501	0	2598
Grand Total	0	2901	0	1526	1028	0	5455
Apprch %	0	100	0	100	100	0	
Total %	0	53.2	0	28	18.8	0	
Cars	0	2874	0	1515	1023	0	5412
% Cars	0	99.1	0	99.3	99.5	0	99.2
Trucks	0	27	0	11	5	0	43
% Trucks	0	0.9	0	0.7	0.5	0	0.8

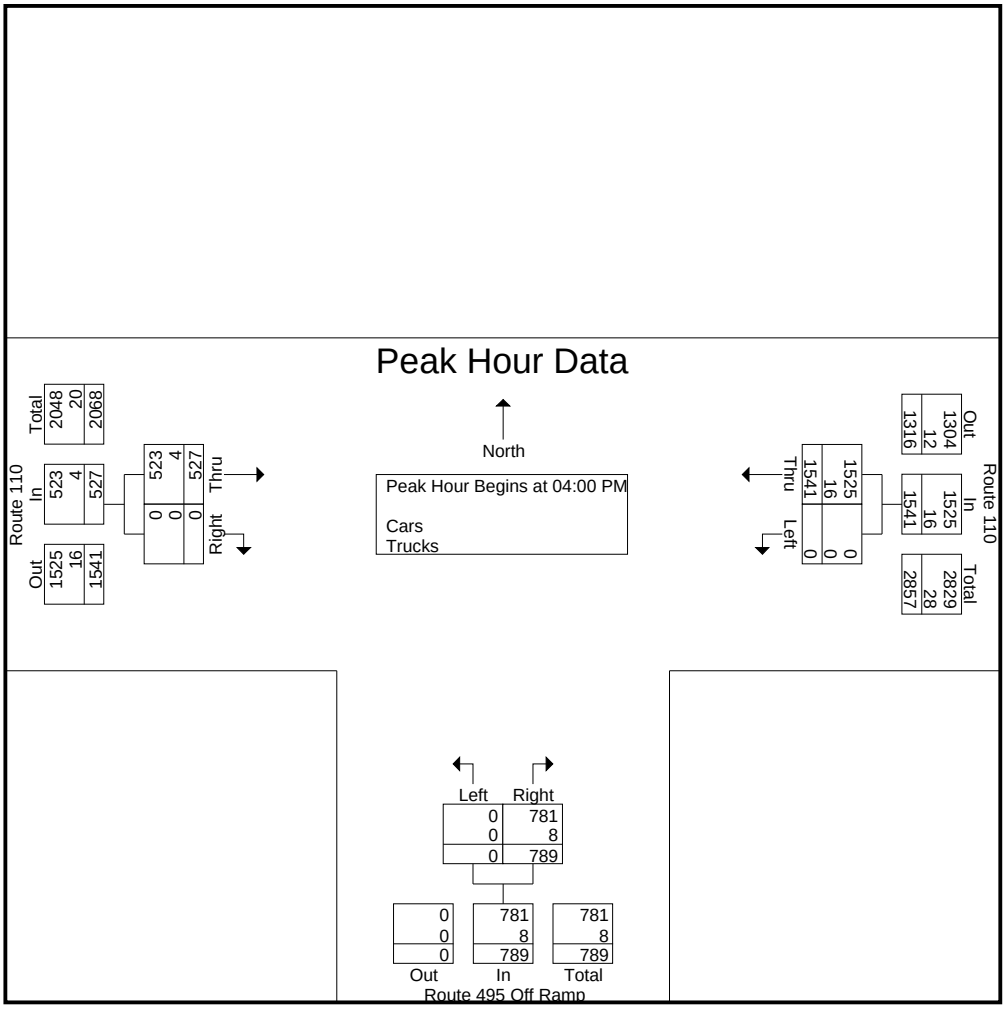
	Route 110 From East			Route 495 Off Ramp From South			Route 110 From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**423**	**423**	0	182	182	**169**	0	**169**	**774**
04:15 PM	0	349	349	0	181	181	124	0	124	654
04:30 PM	0	386	386	0	**214**	**214**	128	0	128	728
04:45 PM	0	383	383	0	212	212	106	0	106	701
Total Volume	0	1541	1541	0	789	789	527	0	527	2857
% App. Total	0	100		0	100		100	0		
PHF	.000	.911	.911	.000	.922	.922	.780	.000	.780	.923
Cars	0	1525	1525	0	781	781	523	0	523	2829
% Cars	0	99.0	99.0	0	99.0	99.0	99.2	0	99.2	99.0
Trucks	0	16	16	0	8	8	4	0	4	28
% Trucks	0	1.0	1.0	0	1.0	1.0	0.8	0	0.8	1.0

Accurate Counts

978-664-2565

N/S Street : Route 495 Off Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 9/4/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

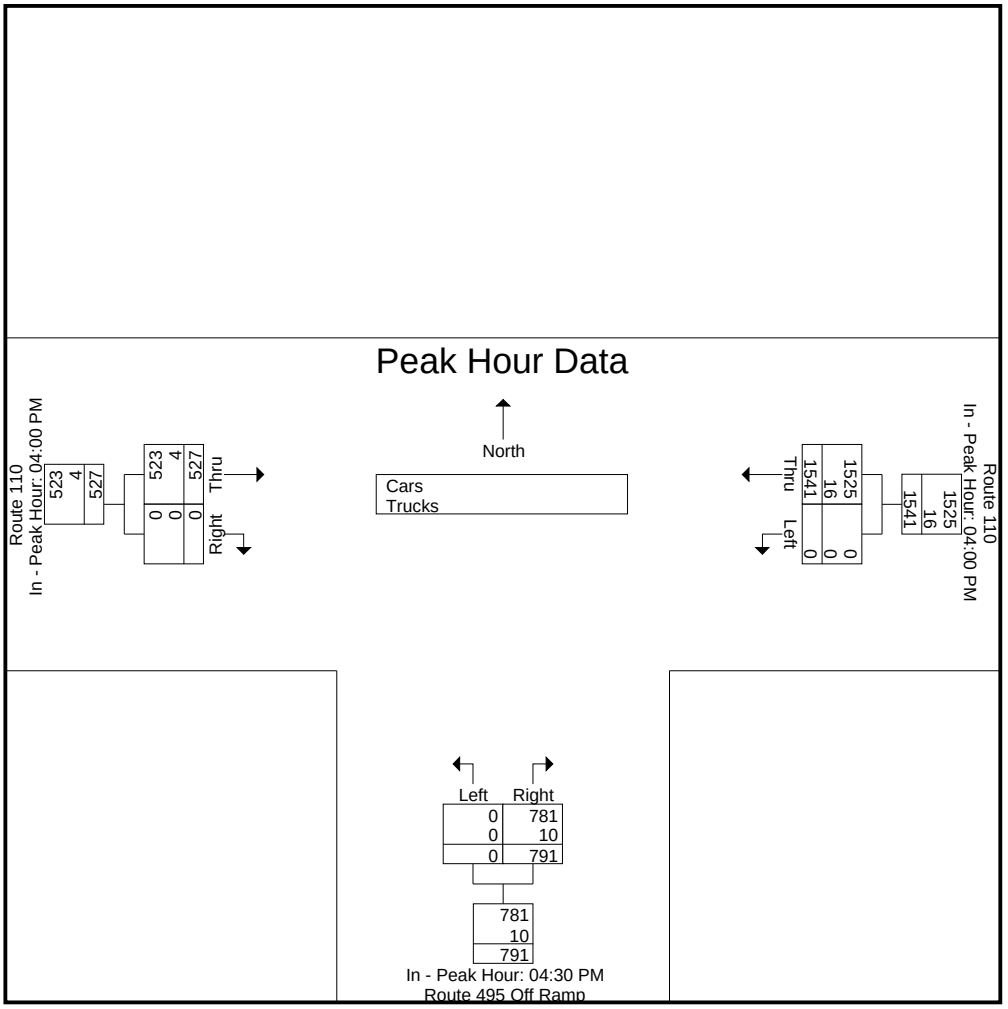
	04:00 PM			04:30 PM			04:00 PM		
+0 mins.	0	**423**	**423**	0	**214**	**214**	**169**	0	**169**
+15 mins.	0	349	349	0	212	212	124	0	124
+30 mins.	0	386	386	0	176	176	128	0	128
+45 mins.	0	383	383	0	189	189	106	0	106
Total Volume	0	1541	1541	0	791	791	527	0	527
% App. Total	0	100		0	100		100	0	
PHF	.000	.911	.911	.000	.924	.924	.780	.000	.780
Cars	0	1525	1525	0	781	781	523	0	523
% Cars	0	99	99	0	98.7	98.7	99.2	0	99.2
Trucks	0	16	16	0	10	10	4	0	4
% Trucks	0	1	1	0	1.3	1.3	0.8	0	0.8

Accurate Counts

978-664-2565

N/S Street : Route 495 Off Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 9/4/2024
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Route 495 Off Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 9/4/2024

Groups Printed- Cars

	Route 110 From East		Route 495 Off Ramp From South		Route 110 From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
04:00 PM	0	414	0	182	168	0	764
04:15 PM	0	348	0	180	124	0	652
04:30 PM	0	382	0	211	126	0	719
04:45 PM	0	381	0	208	105	0	694
Total	0	1525	0	781	523	0	2829
05:00 PM	0	352	0	174	134	0	660
05:15 PM	0	377	0	188	141	0	706
05:30 PM	0	334	0	195	127	0	656
05:45 PM	0	286	0	177	98	0	561
Total	0	1349	0	734	500	0	2583
Grand Total	0	2874	0	1515	1023	0	5412
Apprch %	0	100	0	100	100	0	
Total %	0	53.1	0	28	18.9	0	

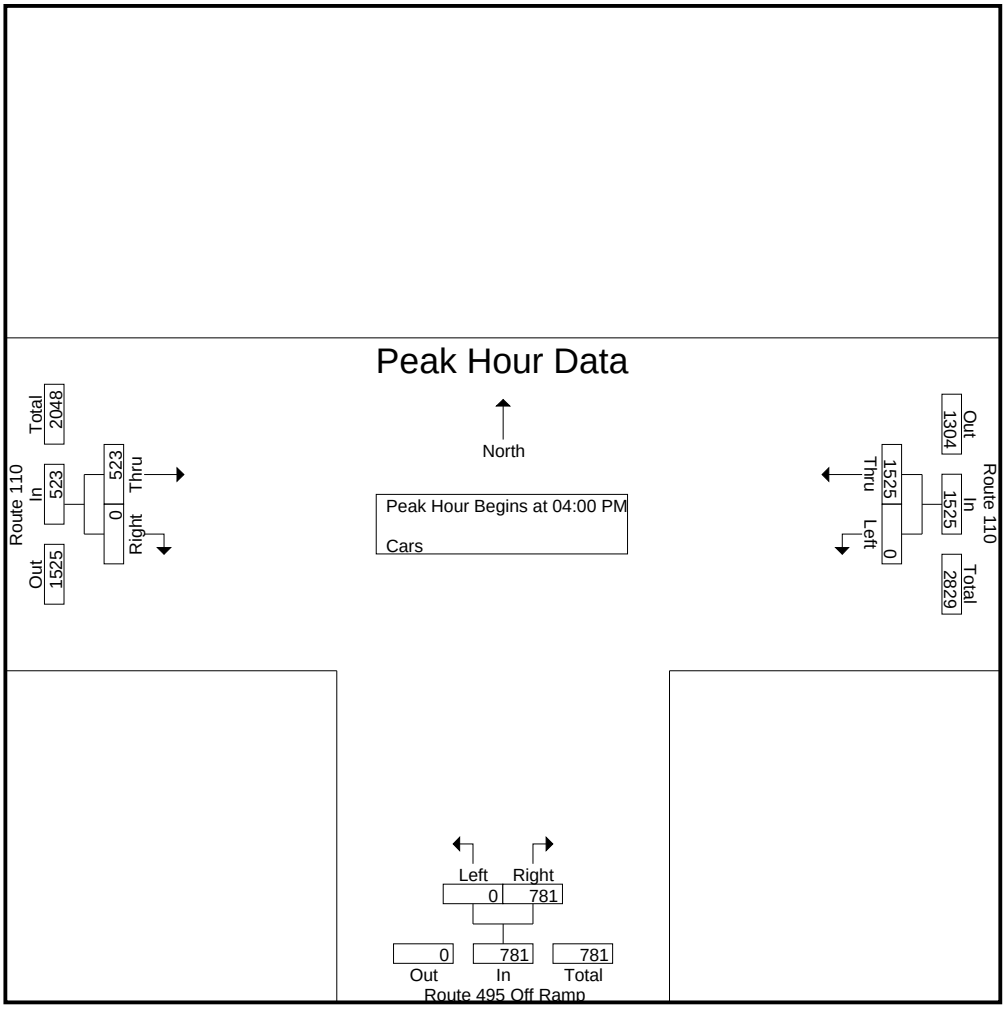
	Route 110 From East			Route 495 Off Ramp From South			Route 110 From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**414**	**414**	0	182	182	**168**	0	**168**	**764**
04:15 PM	0	348	348	0	180	180	124	0	124	652
04:30 PM	0	382	382	0	**211**	**211**	126	0	126	719
04:45 PM	0	381	381	0	208	208	105	0	105	694
Total Volume	0	1525	1525	0	781	781	523	0	523	2829
% App. Total	0	100		0	100		100	0		
PHF	.000	.921	.921	.000	.925	.925	.778	.000	.778	.926

Accurate Counts

978-664-2565

N/S Street : Route 495 Off Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 9/4/2024
Page No : 5



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

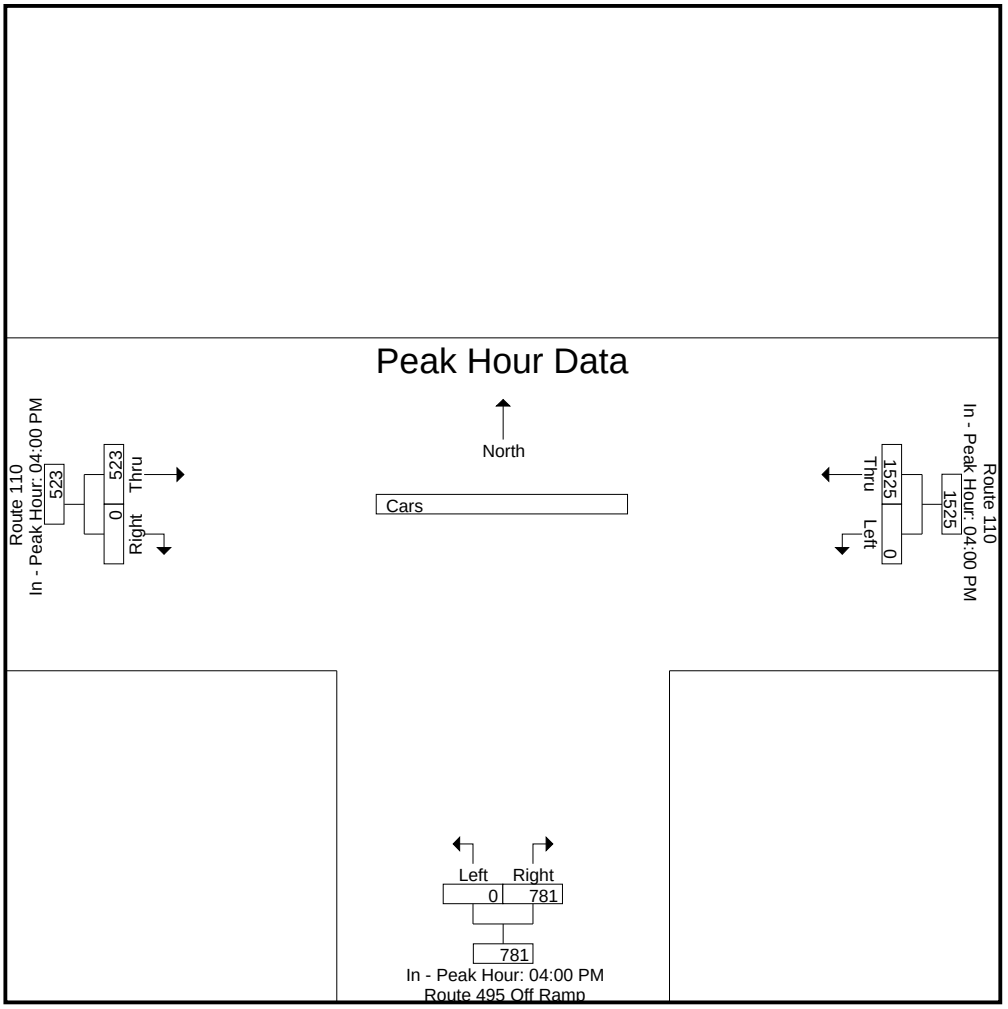
	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	**414**	**414**	0	182	182	**168**	0	**168**
+15 mins.	0	348	348	0	180	180	124	0	124
+30 mins.	0	382	382	0	**211**	**211**	126	0	126
+45 mins.	0	381	381	0	208	208	105	0	105
Total Volume	0	1525	1525	0	781	781	523	0	523
% App. Total	0	100		0	100		100	0	
PHF	.000	.921	.921	.000	.925	.925	.778	.000	.778

Accurate Counts

978-664-2565

N/S Street : Route 495 Off Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 9/4/2024
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Route 495 Off Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 9/4/2024

Groups Printed- Trucks

	Route 110 From East		Route 495 Off Ramp From South		Route 110 From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
04:00 PM	0	9	0	0	1	0	10
04:15 PM	0	1	0	1	0	0	2
04:30 PM	0	4	0	3	2	0	9
04:45 PM	0	2	0	4	1	0	7
Total	0	16	0	8	4	0	28
05:00 PM	0	2	0	2	0	0	4
05:15 PM	0	2	0	1	0	0	3
05:30 PM	0	5	0	0	0	0	5
05:45 PM	0	2	0	0	1	0	3
Total	0	11	0	3	1	0	15
Grand Total	0	27	0	11	5	0	43
Apprch %	0	100	0	100	100	0	
Total %	0	62.8	0	25.6	11.6	0	

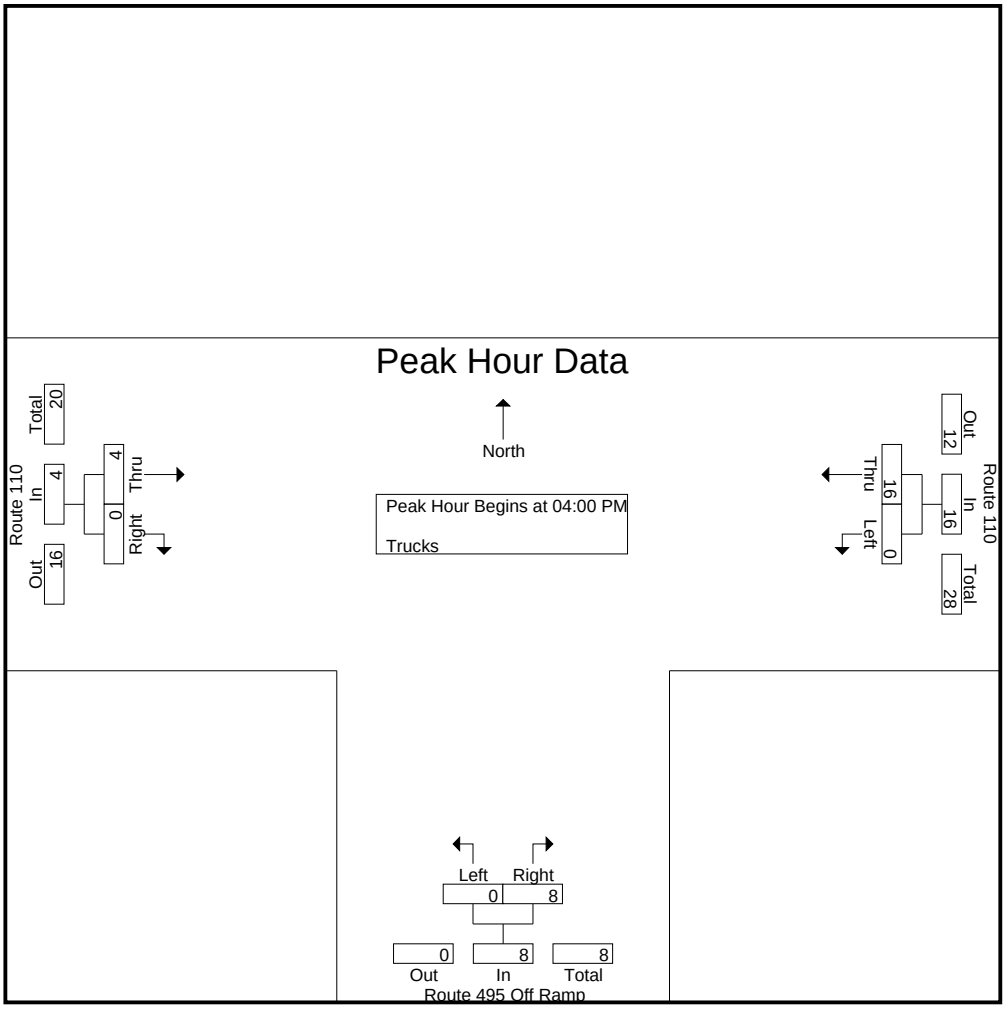
	Route 110 From East			Route 495 Off Ramp From South			Route 110 From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**9**	**9**	0	0	0	1	0	1	**10**
04:15 PM	0	1	1	0	1	1	0	0	0	2
04:30 PM	0	4	4	0	3	3	**2**	0	**2**	9
04:45 PM	0	2	2	0	**4**	**4**	1	0	1	7
Total Volume	0	16	16	0	8	8	4	0	4	28
% App. Total	0	100		0	100		100	0		
PHF	.000	.444	.444	.000	.500	.500	.500	.000	.500	.700

Accurate Counts

978-664-2565

N/S Street : Route 495 Off Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 9/4/2024
Page No : 8



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

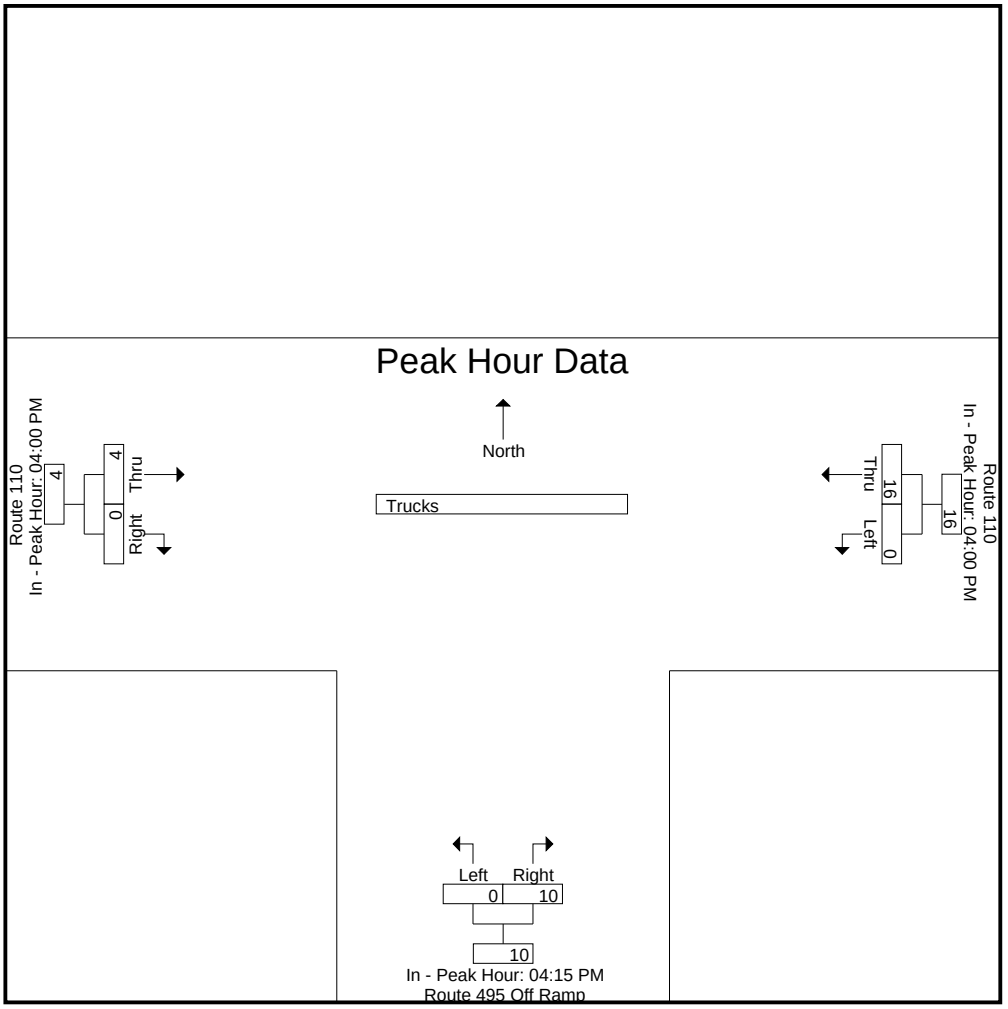
	04:00 PM			04:15 PM			04:00 PM		
+0 mins.	0	**9**	**9**	0	1	1	1	0	1
+15 mins.	0	1	1	0	3	3	0	0	0
+30 mins.	0	4	4	0	**4**	**4**	**2**	0	**2**
+45 mins.	0	2	2	0	2	2	1	0	1
Total Volume	0	16	16	0	10	10	4	0	4
% App. Total	0	100		0	100		100	0	
PHF	.000	.444	.444	.000	.625	.625	.500	.000	.500

Accurate Counts

978-664-2565

N/S Street : Route 495 Off Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 9/4/2024
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Route 495 Off Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 9/4/2024

Groups Printed- Bikes Peds

	Route 110 From East			Route 495 Off Ramp From South			Route 110 From West					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	1	1	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	1
05:00 PM	0	0	0	0	0	0	1	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	1	0	1	1	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	1	1	2	3
Grand Total	0	0	0	0	0	0	2	0	2	2	2	4
Apprch %	0	0		0	0		100	0				
Total %	0	0		0	0		100	0		50	50	

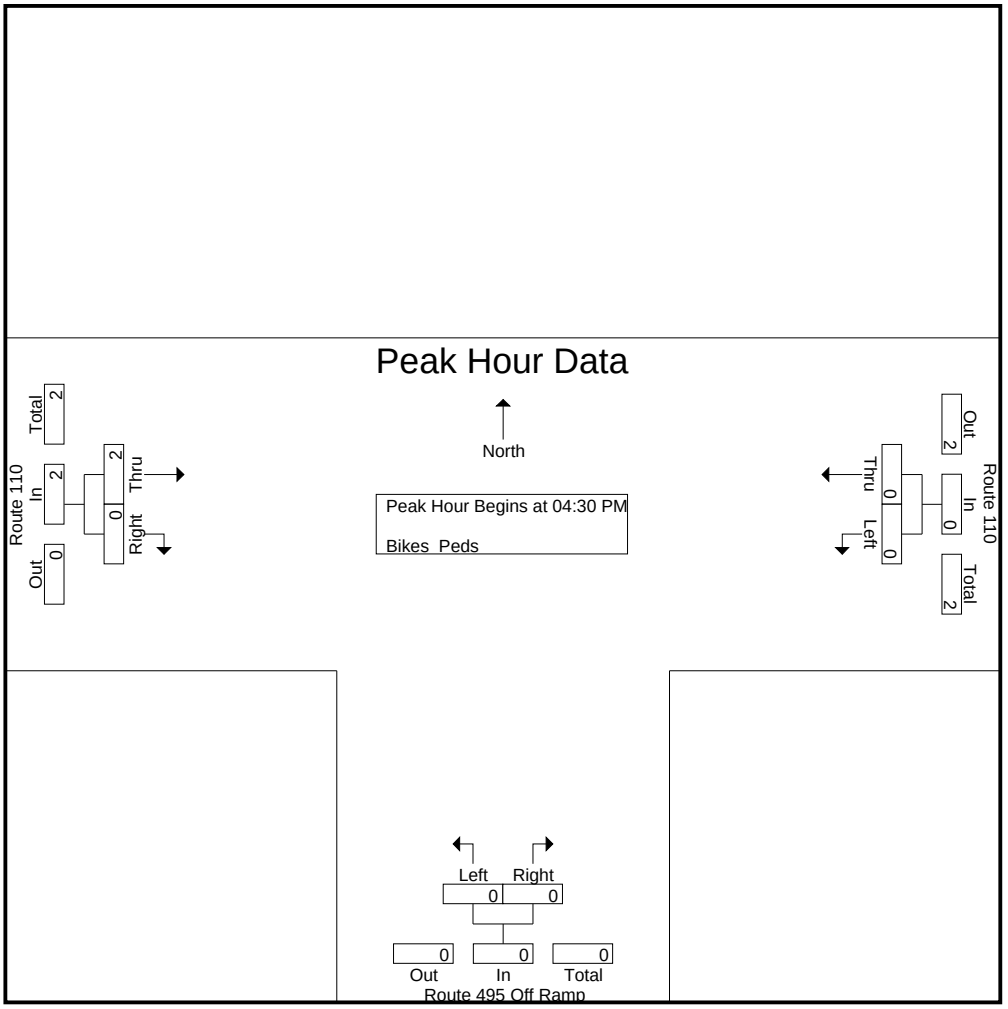
	Route 110 From East			Route 495 Off Ramp From South			Route 110 From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	**1**	0	**1**	**1**
05:15 PM	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	2	0	2	2
% App. Total	0	0		0	0		100	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.500	.500

Accurate Counts

978-664-2565

N/S Street : Route 495 Off Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 9/4/2024
Page No : 11



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

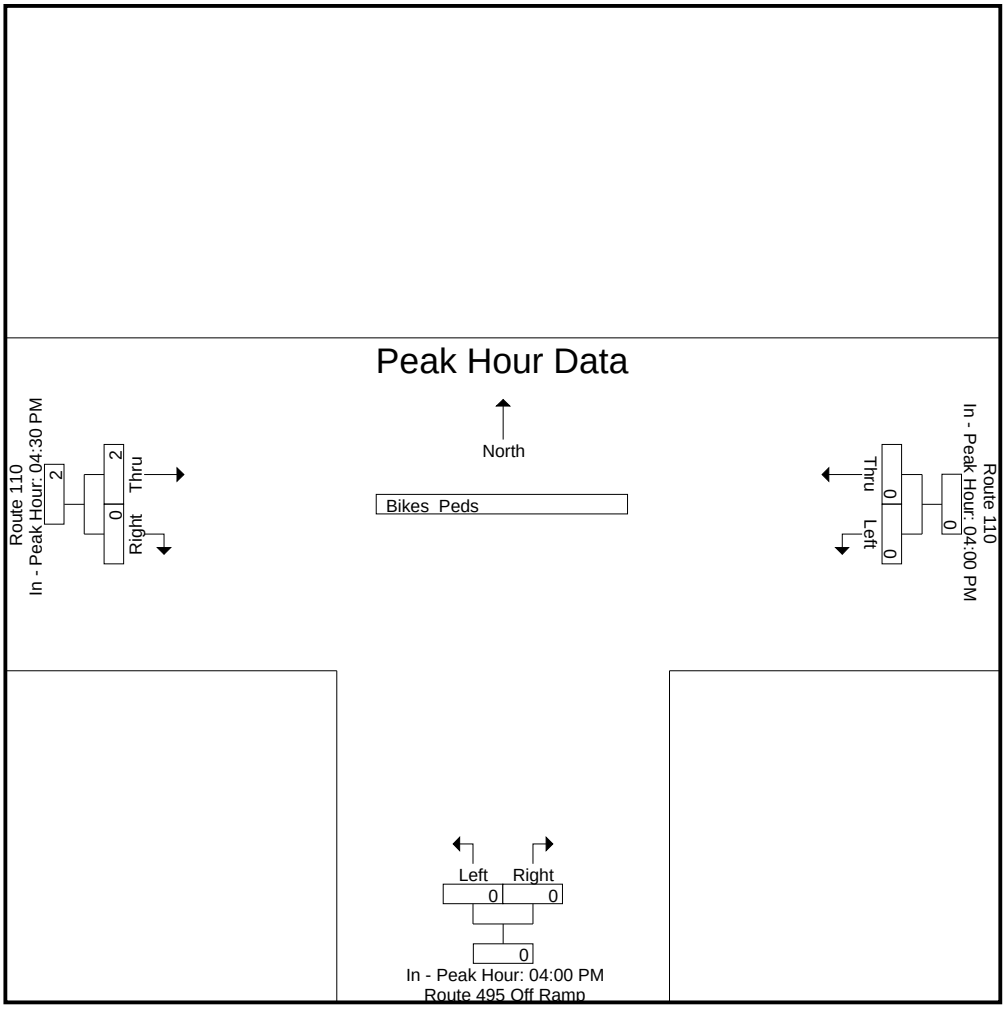
	04:00 PM			04:00 PM			04:30 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	**1**	0	**1**
+45 mins.	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	2	0	2
% App. Total	0	0		0	0		100	0	
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.500

Accurate Counts

978-664-2565

N/S Street : Route 495 Off Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260002
Site Code : 95260002
Start Date : 9/4/2024
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Route 495 On Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 9/4/2024

Groups Printed- Cars - Trucks

	Route 495 On Ramp From North		Route 110 From East		Route 110 From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
07:00 AM	0	0	69	133	0	133	335
07:15 AM	0	0	96	177	0	132	405
07:30 AM	0	0	75	148	0	125	348
07:45 AM	0	0	94	126	0	126	346
Total	0	0	334	584	0	516	1434
08:00 AM	0	0	92	118	0	150	360
08:15 AM	0	0	103	112	0	126	341
08:30 AM	0	0	97	118	0	155	370
08:45 AM	0	0	92	112	0	112	316
Total	0	0	384	460	0	543	1387
Grand Total	0	0	718	1044	0	1059	2821
Apprch %	0	0	40.7	59.3	0	100	
Total %	0	0	25.5	37	0	37.5	
Cars	0	0	703	1017	0	1036	2756
% Cars	0	0	97.9	97.4	0	97.8	97.7
Trucks	0	0	15	27	0	23	65
% Trucks	0	0	2.1	2.6	0	2.2	2.3

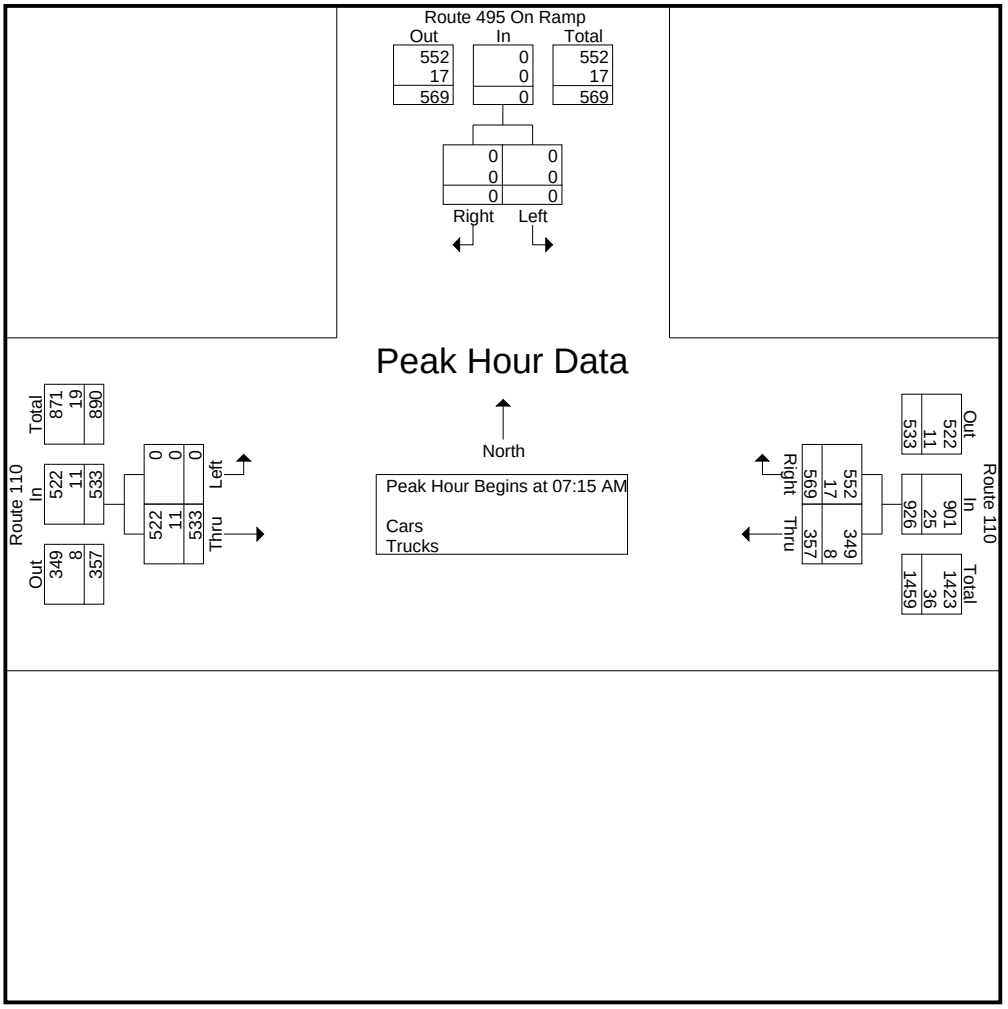
	Route 495 On Ramp From North			Route 110 From East			Route 110 From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	**96**	**177**	**273**	0	132	132	**405**
07:30 AM	0	0	0	75	148	223	0	125	125	348
07:45 AM	0	0	0	94	126	220	0	126	126	346
08:00 AM	0	0	0	92	118	210	0	**150**	**150**	360
Total Volume	0	0	0	357	569	926	0	533	533	1459
% App. Total	0	0		38.6	61.4		0	100		
PHF	.000	.000	.000	.930	.804	.848	.000	.888	.888	.901
Cars	0	0	0	349	552	901	0	522	522	1423
% Cars	0	0	0	97.8	97.0	97.3	0	97.9	97.9	97.5
Trucks	0	0	0	8	17	25	0	11	11	36
% Trucks	0	0	0	2.2	3.0	2.7	0	2.1	2.1	2.5

Accurate Counts

978-664-2565

N/S Street : Route 495 On Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 9/4/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

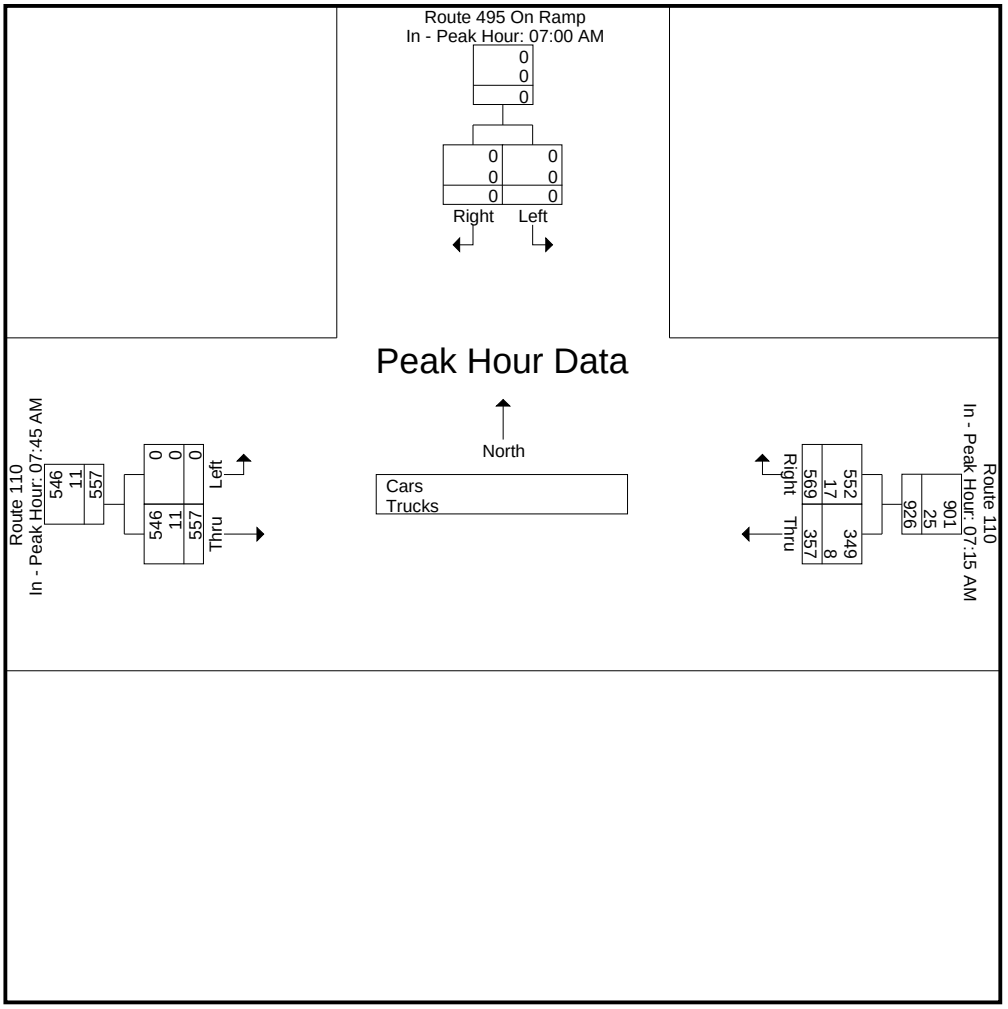
	07:00 AM			07:15 AM			07:45 AM		
+0 mins.	0	0	0	**96**	**177**	**273**	0	126	126
+15 mins.	0	0	0	75	148	223	0	150	150
+30 mins.	0	0	0	94	126	220	0	126	126
+45 mins.	0	0	0	92	118	210	0	**155**	**155**
Total Volume	0	0	0	357	569	926	0	557	557
% App. Total	0	0		38.6	61.4		0	100	
PHF	.000	.000	.000	.930	.804	.848	.000	.898	.898
Cars	0	0	0	349	552	901	0	546	546
% Cars	0	0	0	97.8	97	97.3	0	98	98
Trucks	0	0	0	8	17	25	0	11	11
% Trucks	0	0	0	2.2	3	2.7	0	2	2

Accurate Counts

978-664-2565

N/S Street : Route 495 On Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 9/4/2024
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Route 495 On Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 9/4/2024

Groups Printed- Cars

	Route 495 On Ramp From North		Route 110 From East		Route 110 From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
07:00 AM	0	0	66	130	0	130	326
07:15 AM	0	0	91	170	0	128	389
07:30 AM	0	0	74	145	0	124	343
07:45 AM	0	0	94	123	0	124	341
Total	0	0	325	568	0	506	1399
08:00 AM	0	0	90	114	0	146	350
08:15 AM	0	0	101	111	0	124	336
08:30 AM	0	0	96	114	0	152	362
08:45 AM	0	0	91	110	0	108	309
Total	0	0	378	449	0	530	1357
Grand Total	0	0	703	1017	0	1036	2756
Apprch %	0	0	40.9	59.1	0	100	
Total %	0	0	25.5	36.9	0	37.6	

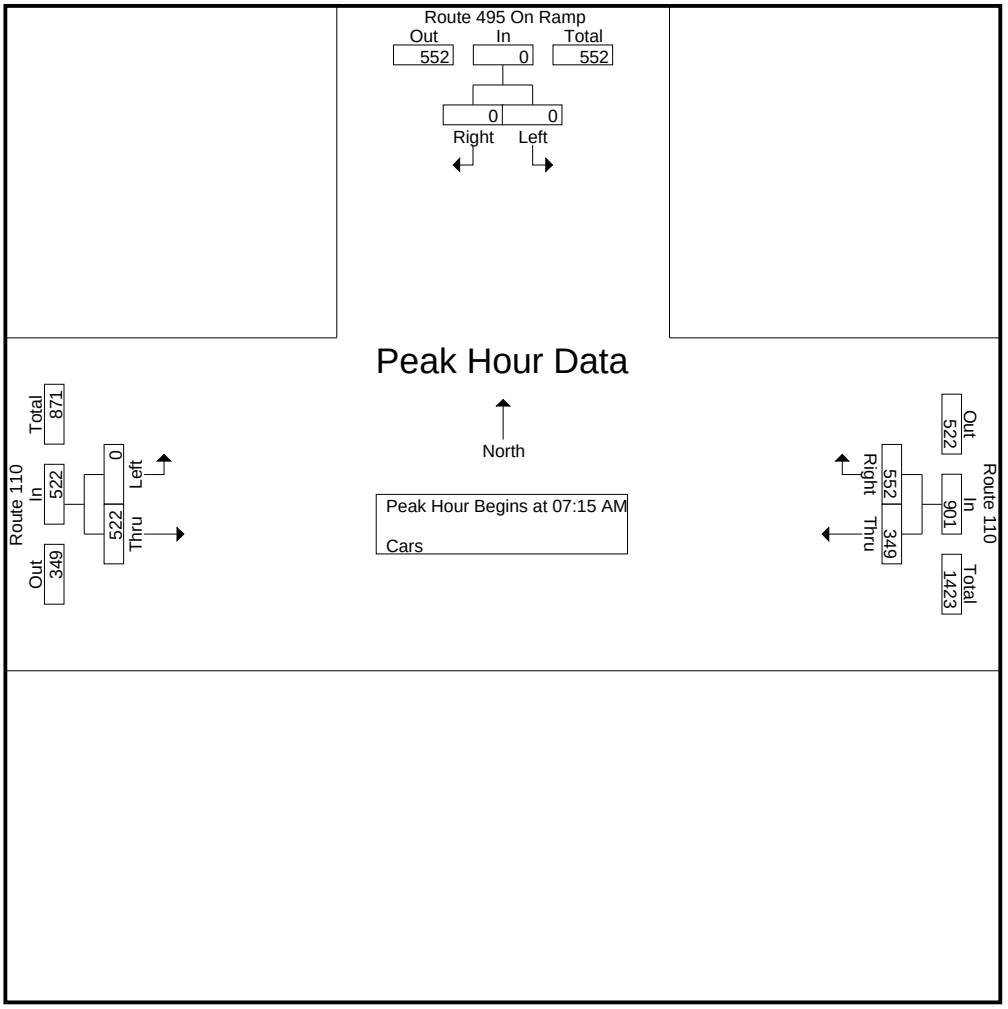
	Route 495 On Ramp From North			Route 110 From East			Route 110 From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	91	**170**	**261**	0	128	128	**389**
07:30 AM	0	0	0	74	145	219	0	124	124	343
07:45 AM	0	0	0	**94**	123	217	0	124	124	341
08:00 AM	0	0	0	90	114	204	0	**146**	**146**	350
Total Volume	0	0	0	349	552	901	0	522	522	1423
% App. Total	0	0		38.7	61.3		0	100		
PHF	.000	.000	.000	.928	.812	.863	.000	.894	.894	.915

Accurate Counts

978-664-2565

N/S Street : Route 495 On Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 9/4/2024
Page No : 5



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

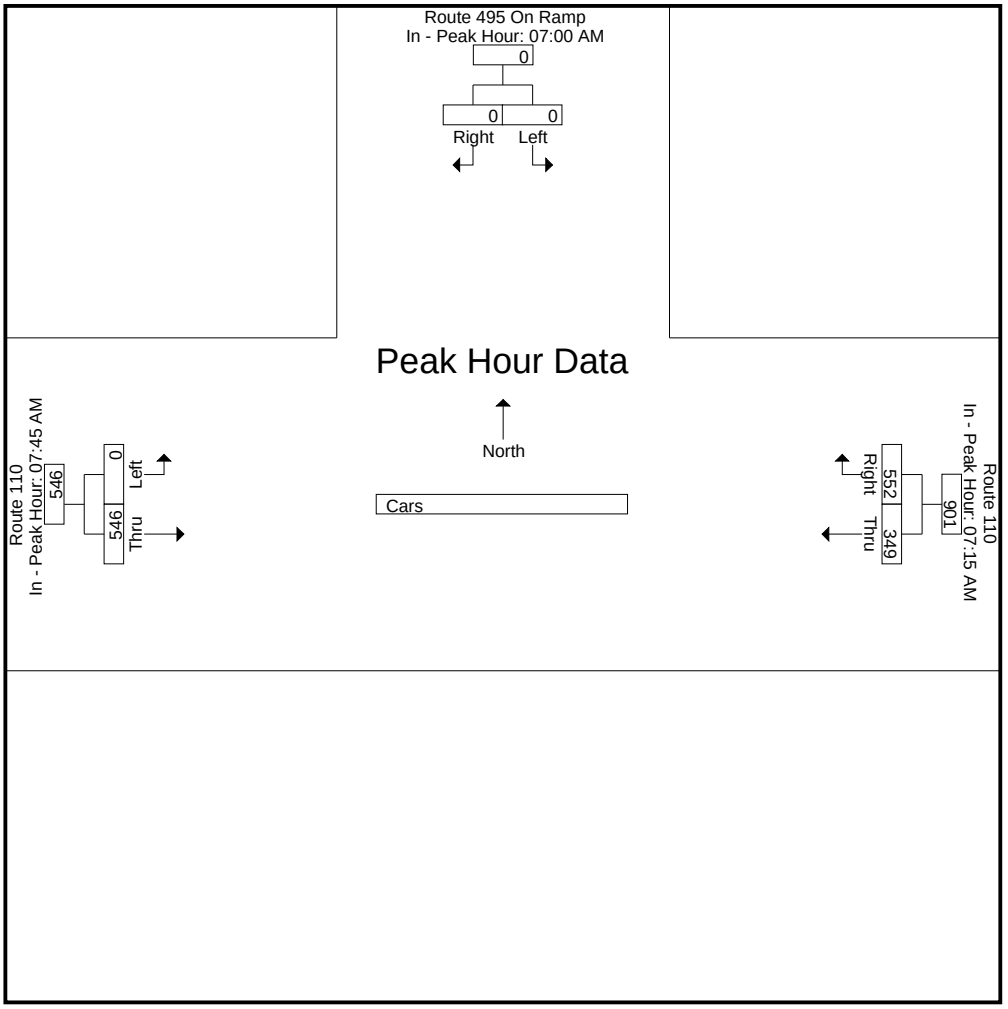
	07:00 AM			07:15 AM			07:45 AM		
+0 mins.	0	0	0	91	**170**	**261**	0	124	124
+15 mins.	0	0	0	74	145	219	0	146	146
+30 mins.	0	0	0	**94**	123	217	0	124	124
+45 mins.	0	0	0	90	114	204	0	**152**	**152**
Total Volume	0	0	0	349	552	901	0	546	546
% App. Total	0	0		38.7	61.3		0	100	
PHF	.000	.000	.000	.928	.812	.863	.000	.898	.898

Accurate Counts

978-664-2565

N/S Street : Route 495 On Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 9/4/2024
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Route 495 On Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 9/4/2024

Groups Printed- Trucks

	Route 495 On Ramp From North		Route 110 From East		Route 110 From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
07:00 AM	0	0	3	3	0	3	9
07:15 AM	0	0	5	7	0	4	16
07:30 AM	0	0	1	3	0	1	5
07:45 AM	0	0	0	3	0	2	5
Total	0	0	9	16	0	10	35
08:00 AM	0	0	2	4	0	4	10
08:15 AM	0	0	2	1	0	2	5
08:30 AM	0	0	1	4	0	3	8
08:45 AM	0	0	1	2	0	4	7
Total	0	0	6	11	0	13	30
Grand Total	0	0	15	27	0	23	65
Apprch %	0	0	35.7	64.3	0	100	
Total %	0	0	23.1	41.5	0	35.4	

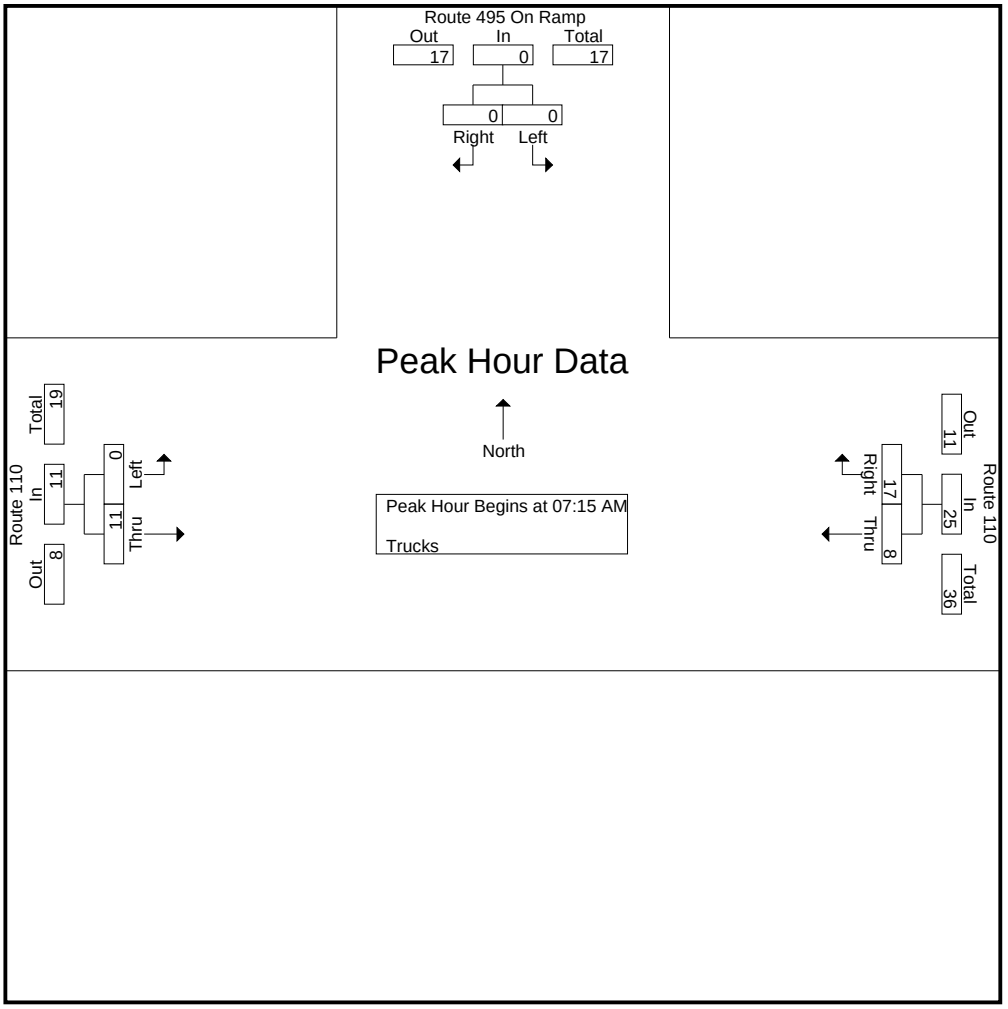
	Route 495 On Ramp From North			Route 110 From East			Route 110 From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	**5**	**7**	**12**	0	**4**	**4**	**16**
07:30 AM	0	0	0	1	3	4	0	1	1	5
07:45 AM	0	0	0	0	3	3	0	2	2	5
08:00 AM	0	0	0	2	4	6	0	4	4	10
Total Volume	0	0	0	8	17	25	0	11	11	36
% App. Total	0	0		32	68		0	100		
PHF	.000	.000	.000	.400	.607	.521	.000	.688	.688	.563

Accurate Counts

978-664-2565

N/S Street : Route 495 On Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 9/4/2024
Page No : 8



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

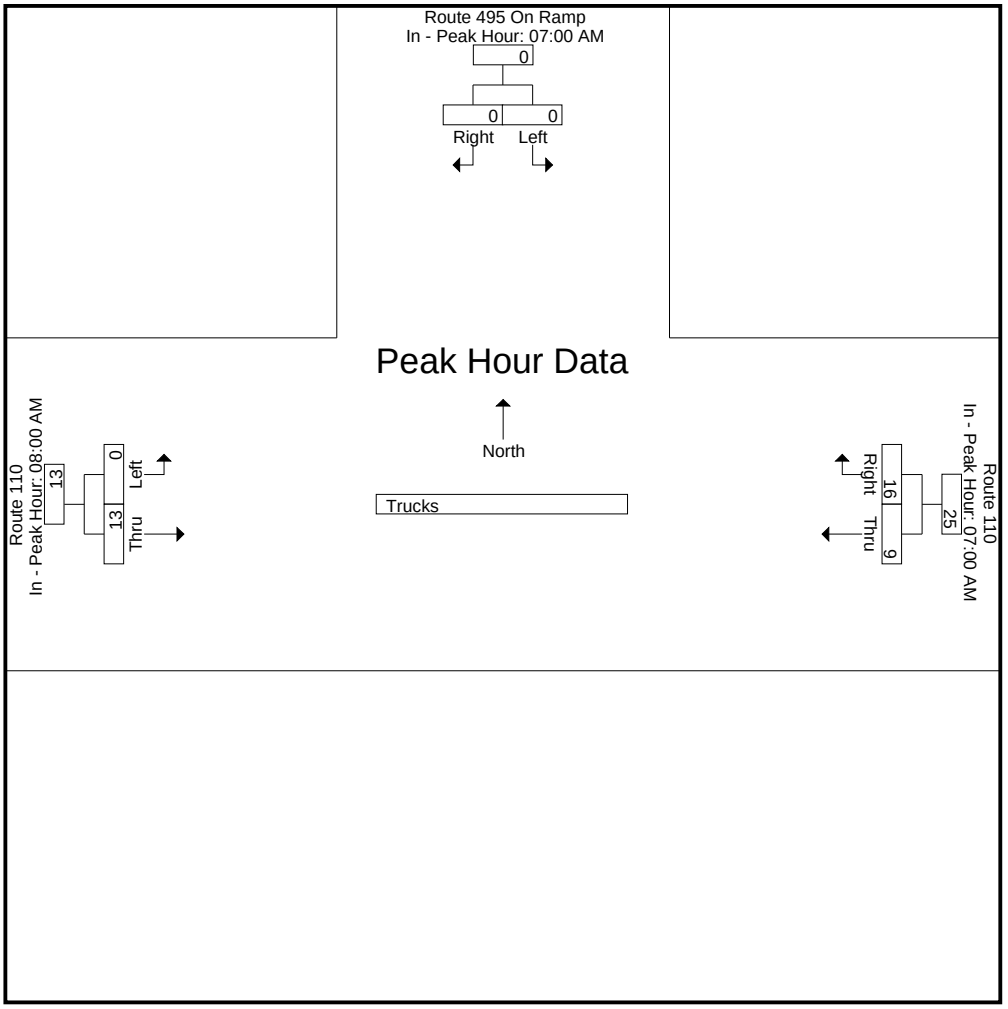
	07:00 AM			07:00 AM			08:00 AM		
+0 mins.	0	0	0	3	3	6	0	**4**	**4**
+15 mins.	0	0	0	**5**	**7**	**12**	0	2	2
+30 mins.	0	0	0	1	3	4	0	3	3
+45 mins.	0	0	0	0	3	3	0	4	4
Total Volume	0	0	0	9	16	25	0	13	13
% App. Total	0	0		36	64		0	100	
PHF	.000	.000	.000	.450	.571	.521	.000	.813	.813

Accurate Counts

978-664-2565

N/S Street : Route 495 On Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 9/4/2024
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Route 495 On Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 9/4/2024

Groups Printed- Bikes Peds

	Route 495 On Ramp From North			Route 110 From East			Route 110 From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	1	0	0	0	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	0	0	0	0	1	1
08:00 AM	0	0	0	0	0	0	0	1	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	0	1	0	0	0	1	0	0	2	2
Apprch %	0	0		100	0		0	100				
Total %	0	0		50	0		0	50		0	100	

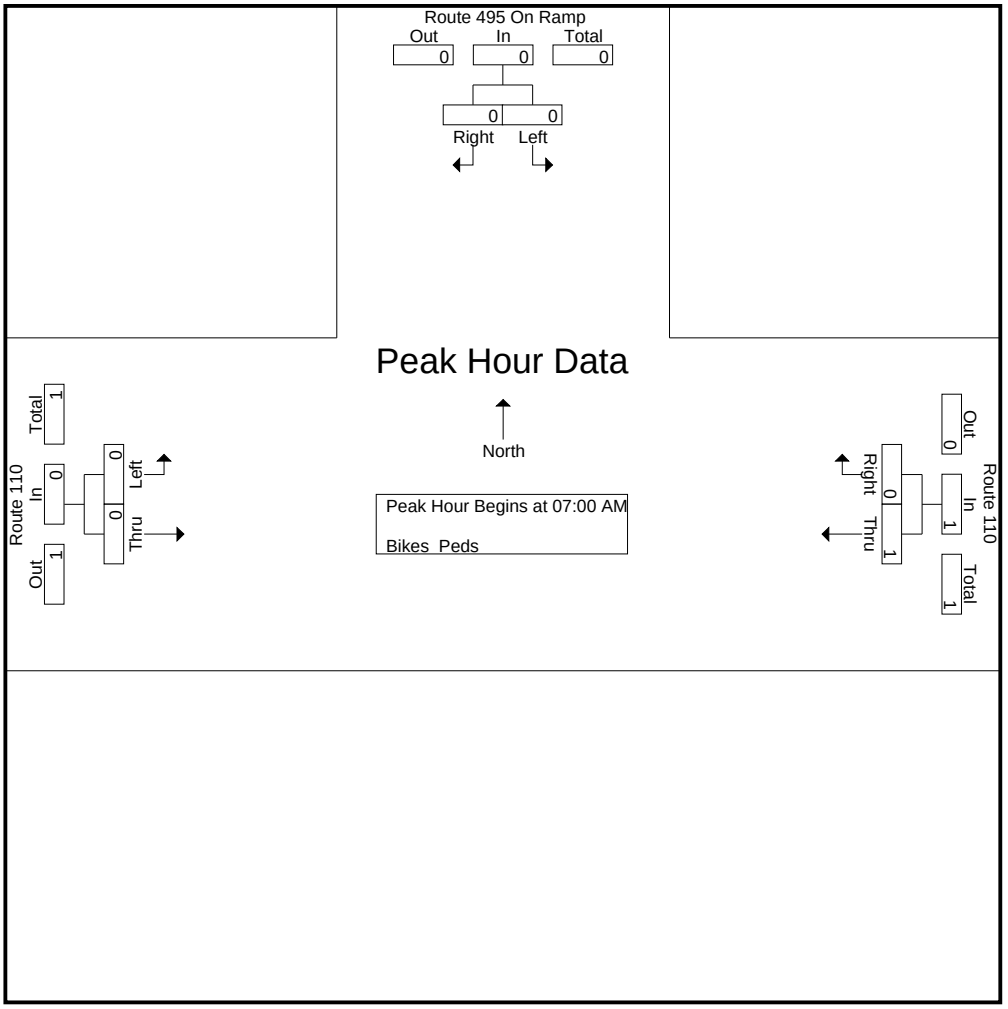
	Route 495 On Ramp From North			Route 110 From East			Route 110 From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	**1**	0	**1**	0	0	0	**1**
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	0	0	1
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000	.250

Accurate Counts

978-664-2565

N/S Street : Route 495 On Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 9/4/2024
Page No : 11



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

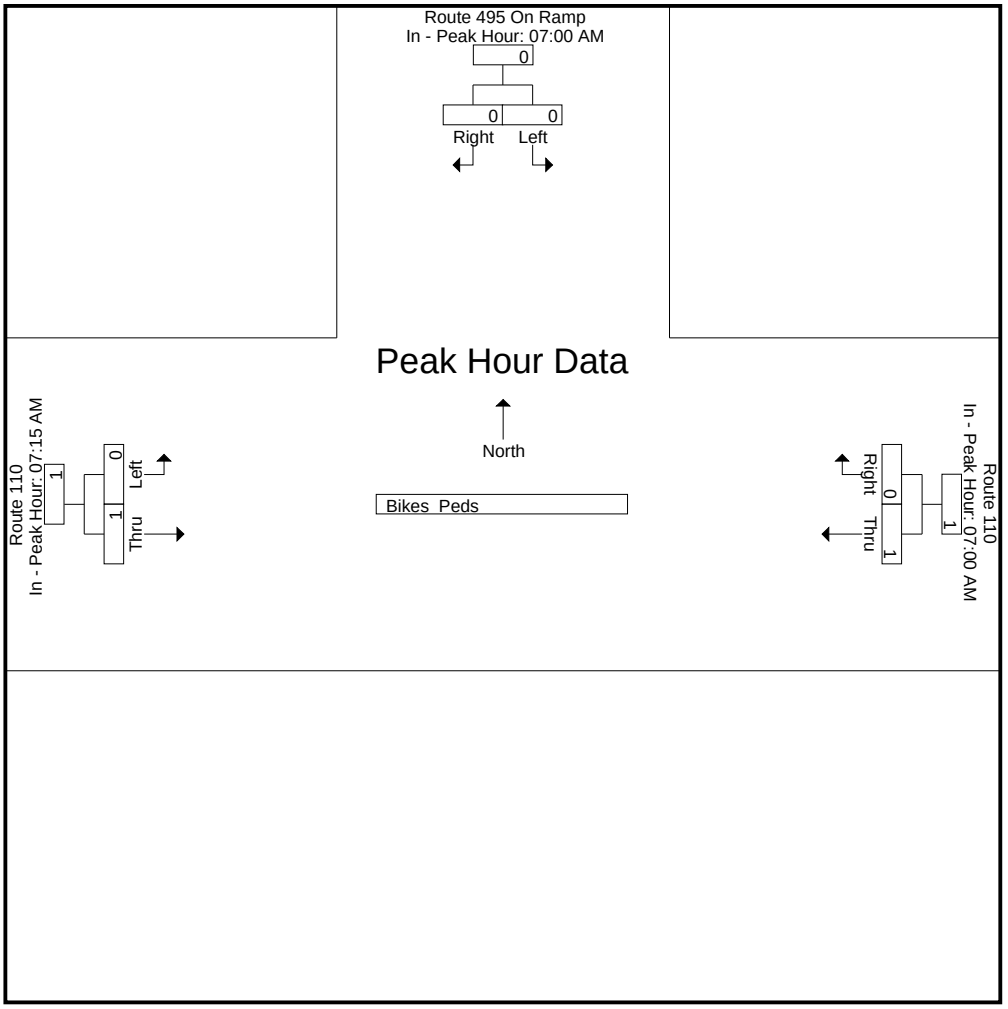
	07:00 AM			07:00 AM			07:15 AM		
+0 mins.	0	0	0	**1**	0	**1**	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	**1**	**1**
Total Volume	0	0	0	1	0	1	0	1	1
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.250	.000	.250	.000	.250	.250

Accurate Counts

978-664-2565

N/S Street : Route 495 On Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 9/4/2024
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Route 495 On Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 9/4/2024

Groups Printed- Cars - Trucks

	Route 495 On Ramp From North		Route 110 From East		Route 110 From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
04:00 PM	0	0	171	248	0	170	589
04:15 PM	0	0	137	215	0	123	475
04:30 PM	0	0	140	248	0	128	516
04:45 PM	0	0	165	215	1	113	494
Total	0	0	613	926	1	534	2074
05:00 PM	0	0	134	221	0	132	487
05:15 PM	0	0	140	237	0	138	515
05:30 PM	0	0	142	198	0	121	461
05:45 PM	0	0	138	147	0	105	390
Total	0	0	554	803	0	496	1853
Grand Total	0	0	1167	1729	1	1030	3927
Apprch %	0	0	40.3	59.7	0.1	99.9	
Total %	0	0	29.7	44	0	26.2	
Cars	0	0	1161	1708	1	1023	3893
% Cars	0	0	99.5	98.8	100	99.3	99.1
Trucks	0	0	6	21	0	7	34
% Trucks	0	0	0.5	1.2	0	0.7	0.9

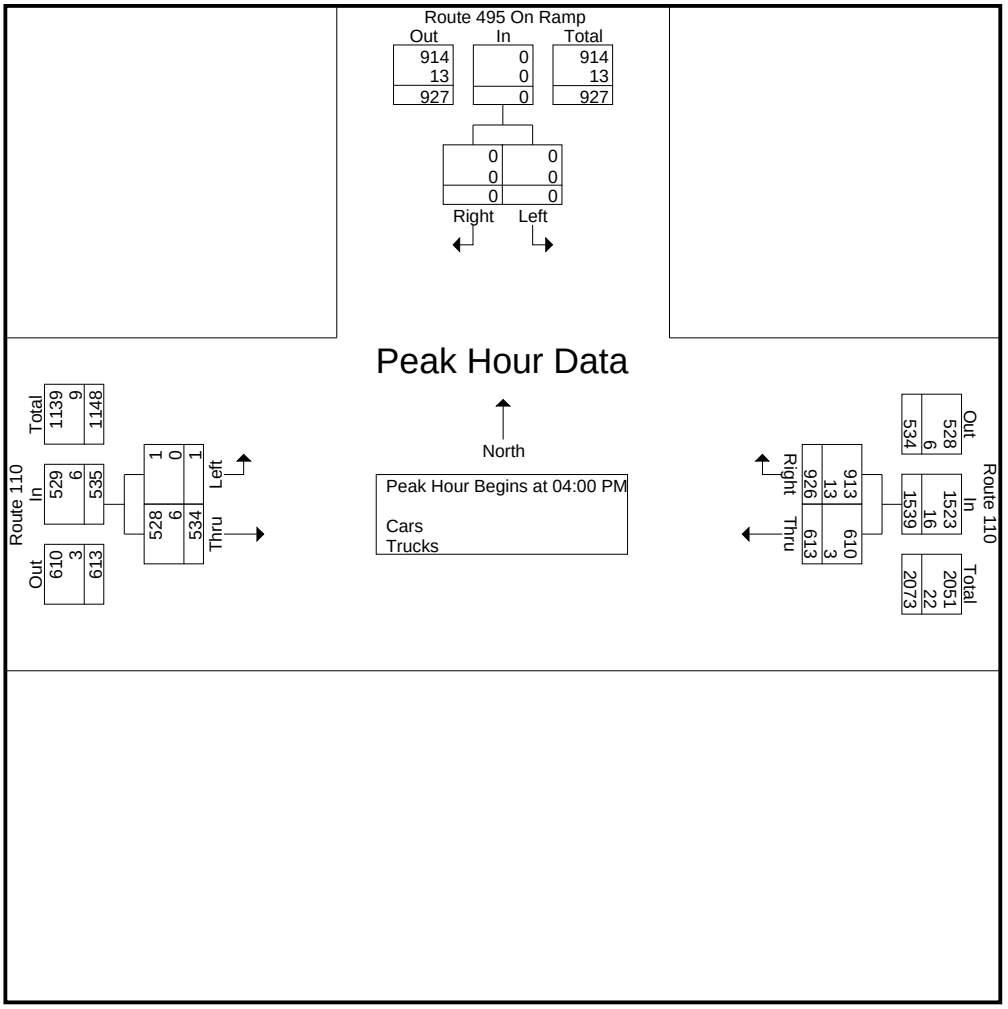
	Route 495 On Ramp From North			Route 110 From East			Route 110 From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	**171**	**248**	**419**	0	**170**	**170**	**589**
04:15 PM	0	0	0	137	215	352	0	123	123	475
04:30 PM	0	0	0	140	248	388	0	128	128	516
04:45 PM	0	0	0	165	215	380	**1**	113	114	494
Total Volume	0	0	0	613	926	1539	1	534	535	2074
% App. Total	0	0		39.8	60.2		0.2	99.8		
PHF	.000	.000	.000	.896	.933	.918	.250	.785	.787	.880
Cars	0	0	0	610	913	1523	1	528	529	2052
% Cars	0	0	0	99.5	98.6	99.0	100	98.9	98.9	98.9
Trucks	0	0	0	3	13	16	0	6	6	22
% Trucks	0	0	0	0.5	1.4	1.0	0	1.1	1.1	1.1

Accurate Counts

978-664-2565

N/S Street : Route 495 On Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 9/4/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

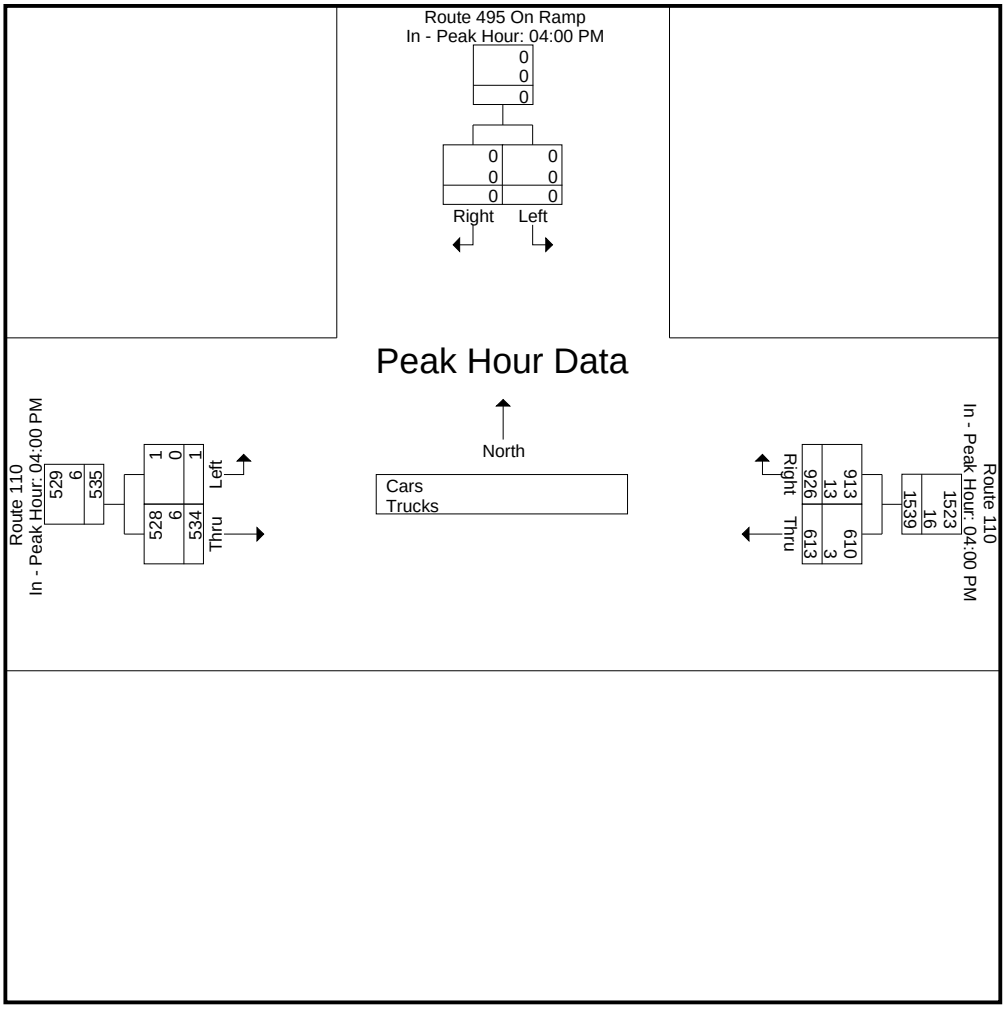
	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	**171**	**248**	**419**	0	**170**	**170**
+15 mins.	0	0	0	137	215	352	0	123	123
+30 mins.	0	0	0	140	248	388	0	128	128
+45 mins.	0	0	0	165	215	380	**1**	113	114
Total Volume	0	0	0	613	926	1539	1	534	535
% App. Total	0	0		39.8	60.2		0.2	99.8	
PHF	.000	.000	.000	.896	.933	.918	.250	.785	.787
Cars	0	0	0	610	913	1523	1	528	529
% Cars	0	0	0	99.5	98.6	99	100	98.9	98.9
Trucks	0	0	0	3	13	16	0	6	6
% Trucks	0	0	0	0.5	1.4	1	0	1.1	1.1

Accurate Counts

978-664-2565

N/S Street : Route 495 On Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 9/4/2024
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Route 495 On Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 9/4/2024

Groups Printed- Cars

	Route 495 On Ramp From North		Route 110 From East		Route 110 From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
04:00 PM	0	0	170	242	0	169	581
04:15 PM	0	0	136	214	0	121	471
04:30 PM	0	0	140	243	0	126	509
04:45 PM	0	0	164	214	1	112	491
Total	0	0	610	913	1	528	2052
05:00 PM	0	0	132	220	0	132	484
05:15 PM	0	0	140	235	0	138	513
05:30 PM	0	0	142	194	0	121	457
05:45 PM	0	0	137	146	0	104	387
Total	0	0	551	795	0	495	1841
Grand Total	0	0	1161	1708	1	1023	3893
Apprch %	0	0	40.5	59.5	0.1	99.9	
Total %	0	0	29.8	43.9	0	26.3	

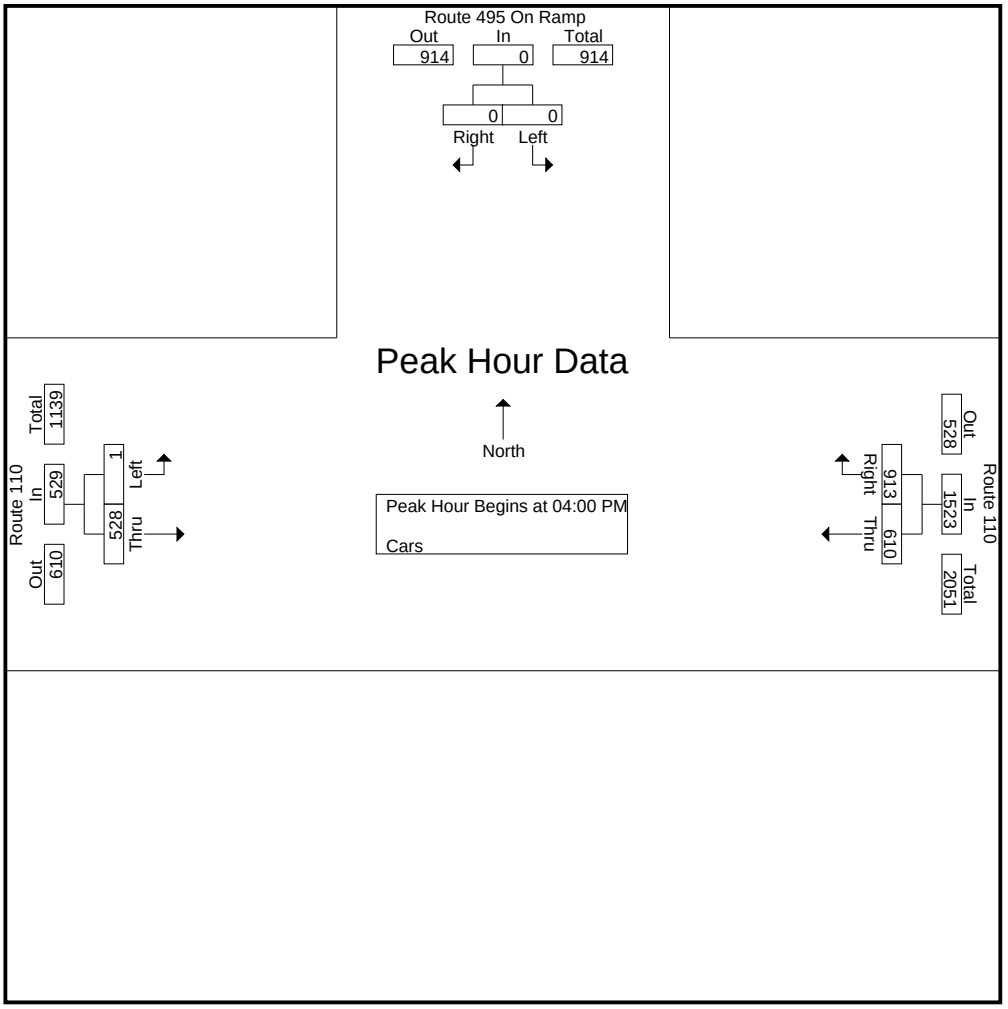
	Route 495 On Ramp From North			Route 110 From East			Route 110 From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	**170**	242	**412**	0	**169**	**169**	**581**
04:15 PM	0	0	0	136	214	350	0	121	121	471
04:30 PM	0	0	0	140	**243**	383	0	126	126	509
04:45 PM	0	0	0	164	214	378	**1**	112	113	491
Total Volume	0	0	0	610	913	1523	1	528	529	2052
% App. Total	0	0		40.1	59.9		0.2	99.8		
PHF	.000	.000	.000	.897	.939	.924	.250	.781	.783	.883

Accurate Counts

978-664-2565

N/S Street : Route 495 On Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 9/4/2024
Page No : 5



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

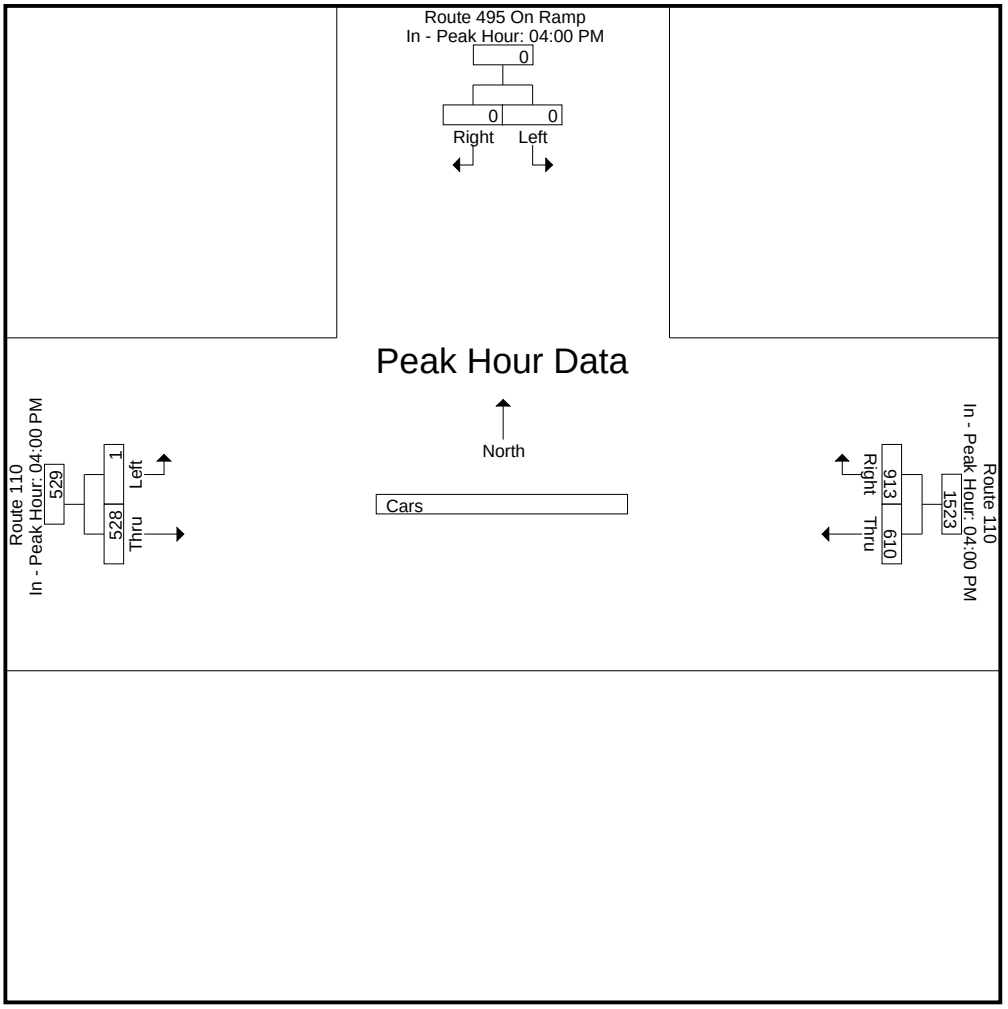
	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	**170**	242	**412**	0	**169**	**169**
+15 mins.	0	0	0	136	214	350	0	121	121
+30 mins.	0	0	0	140	**243**	383	0	126	126
+45 mins.	0	0	0	164	214	378	**1**	112	113
Total Volume	0	0	0	610	913	1523	1	528	529
% App. Total	0	0		40.1	59.9		0.2	99.8	
PHF	.000	.000	.000	.897	.939	.924	.250	.781	.783

Accurate Counts

978-664-2565

N/S Street : Route 495 On Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 9/4/2024
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Route 495 On Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 9/4/2024

Groups Printed- Trucks

	Route 495 On Ramp From North		Route 110 From East		Route 110 From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
04:00 PM	0	0	1	6	0	1	8
04:15 PM	0	0	1	1	0	2	4
04:30 PM	0	0	0	5	0	2	7
04:45 PM	0	0	1	1	0	1	3
Total	0	0	3	13	0	6	22
05:00 PM	0	0	2	1	0	0	3
05:15 PM	0	0	0	2	0	0	2
05:30 PM	0	0	0	4	0	0	4
05:45 PM	0	0	1	1	0	1	3
Total	0	0	3	8	0	1	12
Grand Total	0	0	6	21	0	7	34
Apprch %	0	0	22.2	77.8	0	100	
Total %	0	0	17.6	61.8	0	20.6	

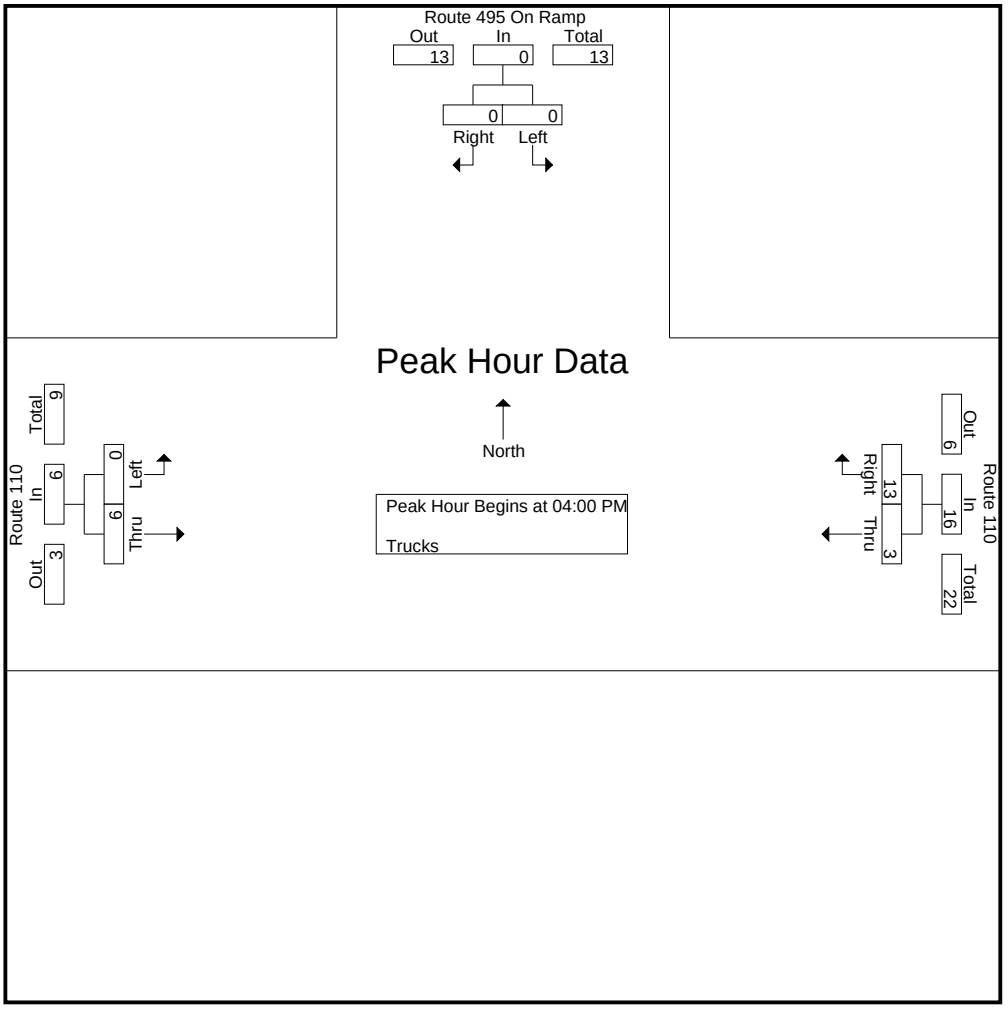
	Route 495 On Ramp From North			Route 110 From East			Route 110 From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	**1**	**6**	**7**	0	1	1	**8**
04:15 PM	0	0	0	1	1	2	0	**2**	**2**	4
04:30 PM	0	0	0	0	5	5	0	2	2	7
04:45 PM	0	0	0	1	1	2	0	1	1	3
Total Volume	0	0	0	3	13	16	0	6	6	22
% App. Total	0	0		18.8	81.2		0	100		
PHF	.000	.000	.000	.750	.542	.571	.000	.750	.750	.688

Accurate Counts

978-664-2565

N/S Street : Route 495 On Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 9/4/2024
Page No : 8



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

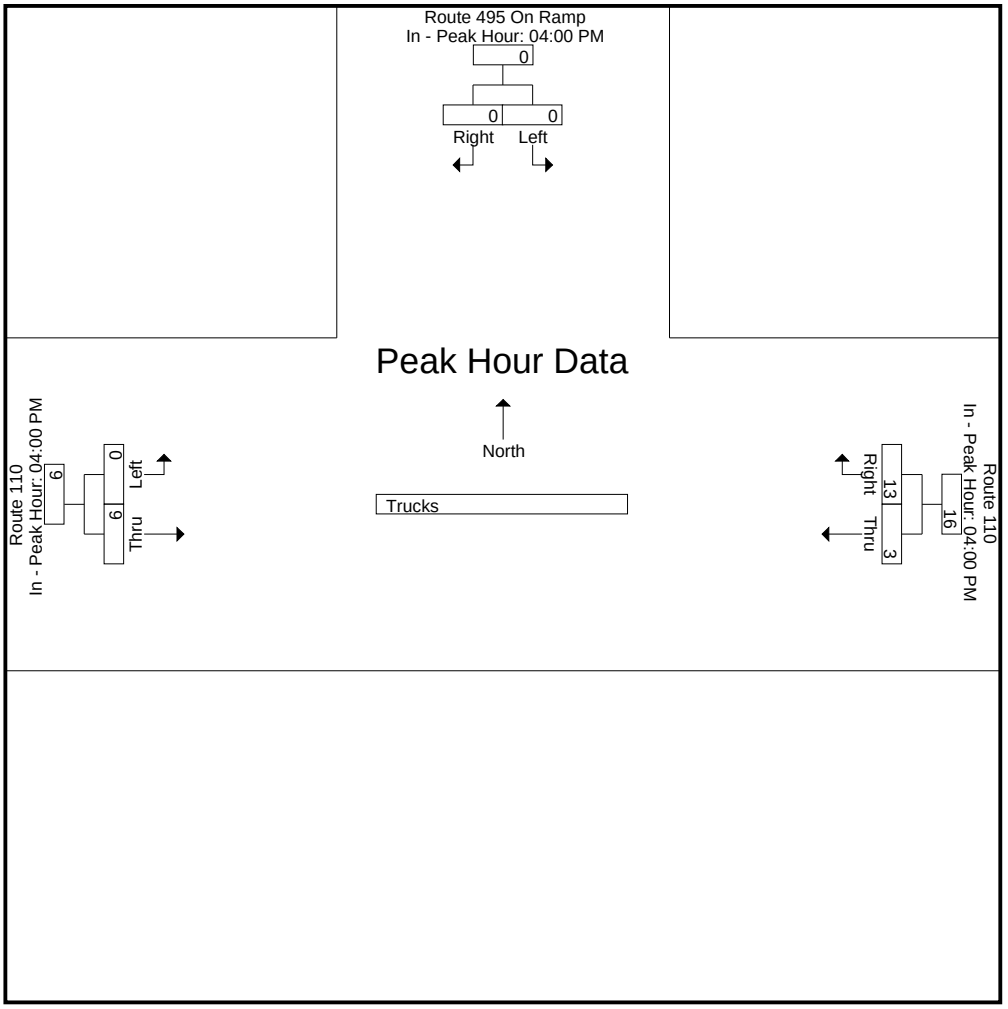
	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	**1**	**6**	**7**	0	1	1
+15 mins.	0	0	0	1	1	2	0	**2**	**2**
+30 mins.	0	0	0	0	5	5	0	2	2
+45 mins.	0	0	0	1	1	2	0	1	1
Total Volume	0	0	0	3	13	16	0	6	6
% App. Total	0	0		18.8	81.2		0	100	
PHF	.000	.000	.000	.750	.542	.571	.000	.750	.750

Accurate Counts

978-664-2565

N/S Street : Route 495 On Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 9/4/2024
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Route 495 On Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 9/4/2024

Groups Printed- Bikes Peds

	Route 495 On Ramp From North			Route 110 From East			Route 110 From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	1	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	1	1
05:00 PM	0	0	0	0	0	0	0	2	0	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	1	0	0	0	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	0	2	0	0	3	3
Grand Total	0	0	0	1	0	0	0	3	0	0	4	4
Apprch %	0	0		100	0		0	100				
Total %	0	0		25	0		0	75		0	100	

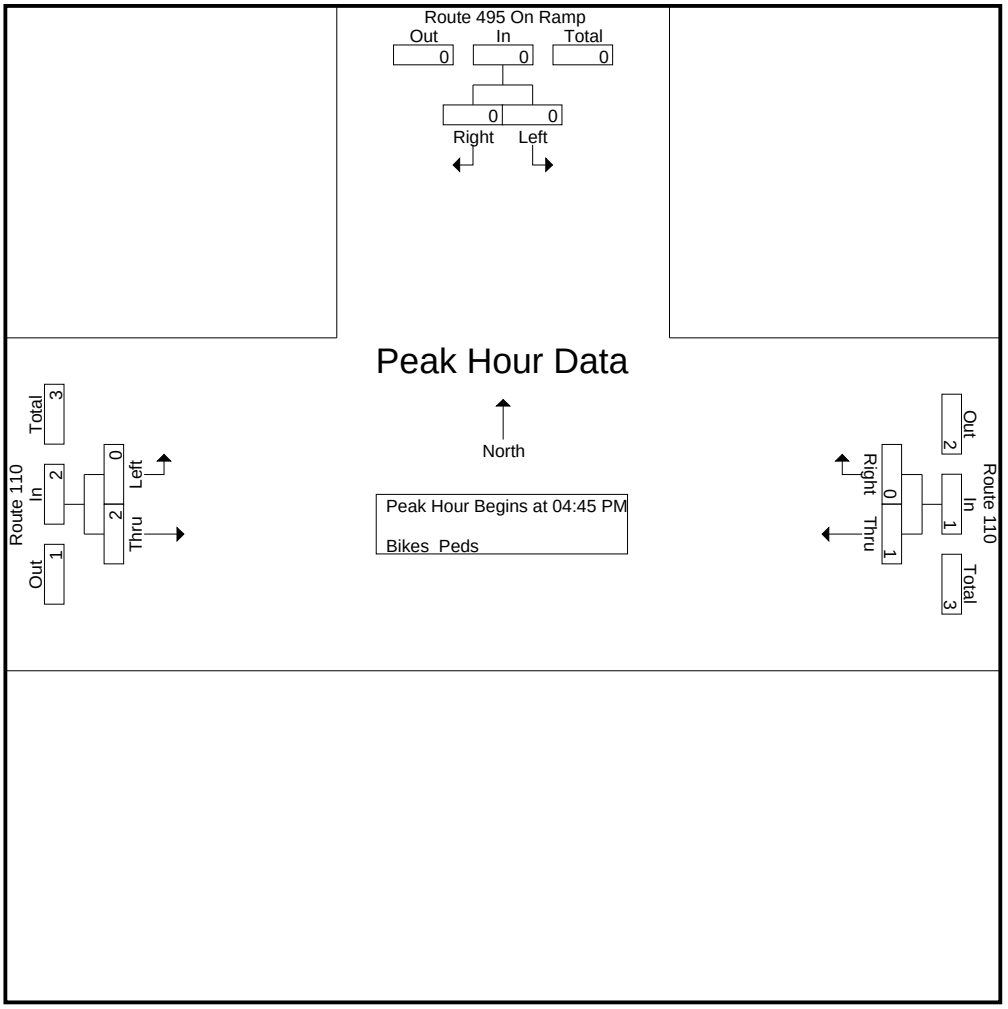
	Route 495 On Ramp From North			Route 110 From East			Route 110 From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	**2**	**2**	**2**
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	**1**	0	**1**	0	0	0	1
Total Volume	0	0	0	1	0	1	0	2	2	3
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.250	.000	.250	.000	.250	.250	.375

Accurate Counts

978-664-2565

N/S Street : Route 495 On Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 9/4/2024
Page No : 11



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

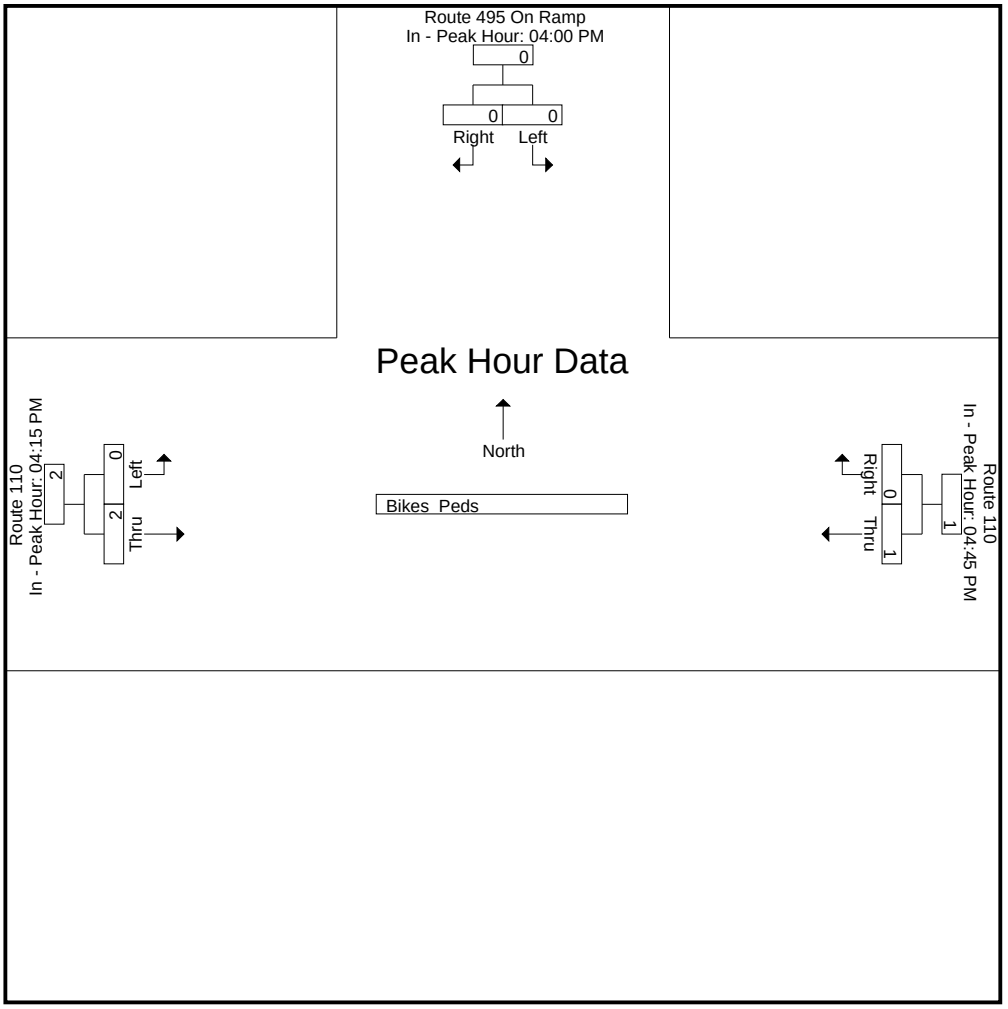
	04:00 PM			04:45 PM			04:15 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	**1**	0	**1**	0	**2**	**2**
Total Volume	0	0	0	1	0	1	0	2	2
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.250	.000	.250	.000	.250	.250

Accurate Counts

978-664-2565

N/S Street : Route 495 On Ramp
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Clear

File Name : 95260003
Site Code : 95260003
Start Date : 9/4/2024
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650001
Site Code : 97650001
Start Date : 7/13/2023
Page No : 1

Groups Printed- Cars - Trucks

	Elm St From North			Route 110 From East				Clarks Rd From South			Route 110 From West				
Start Time	Left	Thru	Right	Left	Thru	Right	U-Tr	Left	Thru	Right	Left	Thru	Right	U-Tr	Int. Total
07:00 AM	88	5	4	6	153	36	1	9	1	16	5	248	0	0	572
07:15 AM	97	4	5	5	180	42	0	8	2	12	16	286	1	0	658
07:30 AM	106	4	6	2	168	42	0	7	5	21	15	289	2	0	667
07:45 AM	112	11	5	8	207	62	1	5	8	18	11	313	6	1	768
Total	403	24	20	21	708	182	2	29	16	67	47	1136	9	1	2665
08:00 AM	108	6	5	3	178	64	1	5	4	16	12	299	0	0	701
08:15 AM	105	11	3	7	207	67	0	11	5	20	8	284	4	0	732
08:30 AM	102	10	5	4	189	61	0	5	2	18	10	286	5	0	697
08:45 AM	94	14	7	7	190	89	0	7	8	13	8	279	4	0	720
Total	409	41	20	21	764	281	1	28	19	67	38	1148	13	0	2850
Grand Total	812	65	40	42	1472	463	3	57	35	134	85	2284	22	1	5515
Apprch %	88.5	7.1	4.4	2.1	74.3	23.4	0.2	25.2	15.5	59.3	3.6	95.5	0.9	0	
Total %	14.7	1.2	0.7	0.8	26.7	8.4	0.1	1	0.6	2.4	1.5	41.4	0.4	0	
Cars	798	64	39	42	1415	451	3	56	34	132	77	2204	22	1	5338
% Cars	98.3	98.5	97.5	100	96.1	97.4	100	98.2	97.1	98.5	90.6	96.5	100	100	96.8
Trucks	14	1	1	0	57	12	0	1	1	2	8	80	0	0	177
% Trucks	1.7	1.5	2.5	0	3.9	2.6	0	1.8	2.9	1.5	9.4	3.5	0	0	3.2

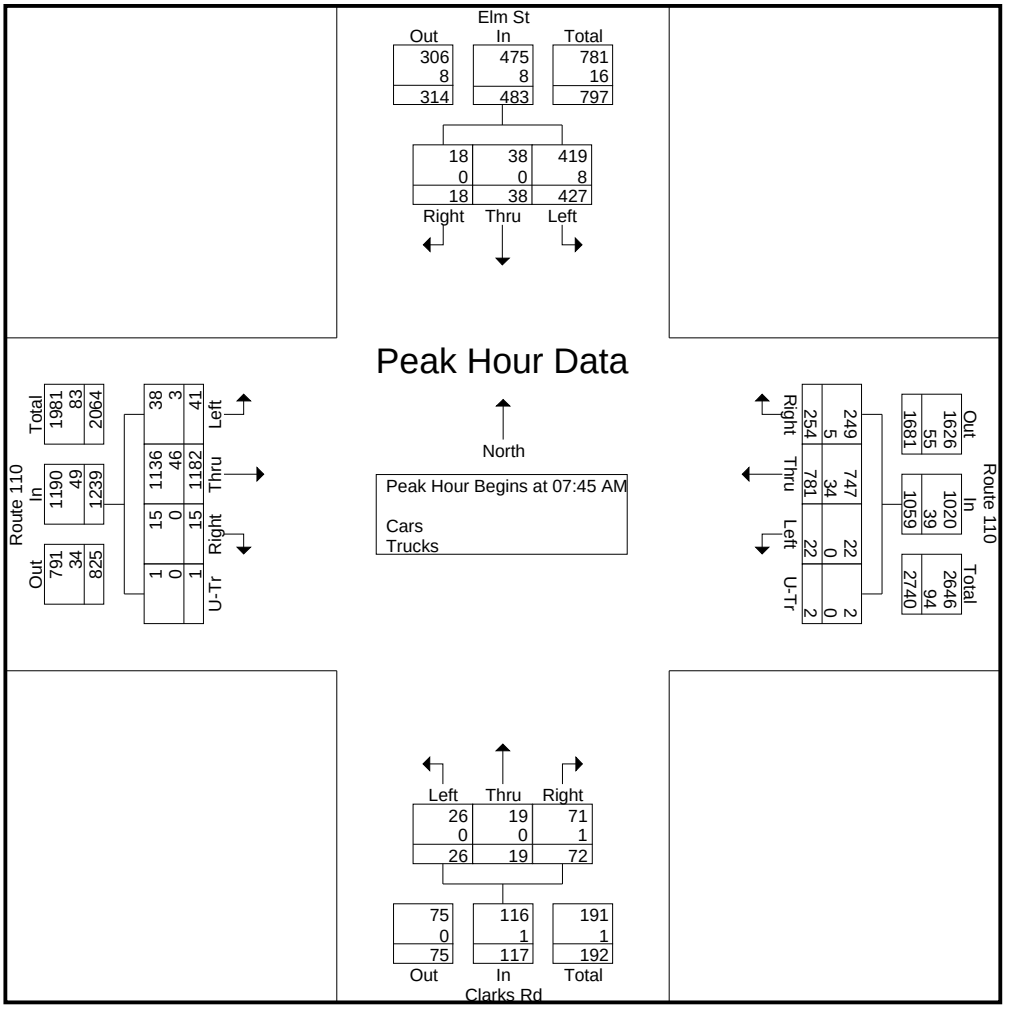
	Elm St From North				Route 110 From East					Clarks Rd From South				Route 110 From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:45 AM																			
07:45 AM	**112**	**11**	**5**	**128**	**8**	**207**	62	**1**	278	5	**8**	18	31	11	**313**	**6**	**1**	**331**	**768**
08:00 AM	108	6	5	119	3	178	64	1	246	5	4	16	25	**12**	299	0	0	311	701
08:15 AM	105	11	3	119	7	207	**67**	0	**281**	**11**	5	**20**	**36**	8	284	4	0	296	732
08:30 AM	102	10	5	117	4	189	61	0	254	5	2	18	25	10	286	5	0	301	697
Total Volume	427	38	18	483	22	781	254	2	1059	26	19	72	117	41	1182	15	1	1239	2898
% App. Total	88.4	7.9	3.7		2.1	73.7	24	0.2		22.2	16.2	61.5		3.3	95.4	1.2	0.1		
PHF	.953	.864	.900	.943	.688	.943	.948	.500	.942	.591	.594	.900	.813	.854	.944	.625	.250	.936	.943
Cars	419	38	18	475	22	747	249	2	1020	26	19	71	116	38	1136	15	1	1190	2801
% Cars	98.1	100	100	98.3	100	95.6	98.0	100	96.3	100	100	98.6	99.1	92.7	96.1	100	100	96.0	96.7
Trucks	8	0	0	8	0	34	5	0	39	0	0	1	1	3	46	0	0	49	97
% Trucks	1.9	0	0	1.7	0	4.4	2.0	0	3.7	0	0	1.4	0.9	7.3	3.9	0	0	4.0	3.3

Accurate Counts

978-664-2565

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650001
Site Code : 97650001
Start Date : 7/13/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

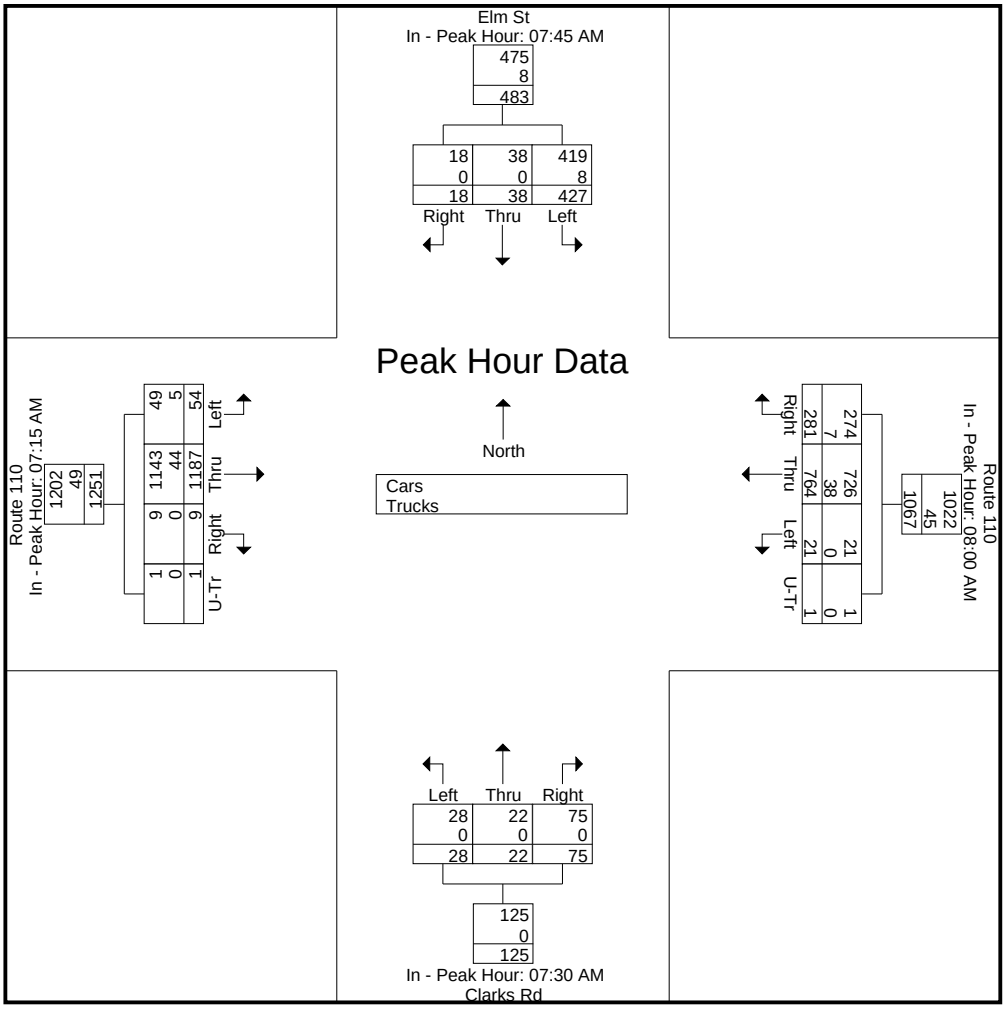
	07:45 AM				08:00 AM					07:30 AM				07:15 AM				
+0 mins.	**112**	**11**	**5**	**128**	3	178	64	**1**	246	7	5	**21**	33	**16**	286	1	0	303
+15 mins.	108	6	5	119	**7**	**207**	67	0	281	5	**8**	18	31	15	289	2	0	306
+30 mins.	105	11	3	119	4	189	61	0	254	5	4	16	25	11	**313**	**6**	**1**	**331**
+45 mins.	102	10	5	117	7	190	**89**	0	**286**	**11**	5	20	**36**	12	299	0	0	311
Total Volume	427	38	18	483	21	764	281	1	1067	28	22	75	125	54	1187	9	1	1251
% App. Total	88.4	7.9	3.7		2	71.6	26.3	0.1		22.4	17.6	60		4.3	94.9	0.7	0.1	
PHF	.953	.864	.900	.943	.750	.923	.789	.250	.933	.636	.688	.893	.868	.844	.948	.375	.250	.945
Cars	419	38	18	475	21	726	274	1	1022	28	22	75	125	49	1143	9	1	1202
% Cars	98.1	100	100	98.3	100	95	97.5	100	95.8	100	100	100	100	90.7	96.3	100	100	96.1
Trucks	8	0	0	8	0	38	7	0	45	0	0	0	0	5	44	0	0	49
% Trucks	1.9	0	0	1.7	0	5	2.5	0	4.2	0	0	0	0	9.3	3.7	0	0	3.9

Accurate Counts

978-664-2565

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650001
Site Code : 97650001
Start Date : 7/13/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650001
Site Code : 97650001
Start Date : 7/13/2023
Page No : 1

Groups Printed- Cars

	Elm St From North			Route 110 From East				Clarks Rd From South			Route 110 From West				
Start Time	Left	Thru	Right	Left	Thru	Right	U-Tr	Left	Thru	Right	Left	Thru	Right	U-Tr	Int. Total
07:00 AM	88	5	4	6	151	34	1	8	1	15	5	240	0	0	558
07:15 AM	96	4	5	5	177	42	0	8	2	12	15	275	1	0	642
07:30 AM	104	4	6	2	162	40	0	7	5	21	12	278	2	0	643
07:45 AM	110	11	5	8	199	61	1	5	8	18	10	301	6	1	744
Total	398	24	20	21	689	177	2	28	16	66	42	1094	9	1	2587
08:00 AM	105	6	5	3	172	62	1	5	4	16	12	289	0	0	680
08:15 AM	104	11	3	7	198	67	0	11	5	20	8	274	4	0	712
08:30 AM	100	10	5	4	178	59	0	5	2	17	8	272	5	0	665
08:45 AM	91	13	6	7	178	86	0	7	7	13	7	275	4	0	694
Total	400	40	19	21	726	274	1	28	18	66	35	1110	13	0	2751
Grand Total	798	64	39	42	1415	451	3	56	34	132	77	2204	22	1	5338
Apprch %	88.6	7.1	4.3	2.2	74	23.6	0.2	25.2	15.3	59.5	3.3	95.7	1	0	
Total %	14.9	1.2	0.7	0.8	26.5	8.4	0.1	1	0.6	2.5	1.4	41.3	0.4	0	

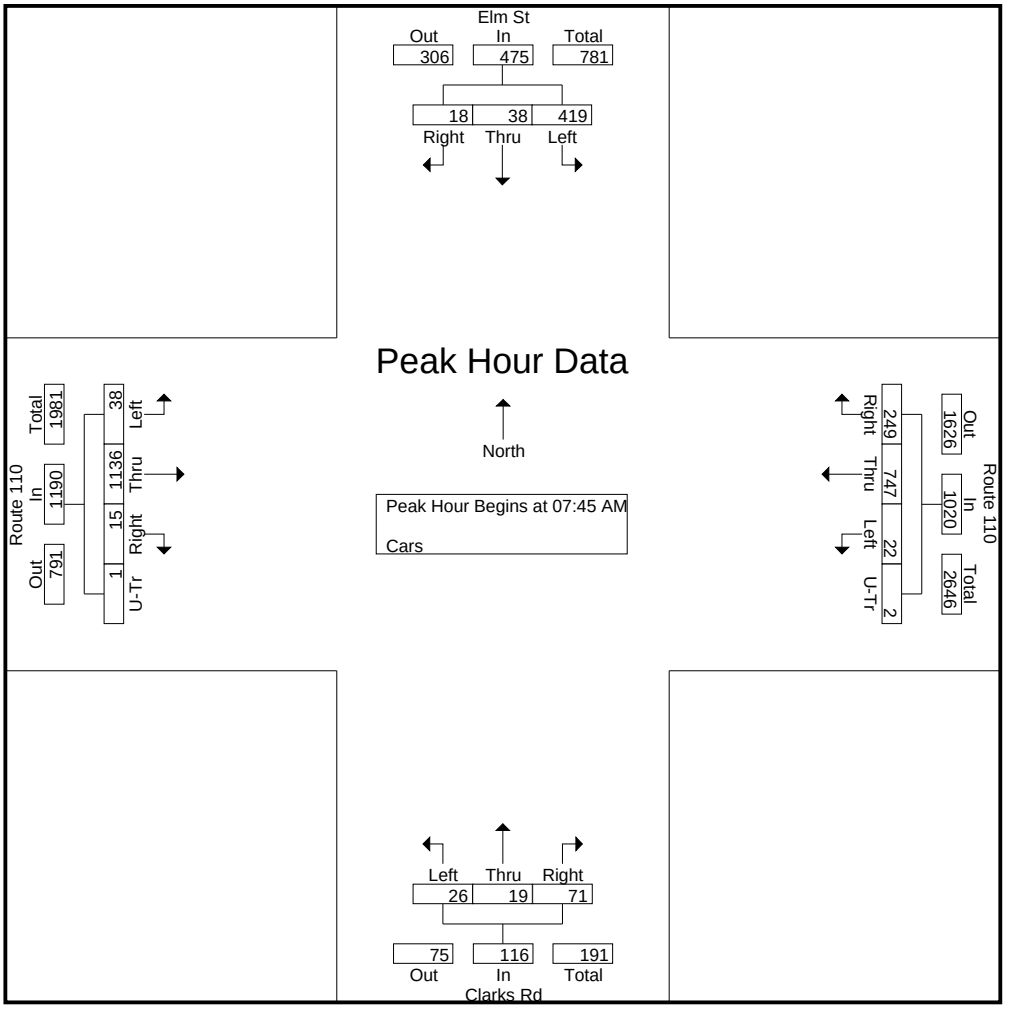
	Elm St From North				Route 110 From East					Clarks Rd From South				Route 110 From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:45 AM																			
07:45 AM	**110**	**11**	**5**	**126**	**8**	**199**	61	**1**	269	5	**8**	18	31	10	**301**	**6**	**1**	**318**	**744**
08:00 AM	105	6	5	116	3	172	62	1	238	5	4	16	25	**12**	289	0	0	301	680
08:15 AM	104	11	3	118	7	198	**67**	0	**272**	**11**	5	**20**	**36**	8	274	4	0	286	712
08:30 AM	100	10	5	115	4	178	59	0	241	5	2	17	24	8	272	5	0	285	665
Total Volume	419	38	18	475	22	747	249	2	1020	26	19	71	116	38	1136	15	1	1190	2801
% App. Total	88.2	8	3.8		2.2	73.2	24.4	0.2		22.4	16.4	61.2		3.2	95.5	1.3	0.1		
PHF	.952	.864	.900	.942	.688	.938	.929	.500	.938	.591	.594	.888	.806	.792	.944	.625	.250	.936	.941

Accurate Counts

978-664-2565

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650001
Site Code : 97650001
Start Date : 7/13/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

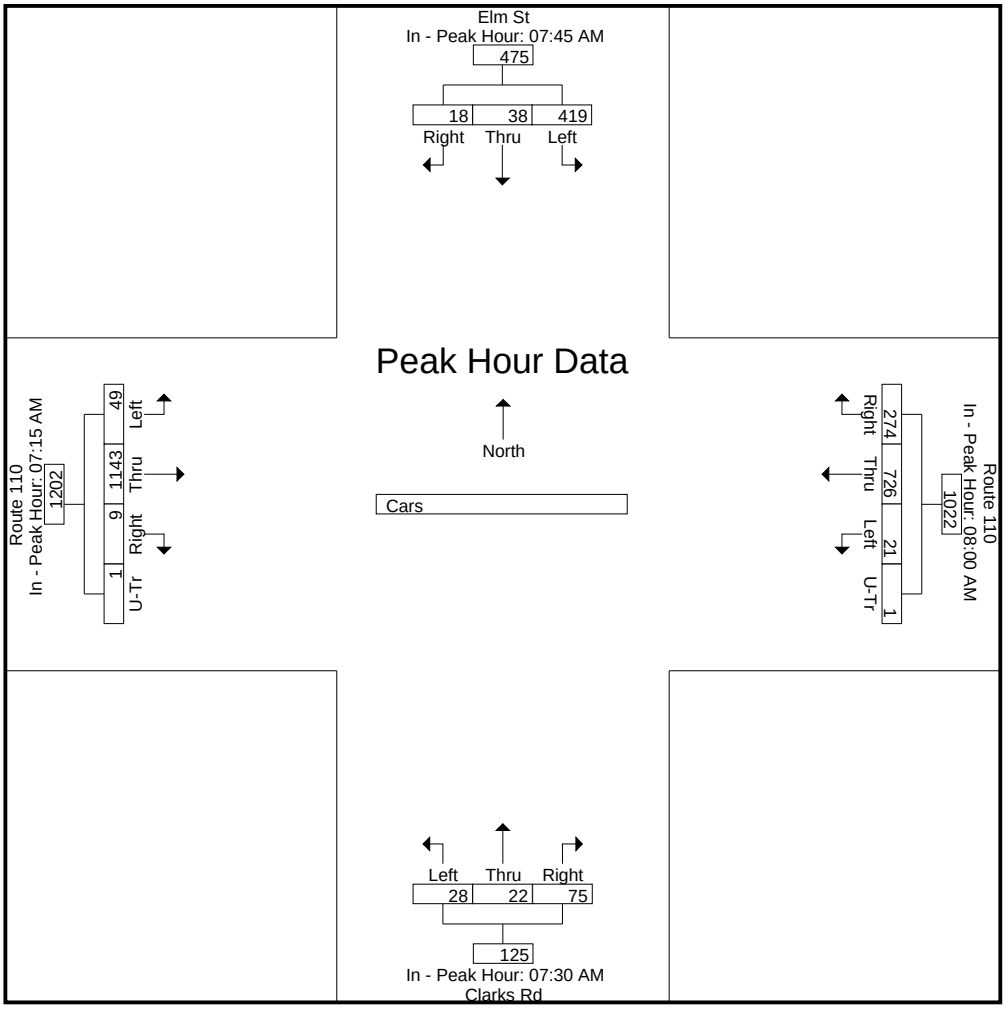
	07:45 AM				08:00 AM					07:30 AM				07:15 AM				
+0 mins.	**110**	**11**	**5**	**126**	3	172	62	**1**	238	7	5	**21**	33	**15**	275	1	0	291
+15 mins.	105	6	5	116	**7**	**198**	67	0	**272**	5	**8**	18	31	12	278	2	0	292
+30 mins.	104	11	3	118	4	178	59	0	241	5	4	16	25	10	**301**	**6**	**1**	**318**
+45 mins.	100	10	5	115	7	178	**86**	0	271	**11**	5	20	**36**	12	289	0	0	301
Total Volume	419	38	18	475	21	726	274	1	1022	28	22	75	125	49	1143	9	1	1202
% App. Total	88.2	8	3.8		2.1	71	26.8	0.1		22.4	17.6	60		4.1	95.1	0.7	0.1	
PHF	.952	.864	.900	.942	.750	.917	.797	.250	.939	.636	.688	.893	.868	.817	.949	.375	.250	.945

Accurate Counts

978-664-2565

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650001
Site Code : 97650001
Start Date : 7/13/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650001
Site Code : 97650001
Start Date : 7/13/2023
Page No : 1

Groups Printed- Trucks

	Elm St From North			Route 110 From East				Clarks Rd From South			Route 110 From West				
Start Time	Left	Thru	Right	Left	Thru	Right	U-Tr	Left	Thru	Right	Left	Thru	Right	U-Tr	Int. Total
07:00 AM	0	0	0	0	2	2	0	1	0	1	0	8	0	0	14
07:15 AM	1	0	0	0	3	0	0	0	0	0	1	11	0	0	16
07:30 AM	2	0	0	0	6	2	0	0	0	0	3	11	0	0	24
07:45 AM	2	0	0	0	8	1	0	0	0	0	1	12	0	0	24
Total	5	0	0	0	19	5	0	1	0	1	5	42	0	0	78
08:00 AM	3	0	0	0	6	2	0	0	0	0	0	10	0	0	21
08:15 AM	1	0	0	0	9	0	0	0	0	0	0	10	0	0	20
08:30 AM	2	0	0	0	11	2	0	0	0	1	2	14	0	0	32
08:45 AM	3	1	1	0	12	3	0	0	1	0	1	4	0	0	26
Total	9	1	1	0	38	7	0	0	1	1	3	38	0	0	99
Grand Total	14	1	1	0	57	12	0	1	1	2	8	80	0	0	177
Apprch %	87.5	6.2	6.2	0	82.6	17.4	0	25	25	50	9.1	90.9	0	0	
Total %	7.9	0.6	0.6	0	32.2	6.8	0	0.6	0.6	1.1	4.5	45.2	0	0	

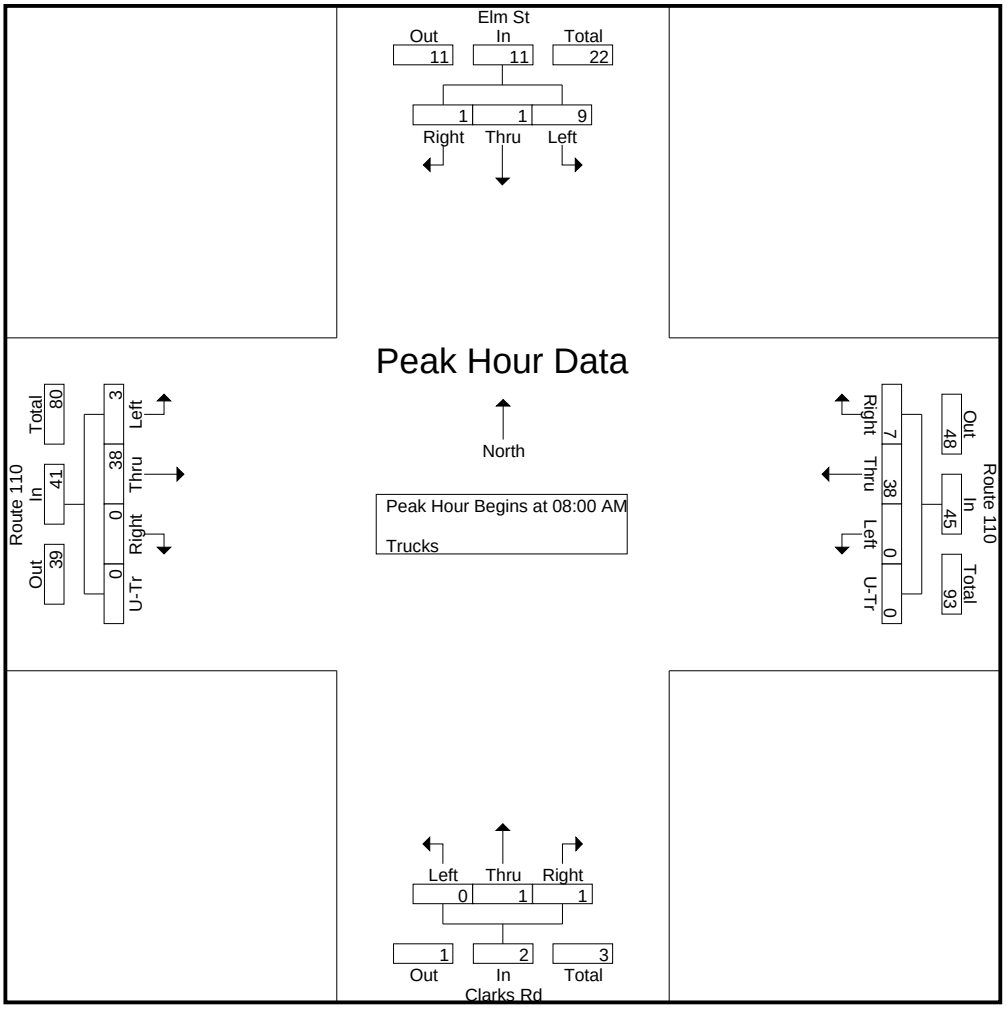
	Elm St From North				Route 110 From East					Clarks Rd From South				Route 110 From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 08:00 AM																			
08:00 AM	**3**	0	0	3	0	6	2	0	8	0	0	0	0	0	10	0	0	10	21
08:15 AM	1	0	0	1	0	9	0	0	9	0	0	0	0	0	10	0	0	10	20
08:30 AM	2	0	0	2	0	11	2	0	13	0	0	**1**	**1**	**2**	**14**	0	0	**16**	**32**
08:45 AM	3	**1**	**1**	**5**	0	**12**	**3**	0	**15**	0	**1**	0	1	1	4	0	0	5	26
Total Volume	9	1	1	11	0	38	7	0	45	0	1	1	2	3	38	0	0	41	99
% App. Total	81.8	9.1	9.1		0	84.4	15.6	0		0	50	50		7.3	92.7	0	0		
PHF	.750	.250	.250	.550	.000	.792	.583	.000	.750	.000	.250	.250	.500	.375	.679	.000	.000	.641	.773

Accurate Counts

978-664-2565

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650001
Site Code : 97650001
Start Date : 7/13/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

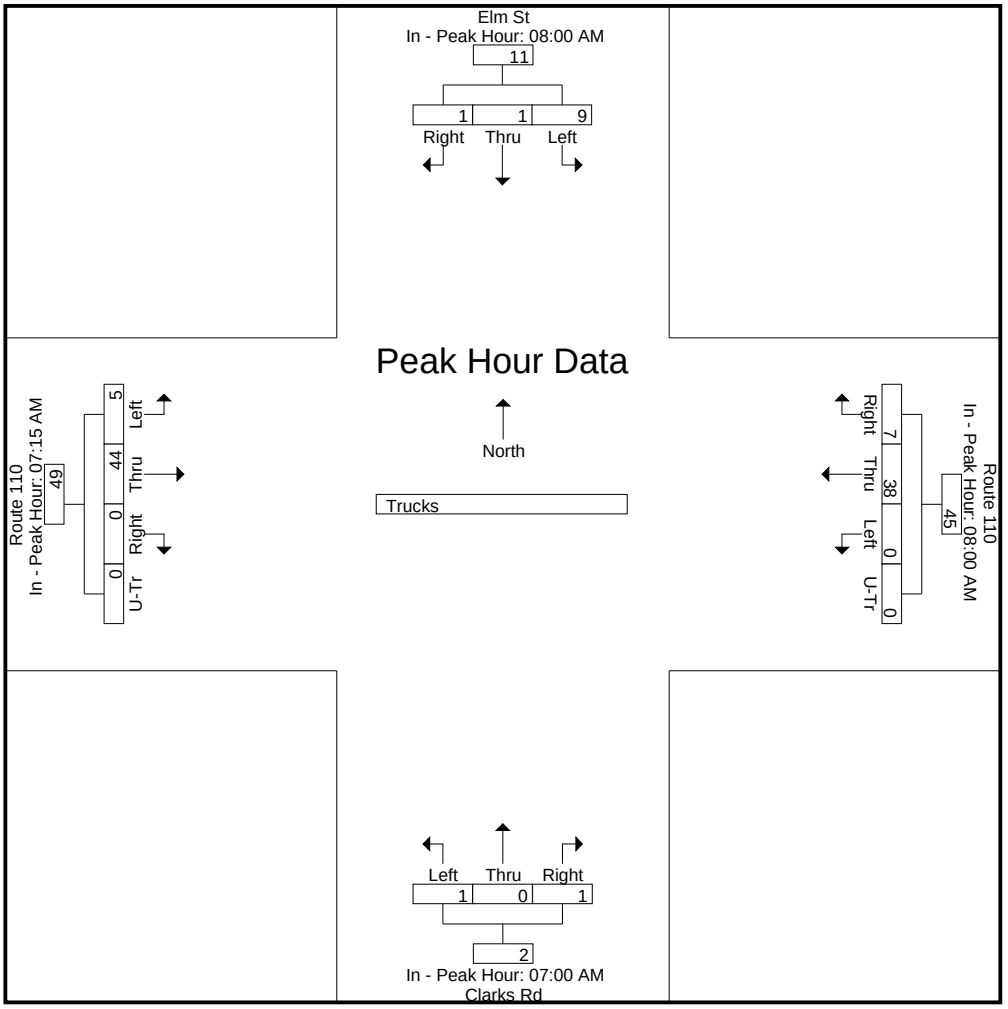
	08:00 AM				08:00 AM					07:00 AM				07:15 AM				
+0 mins.	**3**	0	0	3	0	6	2	0	8	**1**	0	**1**	**2**	1	11	0	0	12
+15 mins.	1	0	0	1	0	9	0	0	9	0	0	0	0	**3**	11	0	0	**14**
+30 mins.	2	0	0	2	0	11	2	0	13	0	0	0	0	1	**12**	0	0	13
+45 mins.	3	**1**	**1**	**5**	0	**12**	**3**	0	**15**	0	0	0	0	0	10	0	0	10
Total Volume	9	1	1	11	0	38	7	0	45	1	0	1	2	5	44	0	0	49
% App. Total	81.8	9.1	9.1		0	84.4	15.6	0		50	0	50		10.2	89.8	0	0	
PHF	.750	.250	.250	.550	.000	.792	.583	.000	.750	.250	.000	.250	.250	.417	.917	.000	.000	.875

Accurate Counts

978-664-2565

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650001
Site Code : 97650001
Start Date : 7/13/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650001
Site Code : 97650001
Start Date : 7/13/2023
Page No : 1

Groups Printed- Bikes Peds

	Elm St From North				Route 110 From East				Clarks Rd From South				Route 110 From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	1	2
07:15 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	0	1	0	0	0	0	0	0	2	0	0	2	3	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	2	0	1	0	0	0	0	0	0	0	1	0	0	2	2	4
08:30 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	2	0	1	0	1	0	0	0	0	0	1	0	0	2	4	6
Grand Total	0	1	0	4	0	1	1	1	0	0	0	0	0	3	0	0	4	7	11
Apprch %	0	100	0		0	33.3	33.3	33.3	0	0	0		0	100	0	0			
Total %	0	14.3	0		0	14.3	14.3	14.3	0	0	0		0	42.9	0	0	36.4	63.6	

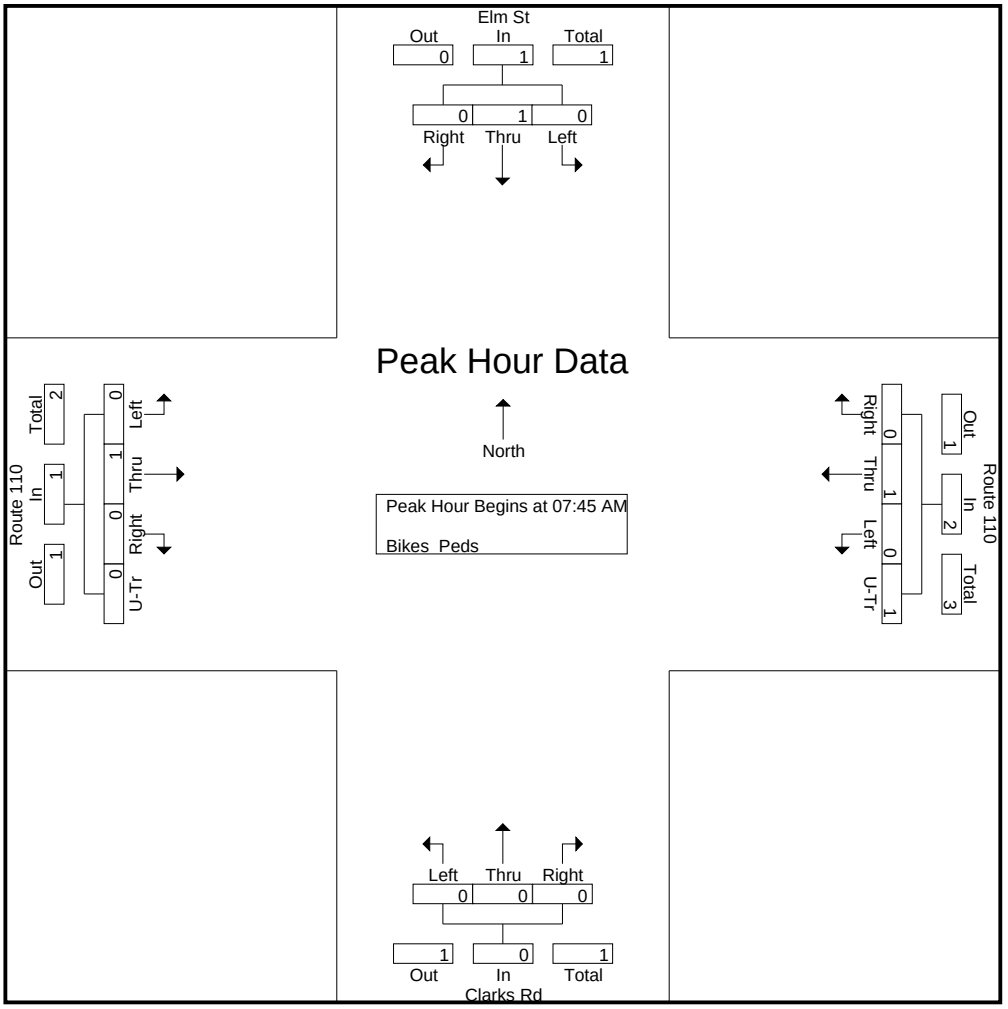
	Elm St From North				Route 110 From East					Clarks Rd From South				Route 110 From West						
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:45 AM																			
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	**1**	0	0	**1**	**2**
08:30 AM	0	**1**	0	**1**	0	0	0	**1**	1	0	0	0	0	0	0	0	0	0	2
Total Volume	0	1	0	1	0	1	0	1	2	0	0	0	0	0	1	0	0	1	4
% App. Total	0	100	0		0	50	0	50		0	0	0		0	100	0	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.500	.000	.000	.000	.000	.000	.250	.000	.000	.250	.500

Accurate Counts

978-664-2565

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650001
Site Code : 97650001
Start Date : 7/13/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

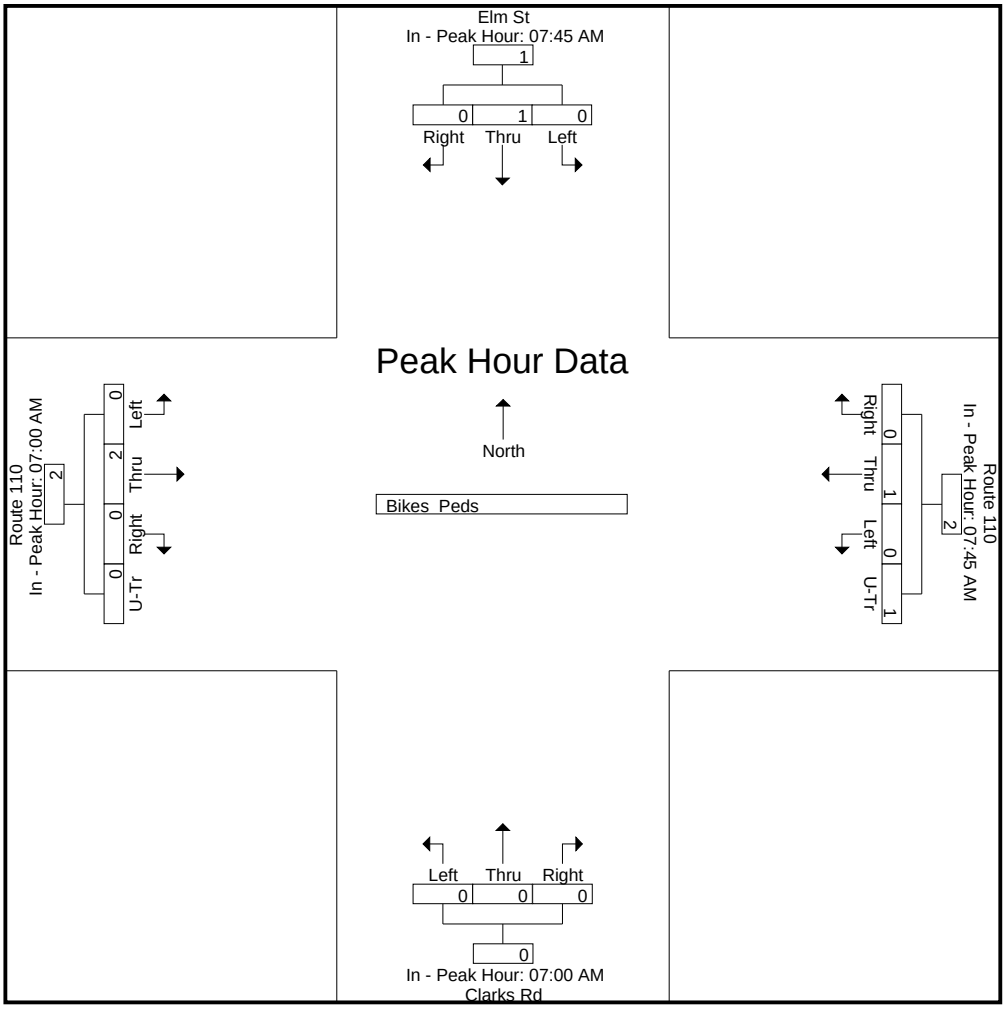
	07:45 AM				07:45 AM					07:00 AM				07:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0
+45 mins.	0	**1**	0	**1**	0	0	0	**1**	1	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	1	0	1	2	0	0	0	0	0	2	0	0	2
% App. Total	0	100	0		0	50	0	50		0	0	0		0	100	0	0	
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.500	.000	.000	.000	.000	.000	.500	.000	.000	.500

Accurate Counts

978-664-2565

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650001
Site Code : 97650001
Start Date : 7/13/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650001
Site Code : 97650001
Start Date : 7/13/2023
Page No : 1

Groups Printed- Cars - Trucks

	Elm St From North			Route 110 From East				Clarks Rd From South			Route 110 From West				
Start Time	Left	Thru	Right	Left	Thru	Right	U-Tr	Left	Thru	Right	Left	Thru	Right	U-Tr	Int. Total
04:00 PM	78	17	11	19	331	87	2	15	10	9	23	247	5	0	854
04:15 PM	71	12	8	10	318	109	0	16	11	14	14	245	2	1	831
04:30 PM	73	17	17	19	333	107	0	9	16	7	22	293	9	0	922
04:45 PM	61	16	8	15	321	112	0	14	9	13	20	256	3	1	849
Total	283	62	44	63	1303	415	2	54	46	43	79	1041	19	2	3456
05:00 PM	82	17	4	9	315	118	0	19	14	14	19	292	3	0	906
05:15 PM	80	11	6	13	348	112	1	11	17	8	20	276	6	0	909
05:30 PM	92	9	2	12	269	103	0	6	12	12	19	262	5	0	803
05:45 PM	64	10	4	16	323	116	0	4	11	10	12	244	2	1	817
Total	318	47	16	50	1255	449	1	40	54	44	70	1074	16	1	3435
Grand Total	601	109	60	113	2558	864	3	94	100	87	149	2115	35	3	6891
Apprch %	78.1	14.2	7.8	3.2	72.3	24.4	0.1	33.5	35.6	31	6.5	91.9	1.5	0.1	
Total %	8.7	1.6	0.9	1.6	37.1	12.5	0	1.4	1.5	1.3	2.2	30.7	0.5	0	
Cars	598	109	59	113	2530	857	3	93	100	86	149	2082	35	3	6817
% Cars	99.5	100	98.3	100	98.9	99.2	100	98.9	100	98.9	100	98.4	100	100	98.9
Trucks	3	0	1	0	28	7	0	1	0	1	0	33	0	0	74
% Trucks	0.5	0	1.7	0	1.1	0.8	0	1.1	0	1.1	0	1.6	0	0	1.1

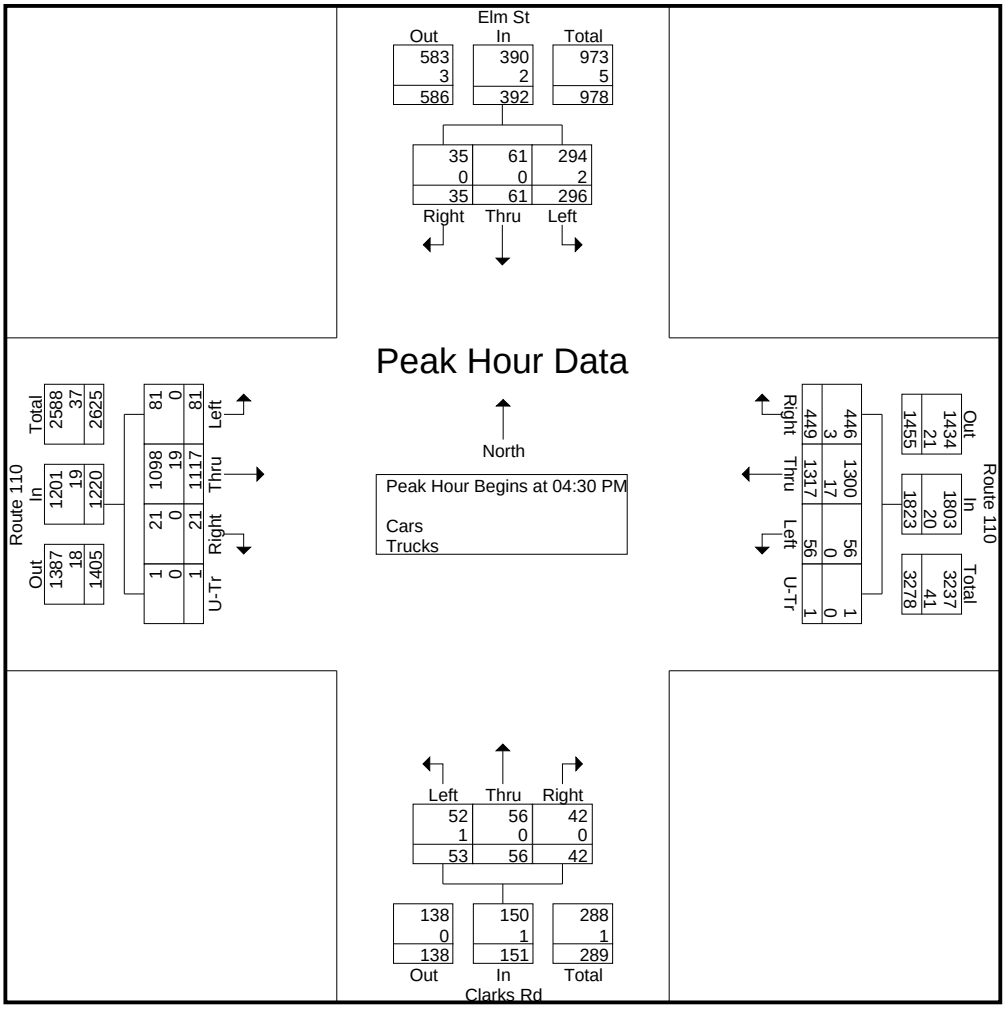
	Elm St From North				Route 110 From East					Clarks Rd From South				Route 110 From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 04:30 PM																			
04:30 PM	73	**17**	**17**	**107**	**19**	333	107	0	459	9	16	7	32	**22**	**293**	**9**	0	**324**	**922**
04:45 PM	61	16	8	85	15	321	112	0	448	14	9	13	36	20	256	3	**1**	280	849
05:00 PM	**82**	17	4	103	9	315	**118**	0	442	**19**	14	**14**	**47**	19	292	3	0	314	906
05:15 PM	80	11	6	97	13	**348**	112	**1**	**474**	11	**17**	8	36	20	276	6	0	302	909
Total Volume	296	61	35	392	56	1317	449	1	1823	53	56	42	151	81	1117	21	1	1220	3586
% App. Total	75.5	15.6	8.9		3.1	72.2	24.6	0.1		35.1	37.1	27.8		6.6	91.6	1.7	0.1		
PHF	.902	.897	.515	.916	.737	.946	.951	.250	.961	.697	.824	.750	.803	.920	.953	.583	.250	.941	.972
Cars	294	61	35	390	56	1300	446	1	1803	52	56	42	150	81	1098	21	1	1201	3544
% Cars	99.3	100	100	99.5	100	98.7	99.3	100	98.9	98.1	100	100	99.3	100	98.3	100	100	98.4	98.8
Trucks	2	0	0	2	0	17	3	0	20	1	0	0	1	0	19	0	0	19	42
% Trucks	0.7	0	0	0.5	0	1.3	0.7	0	1.1	1.9	0	0	0.7	0	1.7	0	0	1.6	1.2

Accurate Counts

978-664-2565

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650001
Site Code : 97650001
Start Date : 7/13/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

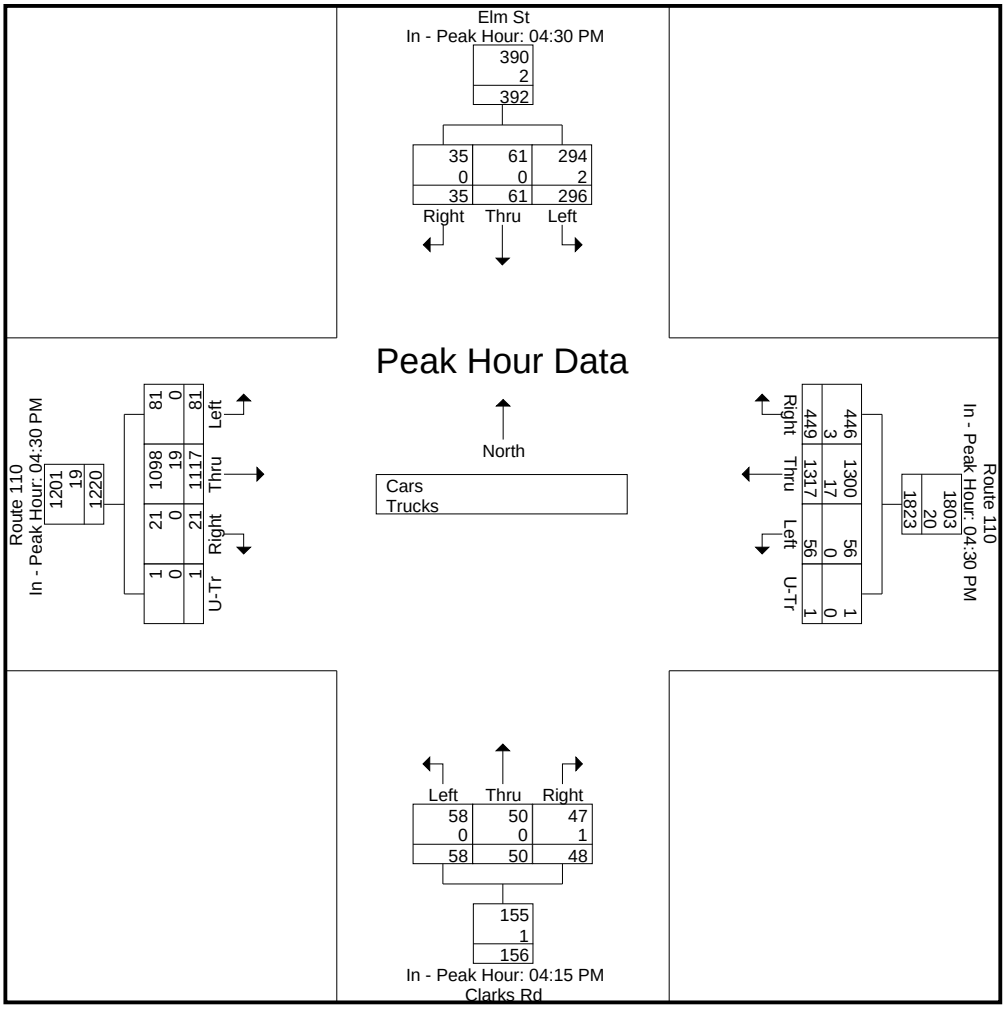
	04:30 PM				04:30 PM					04:15 PM				04:30 PM				
+0 mins.	73	**17**	**17**	**107**	**19**	333	107	0	459	16	11	**14**	41	**22**	**293**	**9**	0	**324**
+15 mins.	61	16	8	85	15	321	112	0	448	9	**16**	7	32	20	256	3	**1**	280
+30 mins.	**82**	17	4	103	9	315	**118**	0	442	14	9	13	36	19	292	3	0	314
+45 mins.	80	11	6	97	13	**348**	112	**1**	**474**	**19**	14	14	**47**	20	276	6	0	302
Total Volume	296	61	35	392	56	1317	449	1	1823	58	50	48	156	81	1117	21	1	1220
% App. Total	75.5	15.6	8.9		3.1	72.2	24.6	0.1		37.2	32.1	30.8		6.6	91.6	1.7	0.1	
PHF	.902	.897	.515	.916	.737	.946	.951	.250	.961	.763	.781	.857	.830	.920	.953	.583	.250	.941
Cars	294	61	35	390	56	1300	446	1	1803	58	50	47	155	81	1098	21	1	1201
% Cars	99.3	100	100	99.5	100	98.7	99.3	100	98.9	100	100	97.9	99.4	100	98.3	100	100	98.4
Trucks	2	0	0	2	0	17	3	0	20	0	0	1	1	0	19	0	0	19
% Trucks	0.7	0	0	0.5	0	1.3	0.7	0	1.1	0	0	2.1	0.6	0	1.7	0	0	1.6

Accurate Counts

978-664-2565

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650001
Site Code : 97650001
Start Date : 7/13/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650001
Site Code : 97650001
Start Date : 7/13/2023

Groups Printed- Cars

	Elm St From North			Route 110 From East				Clarks Rd From South			Route 110 From West				
Start Time	Left	Thru	Right	Left	Thru	Right	U-Tr	Left	Thru	Right	Left	Thru	Right	U-Tr	Int. Total
04:00 PM	78	17	10	19	327	85	2	15	10	9	23	244	5	0	844
04:15 PM	71	12	8	10	313	109	0	16	11	13	14	239	2	1	819
04:30 PM	72	17	17	19	327	106	0	9	16	7	22	287	9	0	908
04:45 PM	61	16	8	15	316	110	0	14	9	13	20	252	3	1	838
Total	282	62	43	63	1283	410	2	54	46	42	79	1022	19	2	3409
05:00 PM	81	17	4	9	312	118	0	19	14	14	19	288	3	0	898
05:15 PM	80	11	6	13	345	112	1	10	17	8	20	271	6	0	900
05:30 PM	92	9	2	12	268	102	0	6	12	12	19	260	5	0	799
05:45 PM	63	10	4	16	322	115	0	4	11	10	12	241	2	1	811
Total	316	47	16	50	1247	447	1	39	54	44	70	1060	16	1	3408
Grand Total	598	109	59	113	2530	857	3	93	100	86	149	2082	35	3	6817
Apprch %	78.1	14.2	7.7	3.2	72.2	24.5	0.1	33.3	35.8	30.8	6.6	91.8	1.5	0.1	
Total %	8.8	1.6	0.9	1.7	37.1	12.6	0	1.4	1.5	1.3	2.2	30.5	0.5	0	

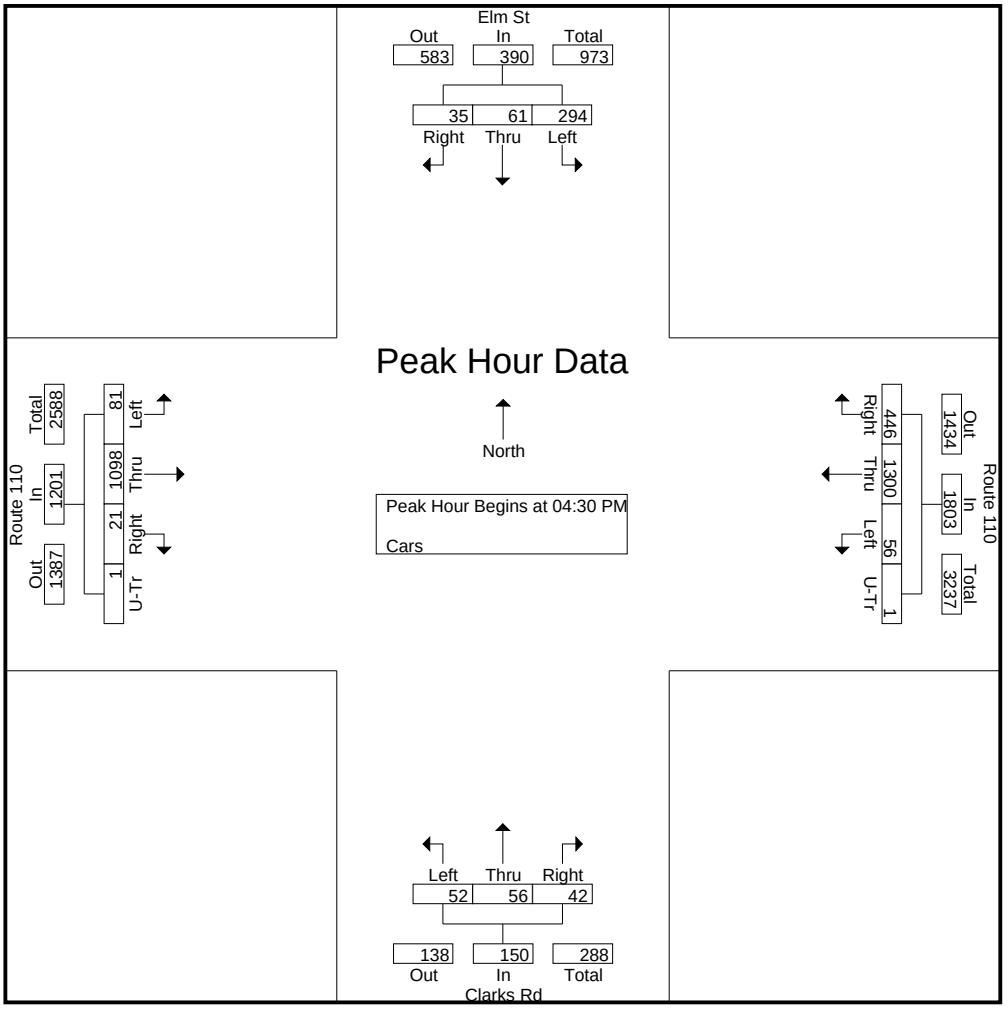
	Elm St From North				Route 110 From East					Clarks Rd From South				Route 110 From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 04:30 PM																			
04:30 PM	72	**17**	**17**	**106**	**19**	327	106	0	452	9	16	7	32	**22**	287	**9**	0	**318**	**908**
04:45 PM	61	16	8	85	15	316	110	0	441	14	9	13	36	20	252	3	**1**	276	838
05:00 PM	**81**	17	4	102	9	312	**118**	0	439	**19**	14	**14**	**47**	19	**288**	3	0	310	898
05:15 PM	80	11	6	97	13	**345**	112	**1**	**471**	10	**17**	8	35	20	271	6	0	297	900
Total Volume	294	61	35	390	56	1300	446	1	1803	52	56	42	150	81	1098	21	1	1201	3544
% App. Total	75.4	15.6	9		3.1	72.1	24.7	0.1		34.7	37.3	28		6.7	91.4	1.7	0.1		
PHF	.907	.897	.515	.920	.737	.942	.945	.250	.957	.684	.824	.750	.798	.920	.953	.583	.250	.944	.976

Accurate Counts

978-664-2565

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650001
Site Code : 97650001
Start Date : 7/13/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

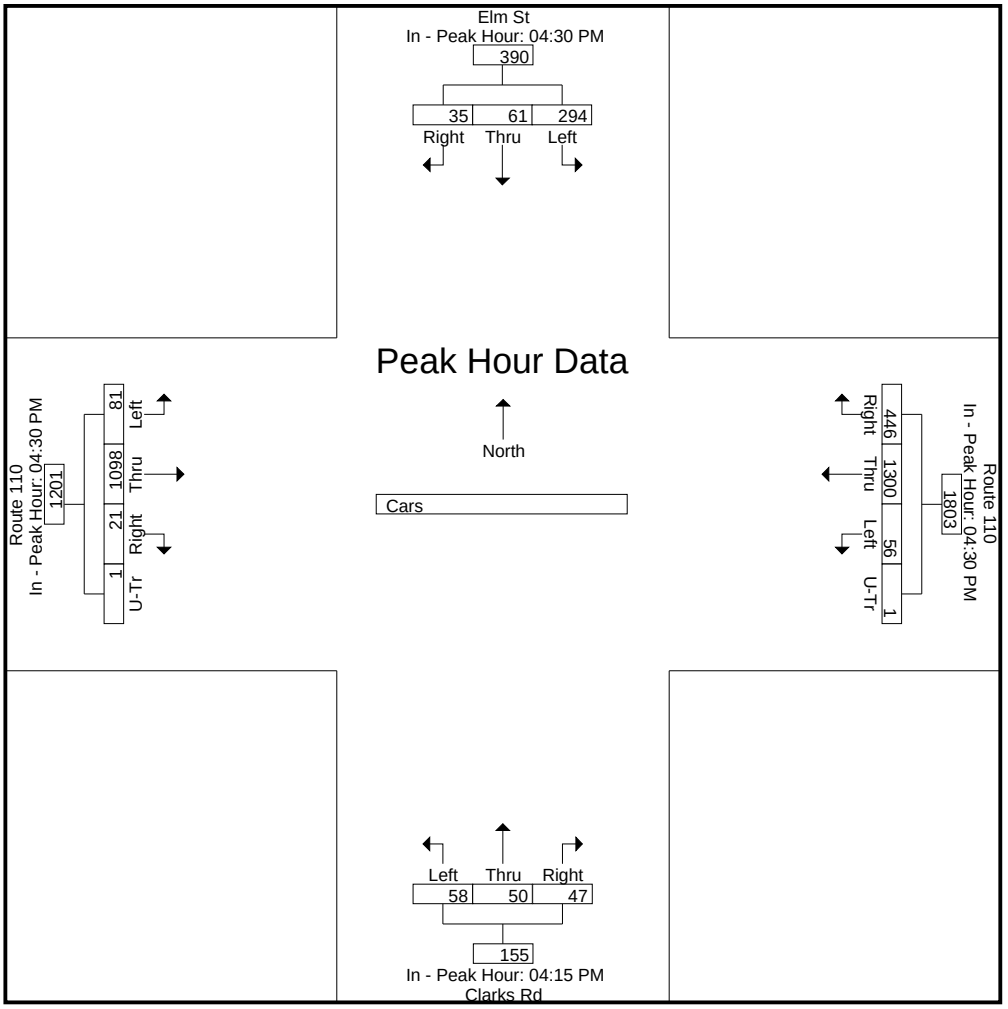
	04:30 PM				04:30 PM					04:15 PM				04:30 PM				
+0 mins.	72	**17**	**17**	**106**	**19**	327	106	0	452	16	11	13	40	**22**	287	**9**	0	**318**
+15 mins.	61	16	8	85	15	316	110	0	441	9	**16**	7	32	20	252	3	**1**	276
+30 mins.	**81**	17	4	102	9	312	**118**	0	439	14	9	13	36	19	**288**	3	0	310
+45 mins.	80	11	6	97	13	**345**	112	**1**	**471**	**19**	14	**14**	**47**	20	271	6	0	297
Total Volume	294	61	35	390	56	1300	446	1	1803	58	50	47	155	81	1098	21	1	1201
% App. Total	75.4	15.6	9		3.1	72.1	24.7	0.1		37.4	32.3	30.3		6.7	91.4	1.7	0.1	
PHF	.907	.897	.515	.920	.737	.942	.945	.250	.957	.763	.781	.839	.824	.920	.953	.583	.250	.944

Accurate Counts

978-664-2565

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650001
Site Code : 97650001
Start Date : 7/13/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650001
Site Code : 97650001
Start Date : 7/13/2023

Groups Printed- Trucks

	Elm St From North			Route 110 From East				Clarks Rd From South			Route 110 From West				
Start Time	Left	Thru	Right	Left	Thru	Right	U-Tr	Left	Thru	Right	Left	Thru	Right	U-Tr	Int. Total
04:00 PM	0	0	1	0	4	2	0	0	0	0	0	3	0	0	10
04:15 PM	0	0	0	0	5	0	0	0	0	1	0	6	0	0	12
04:30 PM	1	0	0	0	6	1	0	0	0	0	0	6	0	0	14
04:45 PM	0	0	0	0	5	2	0	0	0	0	0	4	0	0	11
Total	1	0	1	0	20	5	0	0	0	1	0	19	0	0	47
05:00 PM	1	0	0	0	3	0	0	0	0	0	0	4	0	0	8
05:15 PM	0	0	0	0	3	0	0	1	0	0	0	5	0	0	9
05:30 PM	0	0	0	0	1	1	0	0	0	0	0	2	0	0	4
05:45 PM	1	0	0	0	1	1	0	0	0	0	0	3	0	0	6
Total	2	0	0	0	8	2	0	1	0	0	0	14	0	0	27
Grand Total	3	0	1	0	28	7	0	1	0	1	0	33	0	0	74
Apprch %	75	0	25	0	80	20	0	50	0	50	0	100	0	0	
Total %	4.1	0	1.4	0	37.8	9.5	0	1.4	0	1.4	0	44.6	0	0	

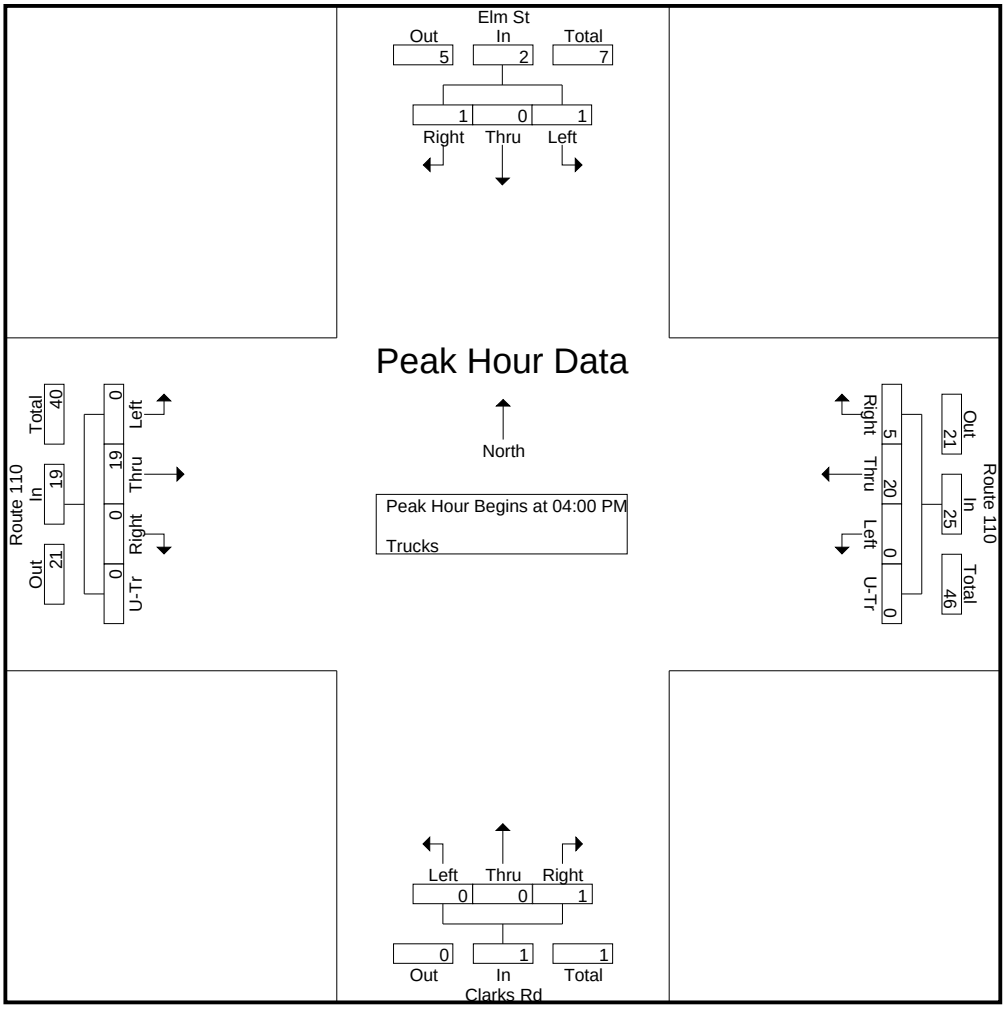
	Elm St From North				Route 110 From East					Clarks Rd From South				Route 110 From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 04:00 PM																			
04:00 PM	0	0	**1**	**1**	0	4	**2**	0	6	0	0	0	0	0	3	0	0	3	10
04:15 PM	0	0	0	0	0	5	0	0	5	0	0	**1**	**1**	0	**6**	0	0	**6**	12
04:30 PM	**1**	0	0	1	0	**6**	1	0	**7**	0	0	0	0	0	6	0	0	6	**14**
04:45 PM	0	0	0	0	0	5	2	0	7	0	0	0	0	0	4	0	0	4	11
Total Volume	1	0	1	2	0	20	5	0	25	0	0	1	1	0	19	0	0	19	47
% App. Total	50	0	50		0	80	20	0		0	0	100		0	100	0	0		
PHF	.250	.000	.250	.500	.000	.833	.625	.000	.893	.000	.000	.250	.250	.000	.792	.000	.000	.792	.839

Accurate Counts

978-664-2565

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650001
Site Code : 97650001
Start Date : 7/13/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

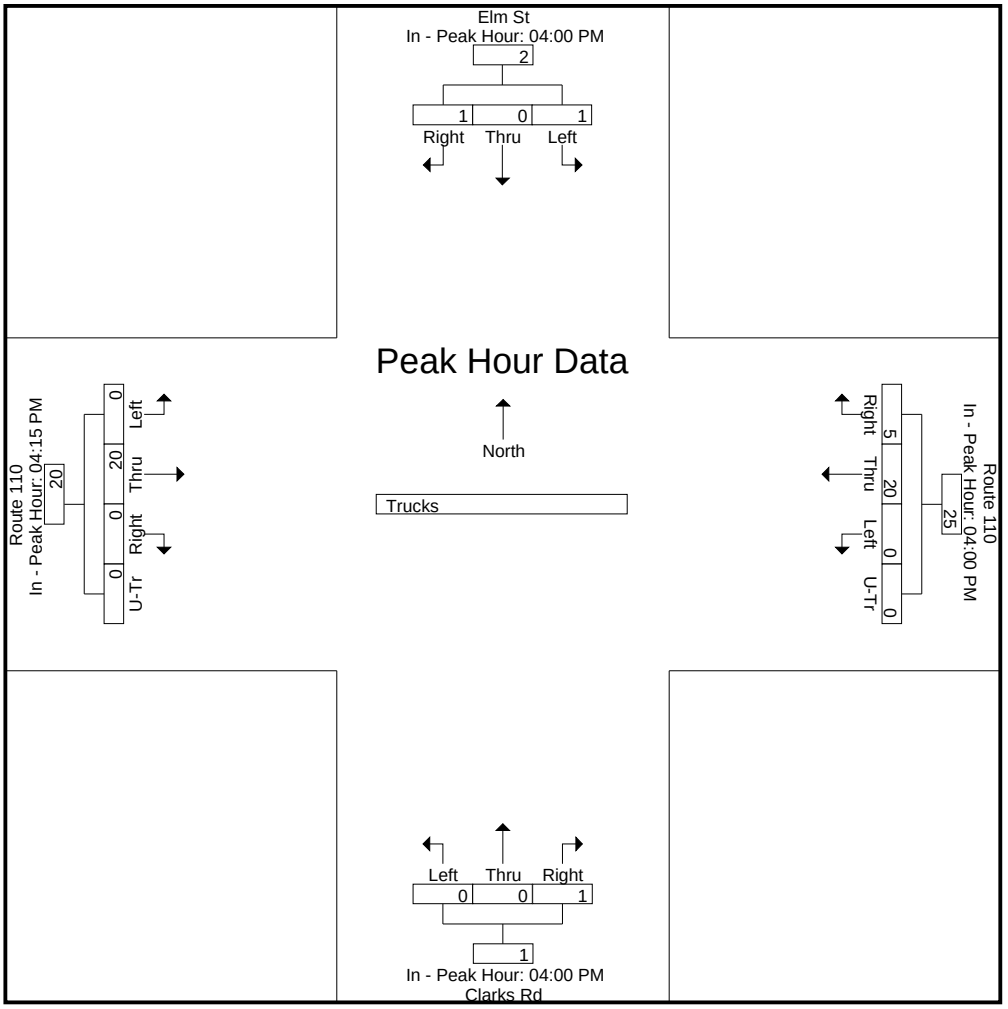
	04:00 PM				04:00 PM					04:00 PM				04:15 PM				
+0 mins.	0	0	**1**	**1**	0	4	**2**	0	6	0	0	0	0	0	**6**	0	0	**6**
+15 mins.	0	0	0	0	0	5	0	0	5	0	0	**1**	**1**	0	6	0	0	6
+30 mins.	**1**	0	0	1	0	**6**	1	0	**7**	0	0	0	0	0	4	0	0	4
+45 mins.	0	0	0	0	0	5	2	0	7	0	0	0	0	0	4	0	0	4
Total Volume	1	0	1	2	0	20	5	0	25	0	0	1	1	0	20	0	0	20
% App. Total	50	0	50		0	80	20	0		0	0	100		0	100	0	0	
PHF	.250	.000	.250	.500	.000	.833	.625	.000	.893	.000	.000	.250	.250	.000	.833	.000	.000	.833

Accurate Counts

978-664-2565

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650001
Site Code : 97650001
Start Date : 7/13/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650001
Site Code : 97650001
Start Date : 7/13/2023
Page No : 1

Groups Printed- Bikes Peds

	Elm St From North				Route 110 From East				Clarks Rd From South				Route 110 From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	2	1	4	5
04:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	4	4
Total	0	0	0	1	0	0	0	4	0	2	0	0	0	1	0	2	1	9	10
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1	2
05:30 PM	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3	3
05:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	1	0	0	1	4	0	1	0	0	0	0	0	0	1	6	7
Grand Total	0	0	0	2	0	0	1	8	0	3	0	0	0	1	0	2	2	15	17
Apprch %	0	0	0		0	0	11.1	88.9	0	100	0		0	33.3	0	66.7			
Total %	0	0	0		0	0	6.7	53.3	0	20	0		0	6.7	0	13.3	11.8	88.2	

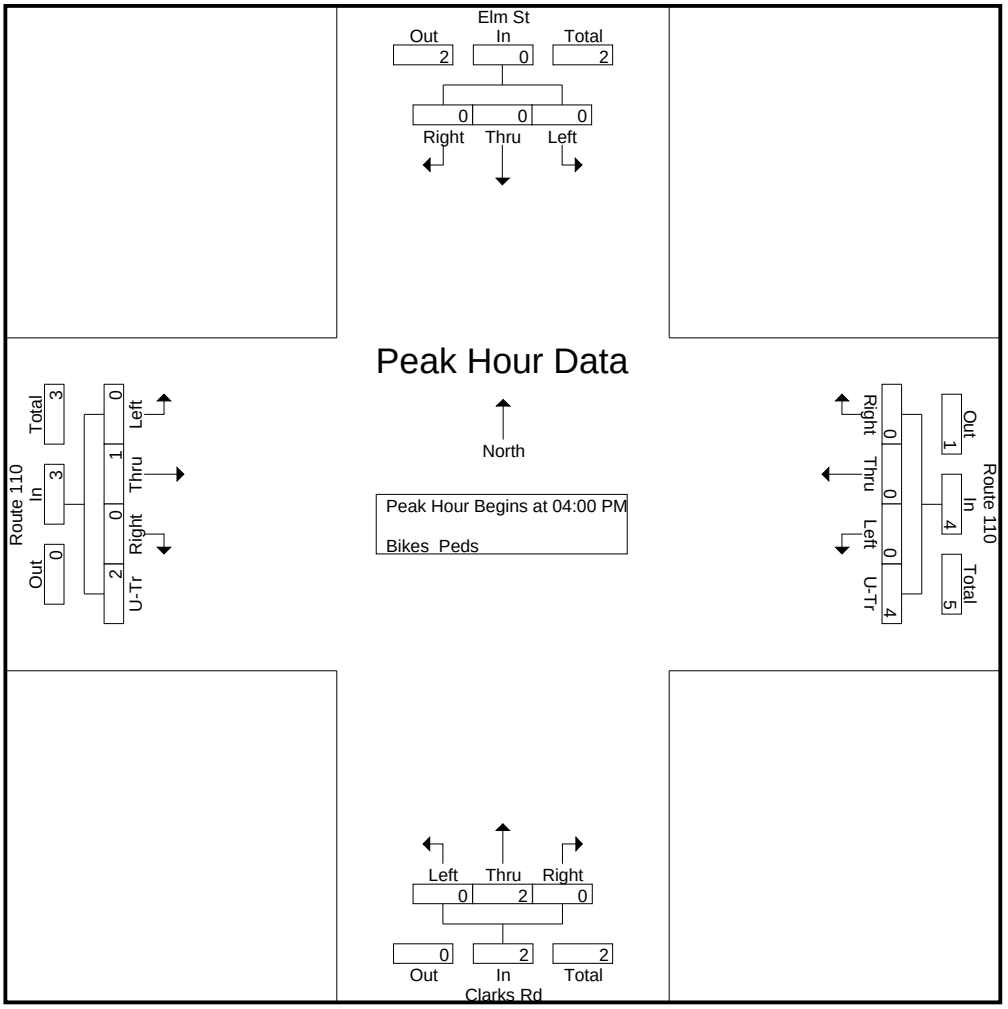
	Elm St From North				Route 110 From East					Clarks Rd From South				Route 110 From West						
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 04:00 PM																			
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	**2**	**2**	0	0	0	0	0	0	0	**2**	**2**	**4**
04:45 PM	0	0	0	0	0	0	0	2	2	0	**2**	0	**2**	0	0	0	0	0	4
Total Volume	0	0	0	0	0	0	0	4	4	0	2	0	2	0	1	0	2	3	9
% App. Total	0	0	0		0	0	0	100		0	100	0		0	33.3	0	66.7		
PHF	.000	.000	.000	.000	.000	.000	.000	.500	.500	.000	.250	.000	.250	.000	.250	.000	.250	.375	.563

Accurate Counts

978-664-2565

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650001
Site Code : 97650001
Start Date : 7/13/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

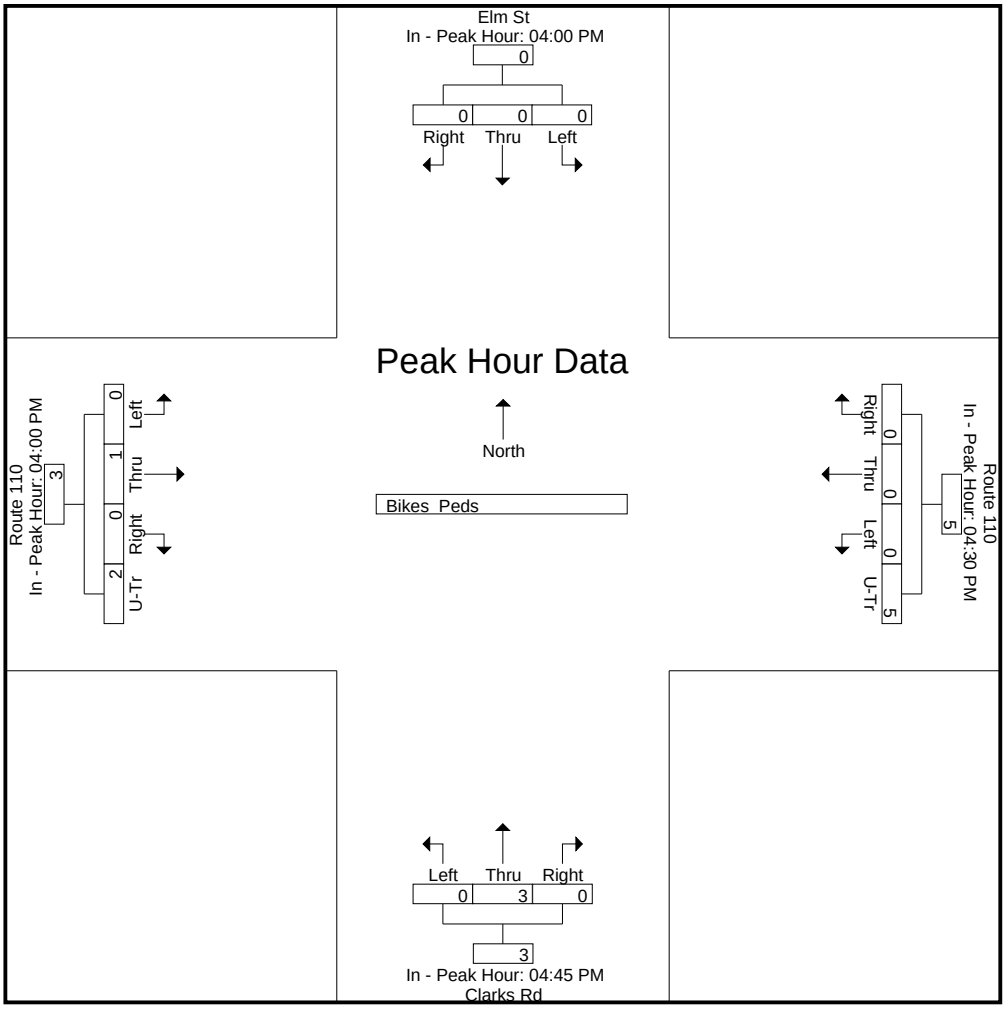
	04:00 PM				04:30 PM					04:45 PM				04:00 PM				
+0 mins.	0	0	0	0	0	0	0	**2**	**2**	0	**2**	0	**2**	0	**1**	0	0	1
+15 mins.	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**2**
+45 mins.	0	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	5	5	0	3	0	3	0	1	0	2	3
% App. Total	0	0	0		0	0	0	100		0	100	0		0	33.3	0	66.7	
PHF	.000	.000	.000	.000	.000	.000	.000	.625	.625	.000	.375	.000	.375	.000	.250	.000	.250	.375

Accurate Counts

978-664-2565

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650001
Site Code : 97650001
Start Date : 7/13/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S1
Site Code : 97650001
Start Date : 7/15/2023
Page No : 1

Groups Printed- Cars - Trucks

	Elm St From North			Route 110 From East				Clarks Rd From South			Route 110 From West				
Start Time	Left	Thru	Right	Left	Thru	Right	U-Tr	Left	Thru	Right	Left	Thru	Right	U-Tr	Int. Total
11:00 AM	54	8	7	9	186	54	0	8	3	11	22	324	4	0	690
11:15 AM	75	13	7	11	207	74	0	3	9	16	17	285	2	0	719
11:30 AM	75	11	9	11	203	60	0	4	7	9	15	294	4	0	702
11:45 AM	69	12	9	8	202	65	2	13	9	13	14	327	6	1	750
Total	273	44	32	39	798	253	2	28	28	49	68	1230	16	1	2861
12:00 PM	78	14	6	6	200	67	0	7	9	17	16	244	3	4	671
12:15 PM	69	9	12	16	247	49	1	4	7	16	15	288	3	0	736
12:30 PM	73	11	6	17	198	66	3	5	12	18	18	291	6	0	724
12:45 PM	62	6	11	7	209	70	0	7	5	11	12	305	5	0	710
Total	282	40	35	46	854	252	4	23	33	62	61	1128	17	4	2841
01:00 PM	52	9	7	8	194	74	0	6	8	13	19	231	5	1	627
01:15 PM	72	5	4	17	206	59	1	4	5	12	10	233	5	0	633
01:30 PM	62	6	8	12	212	65	2	4	3	12	13	222	4	0	625
01:45 PM	72	10	7	14	189	74	0	8	11	14	11	226	1	1	638
Total	258	30	26	51	801	272	3	22	27	51	53	912	15	2	2523
Grand Total	813	114	93	136	2453	777	9	73	88	162	182	3270	48	7	8225
Apprch %	79.7	11.2	9.1	4	72.7	23	0.3	22.6	27.2	50.2	5.2	93.2	1.4	0.2	
Total %	9.9	1.4	1.1	1.7	29.8	9.4	0.1	0.9	1.1	2	2.2	39.8	0.6	0.1	
Cars	805	114	88	136	2432	769	9	73	88	162	179	3244	48	7	8154
% Cars	99	100	94.6	100	99.1	99	100	100	100	100	98.4	99.2	100	100	99.1
Trucks	8	0	5	0	21	8	0	0	0	0	3	26	0	0	71
% Trucks	1	0	5.4	0	0.9	1	0	0	0	0	1.6	0.8	0	0	0.9

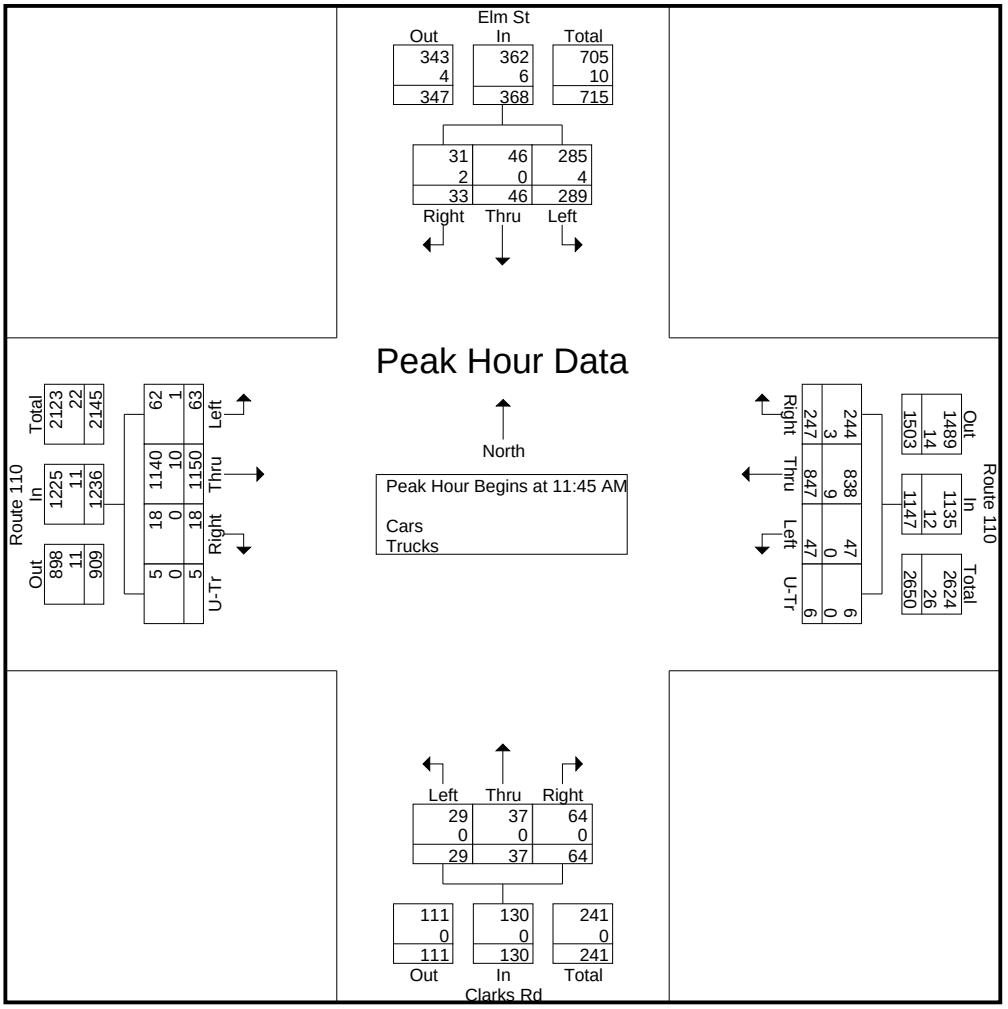
	Elm St From North				Route 110 From East					Clarks Rd From South				Route 110 From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 11:45 AM																			
11:45 AM	69	12	9	90	8	202	65	2	277	**13**	9	13	**35**	14	**327**	**6**	1	**348**	**750**
12:00 PM	**78**	**14**	6	**98**	6	200	**67**	0	273	7	9	17	33	16	244	3	**4**	267	671
12:15 PM	69	9	**12**	90	16	**247**	49	1	**313**	4	7	16	27	15	288	3	0	306	736
12:30 PM	73	11	6	90	**17**	198	66	**3**	284	5	**12**	**18**	35	**18**	291	6	0	315	724
Total Volume	289	46	33	368	47	847	247	6	1147	29	37	64	130	63	1150	18	5	1236	2881
% App. Total	78.5	12.5	9		4.1	73.8	21.5	0.5		22.3	28.5	49.2		5.1	93	1.5	0.4		
PHF	.926	.821	.688	.939	.691	.857	.922	.500	.916	.558	.771	.889	.929	.875	.879	.750	.313	.888	.960
Cars	285	46	31	362	47	838	244	6	1135	29	37	64	130	62	1140	18	5	1225	2852
% Cars	98.6	100	93.9	98.4	100	98.9	98.8	100	99.0	100	100	100	100	98.4	99.1	100	100	99.1	99.0
Trucks	4	0	2	6	0	9	3	0	12	0	0	0	0	1	10	0	0	11	29
% Trucks	1.4	0	6.1	1.6	0	1.1	1.2	0	1.0	0	0	0	0	1.6	0.9	0	0	0.9	1.0

Accurate Counts

978-664-2565

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S1
Site Code : 97650001
Start Date : 7/15/2023
Page No : 2



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

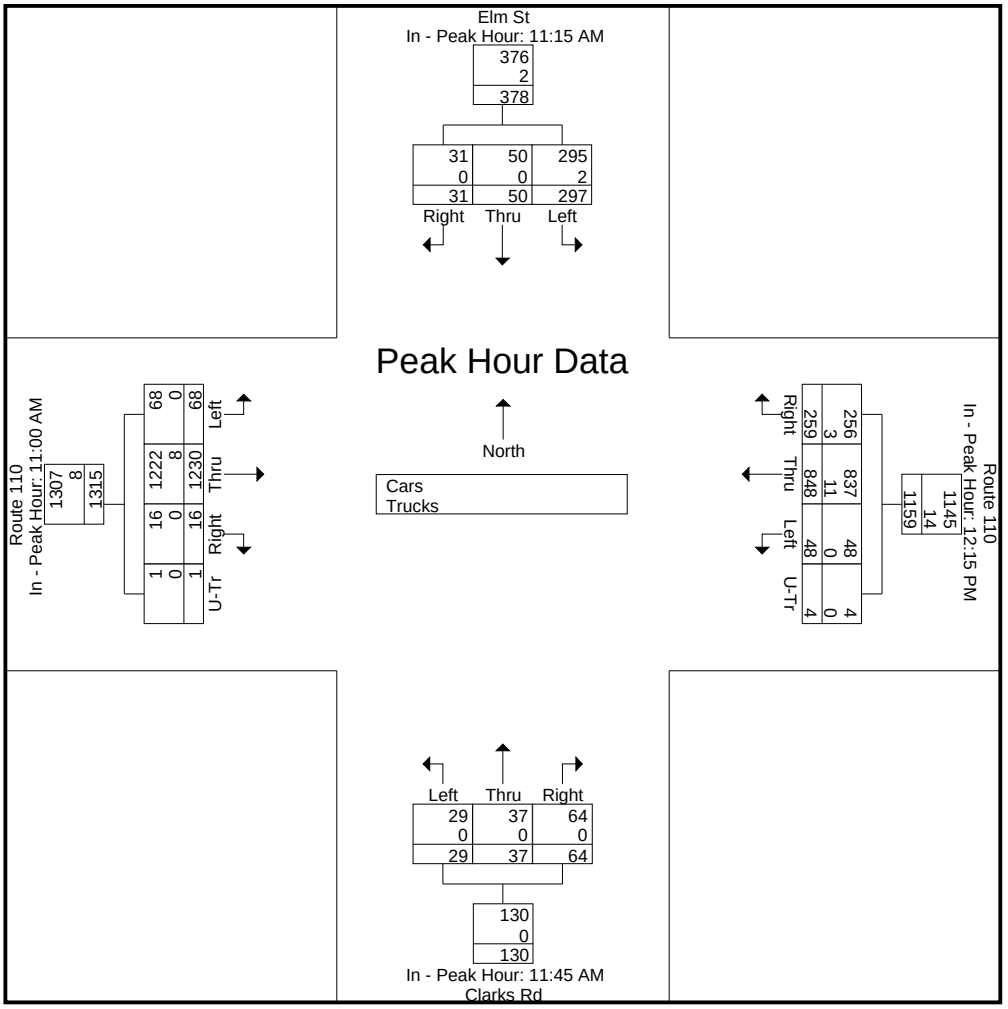
	11:15 AM				12:15 PM					11:45 AM				11:00 AM				
+0 mins.	75	13	7	95	16	**247**	49	1	**313**	**13**	9	13	**35**	**22**	324	4	0	**350**
+15 mins.	75	11	**9**	95	**17**	198	66	**3**	284	7	9	17	33	17	285	2	0	304
+30 mins.	69	12	9	90	7	209	70	0	286	4	7	16	27	15	294	4	0	313
+45 mins.	**78**	**14**	6	**98**	8	194	**74**	0	276	5	**12**	**18**	35	14	**327**	**6**	**1**	348
Total Volume	297	50	31	378	48	848	259	4	1159	29	37	64	130	68	1230	16	1	1315
% App. Total	78.6	13.2	8.2		4.1	73.2	22.3	0.3		22.3	28.5	49.2		5.2	93.5	1.2	0.1	
PHF	.952	.893	.861	.964	.706	.858	.875	.333	.926	.558	.771	.889	.929	.773	.940	.667	.250	.939
Cars	295	50	31	376	48	837	256	4	1145	29	37	64	130	68	1222	16	1	1307
% Cars	99.3	100	100	99.5	100	98.7	98.8	100	98.8	100	100	100	100	100	99.3	100	100	99.4
Trucks	2	0	0	2	0	11	3	0	14	0	0	0	0	0	8	0	0	8
% Trucks	0.7	0	0	0.5	0	1.3	1.2	0	1.2	0	0	0	0	0	0.7	0	0	0.6

Accurate Counts

978-664-2565

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S1
Site Code : 97650001
Start Date : 7/15/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S1
Site Code : 97650001
Start Date : 7/15/2023
Page No : 1

Groups Printed- Cars

	Elm St From North			Route 110 From East				Clarks Rd From South			Route 110 From West				
Start Time	Left	Thru	Right	Left	Thru	Right	U-Tr	Left	Thru	Right	Left	Thru	Right	U-Tr	Int. Total
11:00 AM	54	8	7	9	186	52	0	8	3	11	22	321	4	0	685
11:15 AM	75	13	7	11	206	74	0	3	9	16	17	285	2	0	718
11:30 AM	75	11	9	11	203	60	0	4	7	9	15	291	4	0	699
11:45 AM	68	12	9	8	197	64	2	13	9	13	14	325	6	1	741
Total	272	44	32	39	792	250	2	28	28	49	68	1222	16	1	2843
12:00 PM	77	14	6	6	199	65	0	7	9	17	16	242	3	4	665
12:15 PM	68	9	10	16	245	49	1	4	7	16	15	283	3	0	726
12:30 PM	72	11	6	17	197	66	3	5	12	18	17	290	6	0	720
12:45 PM	61	6	10	7	204	68	0	7	5	11	12	304	5	0	700
Total	278	40	32	46	845	248	4	23	33	62	60	1119	17	4	2811
01:00 PM	52	9	5	8	191	73	0	6	8	13	18	229	5	1	618
01:15 PM	70	5	4	17	206	59	1	4	5	12	10	230	5	0	628
01:30 PM	62	6	8	12	212	65	2	4	3	12	13	219	4	0	622
01:45 PM	71	10	7	14	186	74	0	8	11	14	10	225	1	1	632
Total	255	30	24	51	795	271	3	22	27	51	51	903	15	2	2500
Grand Total	805	114	88	136	2432	769	9	73	88	162	179	3244	48	7	8154
Apprch %	79.9	11.3	8.7	4.1	72.7	23	0.3	22.6	27.2	50.2	5.1	93.3	1.4	0.2	
Total %	9.9	1.4	1.1	1.7	29.8	9.4	0.1	0.9	1.1	2	2.2	39.8	0.6	0.1	

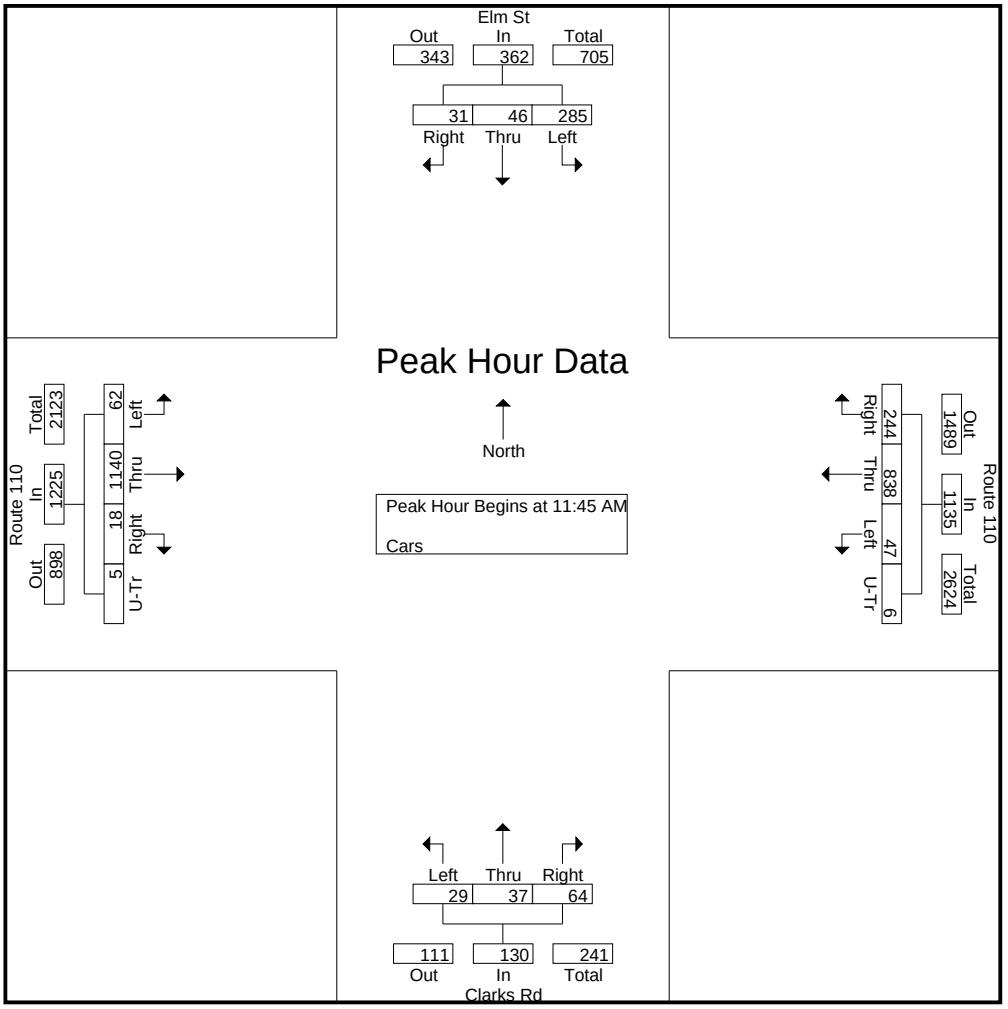
	Elm St From North				Route 110 From East					Clarks Rd From South				Route 110 From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 11:45 AM																			
11:45 AM	68	12	9	89	8	197	64	2	271	**13**	9	13	**35**	14	**325**	**6**	1	**346**	**741**
12:00 PM	**77**	**14**	6	**97**	6	199	65	0	270	7	9	17	33	16	242	3	**4**	265	665
12:15 PM	68	9	**10**	87	16	**245**	49	1	**311**	4	7	16	27	15	283	3	0	301	726
12:30 PM	72	11	6	89	**17**	197	**66**	**3**	283	5	**12**	**18**	35	**17**	290	6	0	313	720
Total Volume	285	46	31	362	47	838	244	6	1135	29	37	64	130	62	1140	18	5	1225	2852
% App. Total	78.7	12.7	8.6		4.1	73.8	21.5	0.5		22.3	28.5	49.2		5.1	93.1	1.5	0.4		
PHF	.925	.821	.775	.933	.691	.855	.924	.500	.912	.558	.771	.889	.929	.912	.877	.750	.313	.885	.962

Accurate Counts

978-664-2565

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S1
Site Code : 97650001
Start Date : 7/15/2023
Page No : 2



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

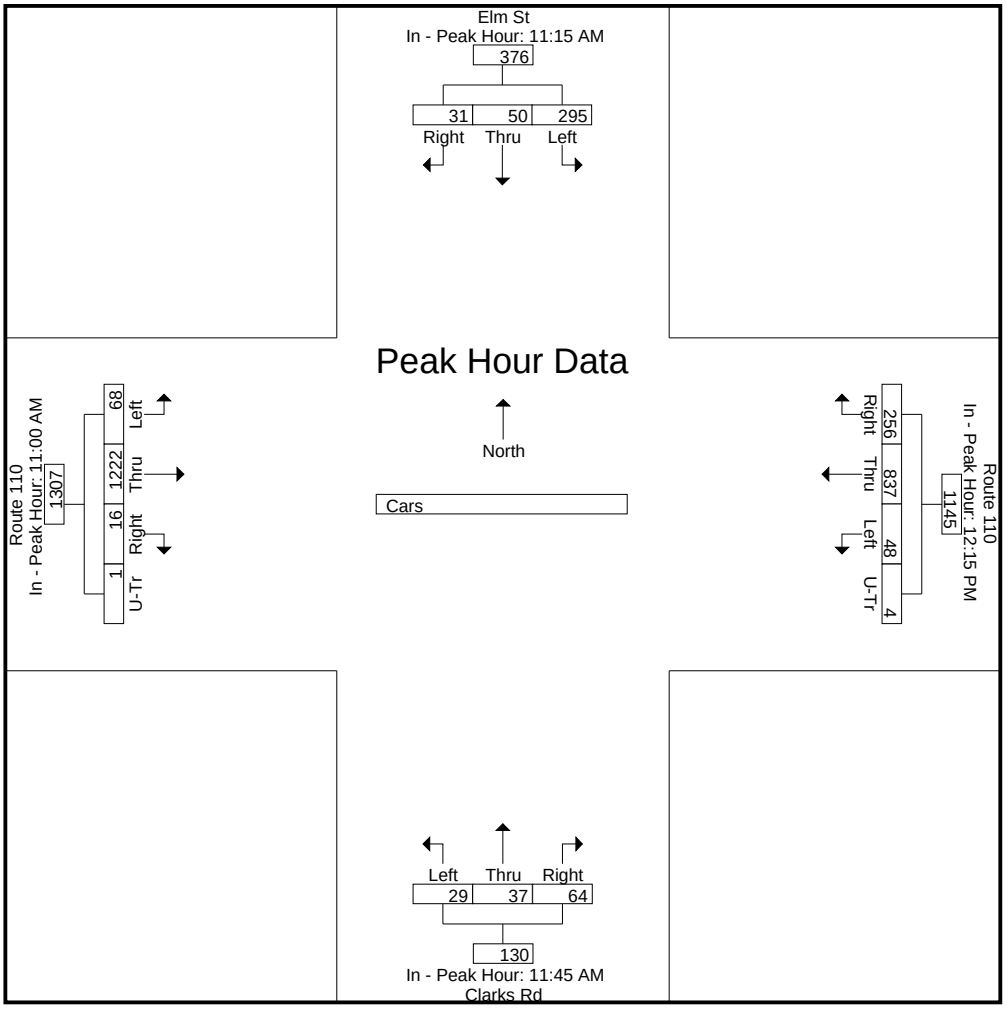
	11:15 AM				12:15 PM					11:45 AM				11:00 AM				
+0 mins.	75	13	7	95	16	**245**	49	1	**311**	**13**	9	13	**35**	**22**	321	4	0	**347**
+15 mins.	75	11	**9**	95	**17**	197	66	**3**	283	7	9	17	33	17	285	2	0	304
+30 mins.	68	12	9	89	7	204	68	0	279	4	7	16	27	15	291	4	0	310
+45 mins.	**77**	**14**	6	**97**	8	191	**73**	0	272	5	**12**	**18**	35	14	**325**	**6**	**1**	346
Total Volume	295	50	31	376	48	837	256	4	1145	29	37	64	130	68	1222	16	1	1307
% App. Total	78.5	13.3	8.2		4.2	73.1	22.4	0.3		22.3	28.5	49.2		5.2	93.5	1.2	0.1	
PHF	.958	.893	.861	.969	.706	.854	.877	.333	.920	.558	.771	.889	.929	.773	.940	.667	.250	.942

Accurate Counts

978-664-2565

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S1
Site Code : 97650001
Start Date : 7/15/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S1
Site Code : 97650001
Start Date : 7/15/2023
Page No : 1

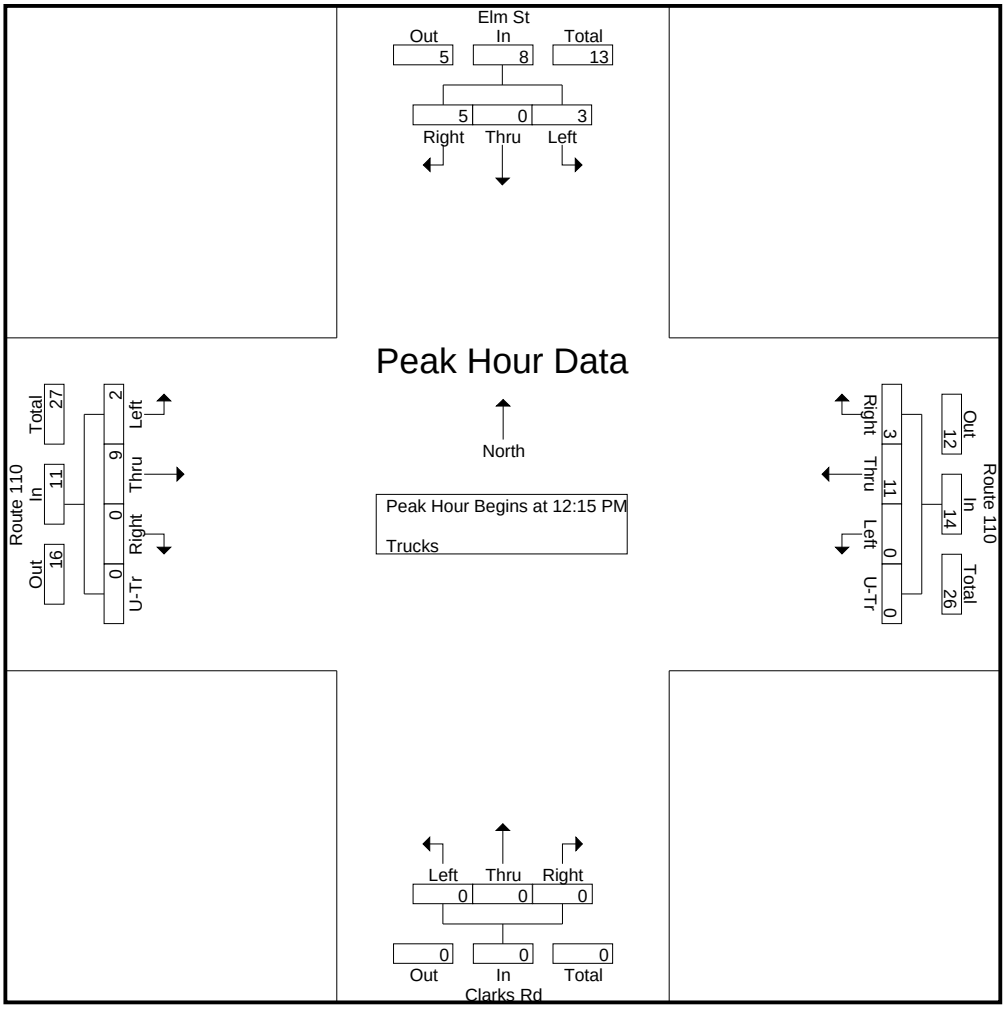
Groups Printed- Trucks

	Elm St From North			Route 110 From East				Clarks Rd From South			Route 110 From West				
Start Time	Left	Thru	Right	Left	Thru	Right	U-Tr	Left	Thru	Right	Left	Thru	Right	U-Tr	Int. Total
11:00 AM	0	0	0	0	0	2	0	0	0	0	0	3	0	0	5
11:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
11:45 AM	1	0	0	0	5	1	0	0	0	0	0	2	0	0	9
Total	1	0	0	0	6	3	0	0	0	0	0	8	0	0	18
12:00 PM	1	0	0	0	1	2	0	0	0	0	0	2	0	0	6
12:15 PM	1	0	2	0	2	0	0	0	0	0	0	5	0	0	10
12:30 PM	1	0	0	0	1	0	0	0	0	0	1	1	0	0	4
12:45 PM	1	0	1	0	5	2	0	0	0	0	0	1	0	0	10
Total	4	0	3	0	9	4	0	0	0	0	1	9	0	0	30
01:00 PM	0	0	2	0	3	1	0	0	0	0	1	2	0	0	9
01:15 PM	2	0	0	0	0	0	0	0	0	0	0	3	0	0	5
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
01:45 PM	1	0	0	0	3	0	0	0	0	0	1	1	0	0	6
Total	3	0	2	0	6	1	0	0	0	0	2	9	0	0	23
Grand Total	8	0	5	0	21	8	0	0	0	0	3	26	0	0	71
Apprch %	61.5	0	38.5	0	72.4	27.6	0	0	0	0	10.3	89.7	0	0	
Total %	11.3	0	7	0	29.6	11.3	0	0	0	0	4.2	36.6	0	0	

	Elm St From North				Route 110 From East					Clarks Rd From South				Route 110 From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 12:15 PM																			
12:15 PM	**1**	0	**2**	**3**	0	2	0	0	2	0	0	0	0	0	**5**	0	0	**5**	**10**
12:30 PM	1	0	0	1	0	1	0	0	1	0	0	0	0	**1**	1	0	0	2	4
12:45 PM	1	0	1	2	0	**5**	**2**	0	**7**	0	0	0	0	0	1	0	0	1	10
01:00 PM	0	0	2	2	0	3	1	0	4	0	0	0	0	1	2	0	0	3	9
Total Volume	3	0	5	8	0	11	3	0	14	0	0	0	0	2	9	0	0	11	33
% App. Total	37.5	0	62.5		0	78.6	21.4	0		0	0	0		18.2	81.8	0	0		
PHF	.750	.000	.625	.667	.000	.550	.375	.000	.500	.000	.000	.000	.000	.500	.450	.000	.000	.550	.825

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S1
Site Code : 97650001
Start Date : 7/15/2023



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

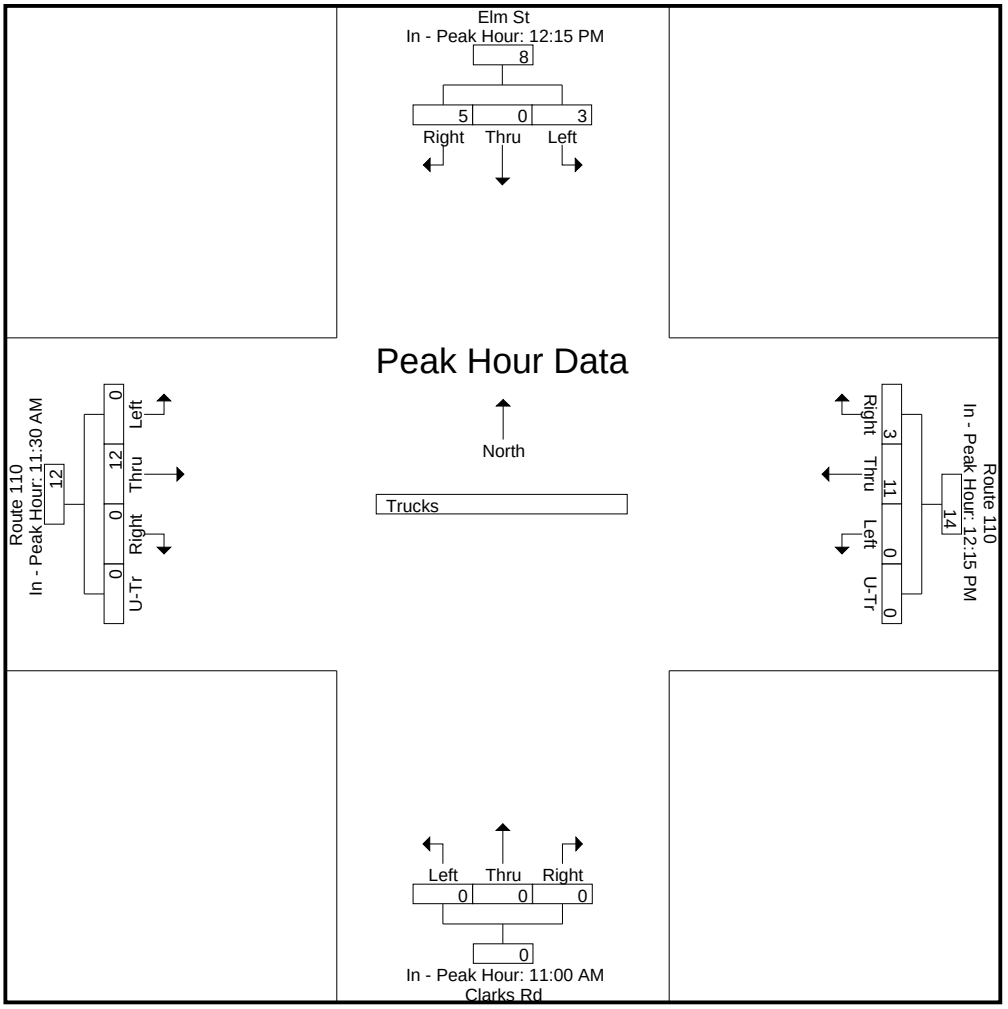
	12:15 PM				12:15 PM					11:00 AM				11:30 AM				
+0 mins.	**1**	0	**2**	**3**	0	2	0	0	2	0	0	0	0	0	3	0	0	3
+15 mins.	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2	0	0	2
+30 mins.	1	0	1	2	0	**5**	**2**	0	**7**	0	0	0	0	0	2	0	0	2
+45 mins.	0	0	2	2	0	3	1	0	4	0	0	0	0	0	**5**	0	0	**5**
Total Volume	3	0	5	8	0	11	3	0	14	0	0	0	0	0	12	0	0	12
% App. Total	37.5	0	62.5		0	78.6	21.4	0		0	0	0		0	100	0	0	
PHF	.750	.000	.625	.667	.000	.550	.375	.000	.500	.000	.000	.000	.000	.000	.600	.000	.000	.600

Accurate Counts

978-664-2565

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S1
Site Code : 97650001
Start Date : 7/15/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S1
Site Code : 97650001
Start Date : 7/15/2023
Page No : 1

Groups Printed- Bikes Peds

	Elm St From North				Route 110 From East				Clarks Rd From South				Route 110 From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
11:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
11:15 AM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	2	4
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3	3	6
Total	1	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	5	6	11
12:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
01:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
01:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	2	1	5	6
Grand Total	1	1	0	6	0	9	0	0	0	0	0	0	0	0	0	2	6	13	19
Apprch %	50	50	0		0	100	0	0	0	0	0		0	0	0	100			
Total %	7.7	7.7	0		0	69.2	0	0	0	0	0		0	0	0	15.4	31.6	68.4	

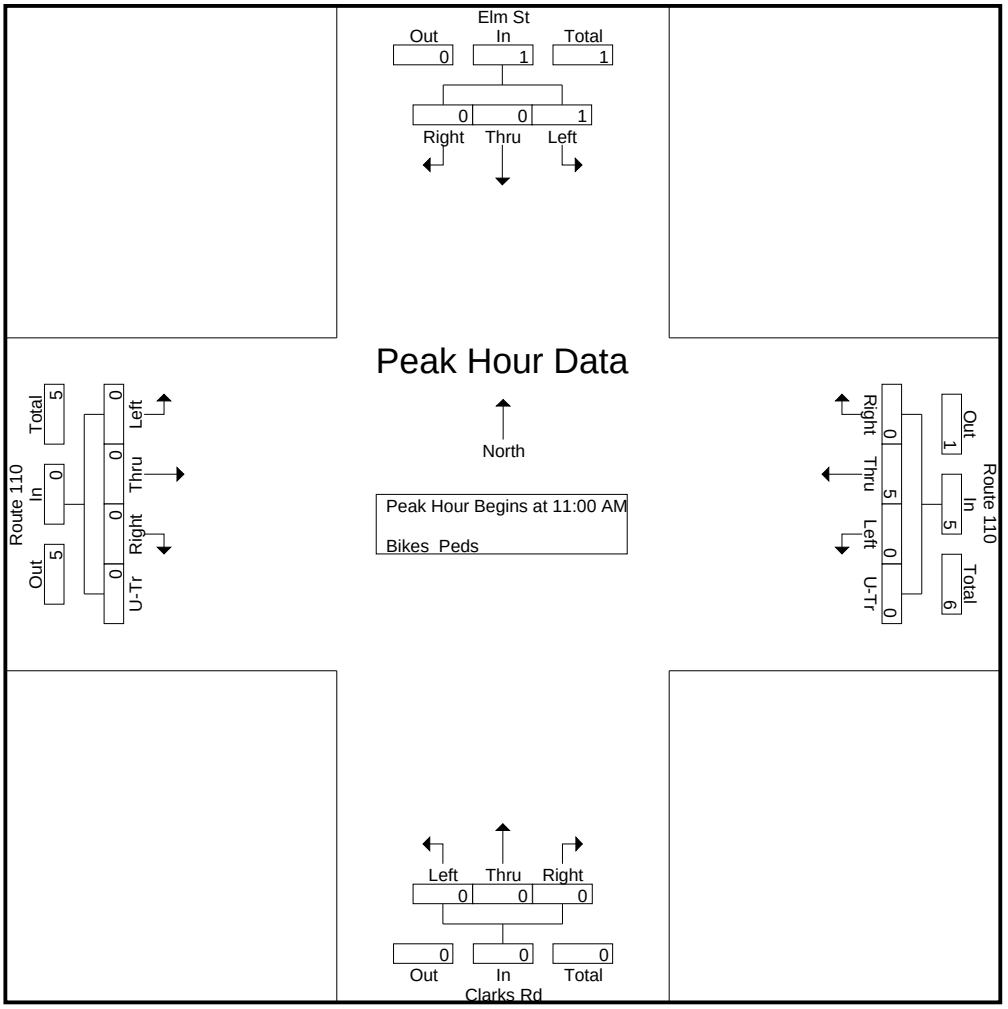
	Elm St From North				Route 110 From East					Clarks Rd From South				Route 110 From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 11:00 AM																			
11:00 AM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	**3**	0	0	**3**	0	0	0	0	0	0	0	0	0	**3**
Total Volume	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	6
% App. Total	100	0	0		0	100	0	0		0	0	0		0	0	0	0		
PHF	.250	.000	.000	.250	.000	.417	.000	.000	.417	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

Accurate Counts

978-664-2565

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S1
Site Code : 97650001
Start Date : 7/15/2023
Page No : 2



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

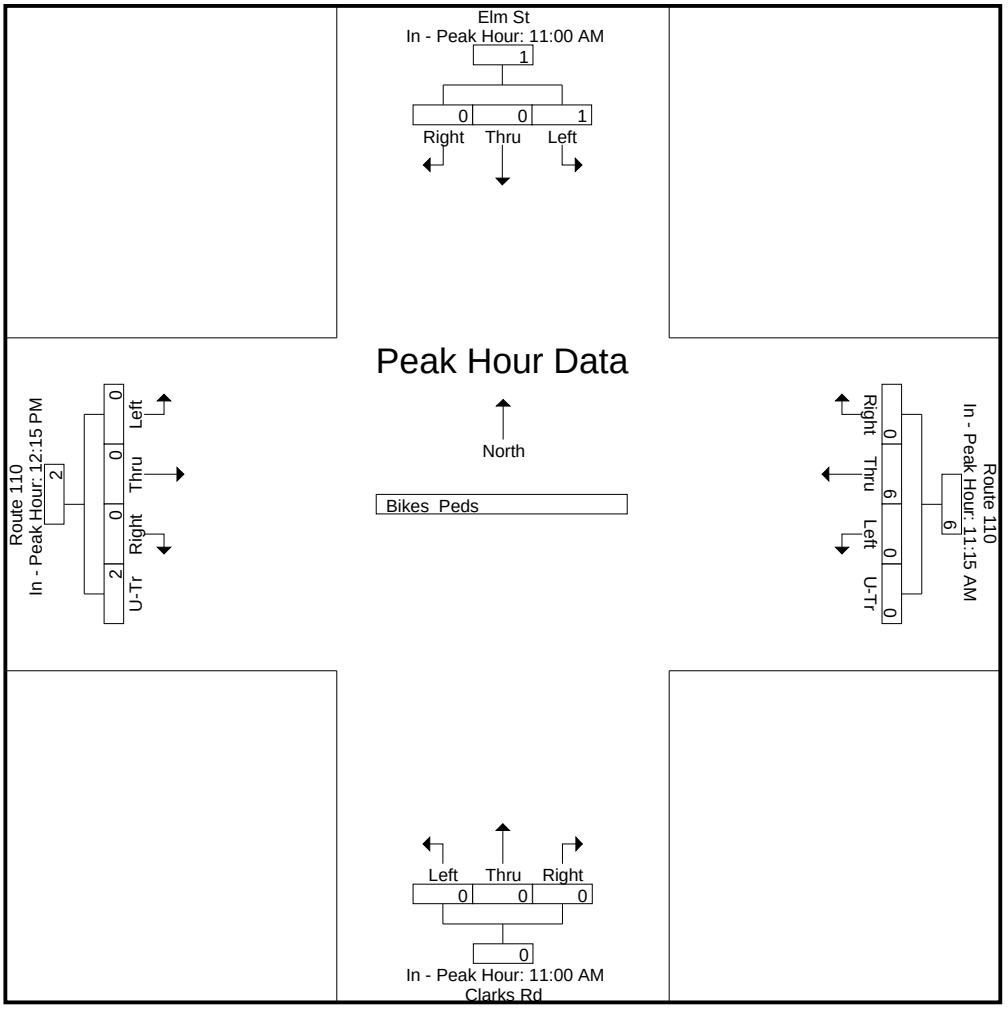
	11:00 AM				11:15 AM					11:00 AM				12:15 PM				
+0 mins.	**1**	0	0	**1**	0	2	0	0	2	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	**3**	0	0	**3**	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	**2**	**2**
Total Volume	1	0	0	1	0	6	0	0	6	0	0	0	0	0	0	0	2	2
% App. Total	100	0	0		0	100	0	0		0	0	0		0	0	0	100	
PHF	.250	.000	.000	.250	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.250	.250

Accurate Counts

978-664-2565

N/S Street : Elm St / Clarks Rd
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S1
Site Code : 97650001
Start Date : 7/15/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650002
Site Code : 97650002
Start Date : 7/13/2023
Page No : 1

Groups Printed- Cars - Trucks

	Carriagetown Marketplace From North		Route 110 From East		Route 110 From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
07:00 AM	7	3	154	4	10	246	424
07:15 AM	10	8	189	4	9	294	514
07:30 AM	11	5	185	3	8	293	505
07:45 AM	9	5	213	3	6	344	580
Total	37	21	741	14	33	1177	2023
08:00 AM	11	12	170	12	15	276	496
08:15 AM	8	12	212	7	9	298	546
08:30 AM	11	9	194	7	10	292	523
08:45 AM	10	5	194	6	13	273	501
Total	40	38	770	32	47	1139	2066
Grand Total	77	59	1511	46	80	2316	4089
Apprch %	56.6	43.4	97	3	3.3	96.7	
Total %	1.9	1.4	37	1.1	2	56.6	
Cars	75	57	1453	45	79	2229	3938
% Cars	97.4	96.6	96.2	97.8	98.8	96.2	96.3
Trucks	2	2	58	1	1	87	151
% Trucks	2.6	3.4	3.8	2.2	1.2	3.8	3.7

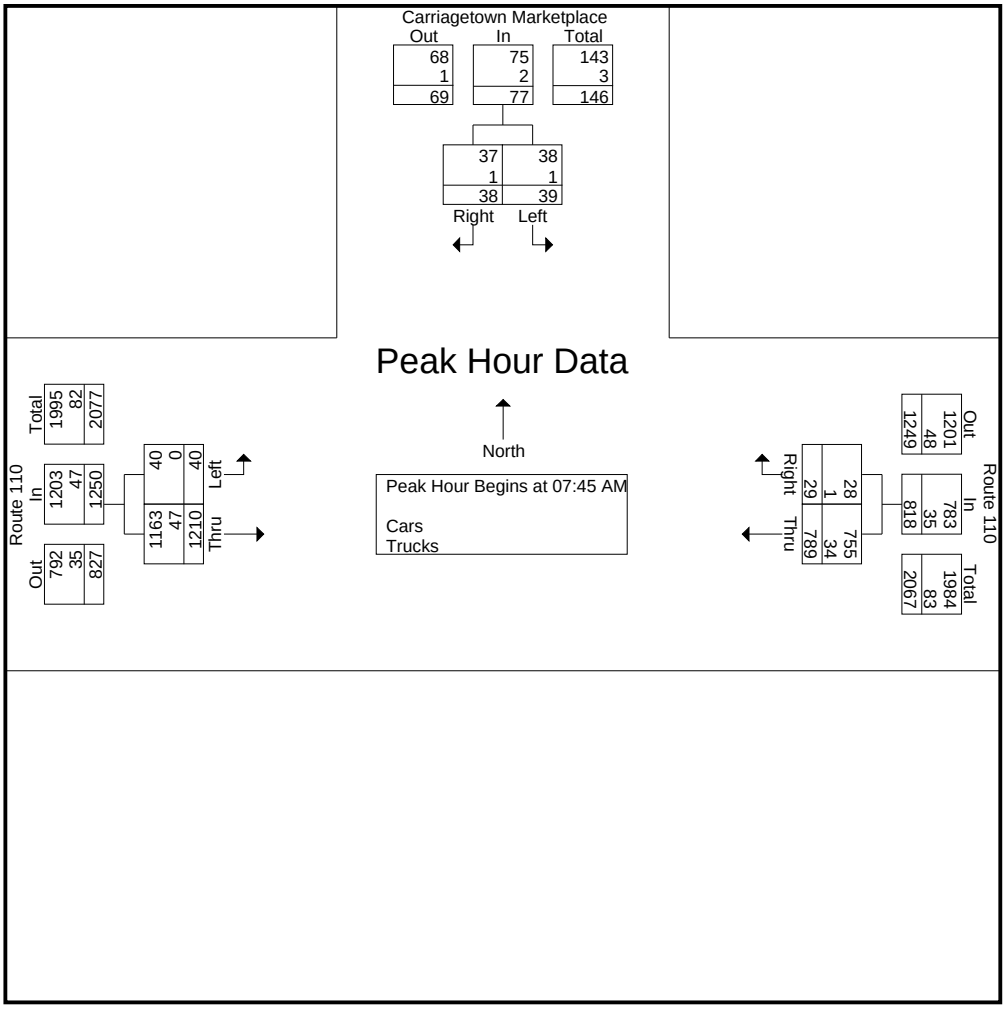
	Carriagetown Marketplace From North			Route 110 From East			Route 110 From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	9	5	14	**213**	3	216	6	**344**	**350**	**580**
08:00 AM	**11**	**12**	**23**	170	**12**	182	**15**	276	291	496
08:15 AM	8	12	20	212	7	**219**	9	298	307	546
08:30 AM	11	9	20	194	7	201	10	292	302	523
Total Volume	39	38	77	789	29	818	40	1210	1250	2145
% App. Total	50.6	49.4		96.5	3.5		3.2	96.8		
PHF	.886	.792	.837	.926	.604	.934	.667	.879	.893	.925
Cars	38	37	75	755	28	783	40	1163	1203	2061
% Cars	97.4	97.4	97.4	95.7	96.6	95.7	100	96.1	96.2	96.1
Trucks	1	1	2	34	1	35	0	47	47	84
% Trucks	2.6	2.6	2.6	4.3	3.4	4.3	0	3.9	3.8	3.9

Accurate Counts

978-664-2565

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650002
Site Code : 97650002
Start Date : 7/13/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

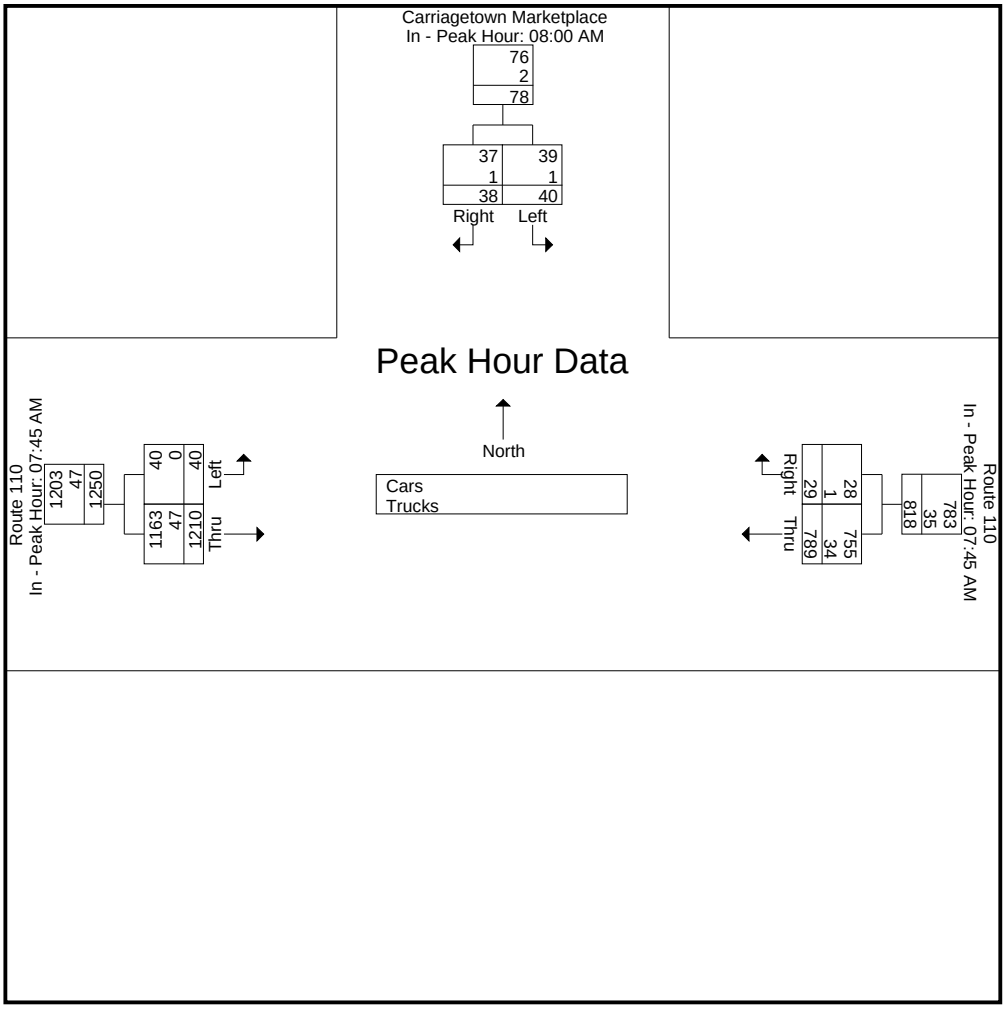
	08:00 AM			07:45 AM			07:45 AM		
+0 mins.	**11**	**12**	**23**	**213**	3	216	6	**344**	**350**
+15 mins.	8	12	20	170	**12**	182	**15**	276	291
+30 mins.	11	9	20	212	7	**219**	9	298	307
+45 mins.	10	5	15	194	7	201	10	292	302
Total Volume	40	38	78	789	29	818	40	1210	1250
% App. Total	51.3	48.7		96.5	3.5		3.2	96.8	
PHF	.909	.792	.848	.926	.604	.934	.667	.879	.893
Cars	39	37	76	755	28	783	40	1163	1203
% Cars	97.5	97.4	97.4	95.7	96.6	95.7	100	96.1	96.2
Trucks	1	1	2	34	1	35	0	47	47
% Trucks	2.5	2.6	2.6	4.3	3.4	4.3	0	3.9	3.8

Accurate Counts

978-664-2565

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650002
Site Code : 97650002
Start Date : 7/13/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650002
Site Code : 97650002
Start Date : 7/13/2023

Groups Printed- Cars

	Carriagetown Marketplace From North		Route 110 From East		Route 110 From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
07:00 AM	7	3	151	4	10	236	411
07:15 AM	10	8	186	4	9	284	501
07:30 AM	10	5	179	3	7	280	484
07:45 AM	9	4	206	3	6	331	559
Total	36	20	722	14	32	1131	1955
08:00 AM	11	12	163	12	15	267	480
08:15 AM	8	12	203	6	9	287	525
08:30 AM	10	9	183	7	10	278	497
08:45 AM	10	4	182	6	13	266	481
Total	39	37	731	31	47	1098	1983
Grand Total	75	57	1453	45	79	2229	3938
Apprch %	56.8	43.2	97	3	3.4	96.6	
Total %	1.9	1.4	36.9	1.1	2	56.6	

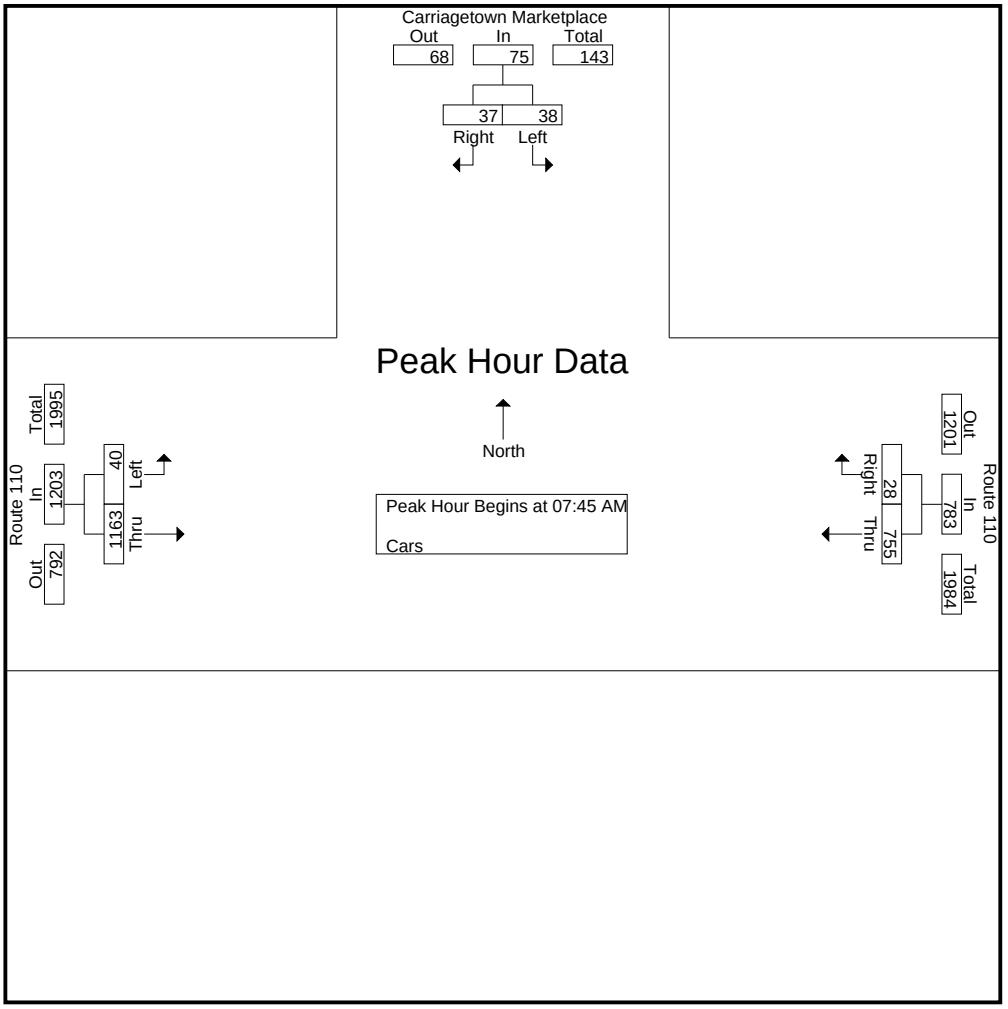
	Carriagetown Marketplace From North			Route 110 From East			Route 110 From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	9	4	13	**206**	3	**209**	6	**331**	**337**	**559**
08:00 AM	**11**	**12**	**23**	163	**12**	175	**15**	267	282	480
08:15 AM	8	12	20	203	6	209	9	287	296	525
08:30 AM	10	9	19	183	7	190	10	278	288	497
Total Volume	38	37	75	755	28	783	40	1163	1203	2061
% App. Total	50.7	49.3		96.4	3.6		3.3	96.7		
PHF	.864	.771	.815	.916	.583	.937	.667	.878	.892	.922

Accurate Counts

978-664-2565

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650002
Site Code : 97650002
Start Date : 7/13/2023
Page No : 5



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

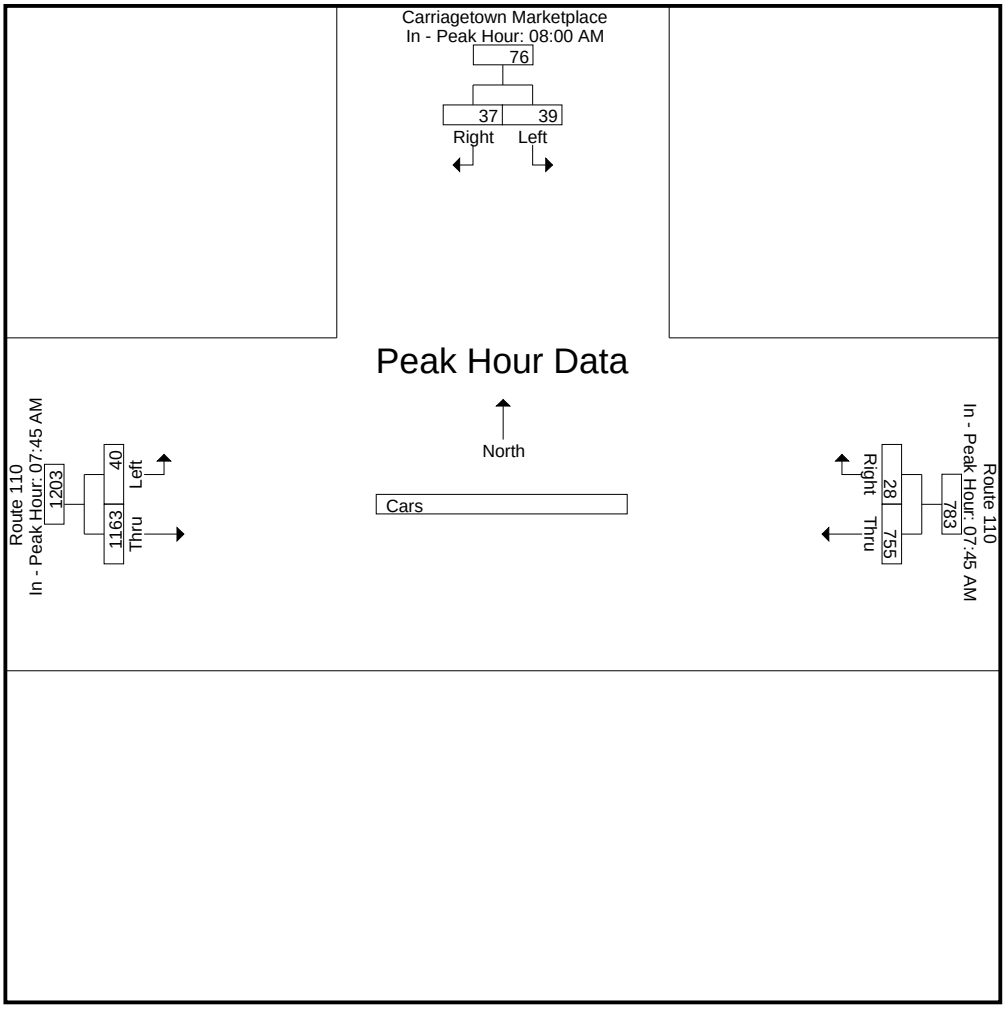
	08:00 AM			07:45 AM			07:45 AM		
+0 mins.	**11**	**12**	**23**	**206**	3	**209**	6	**331**	**337**
+15 mins.	8	12	20	163	**12**	175	**15**	267	282
+30 mins.	10	9	19	203	6	209	9	287	296
+45 mins.	10	4	14	183	7	190	10	278	288
Total Volume	39	37	76	755	28	783	40	1163	1203
% App. Total	51.3	48.7		96.4	3.6		3.3	96.7	
PHF	.886	.771	.826	.916	.583	.937	.667	.878	.892

Accurate Counts

978-664-2565

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650002
Site Code : 97650002
Start Date : 7/13/2023
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650002
Site Code : 97650002
Start Date : 7/13/2023
Page No : 7

Groups Printed- Trucks

	Carriagetown Marketplace From North		Route 110 From East		Route 110 From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
07:00 AM	0	0	3	0	0	10	13
07:15 AM	0	0	3	0	0	10	13
07:30 AM	1	0	6	0	1	13	21
07:45 AM	0	1	7	0	0	13	21
Total	1	1	19	0	1	46	68
08:00 AM	0	0	7	0	0	9	16
08:15 AM	0	0	9	1	0	11	21
08:30 AM	1	0	11	0	0	14	26
08:45 AM	0	1	12	0	0	7	20
Total	1	1	39	1	0	41	83
Grand Total	2	2	58	1	1	87	151
Apprch %	50	50	98.3	1.7	1.1	98.9	
Total %	1.3	1.3	38.4	0.7	0.7	57.6	

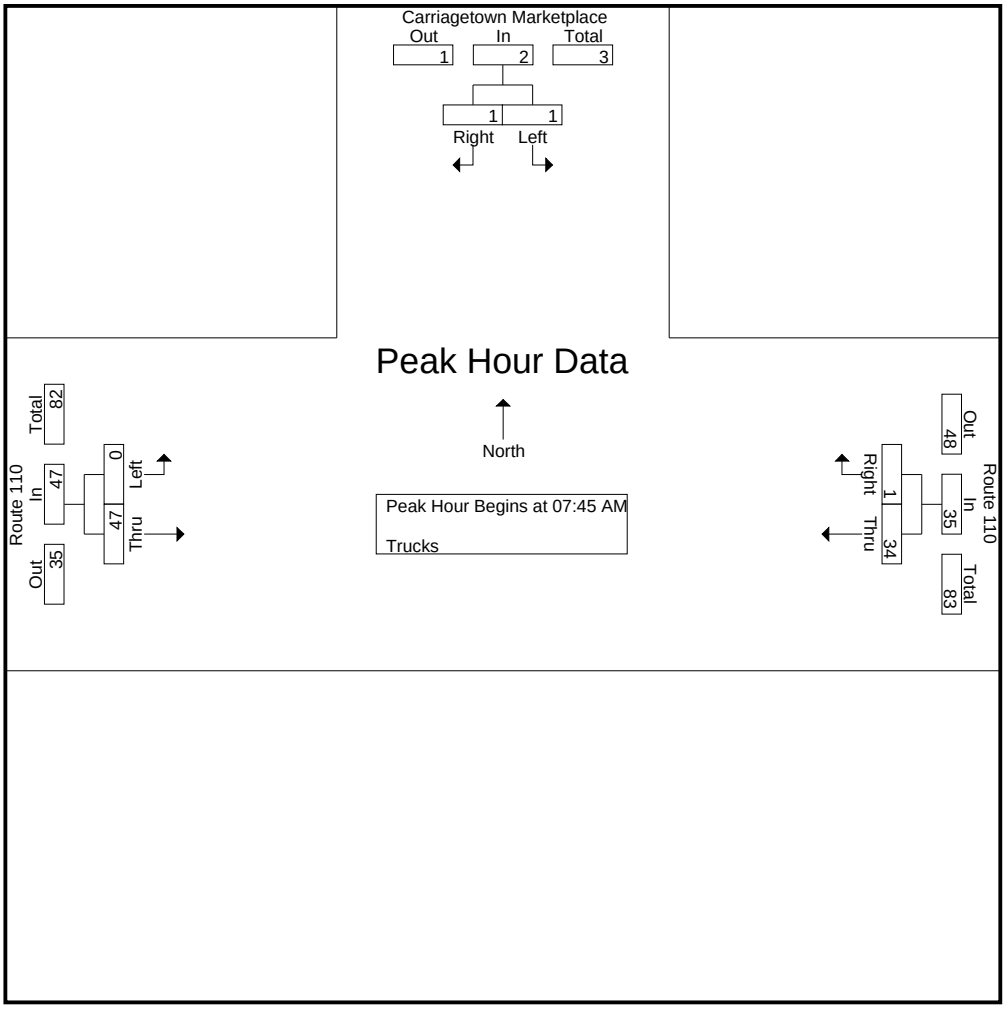
	Carriagetown Marketplace From North			Route 110 From East			Route 110 From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	**1**	**1**	7	0	7	0	13	13	21
08:00 AM	0	0	0	7	0	7	0	9	9	16
08:15 AM	0	0	0	9	**1**	10	0	11	11	21
08:30 AM	**1**	0	1	**11**	0	**11**	0	**14**	**14**	**26**
Total Volume	1	1	2	34	1	35	0	47	47	84
% App. Total	50	50		97.1	2.9		0	100		
PHF	.250	.250	.500	.773	.250	.795	.000	.839	.839	.808

Accurate Counts

978-664-2565

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650002
Site Code : 97650002
Start Date : 7/13/2023
Page No : 8



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

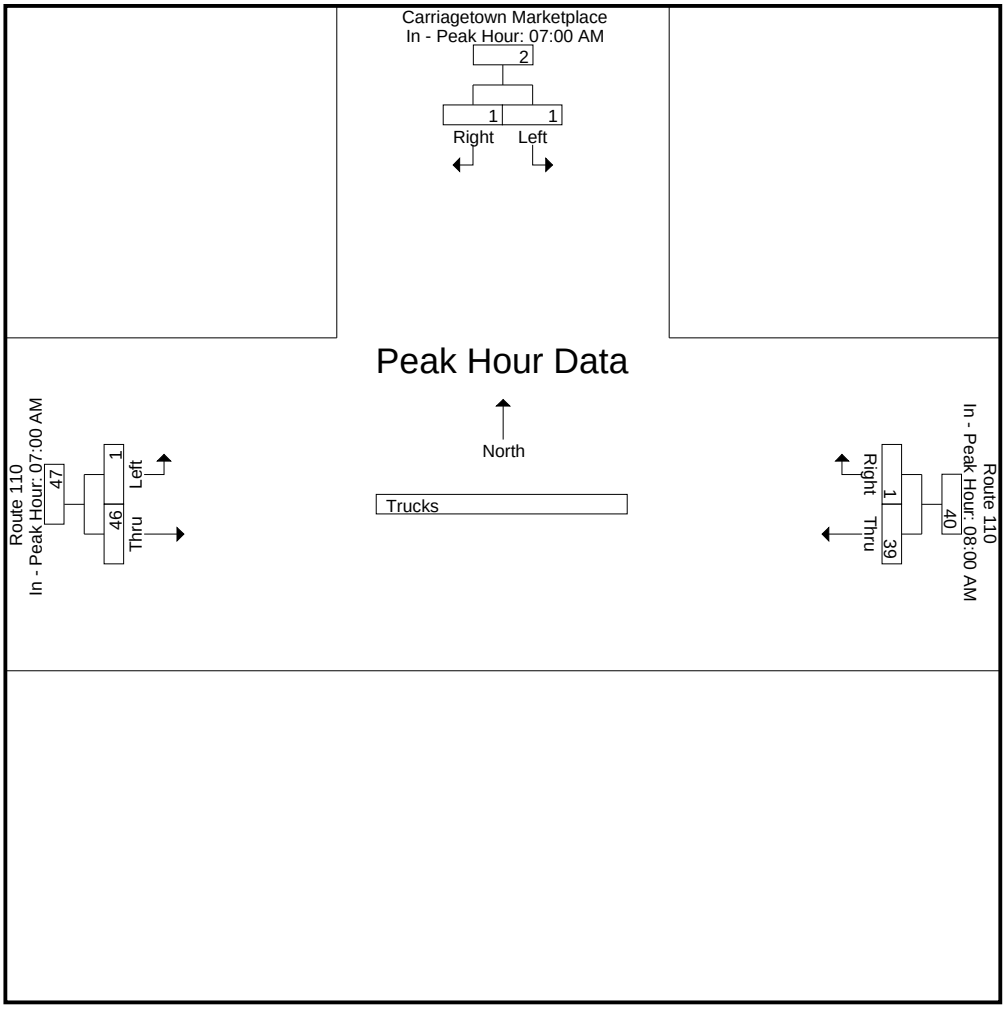
	07:00 AM			08:00 AM			07:00 AM		
+0 mins.	0	0	0	7	0	7	0	10	10
+15 mins.	0	0	0	9	**1**	10	0	10	10
+30 mins.	**1**	0	**1**	11	0	11	**1**	**13**	**14**
+45 mins.	0	**1**	1	**12**	0	**12**	0	13	13
Total Volume	1	1	2	39	1	40	1	46	47
% App. Total	50	50		97.5	2.5		2.1	97.9	
PHF	.250	.250	.500	.813	.250	.833	.250	.885	.839

Accurate Counts

978-664-2565

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650002
Site Code : 97650002
Start Date : 7/13/2023
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650002
Site Code : 97650002
Start Date : 7/13/2023

Groups Printed- Bikes Peds

	Carriagetown Marketplace From North			Route 110 From East			Route 110 From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	2	0	0	0	0	0	0	2	0	2
07:30 AM	0	0	1	0	0	0	0	0	0	1	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	0	0	0	0	0	0	3	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	1	0	0	0	0	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	1	1
Grand Total	0	0	3	0	1	0	0	0	0	3	1	4
Apprch %	0	0		0	100		0	0				
Total %	0	0		0	100		0	0		75	25	

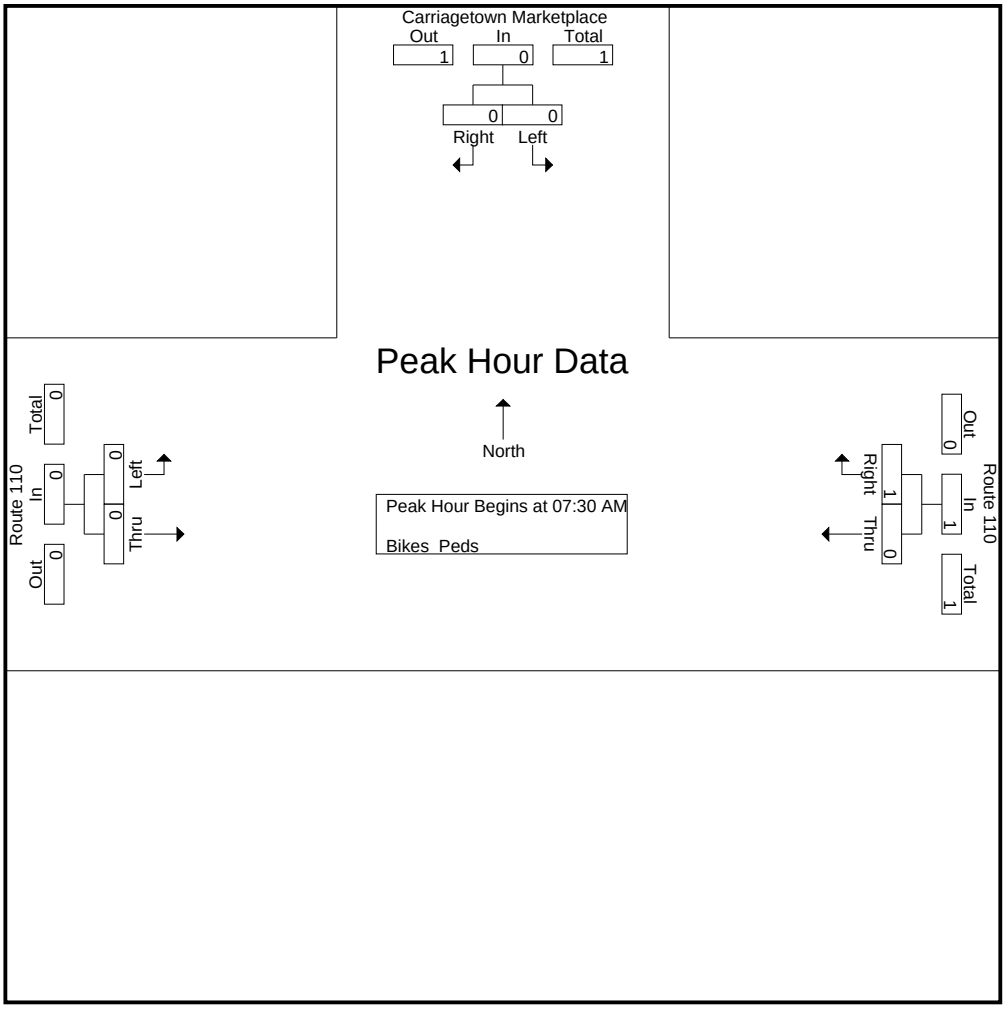
	Carriagetown Marketplace From North			Route 110 From East			Route 110 From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	**1**	**1**	0	0	0	**1**
Total Volume	0	0	0	0	1	1	0	0	0	1
% App. Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.250

Accurate Counts

978-664-2565

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650002
Site Code : 97650002
Start Date : 7/13/2023
Page No : 11



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

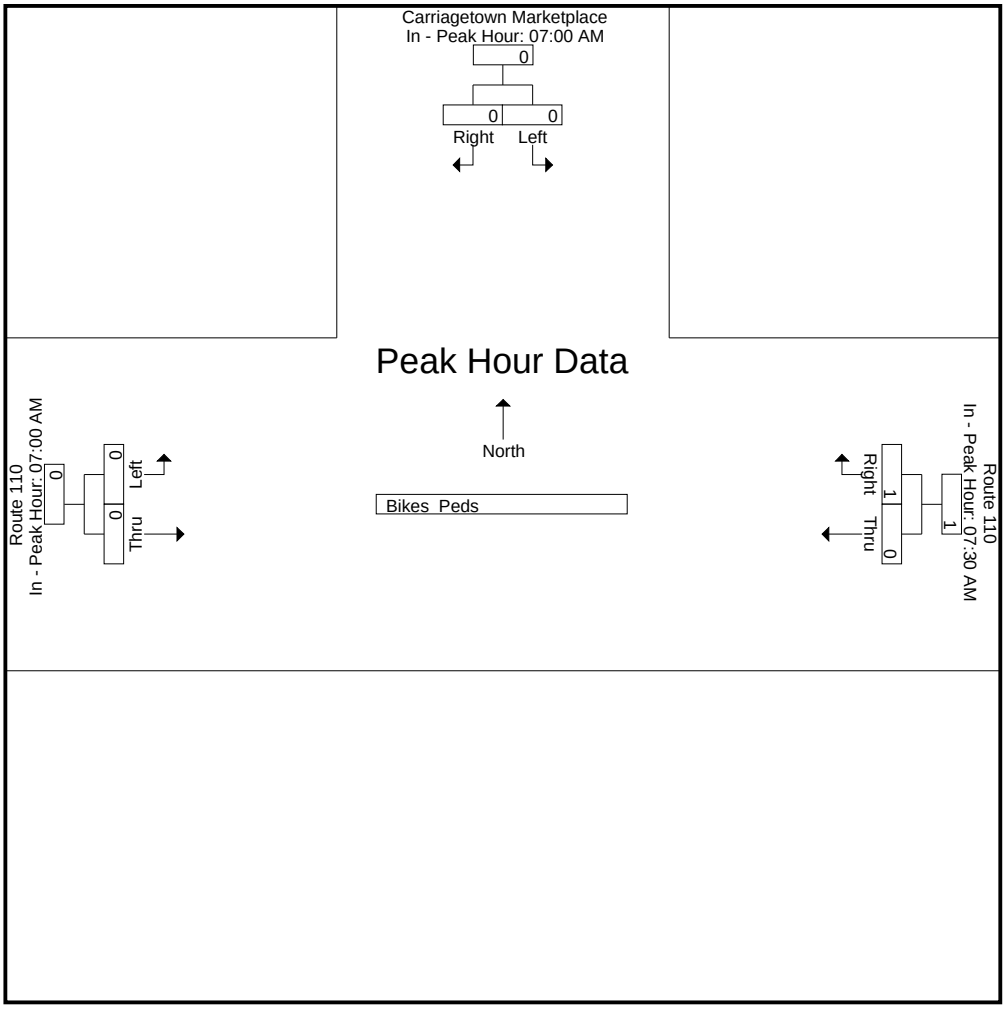
	07:00 AM			07:30 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	**1**	**1**	0	0	0
Total Volume	0	0	0	0	1	1	0	0	0
% App. Total	0	0		0	100		0	0	
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650002
Site Code : 97650002
Start Date : 7/13/2023
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650002
Site Code : 97650002
Start Date : 7/13/2023
Page No : 1

Groups Printed- Cars - Trucks

	Carriagetown Marketplace From North		Route 110 From East		Route 110 From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
04:00 PM	14	19	334	19	24	271	681
04:15 PM	24	30	335	23	43	248	703
04:30 PM	19	45	308	22	26	287	707
04:45 PM	21	33	334	20	27	254	689
Total	78	127	1311	84	120	1060	2780
05:00 PM	19	28	326	14	29	309	725
05:15 PM	23	20	327	22	26	266	684
05:30 PM	21	23	265	19	24	261	613
05:45 PM	19	23	315	12	21	245	635
Total	82	94	1233	67	100	1081	2657
Grand Total	160	221	2544	151	220	2141	5437
Apprch %	42	58	94.4	5.6	9.3	90.7	
Total %	2.9	4.1	46.8	2.8	4	39.4	
Cars	157	219	2514	150	218	2111	5369
% Cars	98.1	99.1	98.8	99.3	99.1	98.6	98.7
Trucks	3	2	30	1	2	30	68
% Trucks	1.9	0.9	1.2	0.7	0.9	1.4	1.3

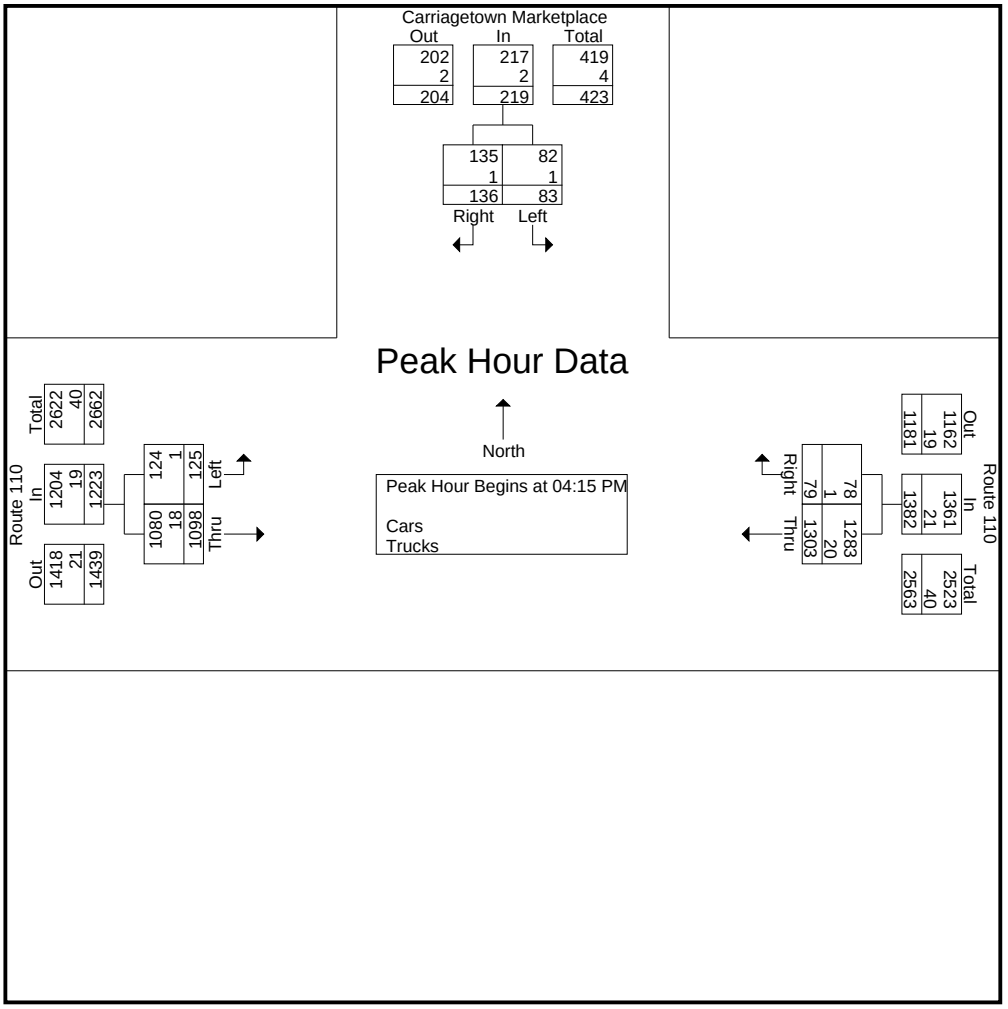
	Carriagetown Marketplace From North			Route 110 From East			Route 110 From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	**24**	30	54	**335**	**23**	**358**	**43**	248	291	703
04:30 PM	19	**45**	**64**	308	22	330	26	287	313	707
04:45 PM	21	33	54	334	20	354	27	254	281	689
05:00 PM	19	28	47	326	14	340	29	**309**	**338**	**725**
Total Volume	83	136	219	1303	79	1382	125	1098	1223	2824
% App. Total	37.9	62.1		94.3	5.7		10.2	89.8		
PHF	.865	.756	.855	.972	.859	.965	.727	.888	.905	.974
Cars	82	135	217	1283	78	1361	124	1080	1204	2782
% Cars	98.8	99.3	99.1	98.5	98.7	98.5	99.2	98.4	98.4	98.5
Trucks	1	1	2	20	1	21	1	18	19	42
% Trucks	1.2	0.7	0.9	1.5	1.3	1.5	0.8	1.6	1.6	1.5

Accurate Counts

978-664-2565

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650002
Site Code : 97650002
Start Date : 7/13/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

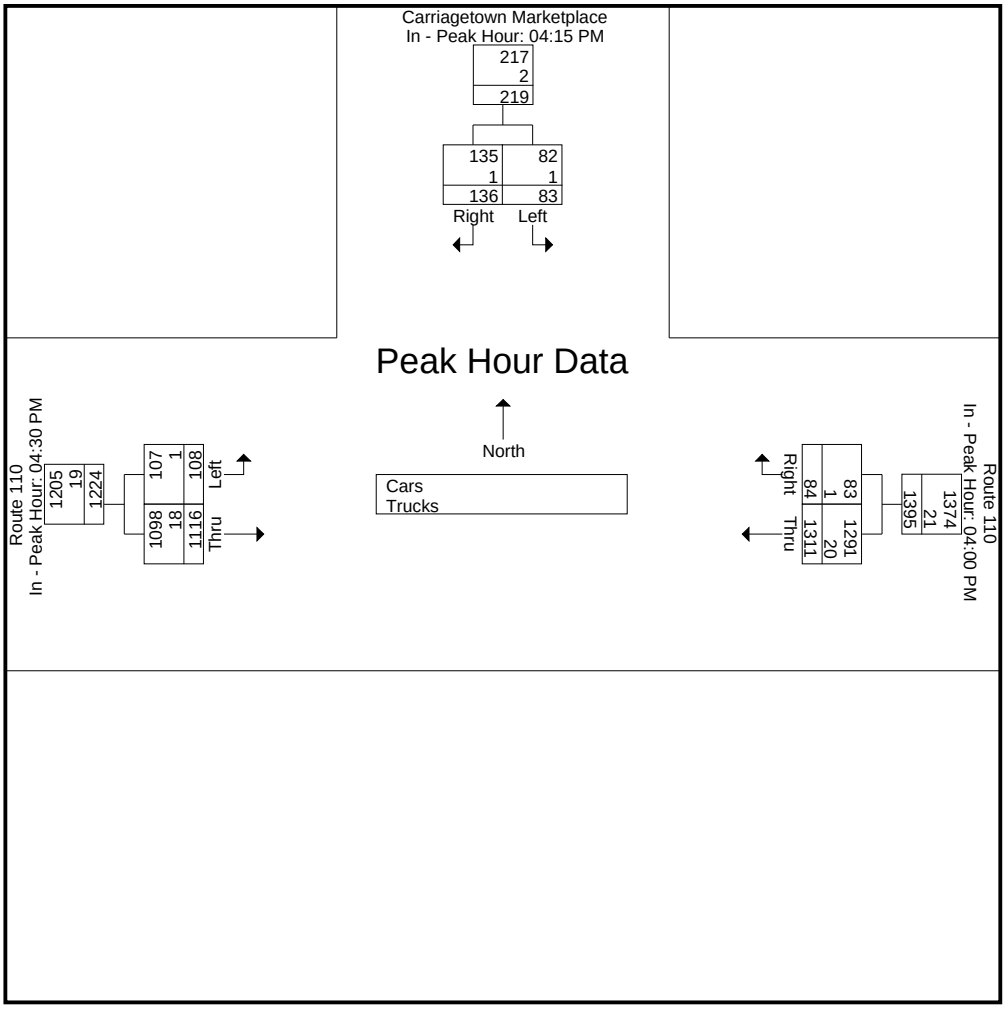
	04:15 PM			04:00 PM			04:30 PM		
+0 mins.	**24**	30	54	334	19	353	26	287	313
+15 mins.	19	**45**	**64**	**335**	**23**	**358**	27	254	281
+30 mins.	21	33	54	308	22	330	**29**	**309**	**338**
+45 mins.	19	28	47	334	20	354	26	266	292
Total Volume	83	136	219	1311	84	1395	108	1116	1224
% App. Total	37.9	62.1		94	6		8.8	91.2	
PHF	.865	.756	.855	.978	.913	.974	.931	.903	.905
Cars	82	135	217	1291	83	1374	107	1098	1205
% Cars	98.8	99.3	99.1	98.5	98.8	98.5	99.1	98.4	98.4
Trucks	1	1	2	20	1	21	1	18	19
% Trucks	1.2	0.7	0.9	1.5	1.2	1.5	0.9	1.6	1.6

Accurate Counts

978-664-2565

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650002
Site Code : 97650002
Start Date : 7/13/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650002
Site Code : 97650002
Start Date : 7/13/2023

Groups Printed- Cars

	Carriagetown Marketplace From North		Route 110 From East		Route 110 From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
04:00 PM	14	19	330	19	24	267	673
04:15 PM	24	30	330	23	43	243	693
04:30 PM	18	45	302	22	25	282	694
04:45 PM	21	32	329	19	27	250	678
Total	77	126	1291	83	119	1042	2738
05:00 PM	19	28	322	14	29	305	717
05:15 PM	23	20	323	22	26	261	675
05:30 PM	19	23	265	19	23	260	609
05:45 PM	19	22	313	12	21	243	630
Total	80	93	1223	67	99	1069	2631
Grand Total	157	219	2514	150	218	2111	5369
Apprch %	41.8	58.2	94.4	5.6	9.4	90.6	
Total %	2.9	4.1	46.8	2.8	4.1	39.3	

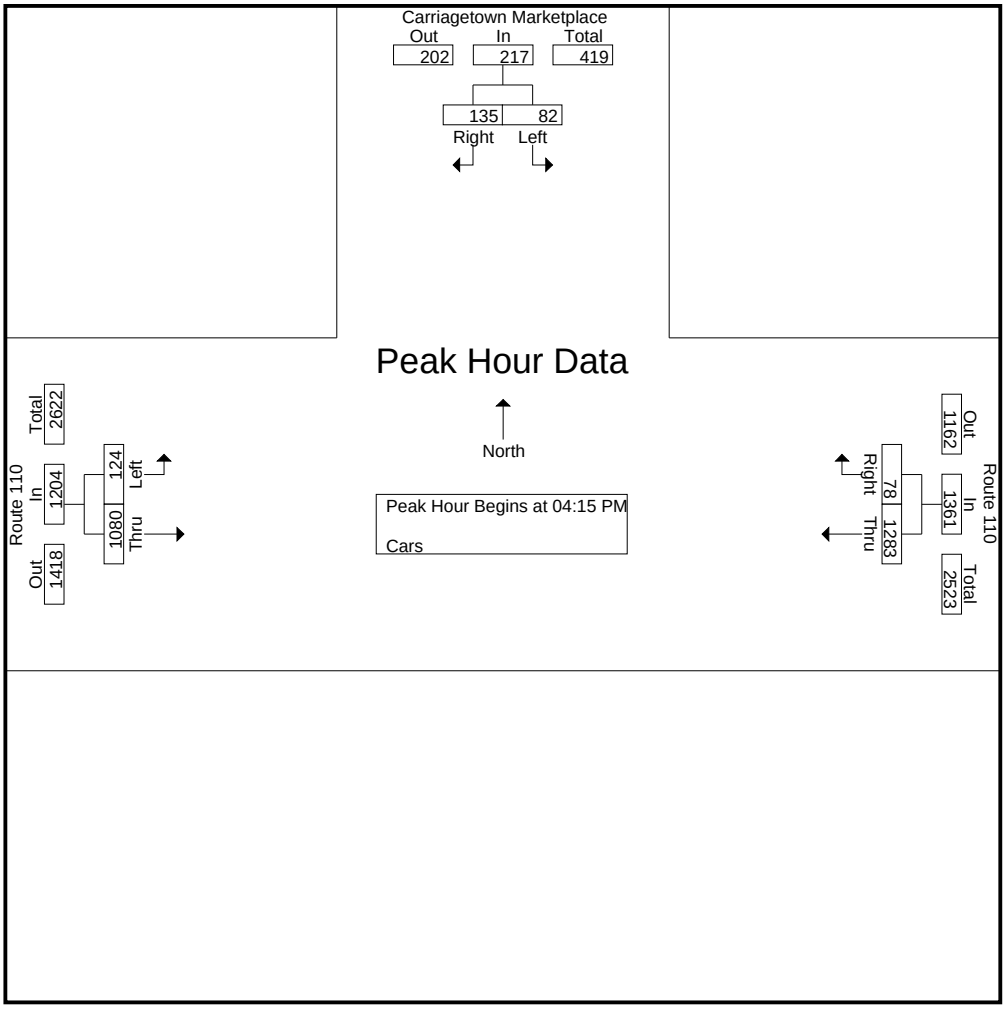
	Carriagetown Marketplace From North			Route 110 From East			Route 110 From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	**24**	30	54	**330**	**23**	**353**	**43**	243	286	693
04:30 PM	18	**45**	**63**	302	22	324	25	282	307	694
04:45 PM	21	32	53	329	19	348	27	250	277	678
05:00 PM	19	28	47	322	14	336	29	**305**	**334**	**717**
Total Volume	82	135	217	1283	78	1361	124	1080	1204	2782
% App. Total	37.8	62.2		94.3	5.7		10.3	89.7		
PHF	.854	.750	.861	.972	.848	.964	.721	.885	.901	.970

Accurate Counts

978-664-2565

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650002
Site Code : 97650002
Start Date : 7/13/2023
Page No : 5



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

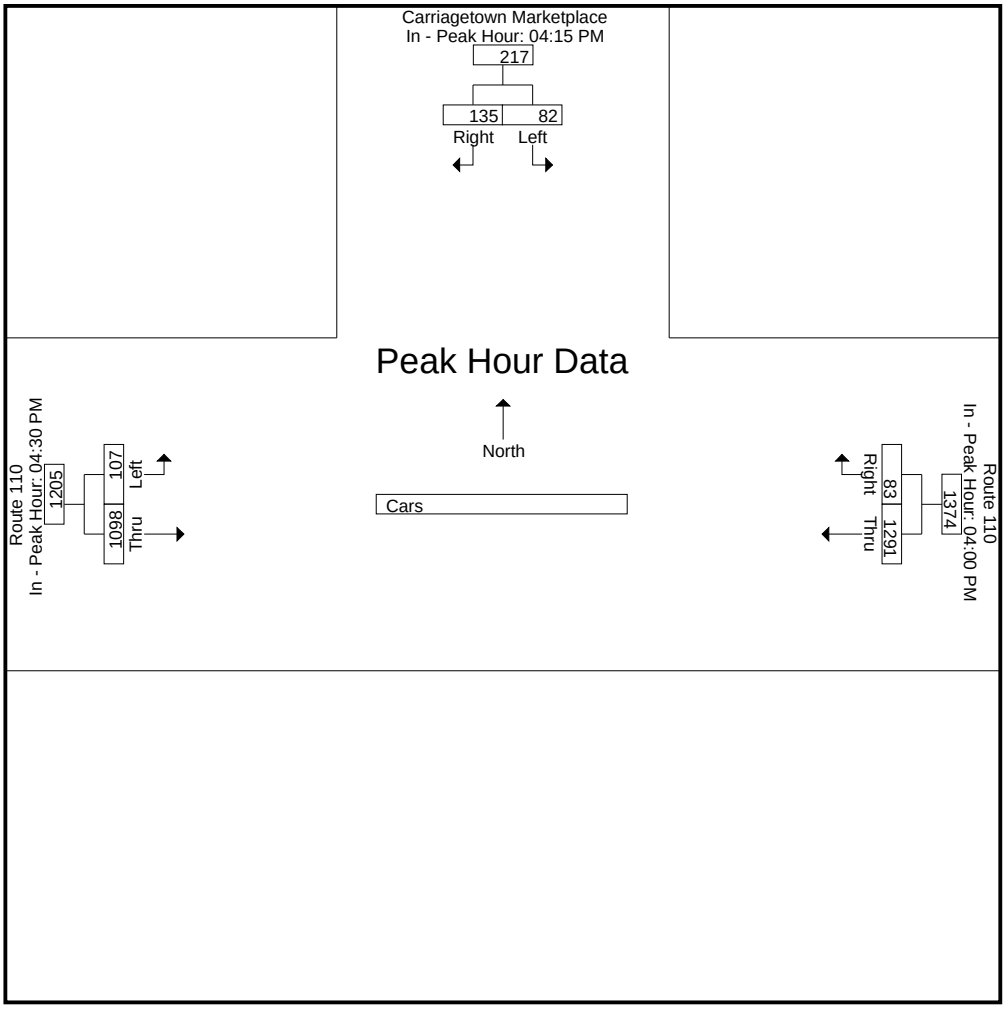
	04:15 PM			04:00 PM			04:30 PM		
+0 mins.	**24**	30	54	**330**	19	349	25	282	307
+15 mins.	18	**45**	**63**	330	**23**	**353**	27	250	277
+30 mins.	21	32	53	302	22	324	**29**	**305**	**334**
+45 mins.	19	28	47	329	19	348	26	261	287
Total Volume	82	135	217	1291	83	1374	107	1098	1205
% App. Total	37.8	62.2		94	6		8.9	91.1	
PHF	.854	.750	.861	.978	.902	.973	.922	.900	.902

Accurate Counts

978-664-2565

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650002
Site Code : 97650002
Start Date : 7/13/2023
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650002
Site Code : 97650002
Start Date : 7/13/2023

Groups Printed- Trucks

	Carriagetown Marketplace From North		Route 110 From East		Route 110 From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
04:00 PM	0	0	4	0	0	4	8
04:15 PM	0	0	5	0	0	5	10
04:30 PM	1	0	6	0	1	5	13
04:45 PM	0	1	5	1	0	4	11
Total	1	1	20	1	1	18	42
05:00 PM	0	0	4	0	0	4	8
05:15 PM	0	0	4	0	0	5	9
05:30 PM	2	0	0	0	1	1	4
05:45 PM	0	1	2	0	0	2	5
Total	2	1	10	0	1	12	26
Grand Total	3	2	30	1	2	30	68
Apprch %	60	40	96.8	3.2	6.2	93.8	
Total %	4.4	2.9	44.1	1.5	2.9	44.1	

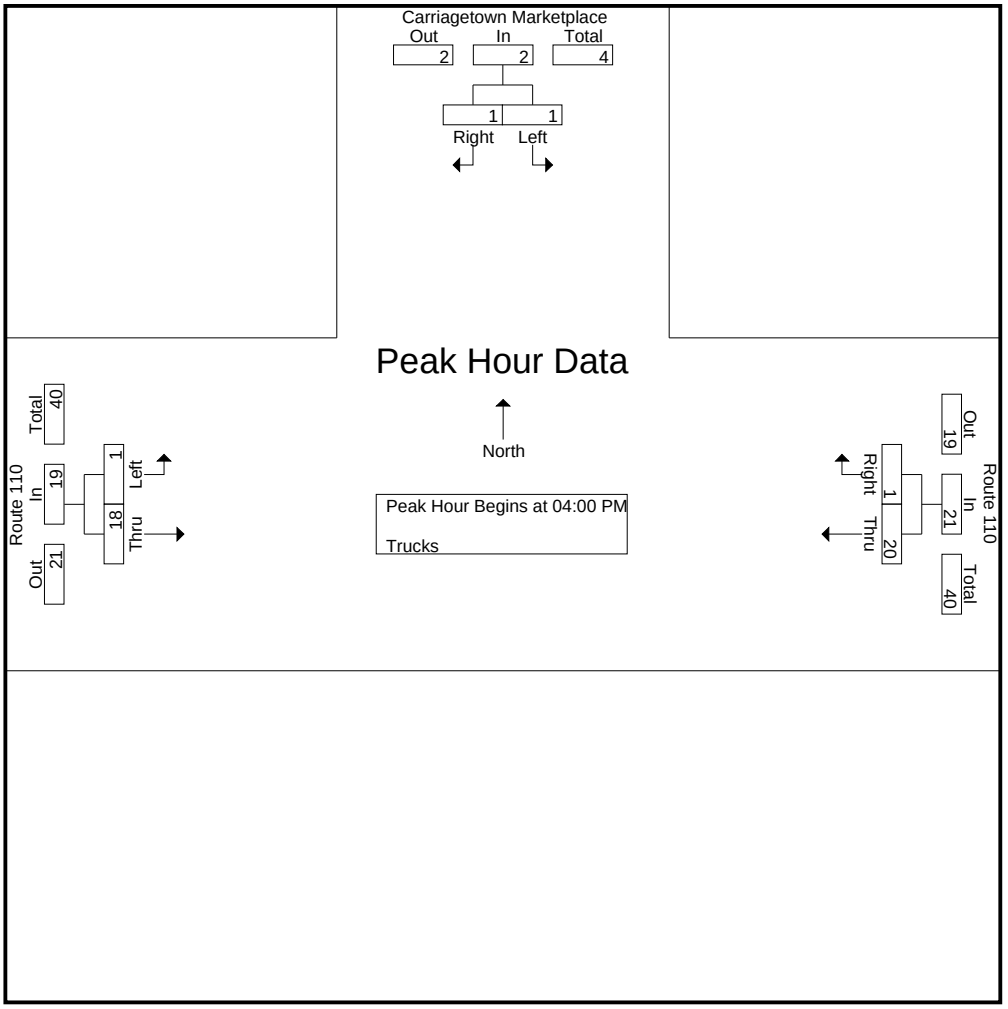
	Carriagetown Marketplace From North			Route 110 From East			Route 110 From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	4	0	4	0	4	4	8
04:15 PM	0	0	0	5	0	5	0	**5**	5	10
04:30 PM	**1**	0	**1**	**6**	0	**6**	**1**	5	**6**	**13**
04:45 PM	0	**1**	1	5	**1**	6	0	4	4	11
Total Volume	1	1	2	20	1	21	1	18	19	42
% App. Total	50	50		95.2	4.8		5.3	94.7		
PHF	.250	.250	.500	.833	.250	.875	.250	.900	.792	.808

Accurate Counts

978-664-2565

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650002
Site Code : 97650002
Start Date : 7/13/2023
Page No : 8



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

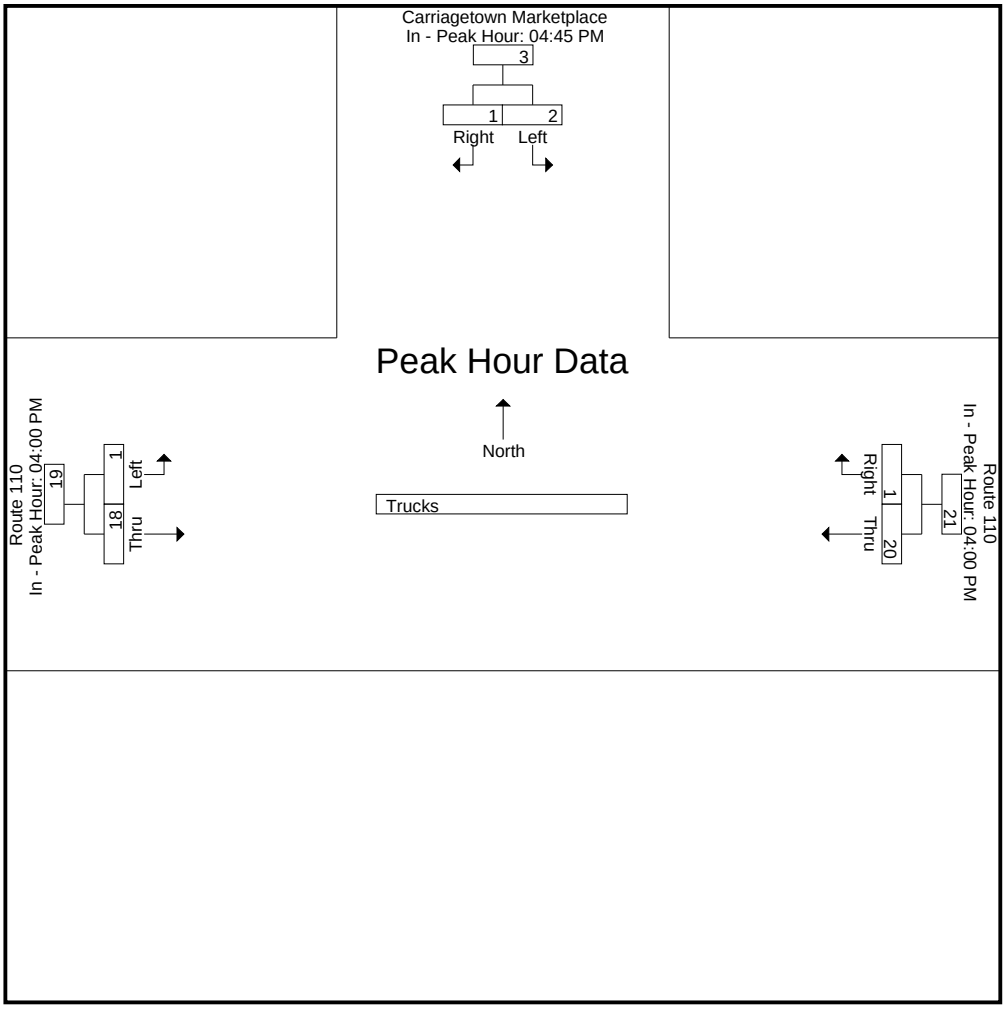
	04:45 PM			04:00 PM			04:00 PM		
+0 mins.	0	**1**	1	4	0	4	0	4	4
+15 mins.	0	0	0	5	0	5	0	**5**	5
+30 mins.	0	0	0	**6**	0	**6**	**1**	5	**6**
+45 mins.	**2**	0	**2**	5	**1**	6	0	4	4
Total Volume	2	1	3	20	1	21	1	18	19
% App. Total	66.7	33.3		95.2	4.8		5.3	94.7	
PHF	.250	.250	.375	.833	.250	.875	.250	.900	.792

Accurate Counts

978-664-2565

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650002
Site Code : 97650002
Start Date : 7/13/2023
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650002
Site Code : 97650002
Start Date : 7/13/2023

Groups Printed- Bikes Peds

	Carriagetown Marketplace From North			Route 110 From East			Route 110 From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	1	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	2	0	0	0	0	0	0	2	0	2
Total	0	0	2	0	0	0	0	1	0	2	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	2	0	0	0	0	1	0	2	1	3
05:45 PM	0	0	2	0	0	0	0	0	0	2	0	2
Total	0	0	4	0	0	0	0	1	0	4	1	5
Grand Total	0	0	6	0	0	0	0	2	0	6	2	8
Apprch %	0	0		0	0		0	100				
Total %	0	0		0	0		0	100		75	25	

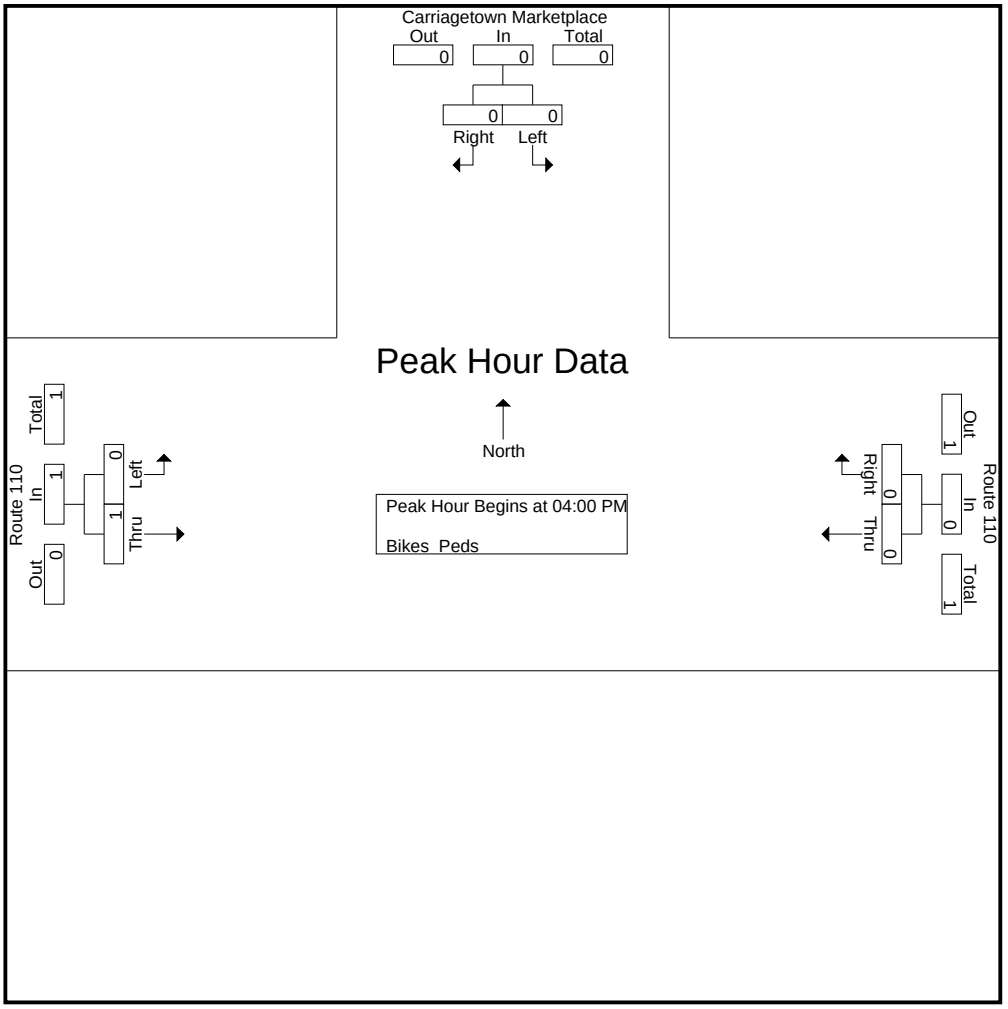
	Carriagetown Marketplace From North			Route 110 From East			Route 110 From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	**1**	**1**	**1**
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0		0	0		0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

Accurate Counts

978-664-2565

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650002
Site Code : 97650002
Start Date : 7/13/2023
Page No : 11



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

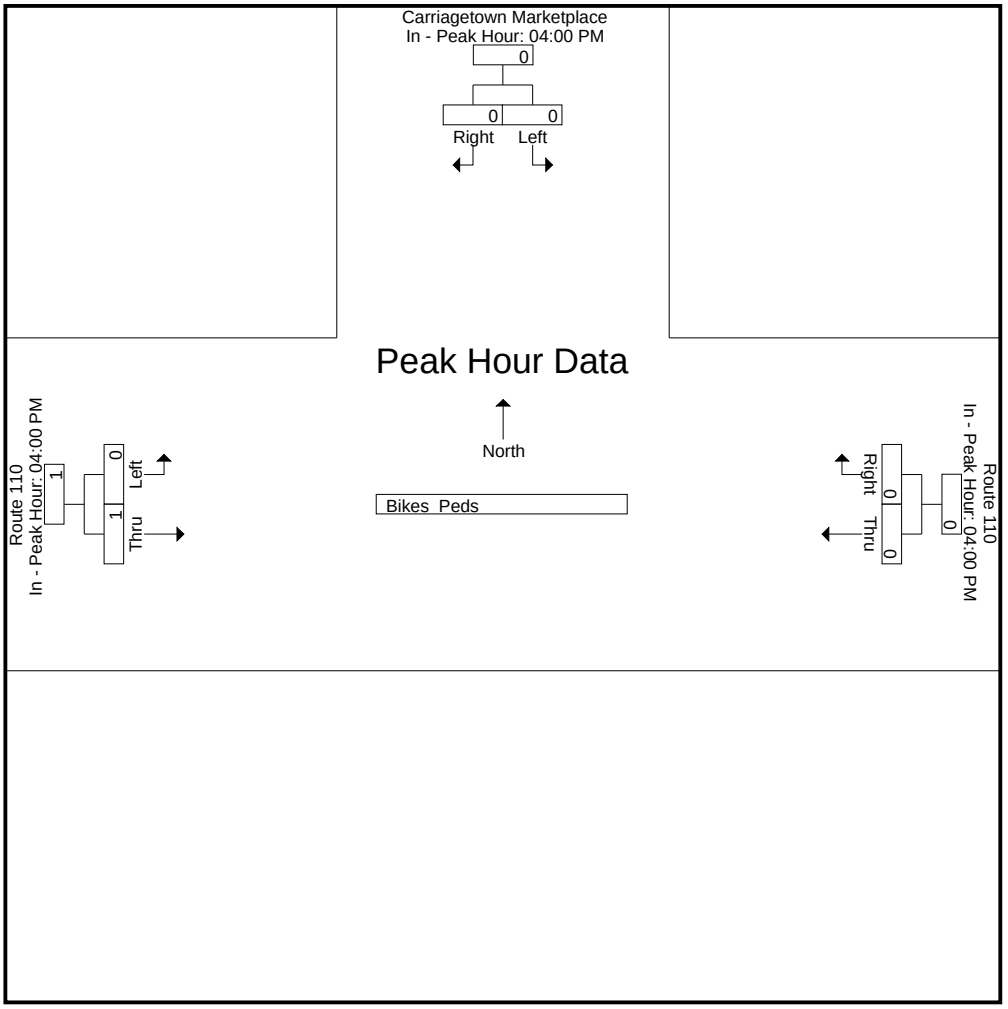
	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	**1**	**1**
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	1
% App. Total	0	0		0	0		0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250

Accurate Counts

978-664-2565

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650002
Site Code : 97650002
Start Date : 7/13/2023
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S2
Site Code : 97650002
Start Date : 7/15/2023
Page No : 1

Groups Printed- Cars - Trucks

	Carriagetown Marketplace From North		Route 110 From East		Route 110 From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
11:00 AM	17	18	184	16	29	322	586
11:15 AM	21	25	196	20	19	301	582
11:30 AM	16	19	203	13	32	290	573
11:45 AM	26	34	194	20	41	329	644
Total	80	96	777	69	121	1242	2385
12:00 PM	20	27	205	24	18	250	544
12:15 PM	22	33	237	18	36	281	627
12:30 PM	23	26	207	12	34	311	613
12:45 PM	19	21	208	18	31	293	590
Total	84	107	857	72	119	1135	2374
01:00 PM	20	34	188	12	21	221	496
01:15 PM	13	26	207	17	18	239	520
01:30 PM	19	25	210	17	25	229	525
01:45 PM	14	32	193	16	20	223	498
Total	66	117	798	62	84	912	2039
Grand Total	230	320	2432	203	324	3289	6798
Apprch %	41.8	58.2	92.3	7.7	9	91	
Total %	3.4	4.7	35.8	3	4.8	48.4	
Cars	226	319	2409	201	317	3264	6736
% Cars	98.3	99.7	99.1	99	97.8	99.2	99.1
Trucks	4	1	23	2	7	25	62
% Trucks	1.7	0.3	0.9	1	2.2	0.8	0.9

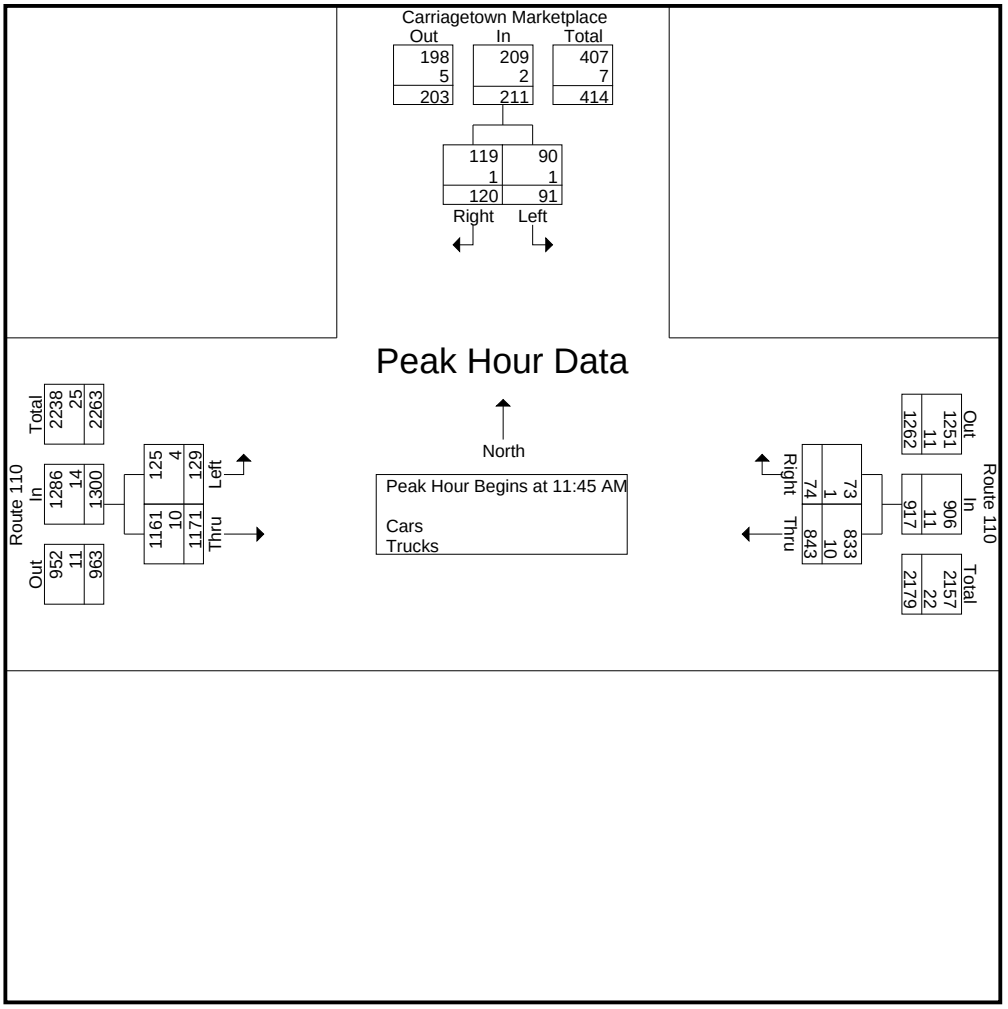
	Carriagetown Marketplace From North			Route 110 From East			Route 110 From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:45 AM										
11:45 AM	**26**	**34**	**60**	194	20	214	**41**	**329**	**370**	**644**
12:00 PM	20	27	47	205	**24**	229	18	250	268	544
12:15 PM	22	33	55	**237**	18	**255**	36	281	317	627
12:30 PM	23	26	49	207	12	219	34	311	345	613
Total Volume	91	120	211	843	74	917	129	1171	1300	2428
% App. Total	43.1	56.9		91.9	8.1		9.9	90.1		
PHF	.875	.882	.879	.889	.771	.899	.787	.890	.878	.943
Cars	90	119	209	833	73	906	125	1161	1286	2401
% Cars	98.9	99.2	99.1	98.8	98.6	98.8	96.9	99.1	98.9	98.9
Trucks	1	1	2	10	1	11	4	10	14	27
% Trucks	1.1	0.8	0.9	1.2	1.4	1.2	3.1	0.9	1.1	1.1

Accurate Counts

978-664-2565

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S2
Site Code : 97650002
Start Date : 7/15/2023
Page No : 2



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

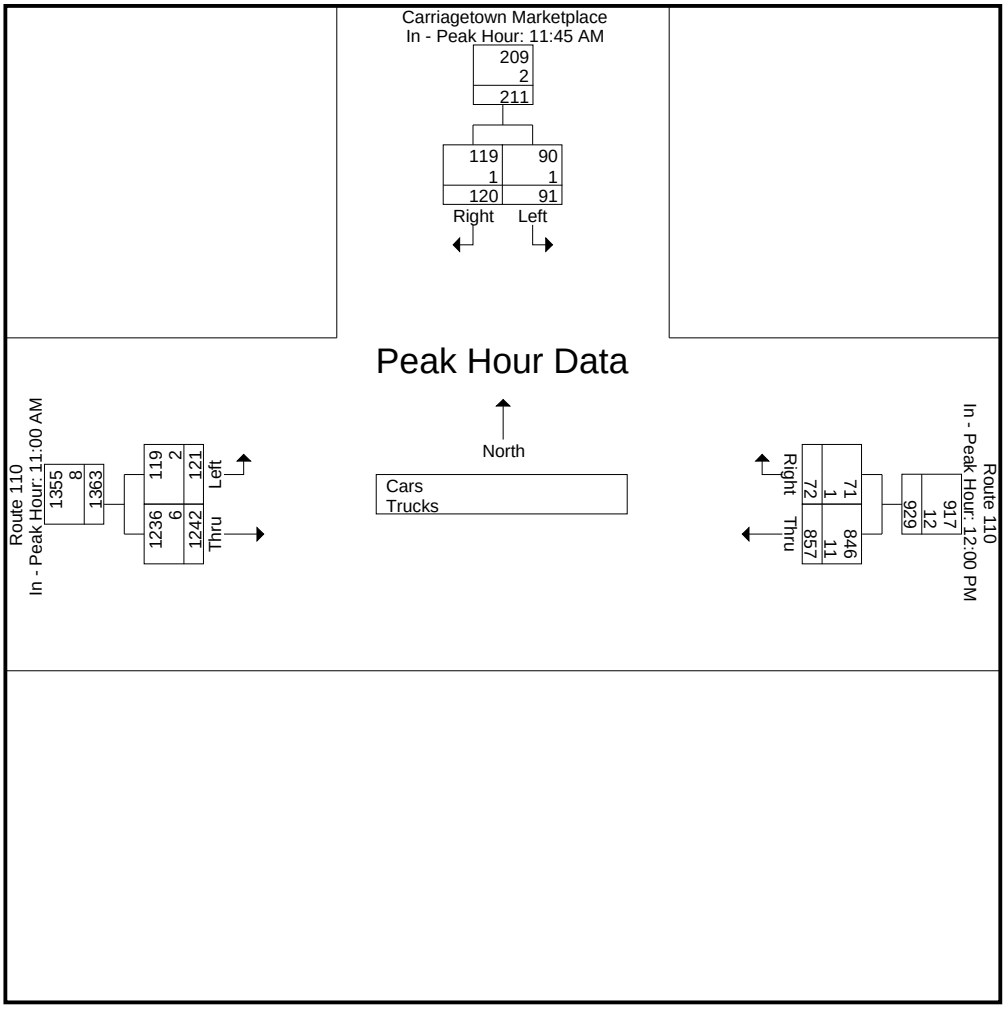
	11:45 AM			12:00 PM			11:00 AM		
+0 mins.	**26**	**34**	**60**	205	**24**	229	29	322	351
+15 mins.	20	27	47	**237**	18	**255**	19	301	320
+30 mins.	22	33	55	207	12	219	32	290	322
+45 mins.	23	26	49	208	18	226	**41**	**329**	**370**
Total Volume	91	120	211	857	72	929	121	1242	1363
% App. Total	43.1	56.9		92.2	7.8		8.9	91.1	
PHF	.875	.882	.879	.904	.750	.911	.738	.944	.921
Cars	90	119	209	846	71	917	119	1236	1355
% Cars	98.9	99.2	99.1	98.7	98.6	98.7	98.3	99.5	99.4
Trucks	1	1	2	11	1	12	2	6	8
% Trucks	1.1	0.8	0.9	1.3	1.4	1.3	1.7	0.5	0.6

Accurate Counts

978-664-2565

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S2
Site Code : 97650002
Start Date : 7/15/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S2
Site Code : 97650002
Start Date : 7/15/2023
Page No : 4

Groups Printed- Cars

	Carriagetown Marketplace From North		Route 110 From East		Route 110 From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
11:00 AM	17	18	184	16	29	319	583
11:15 AM	20	25	195	20	19	301	580
11:30 AM	15	19	203	13	31	289	570
11:45 AM	26	33	190	19	40	327	635
Total	78	95	772	68	119	1236	2368
12:00 PM	20	27	204	24	17	248	540
12:15 PM	22	33	233	18	36	276	618
12:30 PM	22	26	206	12	32	310	608
12:45 PM	19	21	203	17	30	291	581
Total	83	107	846	71	115	1125	2347
01:00 PM	20	34	183	12	21	219	489
01:15 PM	13	26	207	17	18	236	517
01:30 PM	18	25	210	17	24	227	521
01:45 PM	14	32	191	16	20	221	494
Total	65	117	791	62	83	903	2021
Grand Total	226	319	2409	201	317	3264	6736
Apprch %	41.5	58.5	92.3	7.7	8.9	91.1	
Total %	3.4	4.7	35.8	3	4.7	48.5	

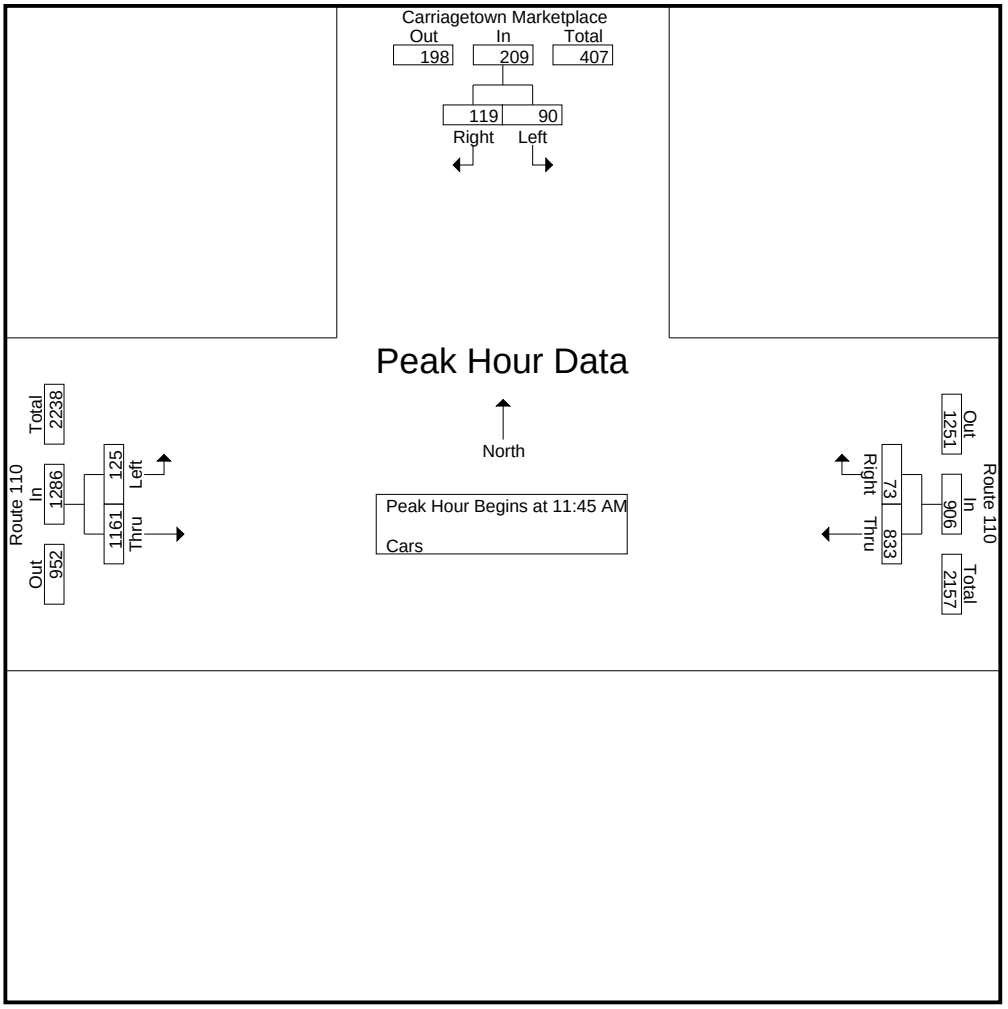
	Carriagetown Marketplace From North			Route 110 From East			Route 110 From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:45 AM										
11:45 AM	**26**	**33**	**59**	190	19	209	**40**	**327**	**367**	**635**
12:00 PM	20	27	47	204	**24**	228	17	248	265	540
12:15 PM	22	33	55	**233**	18	**251**	36	276	312	618
12:30 PM	22	26	48	206	12	218	32	310	342	608
Total Volume	90	119	209	833	73	906	125	1161	1286	2401
% App. Total	43.1	56.9		91.9	8.1		9.7	90.3		
PHF	.865	.902	.886	.894	.760	.902	.781	.888	.876	.945

Accurate Counts

978-664-2565

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S2
Site Code : 97650002
Start Date : 7/15/2023
Page No : 5



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

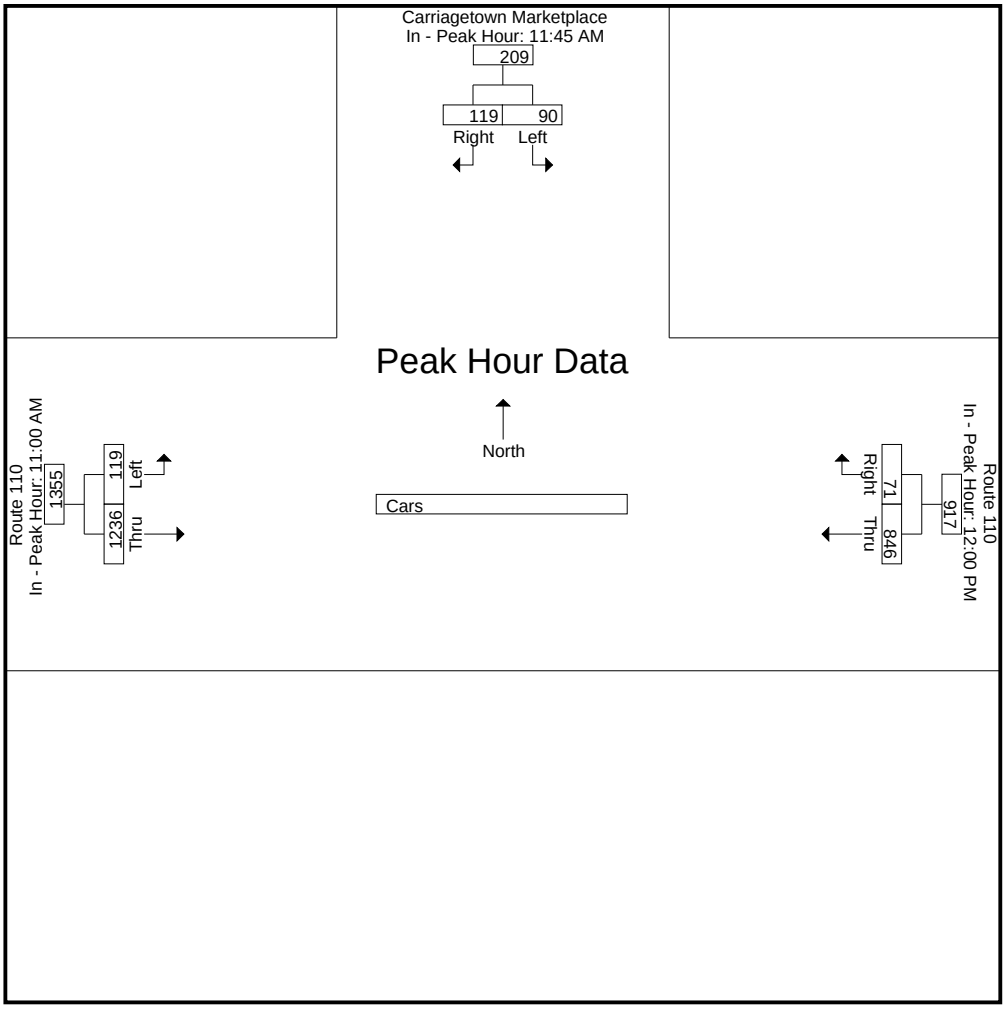
	11:45 AM			12:00 PM			11:00 AM		
+0 mins.	**26**	**33**	**59**	204	**24**	228	29	319	348
+15 mins.	20	27	47	**233**	18	**251**	19	301	320
+30 mins.	22	33	55	206	12	218	31	289	320
+45 mins.	22	26	48	203	17	220	**40**	**327**	**367**
Total Volume	90	119	209	846	71	917	119	1236	1355
% App. Total	43.1	56.9		92.3	7.7		8.8	91.2	
PHF	.865	.902	.886	.908	.740	.913	.744	.945	.923

Accurate Counts

978-664-2565

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S2
Site Code : 97650002
Start Date : 7/15/2023
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S2
Site Code : 97650002
Start Date : 7/15/2023

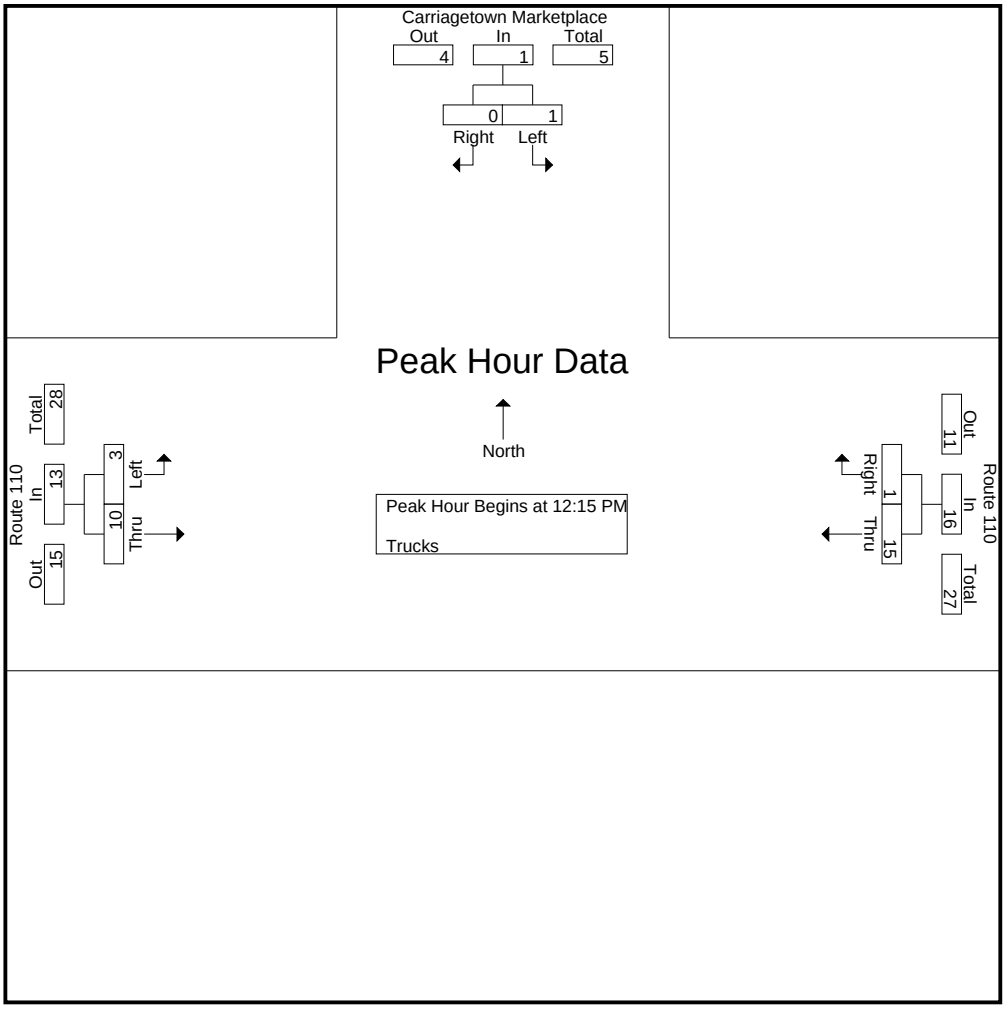
Groups Printed- Trucks

	Carriagetown Marketplace From North		Route 110 From East		Route 110 From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
11:00 AM	0	0	0	0	0	3	3
11:15 AM	1	0	1	0	0	0	2
11:30 AM	1	0	0	0	1	1	3
11:45 AM	0	1	4	1	1	2	9
Total	2	1	5	1	2	6	17
12:00 PM	0	0	1	0	1	2	4
12:15 PM	0	0	4	0	0	5	9
12:30 PM	1	0	1	0	2	1	5
12:45 PM	0	0	5	1	1	2	9
Total	1	0	11	1	4	10	27
01:00 PM	0	0	5	0	0	2	7
01:15 PM	0	0	0	0	0	3	3
01:30 PM	1	0	0	0	1	2	4
01:45 PM	0	0	2	0	0	2	4
Total	1	0	7	0	1	9	18
Grand Total	4	1	23	2	7	25	62
Apprch %	80	20	92	8	21.9	78.1	
Total %	6.5	1.6	37.1	3.2	11.3	40.3	

	Carriagetown Marketplace From North			Route 110 From East			Route 110 From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:15 PM										
12:15 PM	0	0	0	4	0	4	0	**5**	**5**	**9**
12:30 PM	**1**	0	**1**	1	0	1	**2**	1	3	5
12:45 PM	0	0	0	**5**	**1**	**6**	1	2	3	9
01:00 PM	0	0	0	5	0	5	0	2	2	7
Total Volume	1	0	1	15	1	16	3	10	13	30
% App. Total	100	0		93.8	6.2		23.1	76.9		
PHF	.250	.000	.250	.750	.250	.667	.375	.500	.650	.833

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S2
Site Code : 97650002
Start Date : 7/15/2023
Page No : 8



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

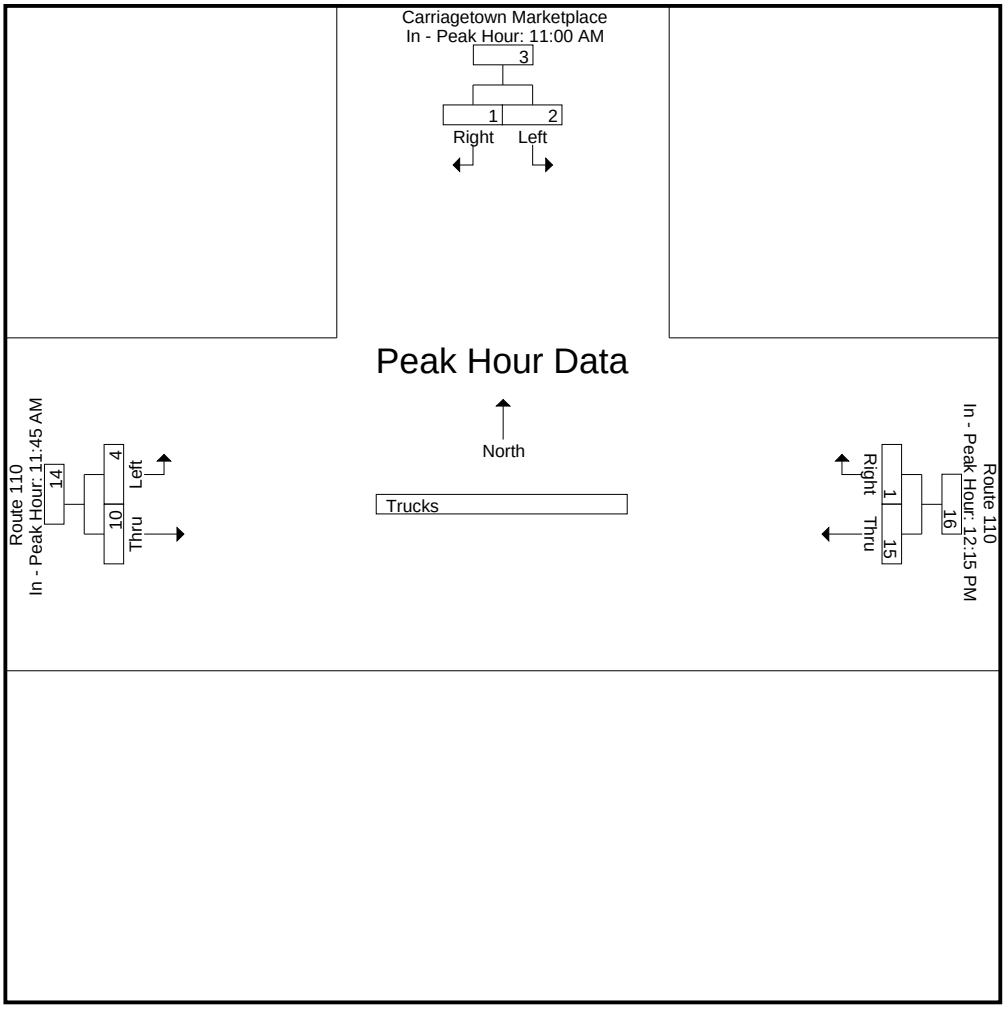
	11:00 AM			12:15 PM			11:45 AM		
+0 mins.	0	0	0	4	0	4	1	2	3
+15 mins.	**1**	0	**1**	1	0	1	1	2	3
+30 mins.	1	0	1	**5**	**1**	**6**	0	**5**	**5**
+45 mins.	0	**1**	1	5	0	5	**2**	1	3
Total Volume	2	1	3	15	1	16	4	10	14
% App. Total	66.7	33.3		93.8	6.2		28.6	71.4	
PHF	.500	.250	.750	.750	.250	.667	.500	.500	.700

Accurate Counts

978-664-2565

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S2
Site Code : 97650002
Start Date : 7/15/2023
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S2
Site Code : 97650002
Start Date : 7/15/2023

Groups Printed- Bikes Peds

	Carriagetown Marketplace From North			Route 110 From East			Route 110 From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
11:00 AM	0	0	0	0	0	1	0	0	0	1	0	1
11:15 AM	0	0	1	1	0	0	0	0	0	1	1	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	1	0	0	0	2	1	3
12:00 PM	0	0	0	1	0	0	0	0	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	0	0	0	0	1	1
01:00 PM	0	0	2	0	0	0	0	0	0	2	0	2
01:15 PM	0	0	0	2	0	0	0	0	0	0	2	2
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	2	0	0	0	0	0	2	2	4
Grand Total	0	0	3	4	0	1	0	0	0	4	4	8
Apprch %	0	0		100	0		0	0				
Total %	0	0		100	0		0	0		50	50	

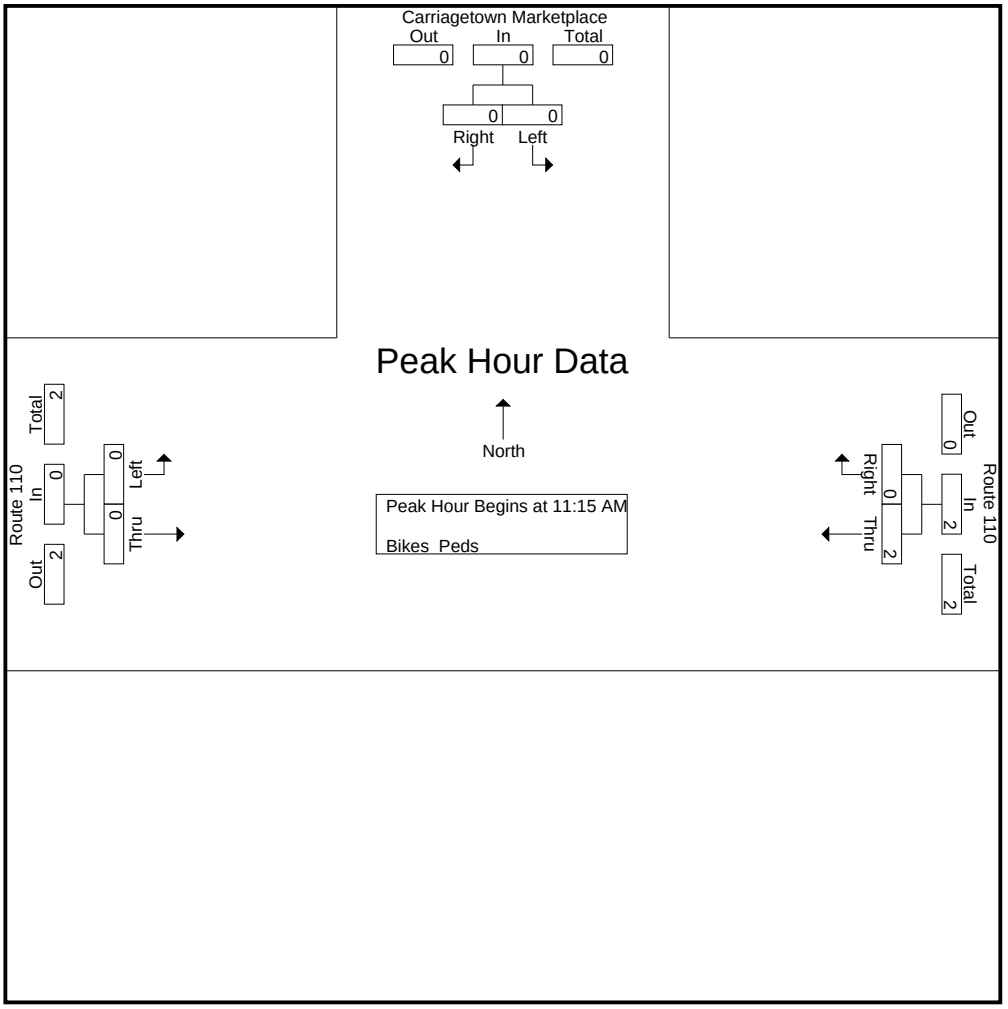
	Carriagetown Marketplace From North			Route 110 From East			Route 110 From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:15 AM										
11:15 AM	0	0	0	**1**	0	**1**	0	0	0	**1**
11:30 AM	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	1	0	1	0	0	0	1
Total Volume	0	0	0	2	0	2	0	0	0	2
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.500	.000	.500	.000	.000	.000	.500

Accurate Counts

978-664-2565

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S2
Site Code : 97650002
Start Date : 7/15/2023
Page No : 11



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

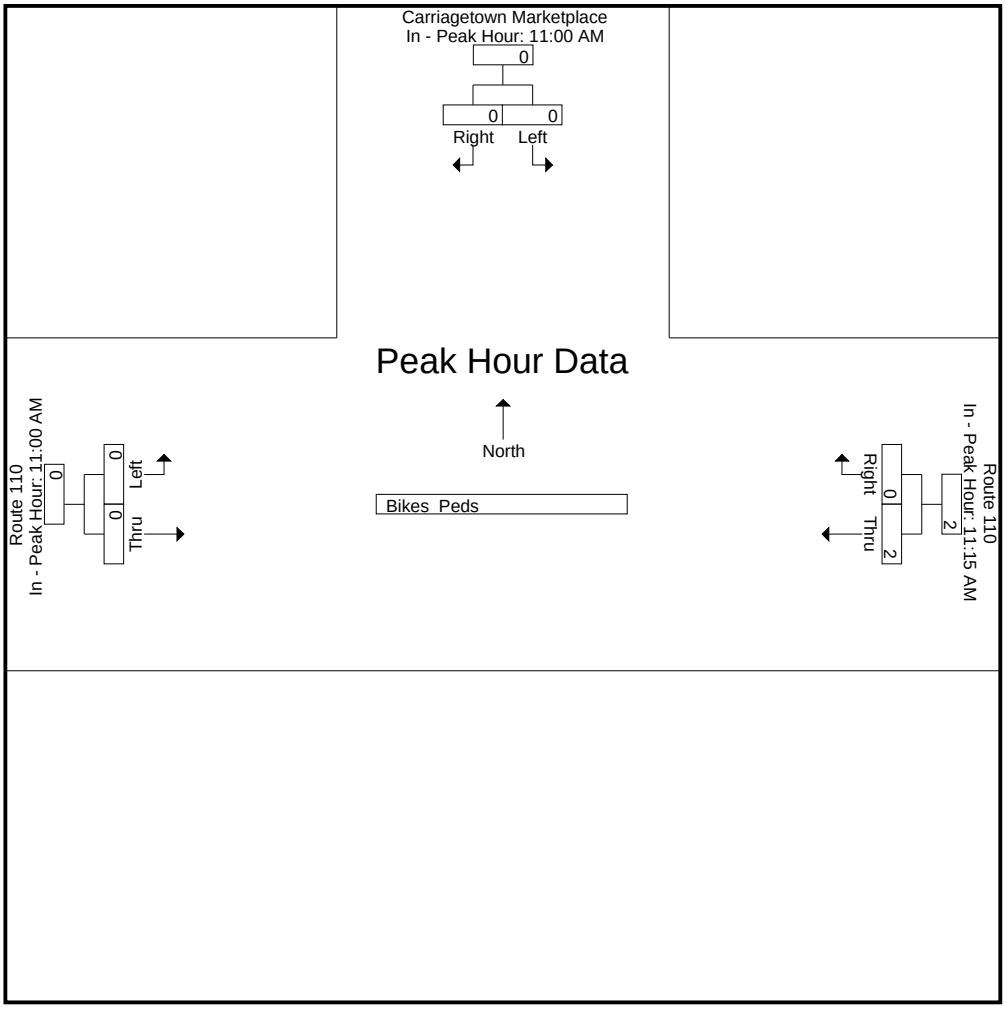
	11:00 AM			11:15 AM			11:00 AM		
+0 mins.	0	0	0	**1**	0	**1**	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	1	0	1	0	0	0
Total Volume	0	0	0	2	0	2	0	0	0
% App. Total	0	0		100	0		0	0	
PHF	.000	.000	.000	.500	.000	.500	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Carriagetown Marketplace
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S2
Site Code : 97650002
Start Date : 7/15/2023
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650003
Site Code : 97650003
Start Date : 7/13/2023
Page No : 1

Groups Printed- Cars - Trucks

	Route 95 SB Ramp From North			Route 110 From East			Route 95 SB Ramp From South			Route 110 From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	191	42	7	0	22	0	138	215	615
07:15 AM	0	0	0	0	227	41	7	0	18	0	153	241	687
07:30 AM	0	0	0	0	215	59	6	0	20	0	169	248	717
07:45 AM	0	0	0	0	263	36	6	0	41	0	182	267	795
Total	0	0	0	0	896	178	26	0	101	0	642	971	2814
08:00 AM	0	0	0	0	240	47	12	0	24	0	177	245	745
08:15 AM	0	0	0	0	277	52	17	0	42	0	178	232	798
08:30 AM	0	0	0	0	246	38	4	0	24	0	179	233	724
08:45 AM	0	0	0	0	271	44	9	0	29	0	201	189	743
Total	0	0	0	0	1034	181	42	0	119	0	735	899	3010
Grand Total	0	0	0	0	1930	359	68	0	220	0	1377	1870	5824
Apprch %	0	0	0	0	84.3	15.7	23.6	0	76.4	0	42.4	57.6	
Total %	0	0	0	0	33.1	6.2	1.2	0	3.8	0	23.6	32.1	
Cars	0	0	0	0	1861	342	66	0	214	0	1338	1832	5653
% Cars	0	0	0	0	96.4	95.3	97.1	0	97.3	0	97.2	98	97.1
Trucks	0	0	0	0	69	17	2	0	6	0	39	38	171
% Trucks	0	0	0	0	3.6	4.7	2.9	0	2.7	0	2.8	2	2.9

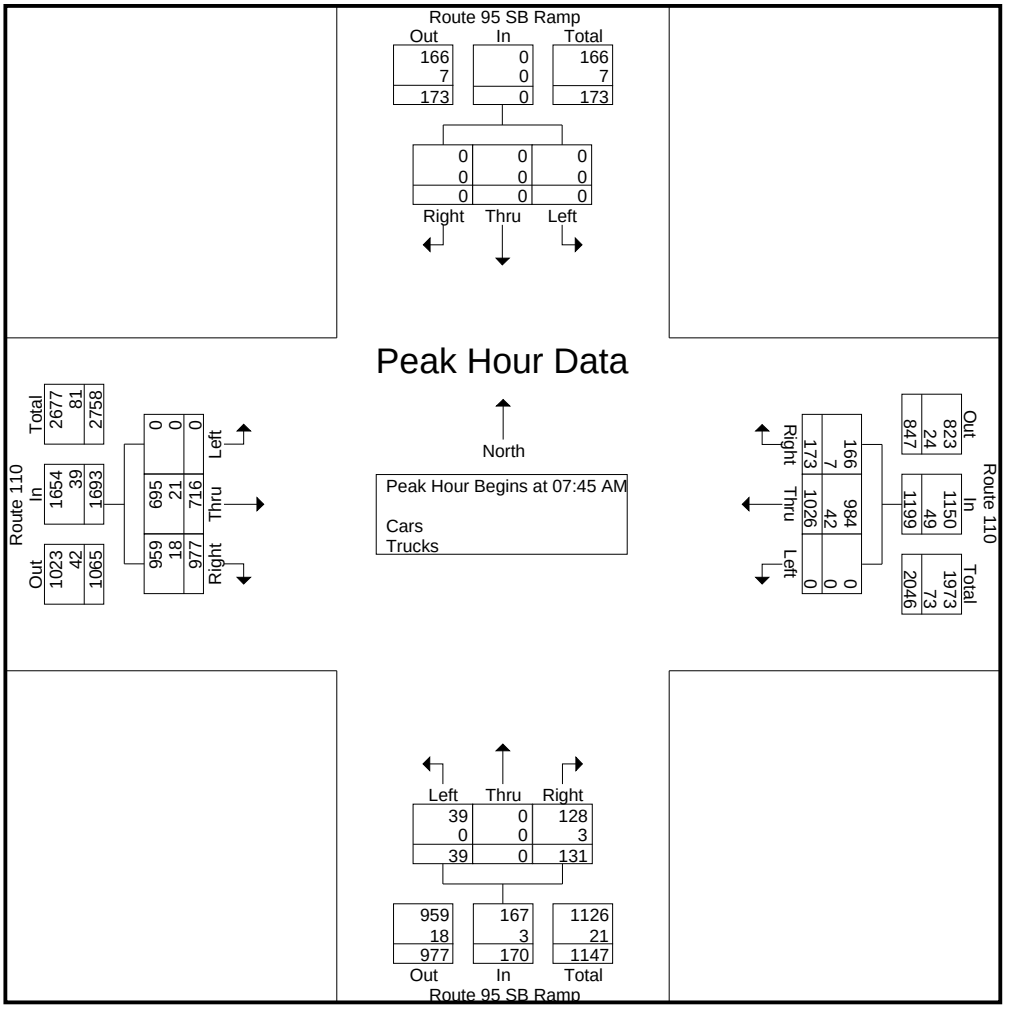
	Route 95 SB Ramp From North				Route 110 From East				Route 95 SB Ramp From South				Route 110 From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	263	36	299	6	0	41	47	0	**182**	**267**	**449**	795
08:00 AM	0	0	0	0	0	240	47	287	12	0	24	36	0	177	245	422	745
08:15 AM	0	0	0	0	0	**277**	**52**	**329**	**17**	0	**42**	**59**	0	178	232	410	**798**
08:30 AM	0	0	0	0	0	246	38	284	4	0	24	28	0	179	233	412	724
Total Volume	0	0	0	0	0	1026	173	1199	39	0	131	170	0	716	977	1693	3062
% App. Total	0	0	0		0	85.6	14.4		22.9	0	77.1		0	42.3	57.7		
PHF	.000	.000	.000	.000	.000	.926	.832	.911	.574	.000	.780	.720	.000	.984	.915	.943	.959
Cars	0	0	0	0	0	984	166	1150	39	0	128	167	0	695	959	1654	2971
% Cars	0	0	0	0	0	95.9	96.0	95.9	100	0	97.7	98.2	0	97.1	98.2	97.7	97.0
Trucks	0	0	0	0	0	42	7	49	0	0	3	3	0	21	18	39	91
% Trucks	0	0	0	0	0	4.1	4.0	4.1	0	0	2.3	1.8	0	2.9	1.8	2.3	3.0

Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650003
Site Code : 97650003
Start Date : 7/13/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

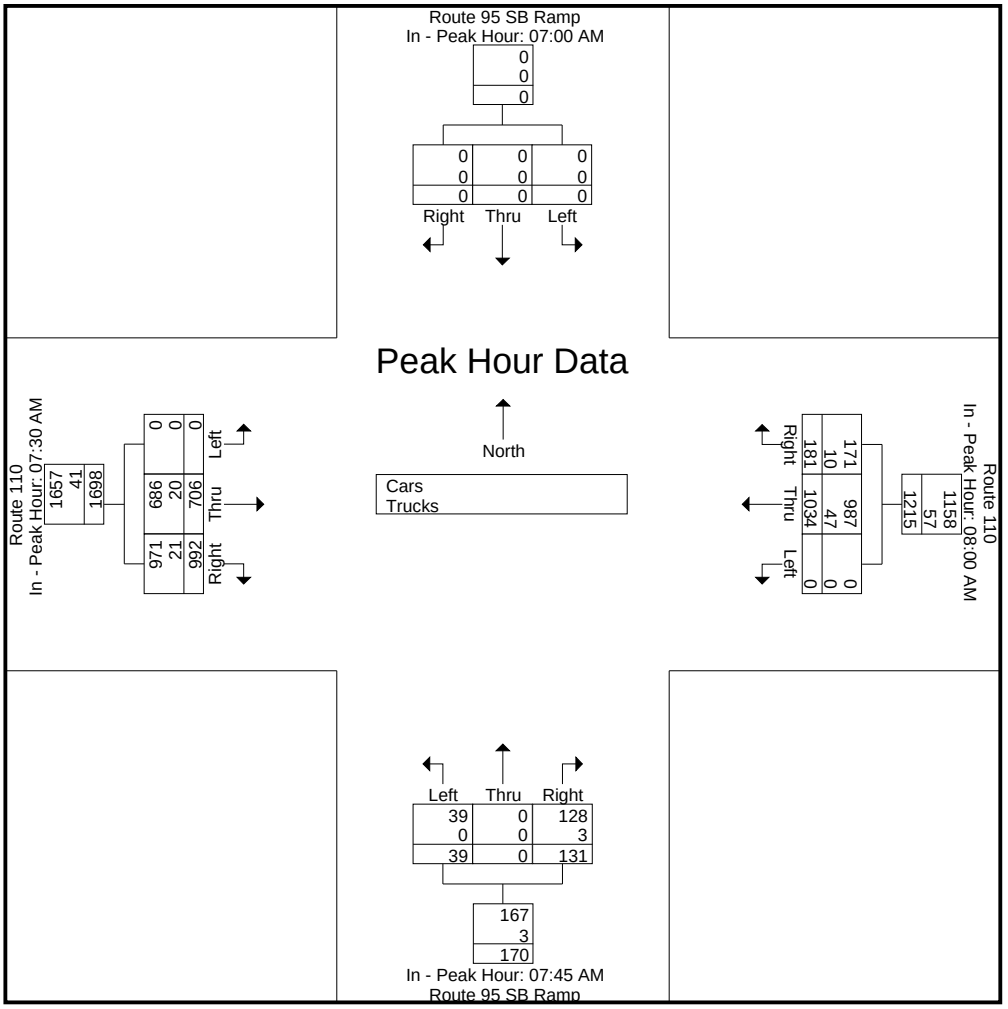
	07:00 AM				08:00 AM				07:45 AM				07:30 AM			
+0 mins.	0	0	0	0	0	240	47	287	6	0	41	47	0	169	248	417
+15 mins.	0	0	0	0	0	**277**	**52**	**329**	12	0	24	36	0	**182**	**267**	**449**
+30 mins.	0	0	0	0	0	246	38	284	**17**	0	**42**	**59**	0	177	245	422
+45 mins.	0	0	0	0	0	271	44	315	4	0	24	28	0	178	232	410
Total Volume	0	0	0	0	0	1034	181	1215	39	0	131	170	0	706	992	1698
% App. Total	0	0	0		0	85.1	14.9		22.9	0	77.1		0	41.6	58.4	
PHF	.000	.000	.000	.000	.000	.933	.870	.923	.574	.000	.780	.720	.000	.970	.929	.945
Cars	0	0	0	0	0	987	171	1158	39	0	128	167	0	686	971	1657
% Cars	0	0	0	0	0	95.5	94.5	95.3	100	0	97.7	98.2	0	97.2	97.9	97.6
Trucks	0	0	0	0	0	47	10	57	0	0	3	3	0	20	21	41
% Trucks	0	0	0	0	0	4.5	5.5	4.7	0	0	2.3	1.8	0	2.8	2.1	2.4

Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650003
Site Code : 97650003
Start Date : 7/13/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650003
Site Code : 97650003
Start Date : 7/13/2023

Groups Printed- Cars

	Route 95 SB Ramp From North			Route 110 From East			Route 95 SB Ramp From South			Route 110 From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	188	42	6	0	22	0	134	210	602
07:15 AM	0	0	0	0	224	38	7	0	18	0	146	236	669
07:30 AM	0	0	0	0	208	55	5	0	19	0	166	239	692
07:45 AM	0	0	0	0	254	36	6	0	41	0	174	265	776
Total	0	0	0	0	874	171	24	0	100	0	620	950	2739
08:00 AM	0	0	0	0	232	44	12	0	23	0	172	239	722
08:15 AM	0	0	0	0	264	49	17	0	40	0	174	228	772
08:30 AM	0	0	0	0	234	37	4	0	24	0	175	227	701
08:45 AM	0	0	0	0	257	41	9	0	27	0	197	188	719
Total	0	0	0	0	987	171	42	0	114	0	718	882	2914
Grand Total	0	0	0	0	1861	342	66	0	214	0	1338	1832	5653
Apprch %	0	0	0	0	84.5	15.5	23.6	0	76.4	0	42.2	57.8	
Total %	0	0	0	0	32.9	6	1.2	0	3.8	0	23.7	32.4	

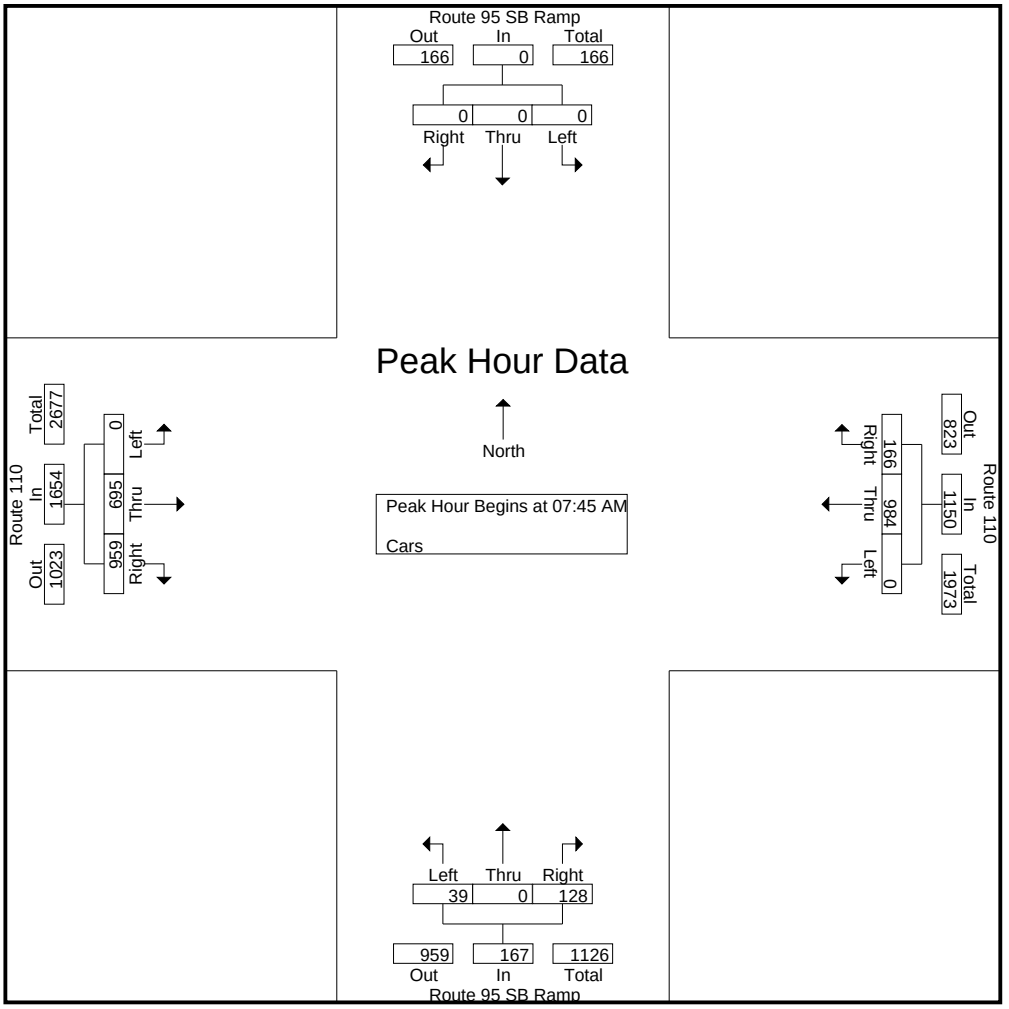
	Route 95 SB Ramp From North				Route 110 From East				Route 95 SB Ramp From South				Route 110 From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	254	36	290	6	0	**41**	47	0	174	**265**	**439**	**776**
08:00 AM	0	0	0	0	0	232	44	276	12	0	23	35	0	172	239	411	722
08:15 AM	0	0	0	0	0	**264**	**49**	**313**	**17**	0	40	**57**	0	174	228	402	772
08:30 AM	0	0	0	0	0	234	37	271	4	0	24	28	0	**175**	227	402	701
Total Volume	0	0	0	0	0	984	166	1150	39	0	128	167	0	695	959	1654	2971
% App. Total	0	0	0		0	85.6	14.4		23.4	0	76.6		0	42	58		
PHF	.000	.000	.000	.000	.000	.932	.847	.919	.574	.000	.780	.732	.000	.993	.905	.942	.957

Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650003
Site Code : 97650003
Start Date : 7/13/2023
Page No : 5



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

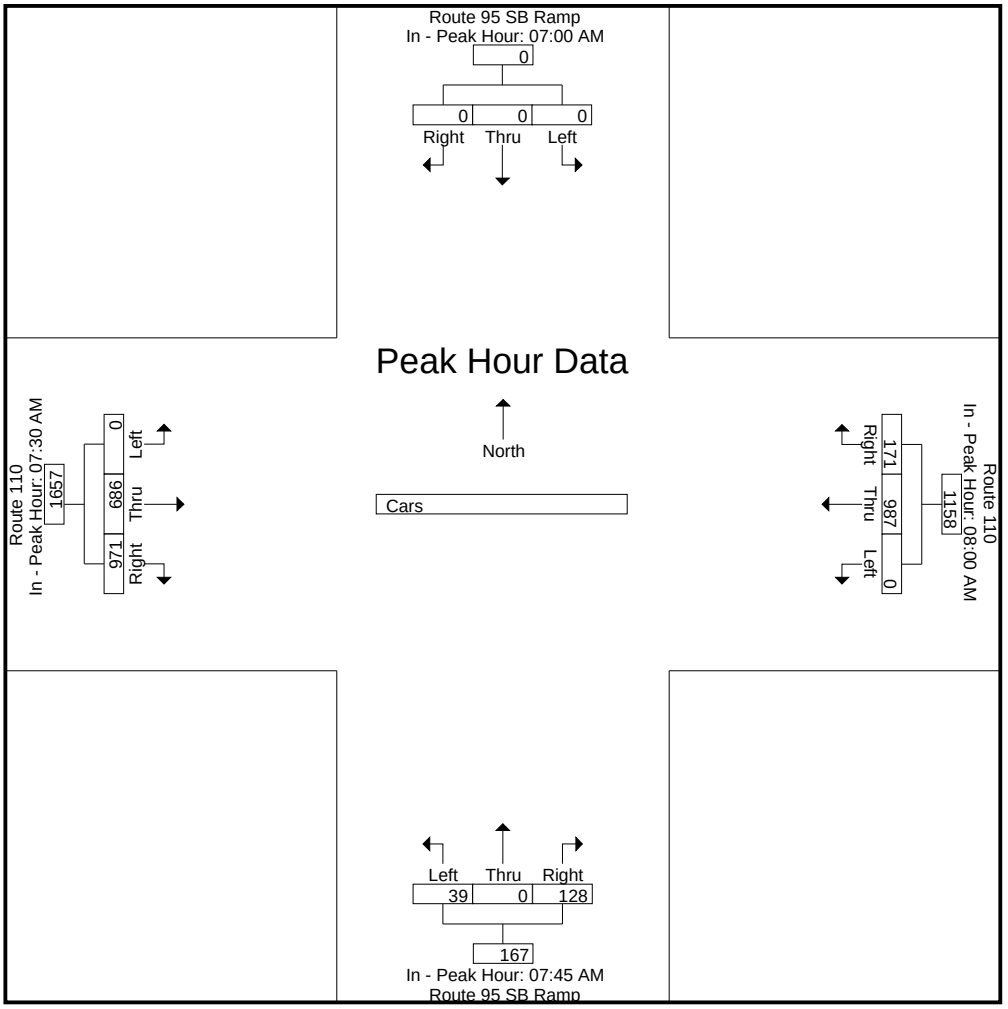
	07:00 AM				08:00 AM				07:45 AM				07:30 AM			
+0 mins.	0	0	0	0	0	232	44	276	6	0	**41**	47	0	166	239	405
+15 mins.	0	0	0	0	0	**264**	**49**	**313**	12	0	23	35	0	**174**	**265**	**439**
+30 mins.	0	0	0	0	0	234	37	271	**17**	0	40	**57**	0	172	239	411
+45 mins.	0	0	0	0	0	257	41	298	4	0	24	28	0	174	228	402
Total Volume	0	0	0	0	0	987	171	1158	39	0	128	167	0	686	971	1657
% App. Total	0	0	0		0	85.2	14.8		23.4	0	76.6		0	41.4	58.6	
PHF	.000	.000	.000	.000	.000	.935	.872	.925	.574	.000	.780	.732	.000	.986	.916	.944

Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650003
Site Code : 97650003
Start Date : 7/13/2023
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650003
Site Code : 97650003
Start Date : 7/13/2023

Groups Printed- Trucks

	Route 95 SB Ramp From North			Route 110 From East			Route 95 SB Ramp From South			Route 110 From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	3	0	1	0	0	0	4	5	13
07:15 AM	0	0	0	0	3	3	0	0	0	0	7	5	18
07:30 AM	0	0	0	0	7	4	1	0	1	0	3	9	25
07:45 AM	0	0	0	0	9	0	0	0	0	0	8	2	19
Total	0	0	0	0	22	7	2	0	1	0	22	21	75
08:00 AM	0	0	0	0	8	3	0	0	1	0	5	6	23
08:15 AM	0	0	0	0	13	3	0	0	2	0	4	4	26
08:30 AM	0	0	0	0	12	1	0	0	0	0	4	6	23
08:45 AM	0	0	0	0	14	3	0	0	2	0	4	1	24
Total	0	0	0	0	47	10	0	0	5	0	17	17	96
Grand Total	0	0	0	0	69	17	2	0	6	0	39	38	171
Apprch %	0	0	0	0	80.2	19.8	25	0	75	0	50.6	49.4	
Total %	0	0	0	0	40.4	9.9	1.2	0	3.5	0	22.8	22.2	

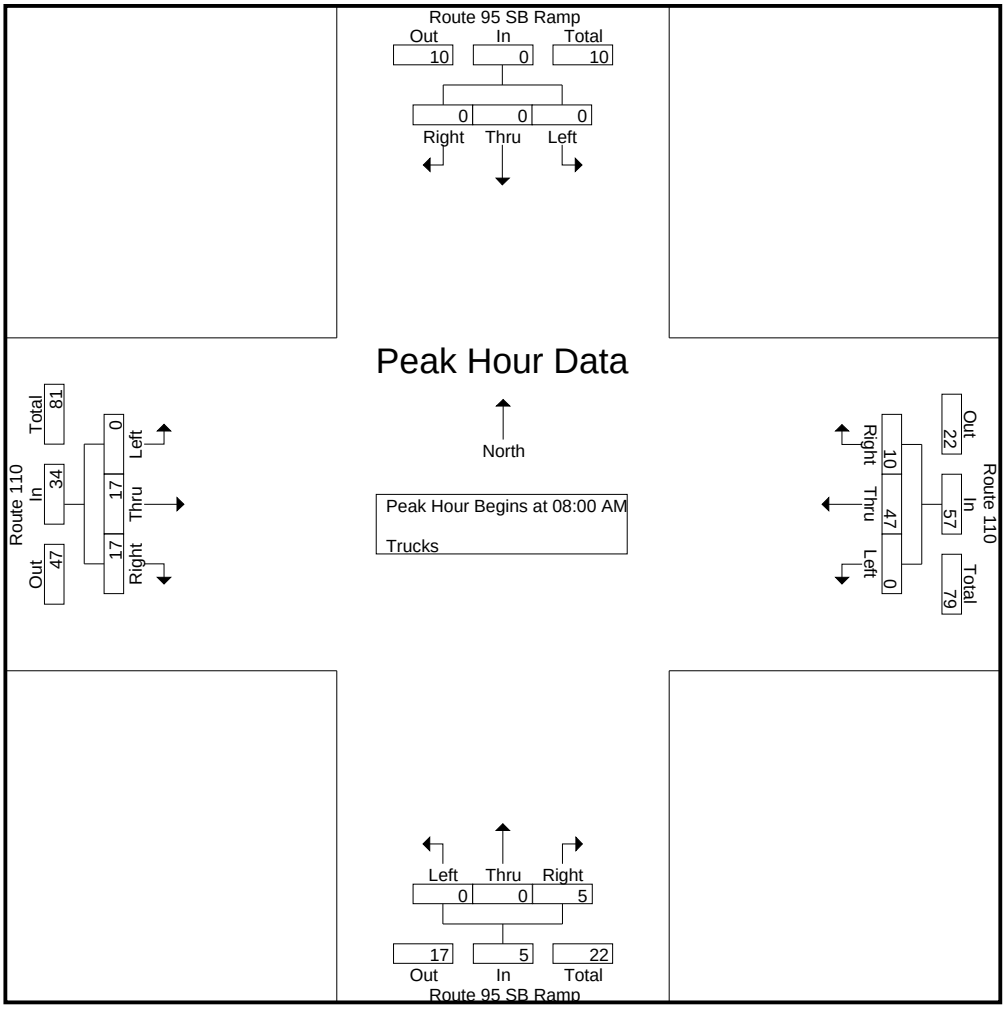
	Route 95 SB Ramp From North				Route 110 From East				Route 95 SB Ramp From South				Route 110 From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	8	**3**	11	0	0	1	1	0	**5**	**6**	**11**	23
08:15 AM	0	0	0	0	0	13	3	16	0	0	**2**	**2**	0	4	4	8	**26**
08:30 AM	0	0	0	0	0	12	1	13	0	0	0	0	0	4	6	10	23
08:45 AM	0	0	0	0	0	**14**	3	**17**	0	0	2	2	0	4	1	5	24
Total Volume	0	0	0	0	0	47	10	57	0	0	5	5	0	17	17	34	96
% App. Total	0	0	0		0	82.5	17.5		0	0	100		0	50	50		
PHF	.000	.000	.000	.000	.000	.839	.833	.838	.000	.000	.625	.625	.000	.850	.708	.773	.923

Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650003
Site Code : 97650003
Start Date : 7/13/2023
Page No : 8



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

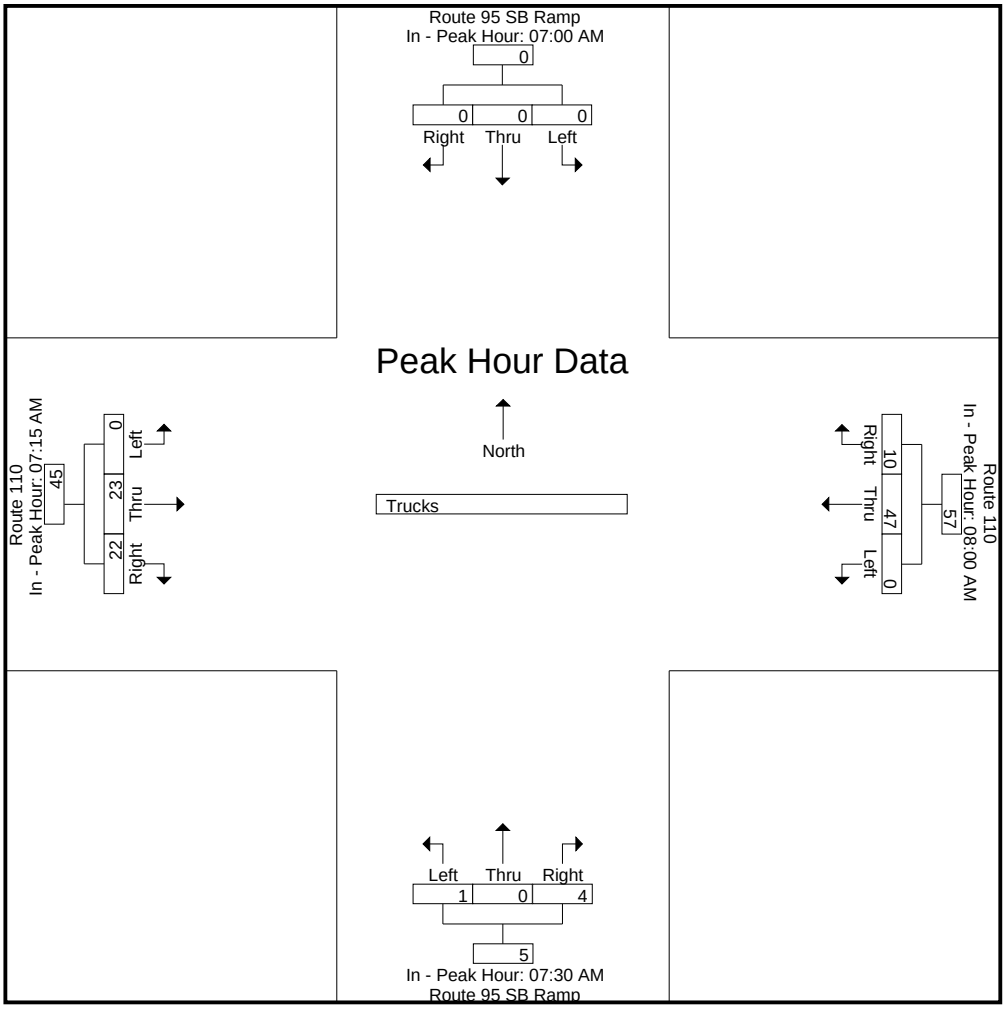
	07:00 AM				08:00 AM				07:30 AM				07:15 AM			
+0 mins.	0	0	0	0	0	8	**3**	11	**1**	0	1	**2**	0	7	5	**12**
+15 mins.	0	0	0	0	0	13	3	16	0	0	0	0	0	3	**9**	12
+30 mins.	0	0	0	0	0	12	1	13	0	0	1	1	0	**8**	2	10
+45 mins.	0	0	0	0	0	**14**	3	**17**	0	0	**2**	2	0	5	6	11
Total Volume	0	0	0	0	0	47	10	57	1	0	4	5	0	23	22	45
% App. Total	0	0	0		0	82.5	17.5		20	0	80		0	51.1	48.9	
PHF	.000	.000	.000	.000	.000	.839	.833	.838	.250	.000	.500	.625	.000	.719	.611	.938

Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650003
Site Code : 97650003
Start Date : 7/13/2023
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650003
Site Code : 97650003
Start Date : 7/13/2023

Groups Printed- Bikes Peds

	Route 95 SB Ramp From North				Route 110 From East				Route 95 SB Ramp From South				Route 110 From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
08:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Grand Total	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	1	2	3
Apprch %	0	0	0		0	100	0		0	0	0		0	0	0				
Total %	0	0	0		0	100	0		0	0	0		0	0	0		33.3	66.7	

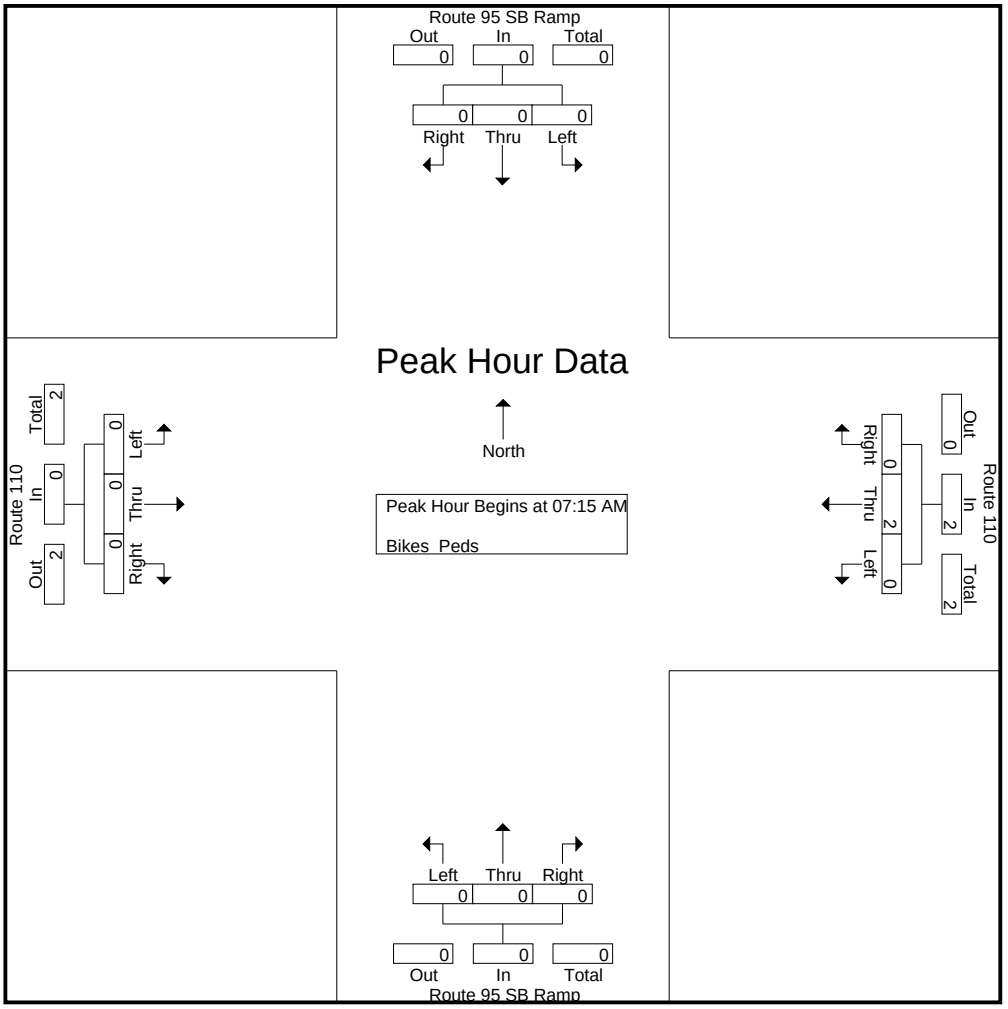
	Route 95 SB Ramp From North				Route 110 From East				Route 95 SB Ramp From South				Route 110 From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500

Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650003
Site Code : 97650003
Start Date : 7/13/2023
Page No : 11



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

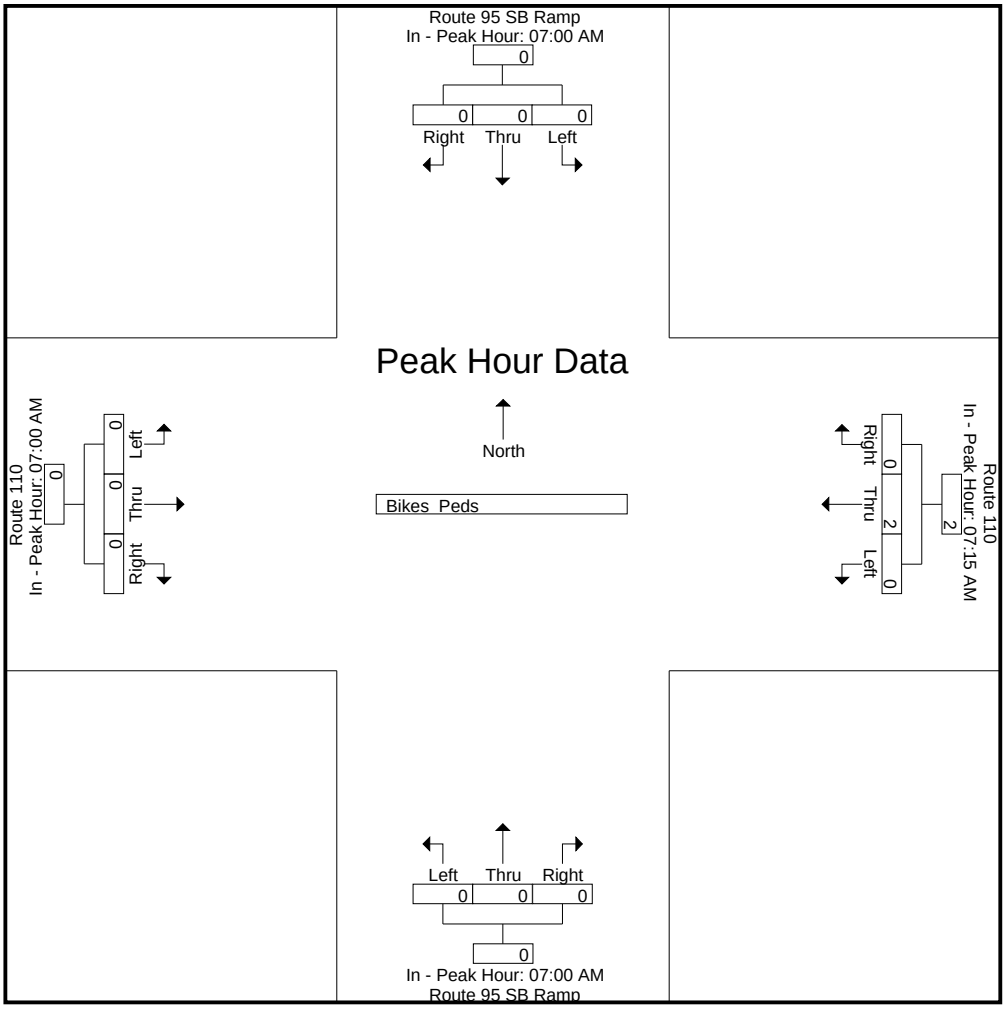
	07:00 AM				07:15 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650003
Site Code : 97650003
Start Date : 7/13/2023
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650003
Site Code : 97650003
Start Date : 7/13/2023
Page No : 1

Groups Printed- Cars - Trucks

	Route 95 SB Ramp From North			Route 110 From East			Route 95 SB Ramp From South			Route 110 From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	431	41	13	0	26	0	204	117	832
04:15 PM	0	0	0	0	451	48	16	0	50	0	208	131	904
04:30 PM	0	0	0	0	413	52	22	0	31	0	229	141	888
04:45 PM	0	0	0	0	424	37	20	0	41	0	198	133	853
Total	0	0	0	0	1719	178	71	0	148	0	839	522	3477
05:00 PM	0	0	0	0	440	47	15	0	41	0	242	144	929
05:15 PM	0	0	0	0	443	45	17	0	42	0	222	134	903
05:30 PM	0	0	0	0	381	43	17	0	41	0	242	128	852
05:45 PM	0	0	0	0	417	43	15	0	38	0	206	118	837
Total	0	0	0	0	1681	178	64	0	162	0	912	524	3521
Grand Total	0	0	0	0	3400	356	135	0	310	0	1751	1046	6998
Apprch %	0	0	0	0	90.5	9.5	30.3	0	69.7	0	62.6	37.4	
Total %	0	0	0	0	48.6	5.1	1.9	0	4.4	0	25	14.9	
Cars	0	0	0	0	3368	350	132	0	307	0	1736	1036	6929
% Cars	0	0	0	0	99.1	98.3	97.8	0	99	0	99.1	99	99
Trucks	0	0	0	0	32	6	3	0	3	0	15	10	69
% Trucks	0	0	0	0	0.9	1.7	2.2	0	1	0	0.9	1	1

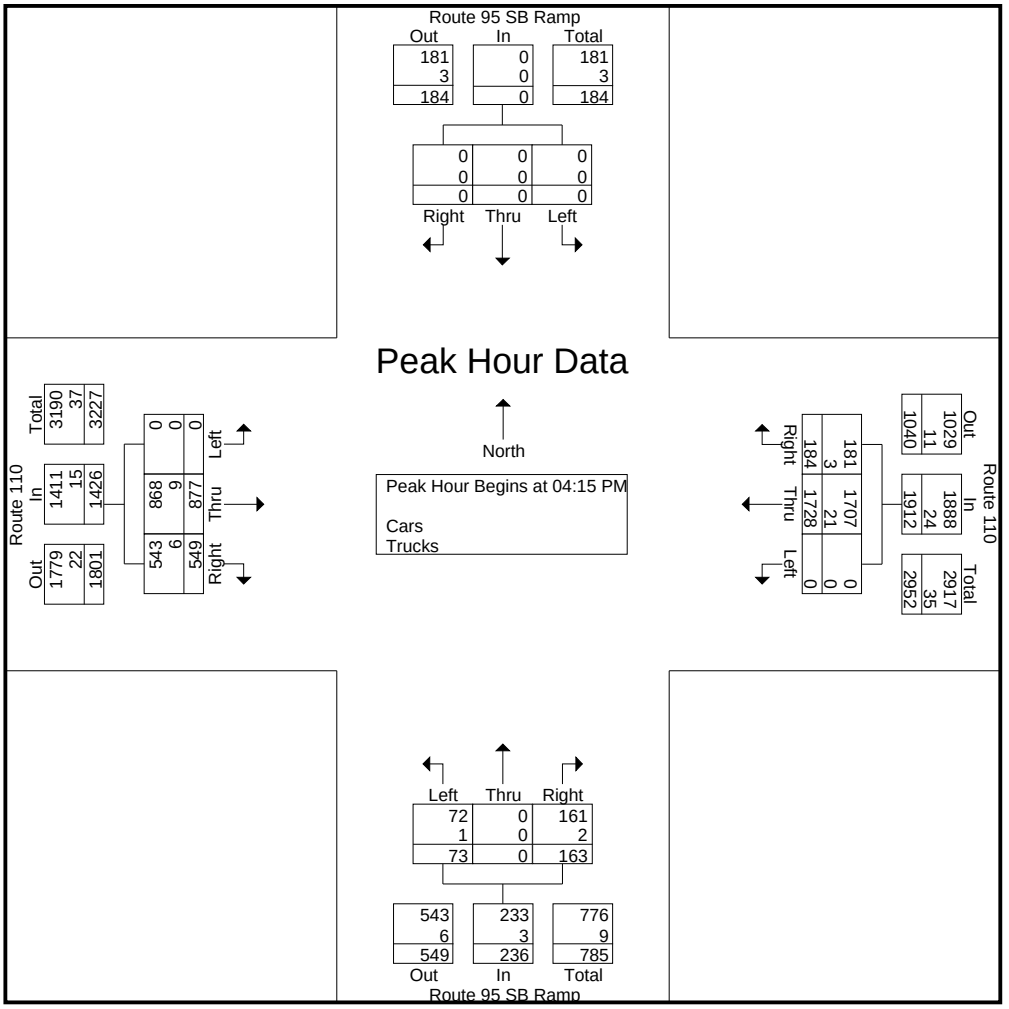
	Route 95 SB Ramp From North				Route 110 From East				Route 95 SB Ramp From South				Route 110 From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	**451**	48	**499**	16	0	**50**	**66**	0	208	131	339	904
04:30 PM	0	0	0	0	0	413	**52**	465	**22**	0	31	53	0	229	141	370	888
04:45 PM	0	0	0	0	0	424	37	461	20	0	41	61	0	198	133	331	853
05:00 PM	0	0	0	0	0	440	47	487	15	0	41	56	0	**242**	**144**	**386**	**929**
Total Volume	0	0	0	0	0	1728	184	1912	73	0	163	236	0	877	549	1426	3574
% App. Total	0	0	0		0	90.4	9.6		30.9	0	69.1		0	61.5	38.5		
PHF	.000	.000	.000	.000	.000	.958	.885	.958	.830	.000	.815	.894	.000	.906	.953	.924	.962
Cars	0	0	0	0	0	1707	181	1888	72	0	161	233	0	868	543	1411	3532
% Cars	0	0	0	0	0	98.8	98.4	98.7	98.6	0	98.8	98.7	0	99.0	98.9	98.9	98.8
Trucks	0	0	0	0	0	21	3	24	1	0	2	3	0	9	6	15	42
% Trucks	0	0	0	0	0	1.2	1.6	1.3	1.4	0	1.2	1.3	0	1.0	1.1	1.1	1.2

Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650003
Site Code : 97650003
Start Date : 7/13/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

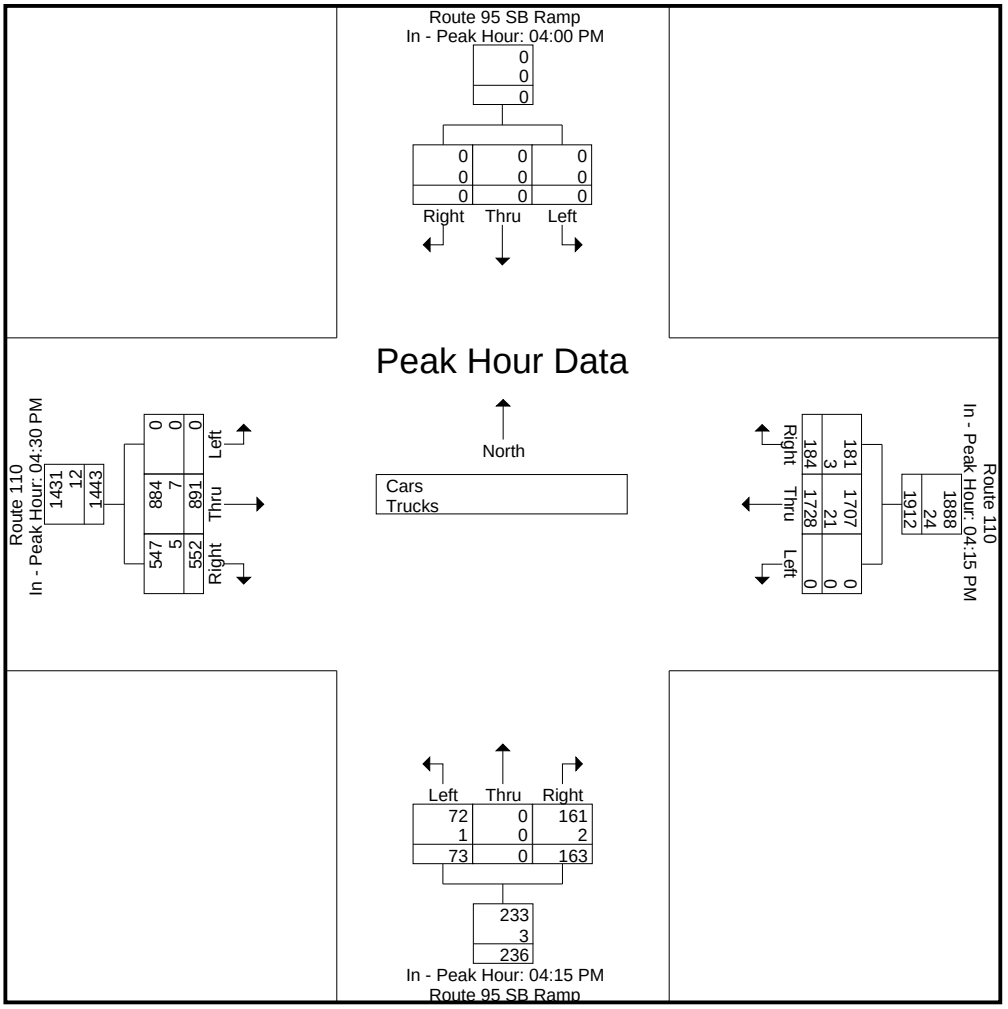
	04:00 PM				04:15 PM				04:15 PM				04:30 PM			
+0 mins.	0	0	0	0	0	**451**	48	**499**	16	0	**50**	**66**	0	229	141	370
+15 mins.	0	0	0	0	0	413	**52**	465	**22**	0	31	53	0	198	133	331
+30 mins.	0	0	0	0	0	424	37	461	20	0	41	61	0	**242**	**144**	**386**
+45 mins.	0	0	0	0	0	440	47	487	15	0	41	56	0	222	134	356
Total Volume	0	0	0	0	0	1728	184	1912	73	0	163	236	0	891	552	1443
% App. Total	0	0	0		0	90.4	9.6		30.9	0	69.1		0	61.7	38.3	
PHF	.000	.000	.000	.000	.000	.958	.885	.958	.830	.000	.815	.894	.000	.920	.958	.935
Cars	0	0	0	0	0	1707	181	1888	72	0	161	233	0	884	547	1431
% Cars	0	0	0	0	0	98.8	98.4	98.7	98.6	0	98.8	98.7	0	99.2	99.1	99.2
Trucks	0	0	0	0	0	21	3	24	1	0	2	3	0	7	5	12
% Trucks	0	0	0	0	0	1.2	1.6	1.3	1.4	0	1.2	1.3	0	0.8	0.9	0.8

Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650003
Site Code : 97650003
Start Date : 7/13/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650003
Site Code : 97650003
Start Date : 7/13/2023

Groups Printed- Cars

	Route 95 SB Ramp From North			Route 110 From East			Route 95 SB Ramp From South			Route 110 From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	427	40	11	0	26	0	203	116	823
04:15 PM	0	0	0	0	445	48	16	0	50	0	205	128	892
04:30 PM	0	0	0	0	407	50	22	0	31	0	228	138	876
04:45 PM	0	0	0	0	418	36	19	0	40	0	198	133	844
Total	0	0	0	0	1697	174	68	0	147	0	834	515	3435
05:00 PM	0	0	0	0	437	47	15	0	40	0	237	144	920
05:15 PM	0	0	0	0	440	44	17	0	41	0	221	132	895
05:30 PM	0	0	0	0	379	43	17	0	41	0	242	127	849
05:45 PM	0	0	0	0	415	42	15	0	38	0	202	118	830
Total	0	0	0	0	1671	176	64	0	160	0	902	521	3494
Grand Total	0	0	0	0	3368	350	132	0	307	0	1736	1036	6929
Apprch %	0	0	0	0	90.6	9.4	30.1	0	69.9	0	62.6	37.4	
Total %	0	0	0	0	48.6	5.1	1.9	0	4.4	0	25.1	15	

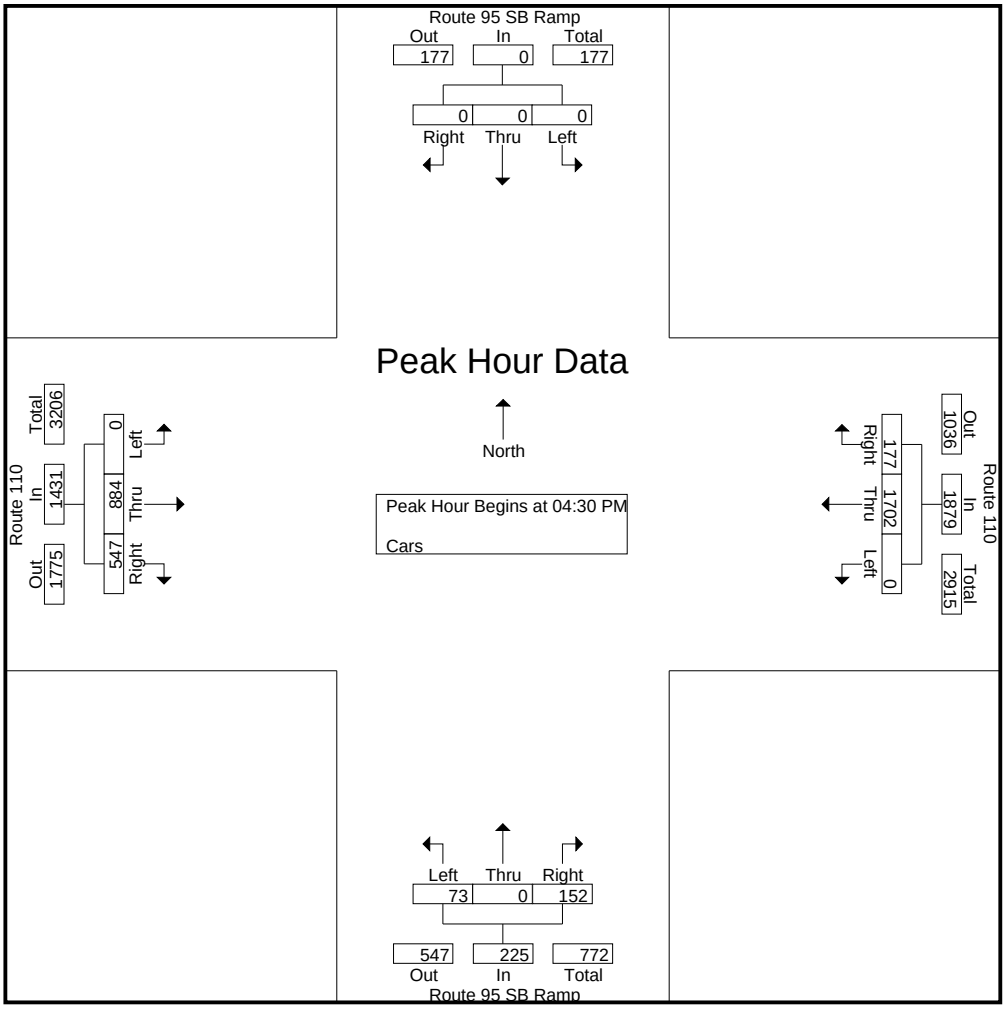
	Route 95 SB Ramp From North				Route 110 From East				Route 95 SB Ramp From South				Route 110 From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	407	**50**	457	**22**	0	31	53	0	228	138	366	876
04:45 PM	0	0	0	0	0	418	36	454	19	0	40	**59**	0	198	133	331	844
05:00 PM	0	0	0	0	0	437	47	**484**	15	0	40	55	0	**237**	**144**	**381**	**920**
05:15 PM	0	0	0	0	0	**440**	44	484	17	0	**41**	58	0	221	132	353	895
Total Volume	0	0	0	0	0	1702	177	1879	73	0	152	225	0	884	547	1431	3535
% App. Total	0	0	0		0	90.6	9.4		32.4	0	67.6		0	61.8	38.2		
PHF	.000	.000	.000	.000	.000	.967	.885	.971	.830	.000	.927	.953	.000	.932	.950	.939	.961

Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650003
Site Code : 97650003
Start Date : 7/13/2023
Page No : 5



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

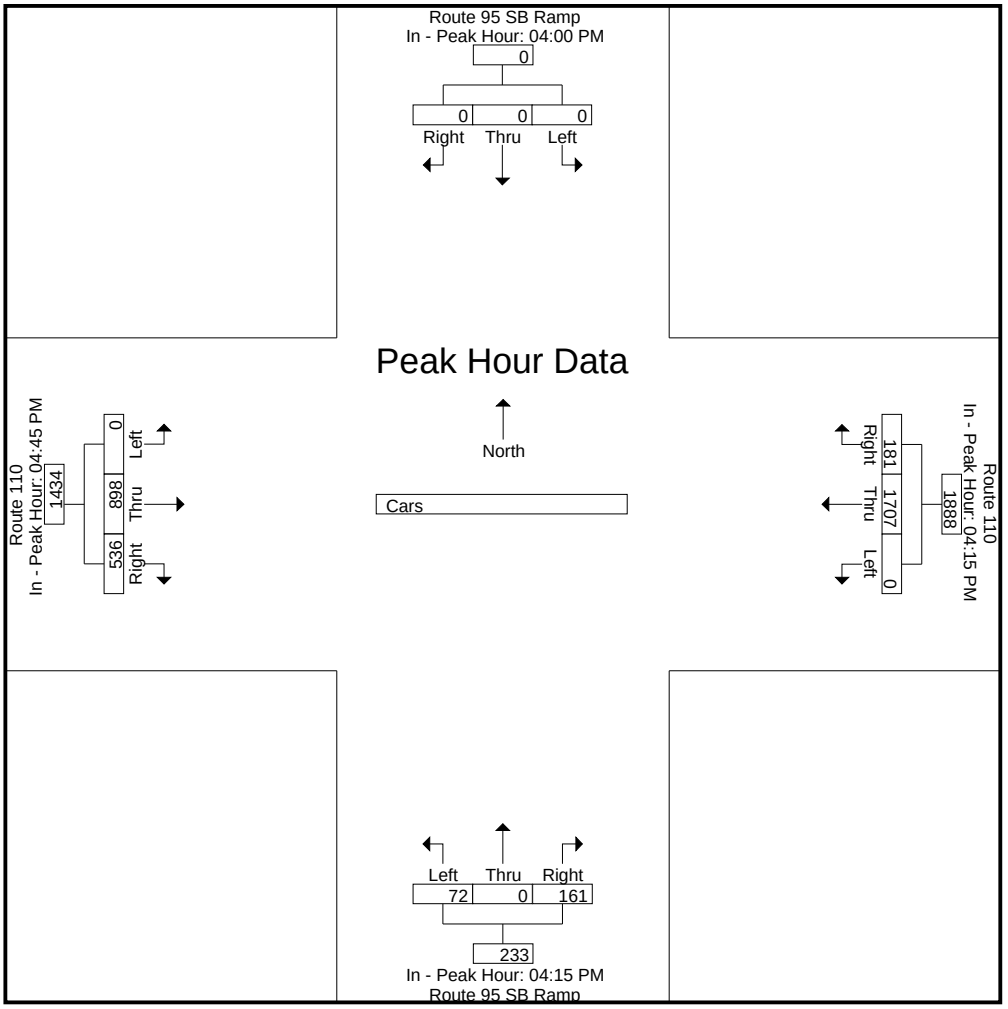
	04:00 PM				04:15 PM				04:15 PM				04:45 PM			
+0 mins.	0	0	0	0	0	**445**	48	**493**	16	0	**50**	**66**	0	198	133	331
+15 mins.	0	0	0	0	0	407	**50**	457	**22**	0	31	53	0	237	**144**	**381**
+30 mins.	0	0	0	0	0	418	36	454	19	0	40	59	0	221	132	353
+45 mins.	0	0	0	0	0	437	47	484	15	0	40	55	0	**242**	127	369
Total Volume	0	0	0	0	0	1707	181	1888	72	0	161	233	0	898	536	1434
% App. Total	0	0	0		0	90.4	9.6		30.9	0	69.1		0	62.6	37.4	
PHF	.000	.000	.000	.000	.000	.959	.905	.957	.818	.000	.805	.883	.000	.928	.931	.941

Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650003
Site Code : 97650003
Start Date : 7/13/2023
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650003
Site Code : 97650003
Start Date : 7/13/2023

Groups Printed- Trucks

	Route 95 SB Ramp From North			Route 110 From East			Route 95 SB Ramp From South			Route 110 From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	4	1	2	0	0	0	1	1	9
04:15 PM	0	0	0	0	6	0	0	0	0	0	3	3	12
04:30 PM	0	0	0	0	6	2	0	0	0	0	1	3	12
04:45 PM	0	0	0	0	6	1	1	0	1	0	0	0	9
Total	0	0	0	0	22	4	3	0	1	0	5	7	42
05:00 PM	0	0	0	0	3	0	0	0	1	0	5	0	9
05:15 PM	0	0	0	0	3	1	0	0	1	0	1	2	8
05:30 PM	0	0	0	0	2	0	0	0	0	0	0	1	3
05:45 PM	0	0	0	0	2	1	0	0	0	0	4	0	7
Total	0	0	0	0	10	2	0	0	2	0	10	3	27
Grand Total	0	0	0	0	32	6	3	0	3	0	15	10	69
Apprch %	0	0	0	0	84.2	15.8	50	0	50	0	60	40	
Total %	0	0	0	0	46.4	8.7	4.3	0	4.3	0	21.7	14.5	

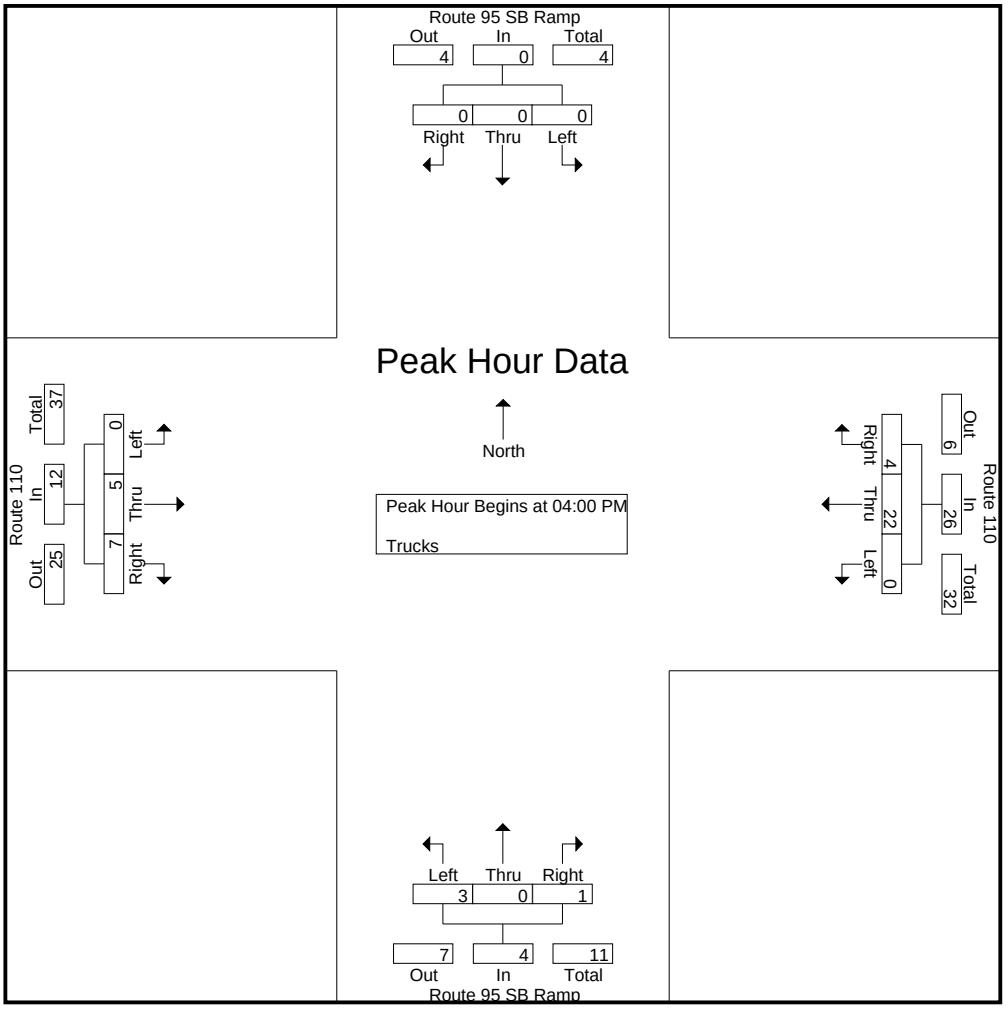
	Route 95 SB Ramp From North				Route 110 From East				Route 95 SB Ramp From South				Route 110 From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	4	1	5	**2**	0	0	**2**	0	1	1	2	9
04:15 PM	0	0	0	0	0	**6**	0	6	0	0	0	0	0	**3**	**3**	**6**	**12**
04:30 PM	0	0	0	0	0	6	**2**	**8**	0	0	0	0	0	1	3	4	12
04:45 PM	0	0	0	0	0	6	1	7	1	0	**1**	2	0	0	0	0	9
Total Volume	0	0	0	0	0	22	4	26	3	0	1	4	0	5	7	12	42
% App. Total	0	0	0		0	84.6	15.4		75	0	25		0	41.7	58.3		
PHF	.000	.000	.000	.000	.000	.917	.500	.813	.375	.000	.250	.500	.000	.417	.583	.500	.875

Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650003
Site Code : 97650003
Start Date : 7/13/2023
Page No : 8



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

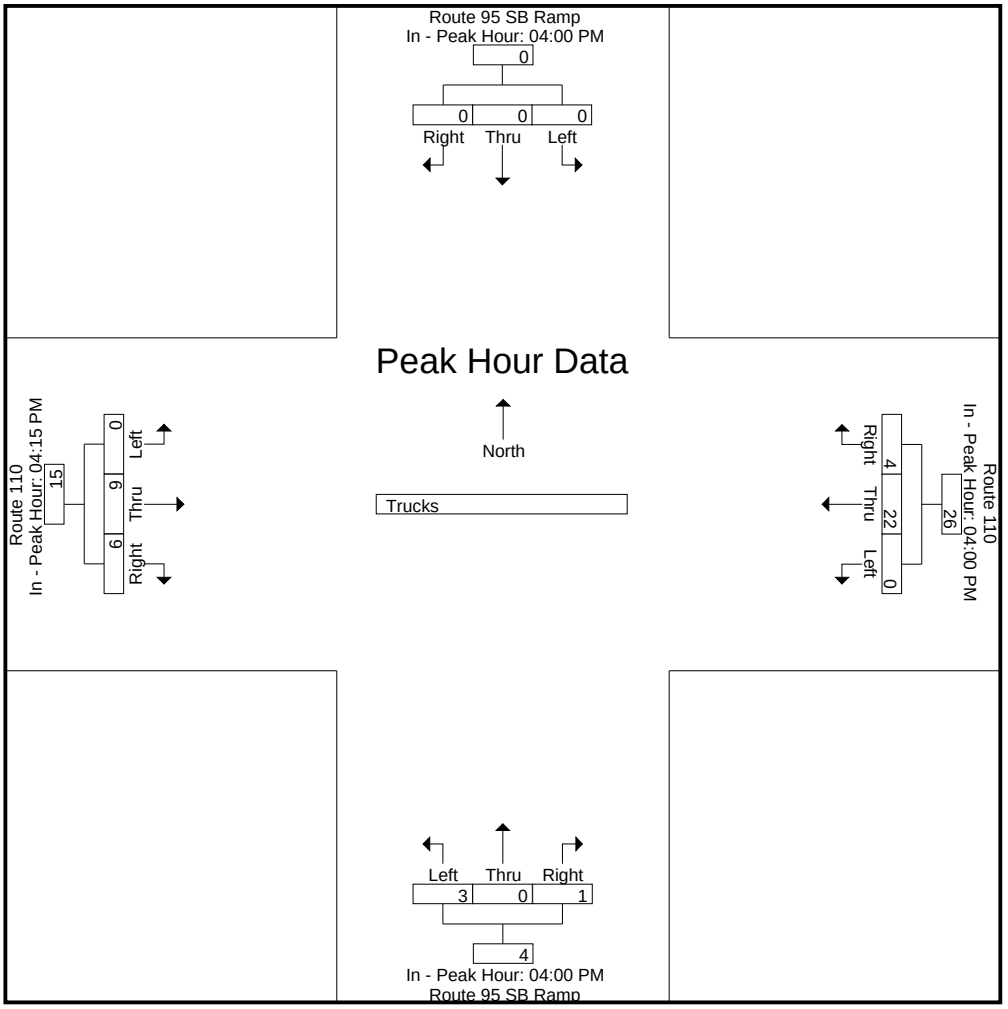
	04:00 PM				04:00 PM				04:00 PM				04:15 PM			
+0 mins.	0	0	0	0	0	4	1	5	**2**	0	0	**2**	0	3	**3**	**6**
+15 mins.	0	0	0	0	0	**6**	0	6	0	0	0	0	0	1	3	4
+30 mins.	0	0	0	0	0	6	**2**	**8**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	6	1	7	1	0	**1**	2	0	**5**	0	5
Total Volume	0	0	0	0	0	22	4	26	3	0	1	4	0	9	6	15
% App. Total	0	0	0		0	84.6	15.4		75	0	25		0	60	40	
PHF	.000	.000	.000	.000	.000	.917	.500	.813	.375	.000	.250	.500	.000	.450	.500	.625

Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650003
Site Code : 97650003
Start Date : 7/13/2023
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650003
Site Code : 97650003
Start Date : 7/13/2023

Groups Printed- Bikes Peds

	Route 95 SB Ramp From North				Route 110 From East				Route 95 SB Ramp From South				Route 110 From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	2	2	4
Total	0	0	0	0	0	2	0	0	0	0	0	2	0	1	0	0	2	3	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Grand Total	0	0	0	0	0	3	0	0	0	0	0	2	0	1	0	0	2	4	6
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0				
Total %	0	0	0		0	75	0		0	0	0		0	25	0		33.3	66.7	

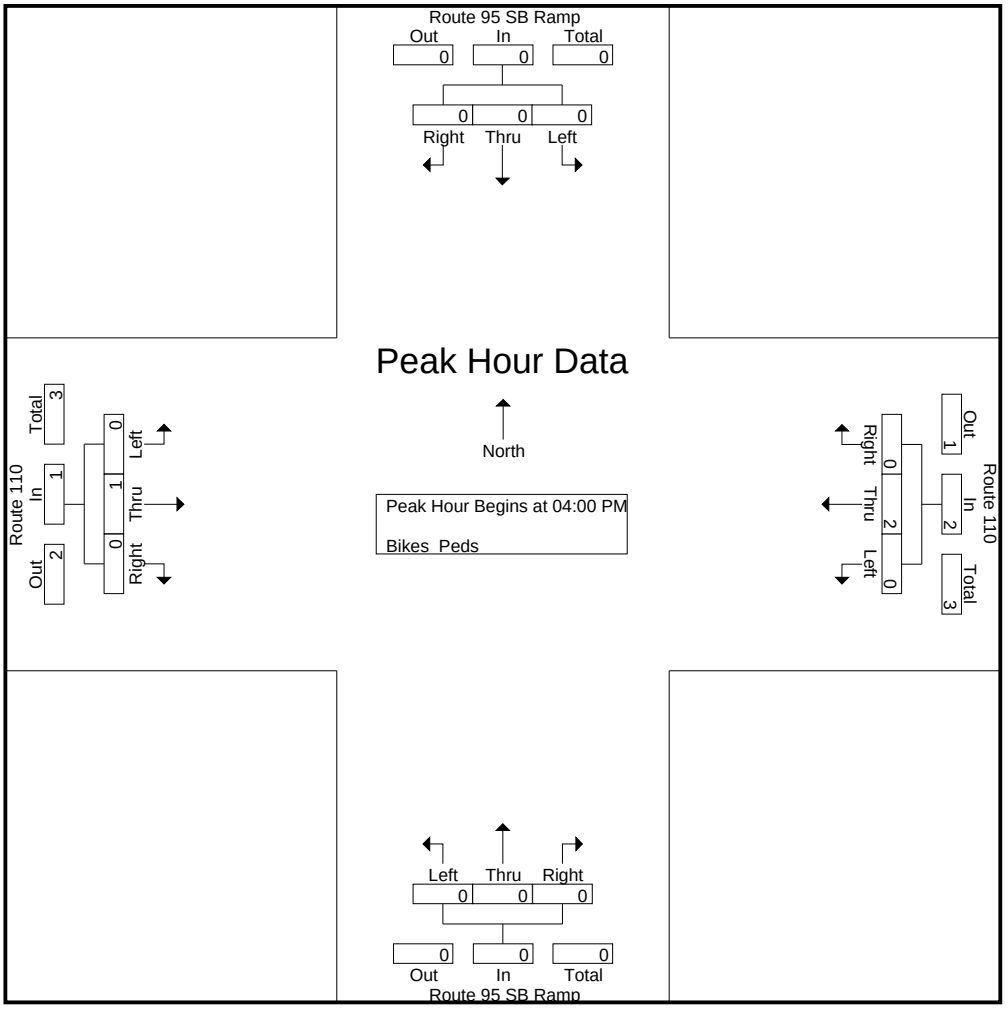
	Route 95 SB Ramp From North				Route 110 From East				Route 95 SB Ramp From South				Route 110 From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**2**
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.375

Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650003
Site Code : 97650003
Start Date : 7/13/2023
Page No : 11



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

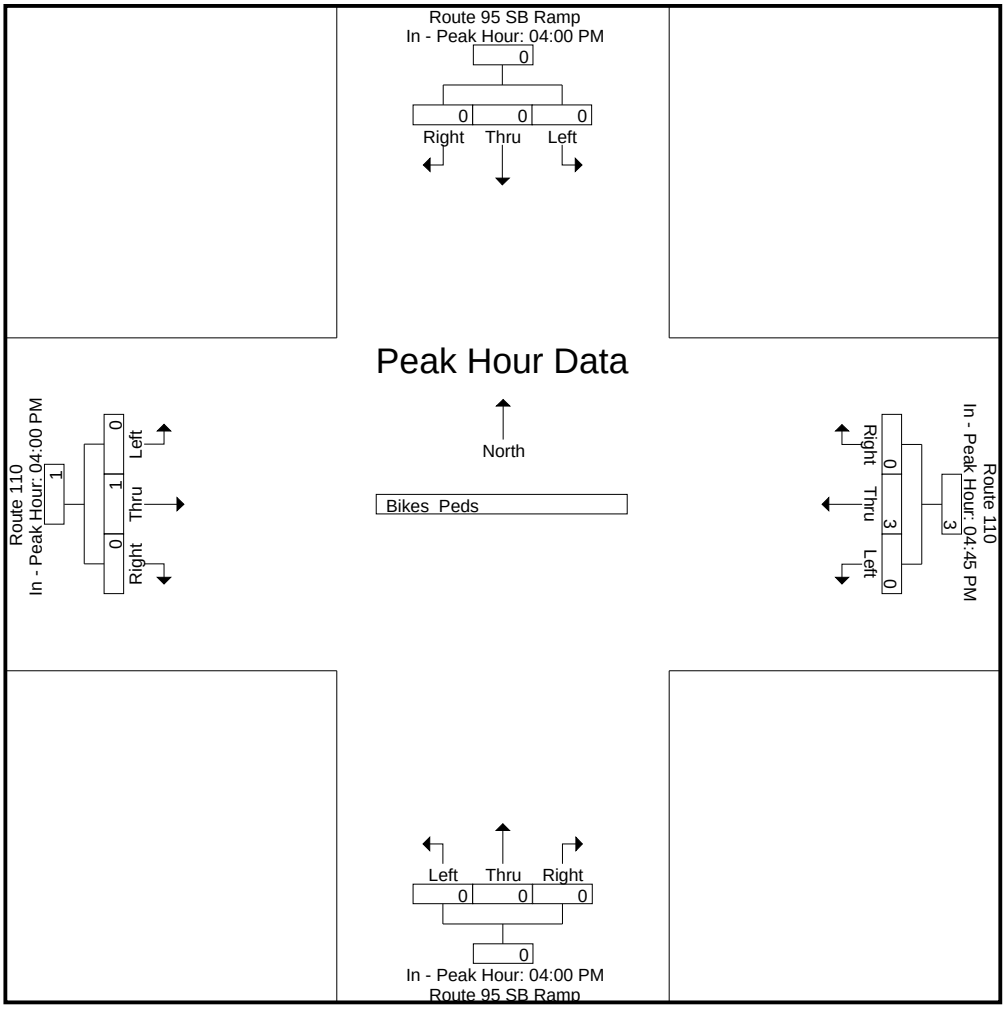
	04:00 PM				04:45 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.250	.000	.250

Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650003
Site Code : 97650003
Start Date : 7/13/2023
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S3
Site Code : 97650003
Start Date : 7/15/2023
Page No : 1

Groups Printed- Cars - Trucks

	Route 95 SB Ramp From North			Route 110 From East			Route 95 SB Ramp From South			Route 110 From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	0	0	0	0	229	40	16	0	26	0	292	97	700
11:15 AM	0	0	0	0	273	36	20	0	29	0	286	102	746
11:30 AM	0	0	0	0	255	31	19	0	25	0	269	102	701
11:45 AM	0	0	0	0	265	26	14	0	43	0	315	100	763
Total	0	0	0	0	1022	133	69	0	123	0	1162	401	2910
12:00 PM	0	0	0	0	267	19	17	0	34	0	241	99	677
12:15 PM	0	0	0	0	293	51	16	0	32	0	267	107	766
12:30 PM	0	0	0	0	280	48	17	0	28	0	282	112	767
12:45 PM	0	0	0	0	266	44	19	0	30	0	290	92	741
Total	0	0	0	0	1106	162	69	0	124	0	1080	410	2951
01:00 PM	0	0	0	0	264	51	24	0	23	0	191	104	657
01:15 PM	0	0	0	0	256	33	17	0	30	0	204	114	654
01:30 PM	0	0	0	0	281	40	32	0	30	0	203	107	693
01:45 PM	0	0	0	0	266	38	15	0	30	0	215	97	661
Total	0	0	0	0	1067	162	88	0	113	0	813	422	2665
Grand Total	0	0	0	0	3195	457	226	0	360	0	3055	1233	8526
Apprch %	0	0	0	0	87.5	12.5	38.6	0	61.4	0	71.2	28.8	
Total %	0	0	0	0	37.5	5.4	2.7	0	4.2	0	35.8	14.5	
Cars	0	0	0	0	3167	455	224	0	358	0	3041	1226	8471
% Cars	0	0	0	0	99.1	99.6	99.1	0	99.4	0	99.5	99.4	99.4
Trucks	0	0	0	0	28	2	2	0	2	0	14	7	55
% Trucks	0	0	0	0	0.9	0.4	0.9	0	0.6	0	0.5	0.6	0.6

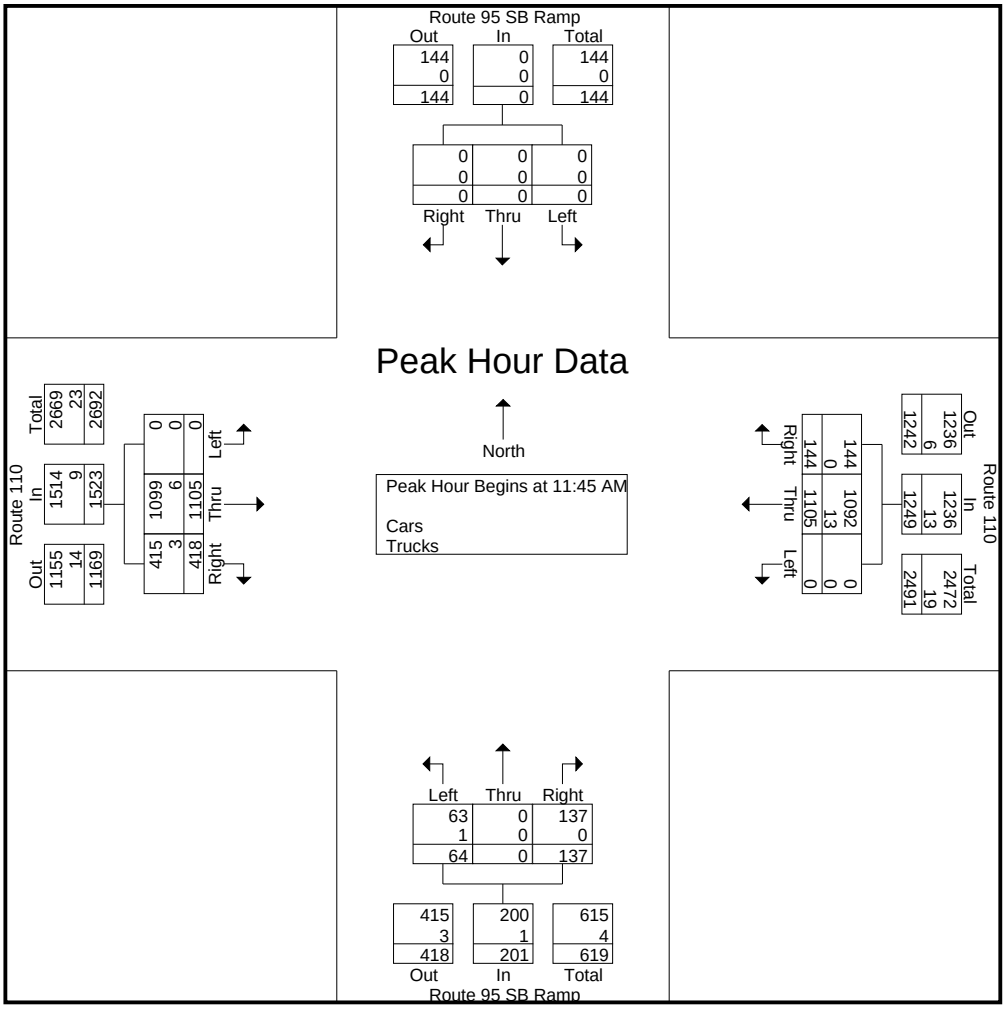
	Route 95 SB Ramp From North				Route 110 From East				Route 95 SB Ramp From South				Route 110 From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	0	0	0	0	0	265	26	291	14	0	**43**	**57**	0	**315**	100	**415**	763
12:00 PM	0	0	0	0	0	267	19	286	**17**	0	34	51	0	241	99	340	677
12:15 PM	0	0	0	0	0	**293**	**51**	**344**	16	0	32	48	0	267	107	374	766
12:30 PM	0	0	0	0	0	280	48	328	17	0	28	45	0	282	**112**	394	**767**
Total Volume	0	0	0	0	0	1105	144	1249	64	0	137	201	0	1105	418	1523	2973
% App. Total	0	0	0		0	88.5	11.5		31.8	0	68.2		0	72.6	27.4		
PHF	.000	.000	.000	.000	.000	.943	.706	.908	.941	.000	.797	.882	.000	.877	.933	.917	.969
Cars	0	0	0	0	0	1092	144	1236	63	0	137	200	0	1099	415	1514	2950
% Cars	0	0	0	0	0	98.8	100	99.0	98.4	0	100	99.5	0	99.5	99.3	99.4	99.2
Trucks	0	0	0	0	0	13	0	13	1	0	0	1	0	6	3	9	23
% Trucks	0	0	0	0	0	1.2	0	1.0	1.6	0	0	0.5	0	0.5	0.7	0.6	0.8

Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S3
Site Code : 97650003
Start Date : 7/15/2023
Page No : 2



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

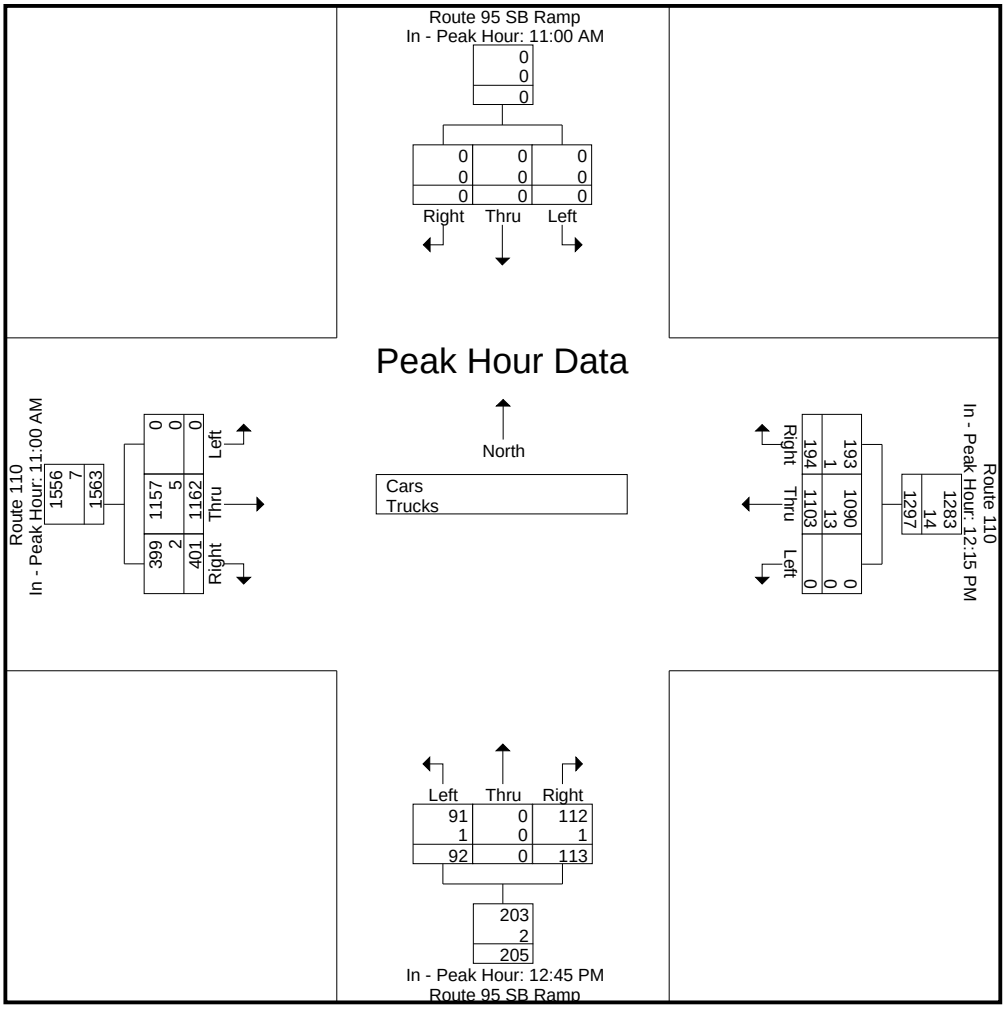
	11:00 AM				12:15 PM				12:45 PM				11:00 AM			
+0 mins.	0	0	0	0	0	**293**	**51**	**344**	19	0	**30**	49	0	292	97	389
+15 mins.	0	0	0	0	0	280	48	328	24	0	23	47	0	286	**102**	388
+30 mins.	0	0	0	0	0	266	44	310	17	0	30	47	0	269	102	371
+45 mins.	0	0	0	0	0	264	51	315	**32**	0	30	**62**	0	**315**	100	**415**
Total Volume	0	0	0	0	0	1103	194	1297	92	0	113	205	0	1162	401	1563
% App. Total	0	0	0		0	85	15		44.9	0	55.1		0	74.3	25.7	
PHF	.000	.000	.000	.000	.000	.941	.951	.943	.719	.000	.942	.827	.000	.922	.983	.942
Cars	0	0	0	0	0	1090	193	1283	91	0	112	203	0	1157	399	1556
% Cars	0	0	0	0	0	98.8	99.5	98.9	98.9	0	99.1	99	0	99.6	99.5	99.6
Trucks	0	0	0	0	0	13	1	14	1	0	1	2	0	5	2	7
% Trucks	0	0	0	0	0	1.2	0.5	1.1	1.1	0	0.9	1	0	0.4	0.5	0.4

Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S3
Site Code : 97650003
Start Date : 7/15/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S3
Site Code : 97650003
Start Date : 7/15/2023

Groups Printed- Cars

	Route 95 SB Ramp From North			Route 110 From East			Route 95 SB Ramp From South			Route 110 From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	0	0	0	0	227	40	16	0	25	0	290	97	695
11:15 AM	0	0	0	0	272	36	20	0	29	0	286	102	745
11:30 AM	0	0	0	0	255	30	19	0	25	0	269	100	698
11:45 AM	0	0	0	0	260	26	13	0	43	0	312	100	754
Total	0	0	0	0	1014	132	68	0	122	0	1157	399	2892
12:00 PM	0	0	0	0	263	19	17	0	34	0	241	98	672
12:15 PM	0	0	0	0	291	51	16	0	32	0	264	106	760
12:30 PM	0	0	0	0	278	48	17	0	28	0	282	111	764
12:45 PM	0	0	0	0	260	43	19	0	30	0	288	92	732
Total	0	0	0	0	1092	161	69	0	124	0	1075	407	2928
01:00 PM	0	0	0	0	261	51	23	0	23	0	191	104	653
01:15 PM	0	0	0	0	256	33	17	0	29	0	202	114	651
01:30 PM	0	0	0	0	281	40	32	0	30	0	203	105	691
01:45 PM	0	0	0	0	263	38	15	0	30	0	213	97	656
Total	0	0	0	0	1061	162	87	0	112	0	809	420	2651
Grand Total	0	0	0	0	3167	455	224	0	358	0	3041	1226	8471
Apprch %	0	0	0	0	87.4	12.6	38.5	0	61.5	0	71.3	28.7	
Total %	0	0	0	0	37.4	5.4	2.6	0	4.2	0	35.9	14.5	

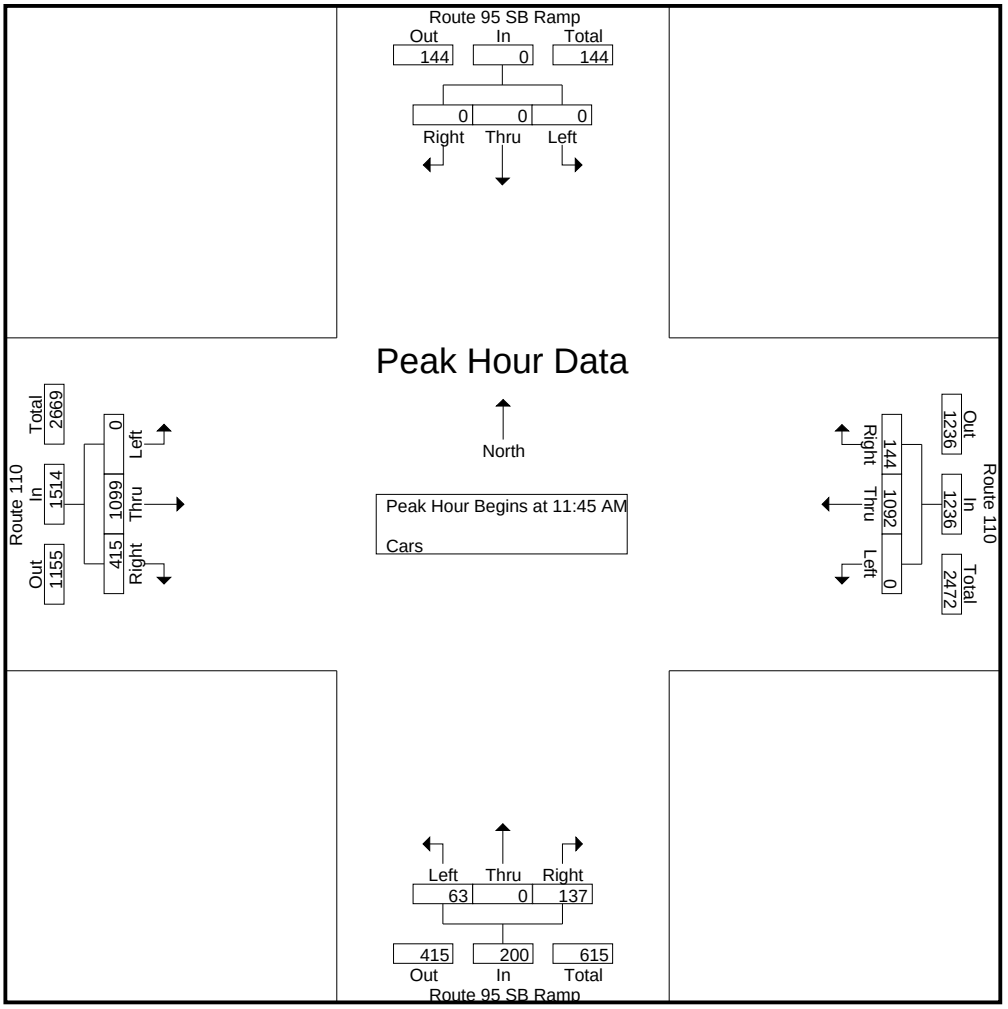
	Route 95 SB Ramp From North				Route 110 From East				Route 95 SB Ramp From South				Route 110 From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	0	0	0	0	0	260	26	286	13	0	**43**	**56**	0	**312**	100	**412**	754
12:00 PM	0	0	0	0	0	263	19	282	**17**	0	34	51	0	241	98	339	672
12:15 PM	0	0	0	0	0	**291**	**51**	**342**	16	0	32	48	0	264	106	370	760
12:30 PM	0	0	0	0	0	278	48	326	17	0	28	45	0	282	**111**	393	**764**
Total Volume	0	0	0	0	0	1092	144	1236	63	0	137	200	0	1099	415	1514	2950
% App. Total	0	0	0		0	88.3	11.7		31.5	0	68.5		0	72.6	27.4		
PHF	.000	.000	.000	.000	.000	.938	.706	.904	.926	.000	.797	.893	.000	.881	.935	.919	.965

Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S3
Site Code : 97650003
Start Date : 7/15/2023
Page No : 5



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

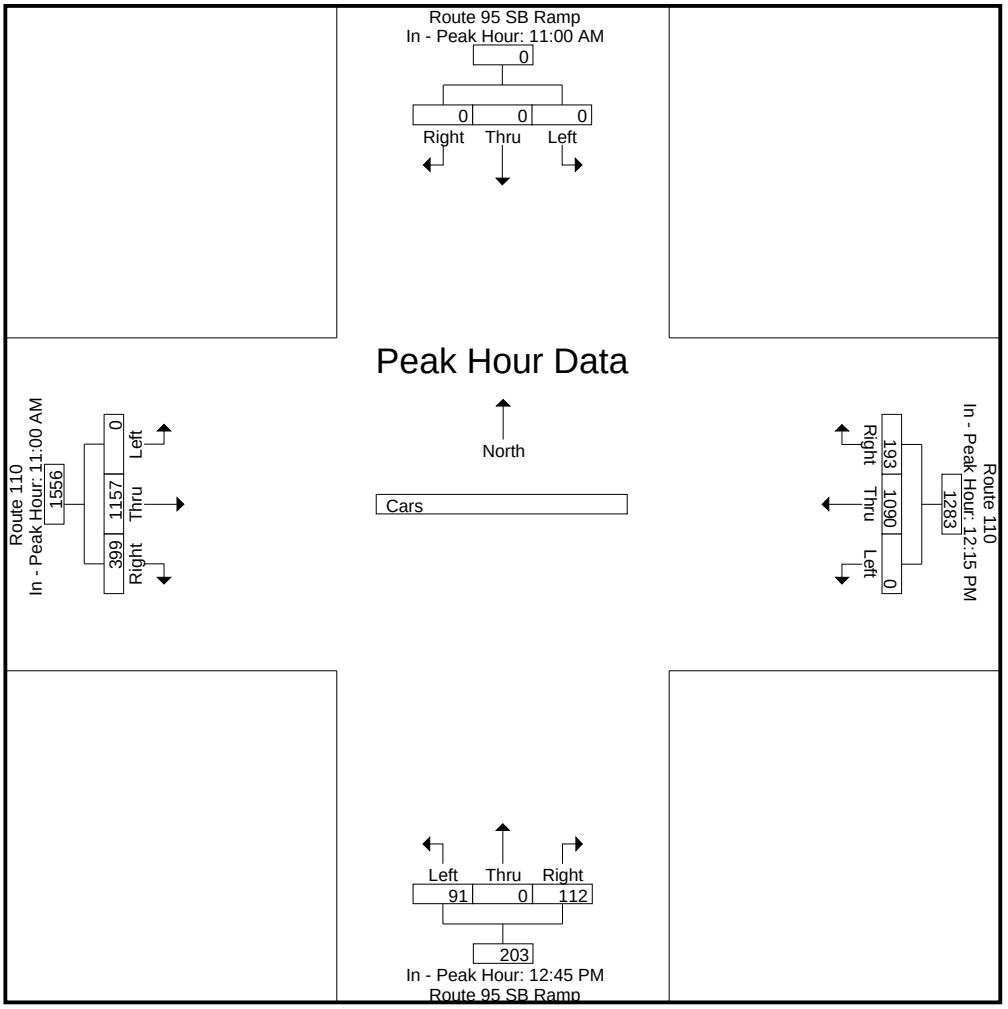
	11:00 AM				12:15 PM				12:45 PM				11:00 AM			
+0 mins.	0	0	0	0	0	**291**	**51**	**342**	19	0	**30**	49	0	290	97	387
+15 mins.	0	0	0	0	0	278	48	326	23	0	23	46	0	286	**102**	388
+30 mins.	0	0	0	0	0	260	43	303	17	0	29	46	0	269	100	369
+45 mins.	0	0	0	0	0	261	51	312	**32**	0	30	**62**	0	**312**	100	**412**
Total Volume	0	0	0	0	0	1090	193	1283	91	0	112	203	0	1157	399	1556
% App. Total	0	0	0		0	85	15		44.8	0	55.2		0	74.4	25.6	
PHF	.000	.000	.000	.000	.000	.936	.946	.938	.711	.000	.933	.819	.000	.927	.978	.944

Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S3
Site Code : 97650003
Start Date : 7/15/2023
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S3
Site Code : 97650003
Start Date : 7/15/2023

Groups Printed- Trucks

	Route 95 SB Ramp From North			Route 110 From East			Route 95 SB Ramp From South			Route 110 From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	0	0	0	0	2	0	0	0	1	0	2	0	5
11:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	1	0	0	0	0	0	2	3
11:45 AM	0	0	0	0	5	0	1	0	0	0	3	0	9
Total	0	0	0	0	8	1	1	0	1	0	5	2	18
12:00 PM	0	0	0	0	4	0	0	0	0	0	0	1	5
12:15 PM	0	0	0	0	2	0	0	0	0	0	3	1	6
12:30 PM	0	0	0	0	2	0	0	0	0	0	0	1	3
12:45 PM	0	0	0	0	6	1	0	0	0	0	2	0	9
Total	0	0	0	0	14	1	0	0	0	0	5	3	23
01:00 PM	0	0	0	0	3	0	1	0	0	0	0	0	4
01:15 PM	0	0	0	0	0	0	0	0	1	0	2	0	3
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	2
01:45 PM	0	0	0	0	3	0	0	0	0	0	2	0	5
Total	0	0	0	0	6	0	1	0	1	0	4	2	14
Grand Total	0	0	0	0	28	2	2	0	2	0	14	7	55
Apprch %	0	0	0	0	93.3	6.7	50	0	50	0	66.7	33.3	
Total %	0	0	0	0	50.9	3.6	3.6	0	3.6	0	25.5	12.7	

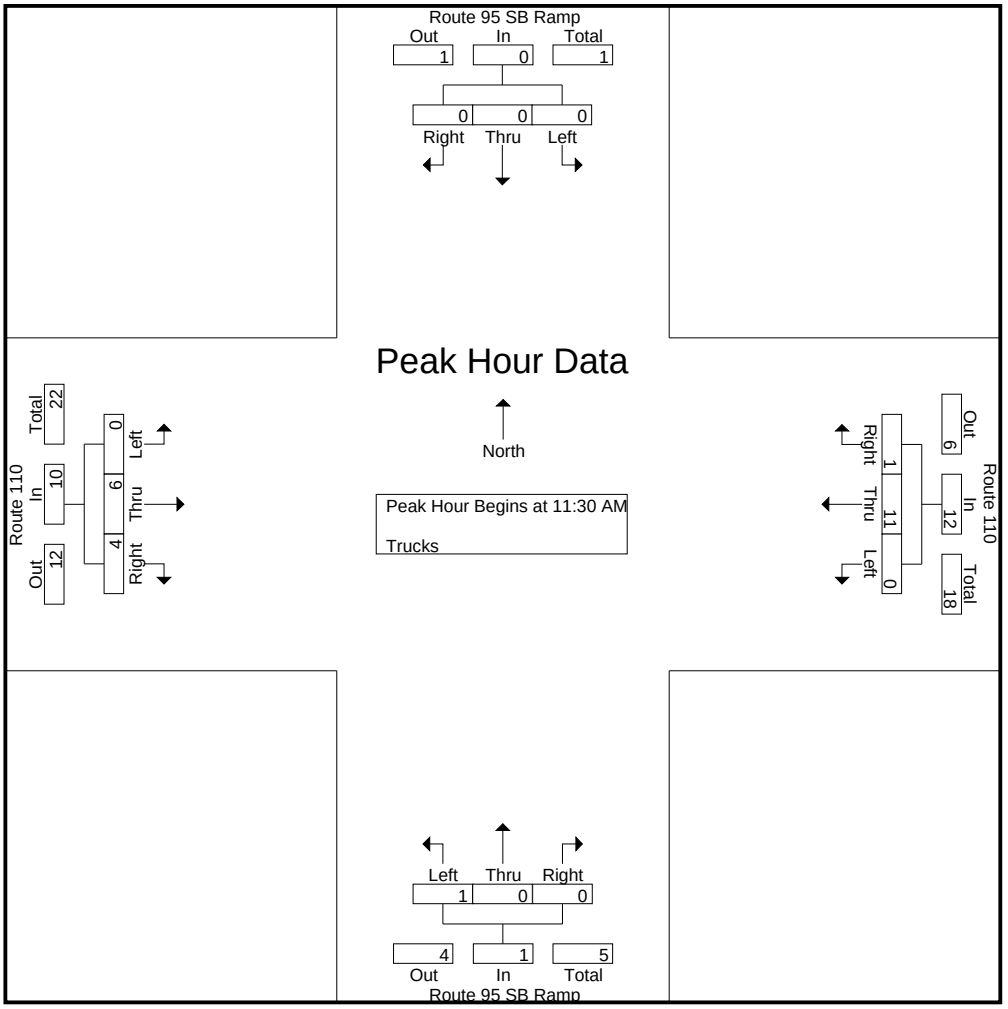
	Route 95 SB Ramp From North				Route 110 From East				Route 95 SB Ramp From South				Route 110 From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:30 AM																	
11:30 AM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**2**	2	3
11:45 AM	0	0	0	0	0	**5**	0	**5**	**1**	0	0	**1**	0	**3**	0	3	**9**
12:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	1	1	5
12:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	1	**4**	6
Total Volume	0	0	0	0	0	11	1	12	1	0	0	1	0	6	4	10	23
% App. Total	0	0	0		0	91.7	8.3		100	0	0		0	60	40		
PHF	.000	.000	.000	.000	.000	.550	.250	.600	.250	.000	.000	.250	.000	.500	.500	.625	.639

Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S3
Site Code : 97650003
Start Date : 7/15/2023
Page No : 8



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

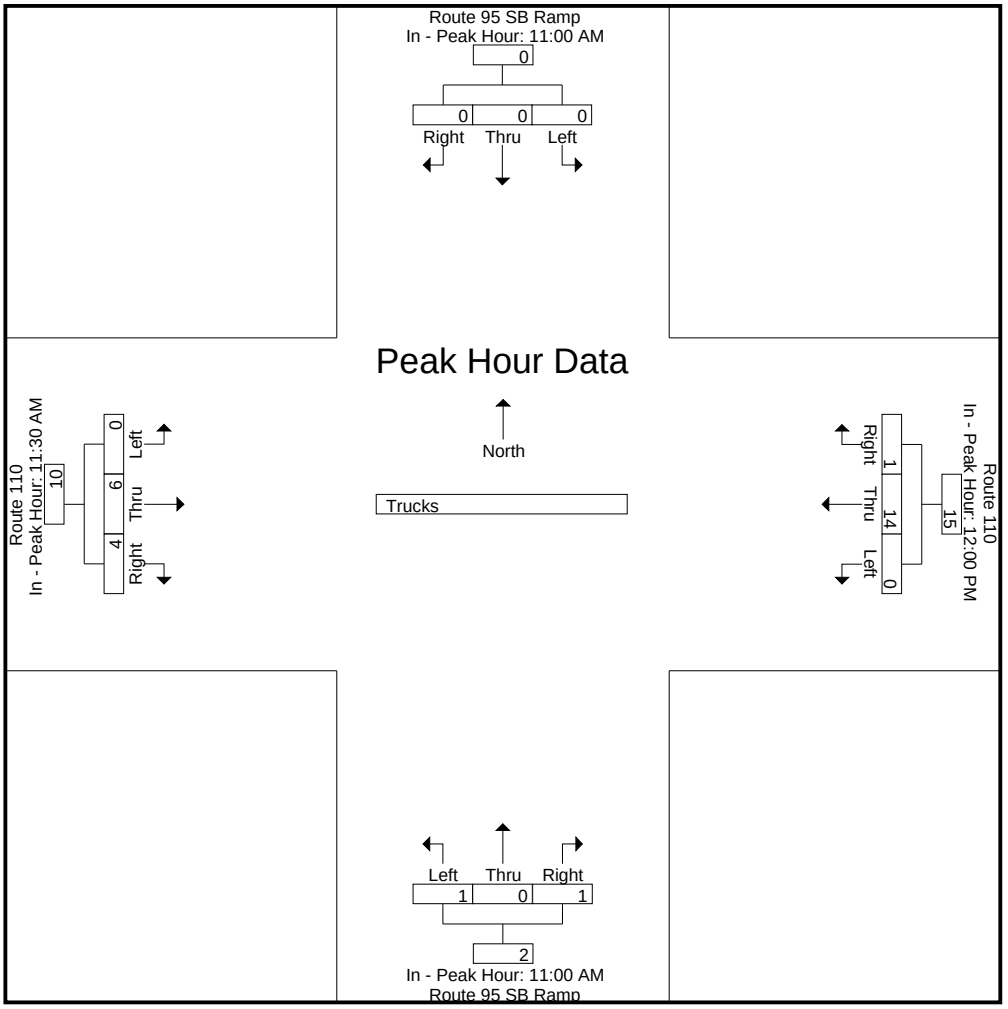
	11:00 AM				12:00 PM				11:00 AM				11:30 AM			
+0 mins.	0	0	0	0	0	4	0	4	0	0	**1**	**1**	0	0	**2**	2
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**3**	0	3
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	0	0	**6**	**1**	**7**	**1**	0	0	1	0	3	1	**4**
Total Volume	0	0	0	0	0	14	1	15	1	0	1	2	0	6	4	10
% App. Total	0	0	0		0	93.3	6.7		50	0	50		0	60	40	
PHF	.000	.000	.000	.000	.000	.583	.250	.536	.250	.000	.250	.500	.000	.500	.500	.625

Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S3
Site Code : 97650003
Start Date : 7/15/2023
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S3
Site Code : 97650003
Start Date : 7/15/2023

Groups Printed- Bikes Peds

	Route 95 SB Ramp From North				Route 110 From East				Route 95 SB Ramp From South				Route 110 From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
Grand Total	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
Apprch %	0	0	0		0	100	0		0	0	0		0	0	0				
Total %	0	0	0		0	100	0		0	0	0		0	0	0		0	100	

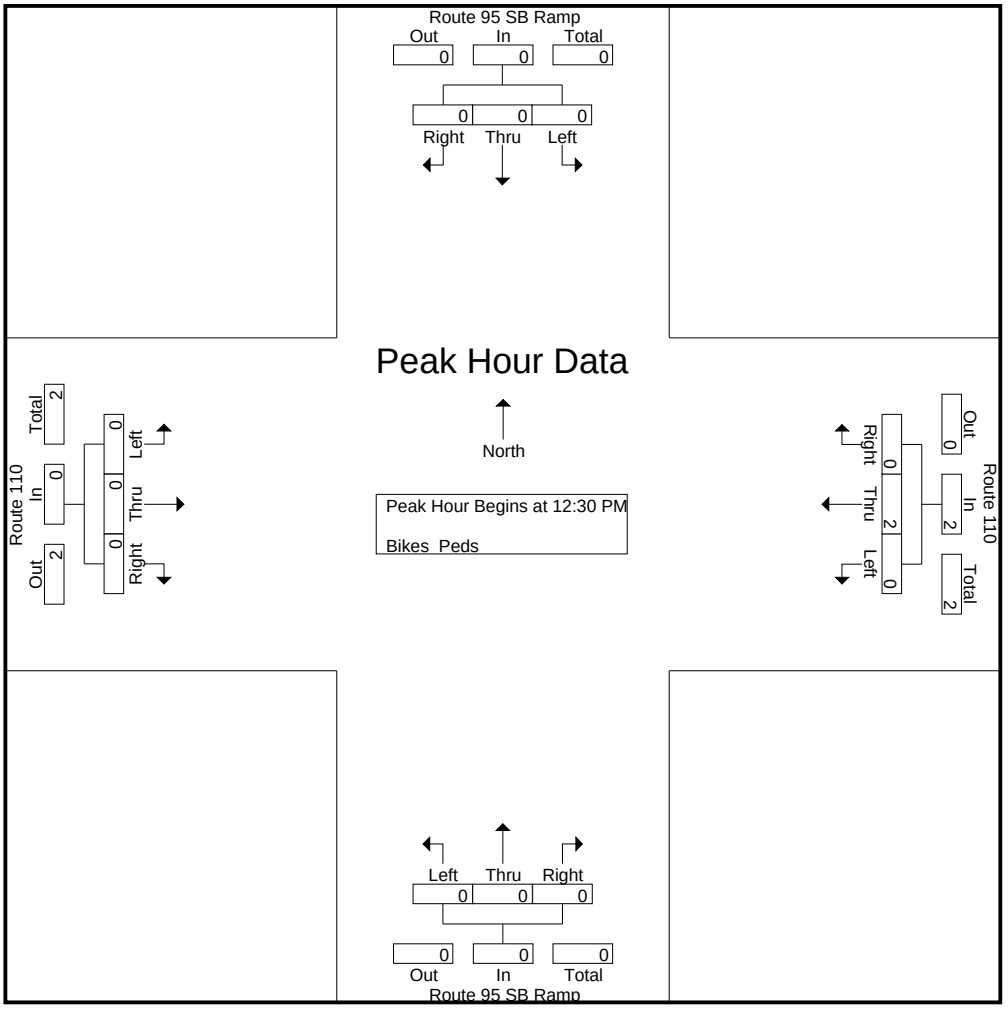
	Route 95 SB Ramp From North				Route 110 From East				Route 95 SB Ramp From South				Route 110 From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**2**
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S3
Site Code : 97650003
Start Date : 7/15/2023
Page No : 11



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

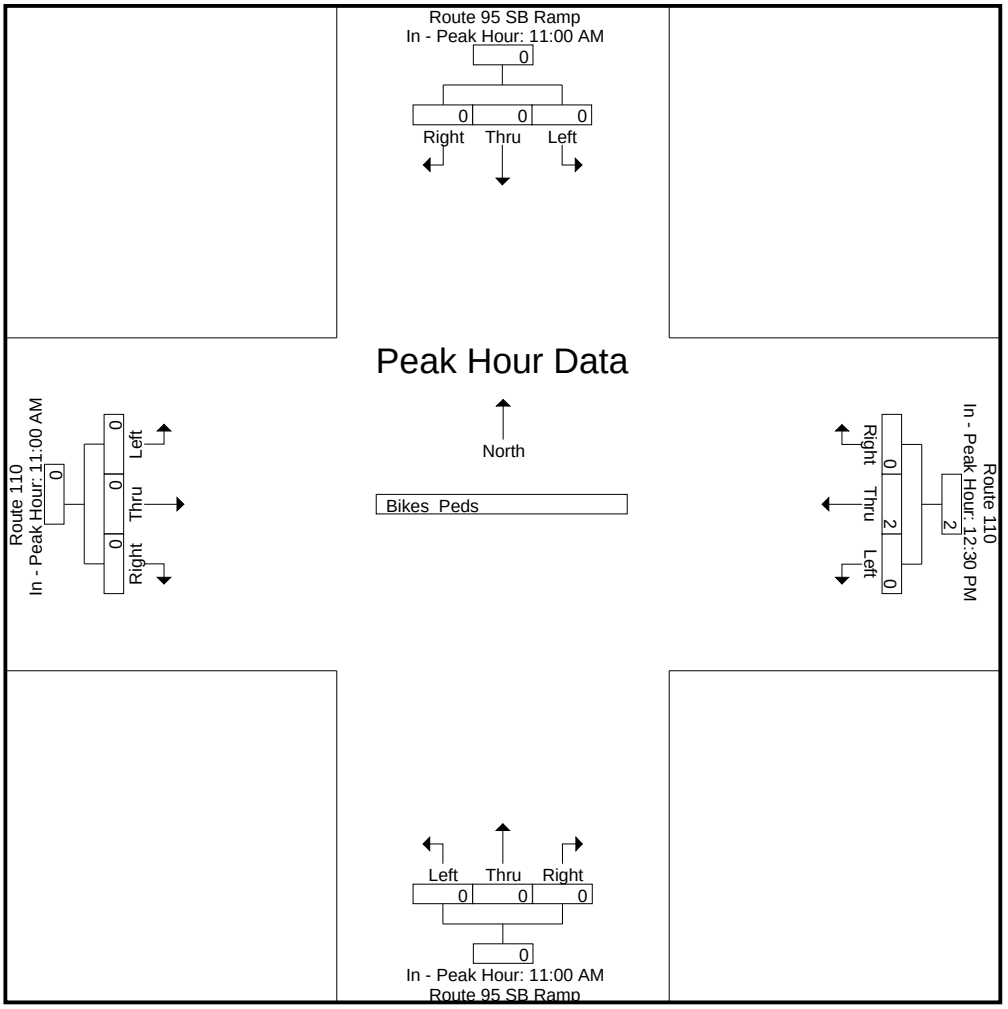
	11:00 AM				12:30 PM				11:00 AM				11:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Route 95 SB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S3
Site Code : 97650003
Start Date : 7/15/2023
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650004
Site Code : 97650004
Start Date : 7/13/2023
Page No : 1

Groups Printed- Cars - Trucks

	Route 95 NB Ramp From North			Route 110 From East			Route 95 NB Ramp From South			Route 110 From West				
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-Tr	Int. Total
07:00 AM	0	0	83	0	150	22	0	0	41	19	141	0	0	456
07:15 AM	0	0	114	0	163	30	0	0	39	14	154	0	0	514
07:30 AM	0	0	97	0	169	36	0	0	47	17	174	0	0	540
07:45 AM	0	0	117	0	179	30	0	0	56	23	204	0	1	610
Total	0	0	411	0	661	118	0	0	183	73	673	0	1	2120
08:00 AM	0	0	95	0	195	29	0	0	32	31	169	0	0	551
08:15 AM	0	0	135	0	208	29	1	0	33	27	194	0	0	627
08:30 AM	0	0	108	0	160	36	0	0	47	21	180	0	0	552
08:45 AM	0	0	138	0	179	20	0	0	58	17	213	0	2	627
Total	0	0	476	0	742	114	1	0	170	96	756	0	2	2357
Grand Total	0	0	887	0	1403	232	1	0	353	169	1429	0	3	4477
Apprch %	0	0	100	0	85.8	14.2	0.3	0	99.7	10.6	89.3	0	0.2	
Total %	0	0	19.8	0	31.3	5.2	0	0	7.9	3.8	31.9	0	0.1	
Cars	0	0	847	0	1357	225	1	0	336	166	1389	0	3	4324
% Cars	0	0	95.5	0	96.7	97	100	0	95.2	98.2	97.2	0	100	96.6
Trucks	0	0	40	0	46	7	0	0	17	3	40	0	0	153
% Trucks	0	0	4.5	0	3.3	3	0	0	4.8	1.8	2.8	0	0	3.4

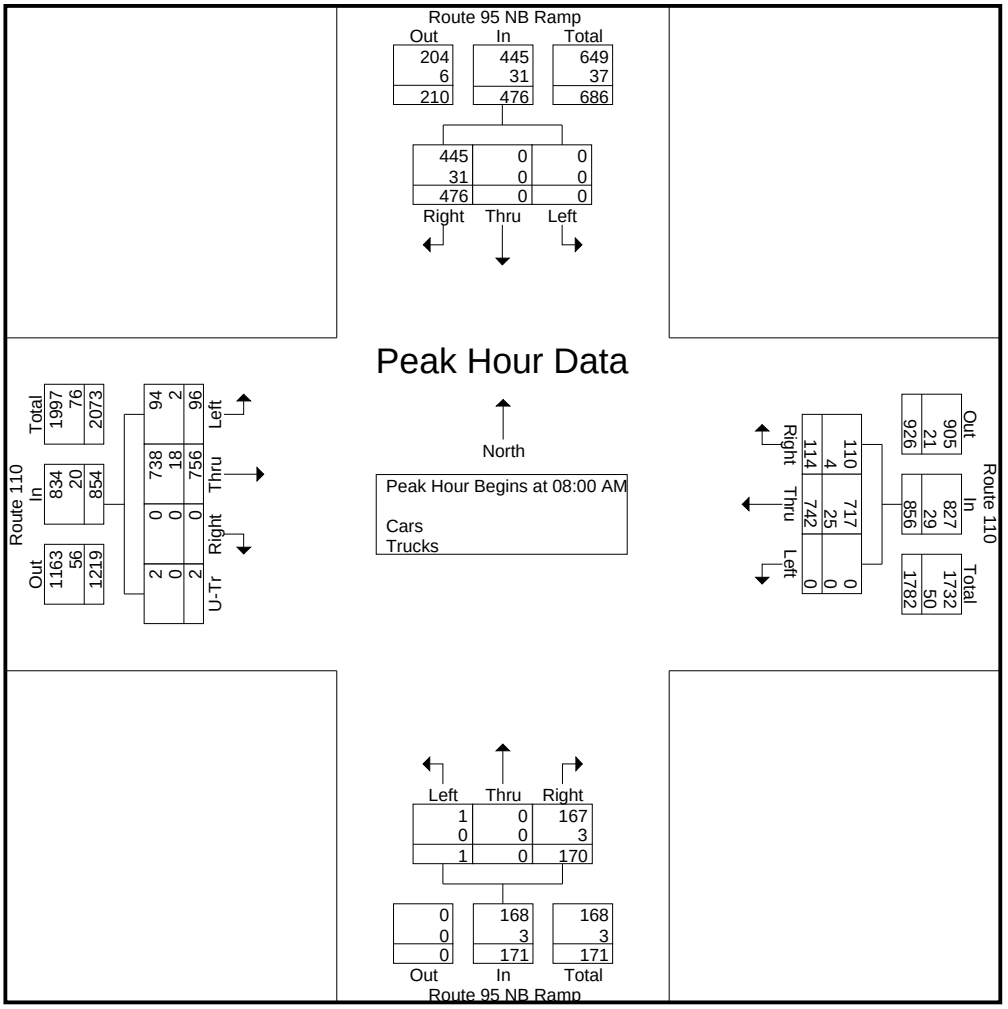
	Route 95 NB Ramp From North				Route 110 From East				Route 95 NB Ramp From South				Route 110 From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 08:00 AM																		
08:00 AM	0	0	95	95	0	195	29	224	0	0	32	32	**31**	169	0	0	200	551
08:15 AM	0	0	135	135	0	**208**	29	**237**	**1**	0	33	34	27	194	0	0	221	**627**
08:30 AM	0	0	108	108	0	160	**36**	196	0	0	47	47	21	180	0	0	201	552
08:45 AM	0	0	**138**	**138**	0	179	20	199	0	0	**58**	**58**	17	**213**	0	**2**	**232**	627
Total Volume	0	0	476	476	0	742	114	856	1	0	170	171	96	756	0	2	854	2357
% App. Total	0	0	100		0	86.7	13.3		0.6	0	99.4		11.2	88.5	0	0.2		
PHF	.000	.000	.862	.862	.000	.892	.792	.903	.250	.000	.733	.737	.774	.887	.000	.250	.920	.940
Cars	0	0	445	445	0	717	110	827	1	0	167	168	94	738	0	2	834	2274
% Cars	0	0	93.5	93.5	0	96.6	96.5	96.6	100	0	98.2	98.2	97.9	97.6	0	100	97.7	96.5
Trucks	0	0	31	31	0	25	4	29	0	0	3	3	2	18	0	0	20	83
% Trucks	0	0	6.5	6.5	0	3.4	3.5	3.4	0	0	1.8	1.8	2.1	2.4	0	0	2.3	3.5

Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650004
Site Code : 97650004
Start Date : 7/13/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

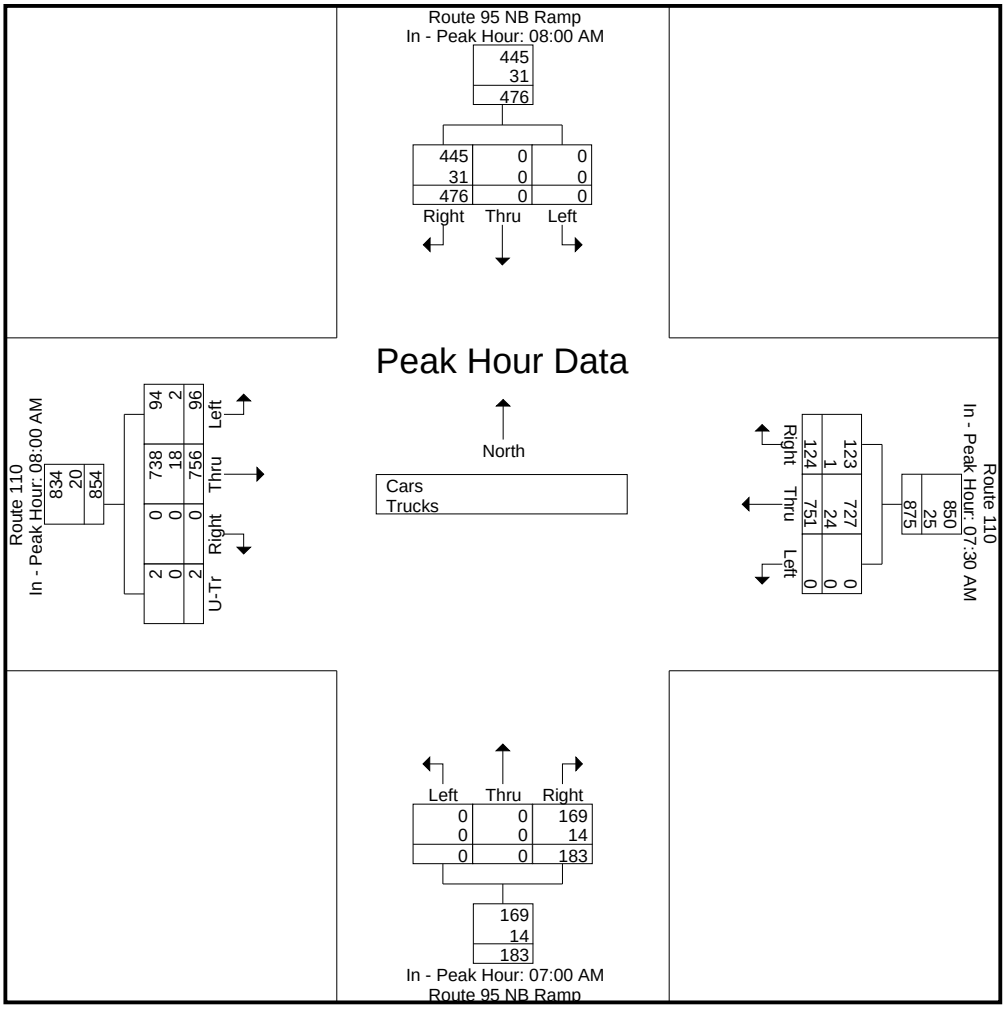
	08:00 AM				07:30 AM				07:00 AM				08:00 AM				
+0 mins.	0	0	95	95	0	169	**36**	205	0	0	41	41	**31**	169	0	0	200
+15 mins.	0	0	135	135	0	179	30	209	0	0	39	39	27	194	0	0	221
+30 mins.	0	0	108	108	0	195	29	224	0	0	47	47	21	180	0	0	201
+45 mins.	0	0	**138**	**138**	0	**208**	29	**237**	0	0	**56**	**56**	17	**213**	0	**2**	**232**
Total Volume	0	0	476	476	0	751	124	875	0	0	183	183	96	756	0	2	854
% App. Total	0	0	100		0	85.8	14.2		0	0	100		11.2	88.5	0	0.2	
PHF	.000	.000	.862	.862	.000	.903	.861	.923	.000	.000	.817	.817	.774	.887	.000	.250	.920
Cars	0	0	445	445	0	727	123	850	0	0	169	169	94	738	0	2	834
% Cars	0	0	93.5	93.5	0	96.8	99.2	97.1	0	0	92.3	92.3	97.9	97.6	0	100	97.7
Trucks	0	0	31	31	0	24	1	25	0	0	14	14	2	18	0	0	20
% Trucks	0	0	6.5	6.5	0	3.2	0.8	2.9	0	0	7.7	7.7	2.1	2.4	0	0	2.3

Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650004
Site Code : 97650004
Start Date : 7/13/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650004
Site Code : 97650004
Start Date : 7/13/2023
Page No : 1

Groups Printed- Cars

	Route 95 NB Ramp From North			Route 110 From East			Route 95 NB Ramp From South			Route 110 From West				
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-Tr	Int. Total
07:00 AM	0	0	82	0	147	20	0	0	39	18	137	0	0	443
07:15 AM	0	0	113	0	158	30	0	0	34	14	148	0	0	497
07:30 AM	0	0	93	0	162	36	0	0	46	17	169	0	0	523
07:45 AM	0	0	114	0	173	29	0	0	50	23	197	0	1	587
Total	0	0	402	0	640	115	0	0	169	72	651	0	1	2050
08:00 AM	0	0	90	0	189	29	0	0	32	31	164	0	0	535
08:15 AM	0	0	124	0	203	29	1	0	31	25	190	0	0	603
08:30 AM	0	0	102	0	154	33	0	0	47	21	177	0	0	534
08:45 AM	0	0	129	0	171	19	0	0	57	17	207	0	2	602
Total	0	0	445	0	717	110	1	0	167	94	738	0	2	2274
Grand Total	0	0	847	0	1357	225	1	0	336	166	1389	0	3	4324
Apprch %	0	0	100	0	85.8	14.2	0.3	0	99.7	10.7	89.2	0	0.2	
Total %	0	0	19.6	0	31.4	5.2	0	0	7.8	3.8	32.1	0	0.1	

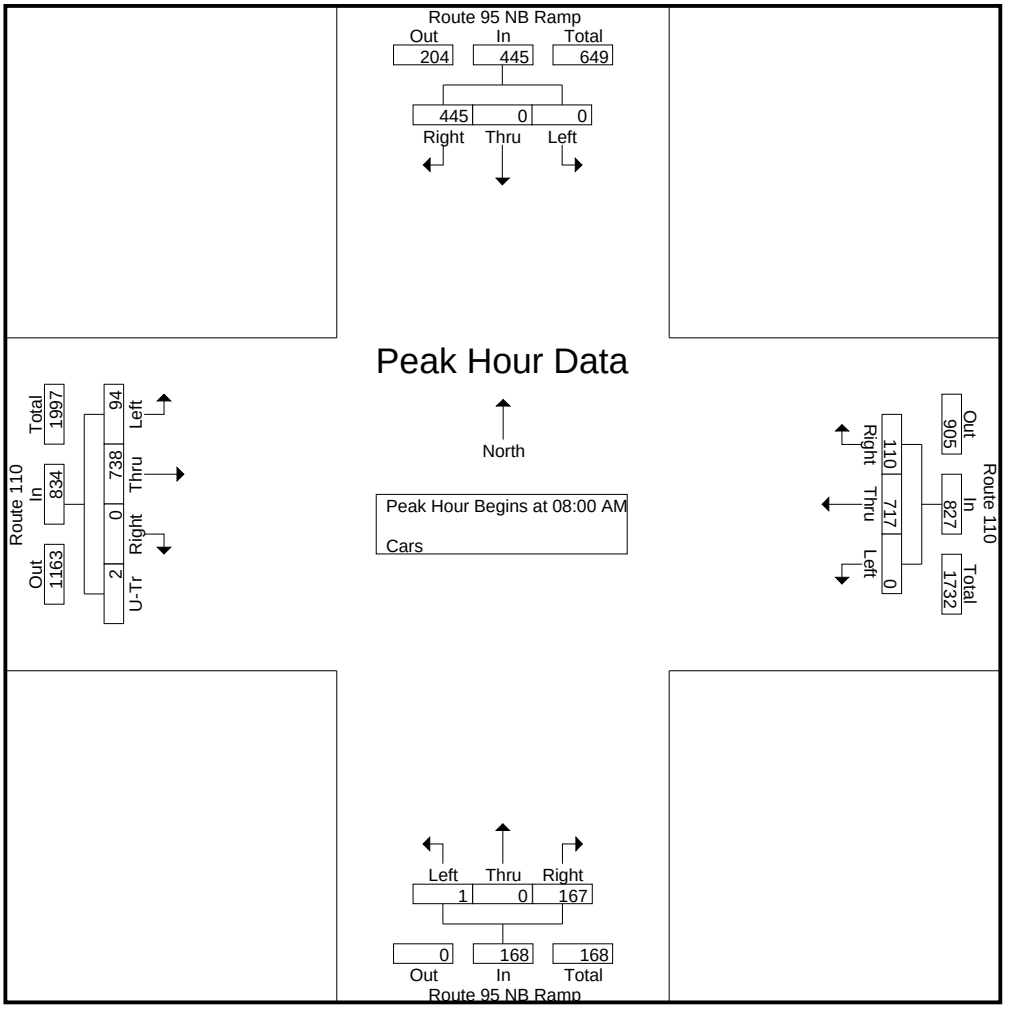
	Route 95 NB Ramp From North				Route 110 From East				Route 95 NB Ramp From South				Route 110 From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 08:00 AM																		
08:00 AM	0	0	90	90	0	189	29	218	0	0	32	32	**31**	164	0	0	195	535
08:15 AM	0	0	124	124	0	**203**	29	**232**	**1**	0	31	32	25	190	0	0	215	**603**
08:30 AM	0	0	102	102	0	154	**33**	187	0	0	47	47	21	177	0	0	198	534
08:45 AM	0	0	**129**	**129**	0	171	19	190	0	0	**57**	**57**	17	**207**	0	**2**	**226**	602
Total Volume	0	0	445	445	0	717	110	827	1	0	167	168	94	738	0	2	834	2274
% App. Total	0	0	100		0	86.7	13.3		0.6	0	99.4		11.3	88.5	0	0.2		
PHF	.000	.000	.862	.862	.000	.883	.833	.891	.250	.000	.732	.737	.758	.891	.000	.250	.923	.943

Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650004
Site Code : 97650004
Start Date : 7/13/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

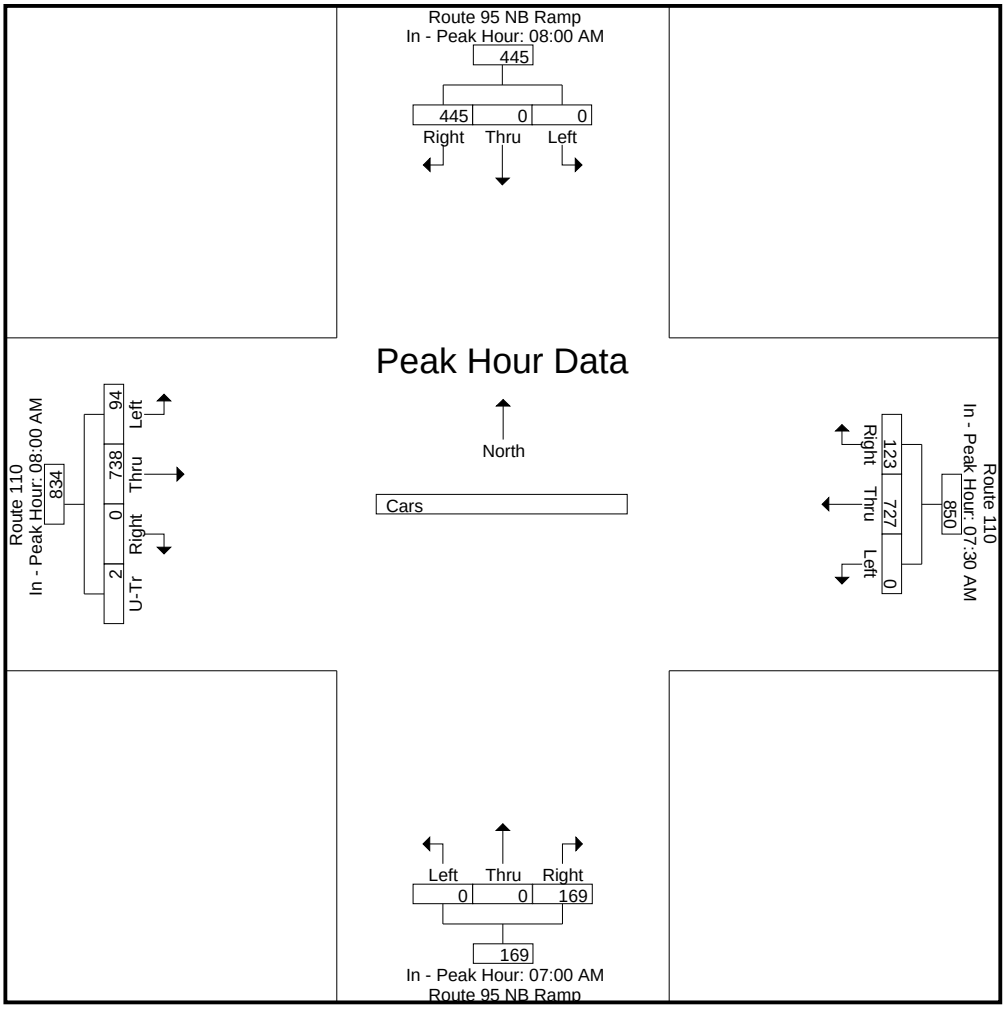
	08:00 AM				07:30 AM				07:00 AM				08:00 AM				
+0 mins.	0	0	90	90	0	162	**36**	198	0	0	39	39	**31**	164	0	0	195
+15 mins.	0	0	124	124	0	173	29	202	0	0	34	34	25	190	0	0	215
+30 mins.	0	0	102	102	0	189	29	218	0	0	46	46	21	177	0	0	198
+45 mins.	0	0	**129**	**129**	0	**203**	29	**232**	0	0	**50**	**50**	17	**207**	0	**2**	**226**
Total Volume	0	0	445	445	0	727	123	850	0	0	169	169	94	738	0	2	834
% App. Total	0	0	100		0	85.5	14.5		0	0	100		11.3	88.5	0	0.2	
PHF	.000	.000	.862	.862	.000	.895	.854	.916	.000	.000	.845	.845	.758	.891	.000	.250	.923

Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650004
Site Code : 97650004
Start Date : 7/13/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650004
Site Code : 97650004
Start Date : 7/13/2023
Page No : 1

Groups Printed- Trucks

	Route 95 NB Ramp From North			Route 110 From East			Route 95 NB Ramp From South			Route 110 From West				
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-Tr	Int. Total
07:00 AM	0	0	1	0	3	2	0	0	2	1	4	0	0	13
07:15 AM	0	0	1	0	5	0	0	0	5	0	6	0	0	17
07:30 AM	0	0	4	0	7	0	0	0	1	0	5	0	0	17
07:45 AM	0	0	3	0	6	1	0	0	6	0	7	0	0	23
Total	0	0	9	0	21	3	0	0	14	1	22	0	0	70
08:00 AM	0	0	5	0	6	0	0	0	0	0	5	0	0	16
08:15 AM	0	0	11	0	5	0	0	0	2	2	4	0	0	24
08:30 AM	0	0	6	0	6	3	0	0	0	0	3	0	0	18
08:45 AM	0	0	9	0	8	1	0	0	1	0	6	0	0	25
Total	0	0	31	0	25	4	0	0	3	2	18	0	0	83
Grand Total	0	0	40	0	46	7	0	0	17	3	40	0	0	153
Apprch %	0	0	100	0	86.8	13.2	0	0	100	7	93	0	0	
Total %	0	0	26.1	0	30.1	4.6	0	0	11.1	2	26.1	0	0	

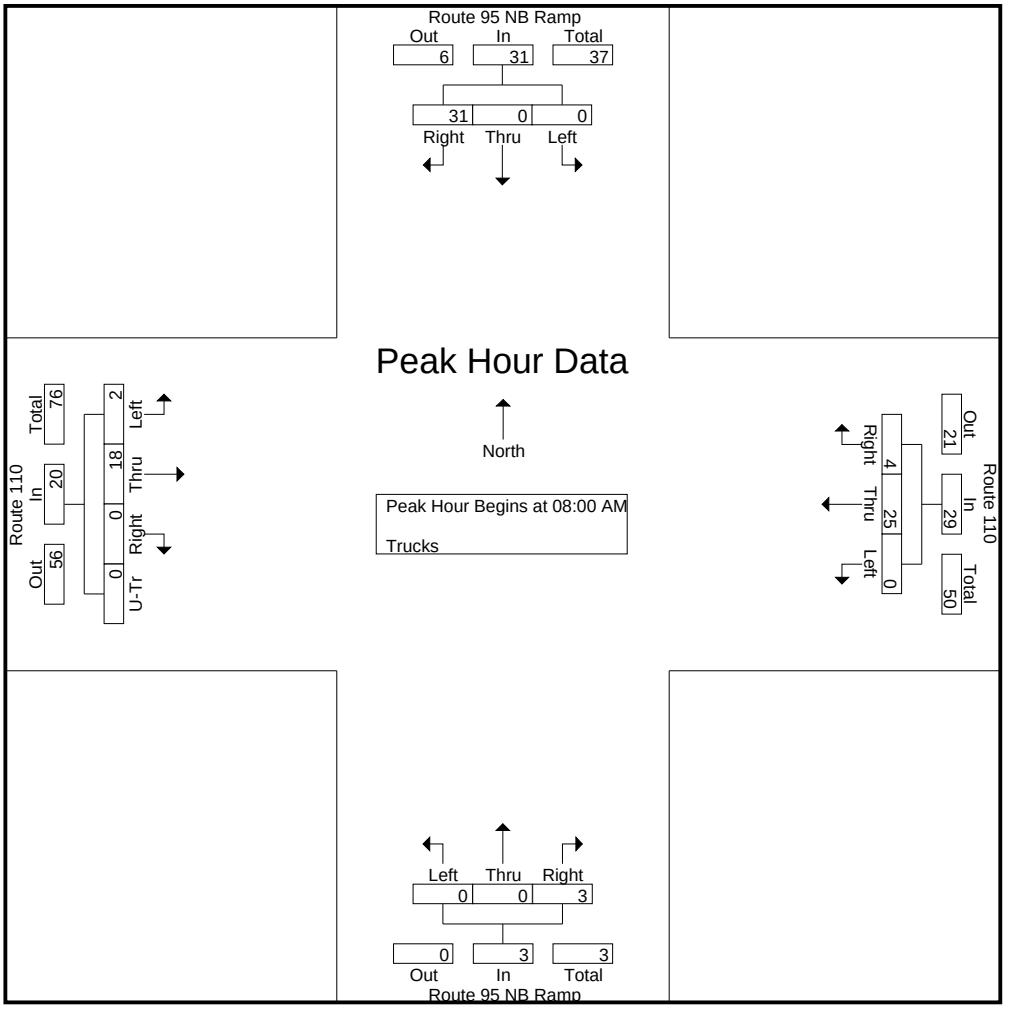
	Route 95 NB Ramp From North				Route 110 From East				Route 95 NB Ramp From South				Route 110 From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 08:00 AM																		
08:00 AM	0	0	5	5	0	6	0	6	0	0	0	0	0	5	0	0	5	16
08:15 AM	0	0	**11**	**11**	0	5	0	5	0	0	**2**	**2**	**2**	4	0	0	**6**	24
08:30 AM	0	0	6	6	0	6	**3**	**9**	0	0	0	0	0	3	0	0	3	18
08:45 AM	0	0	9	9	0	**8**	1	9	0	0	1	1	0	**6**	0	0	6	**25**
Total Volume	0	0	31	31	0	25	4	29	0	0	3	3	2	18	0	0	20	83
% App. Total	0	0	100		0	86.2	13.8		0	0	100		10	90	0	0		
PHF	.000	.000	.705	.705	.000	.781	.333	.806	.000	.000	.375	.375	.250	.750	.000	.000	.833	.830

Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650004
Site Code : 97650004
Start Date : 7/13/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

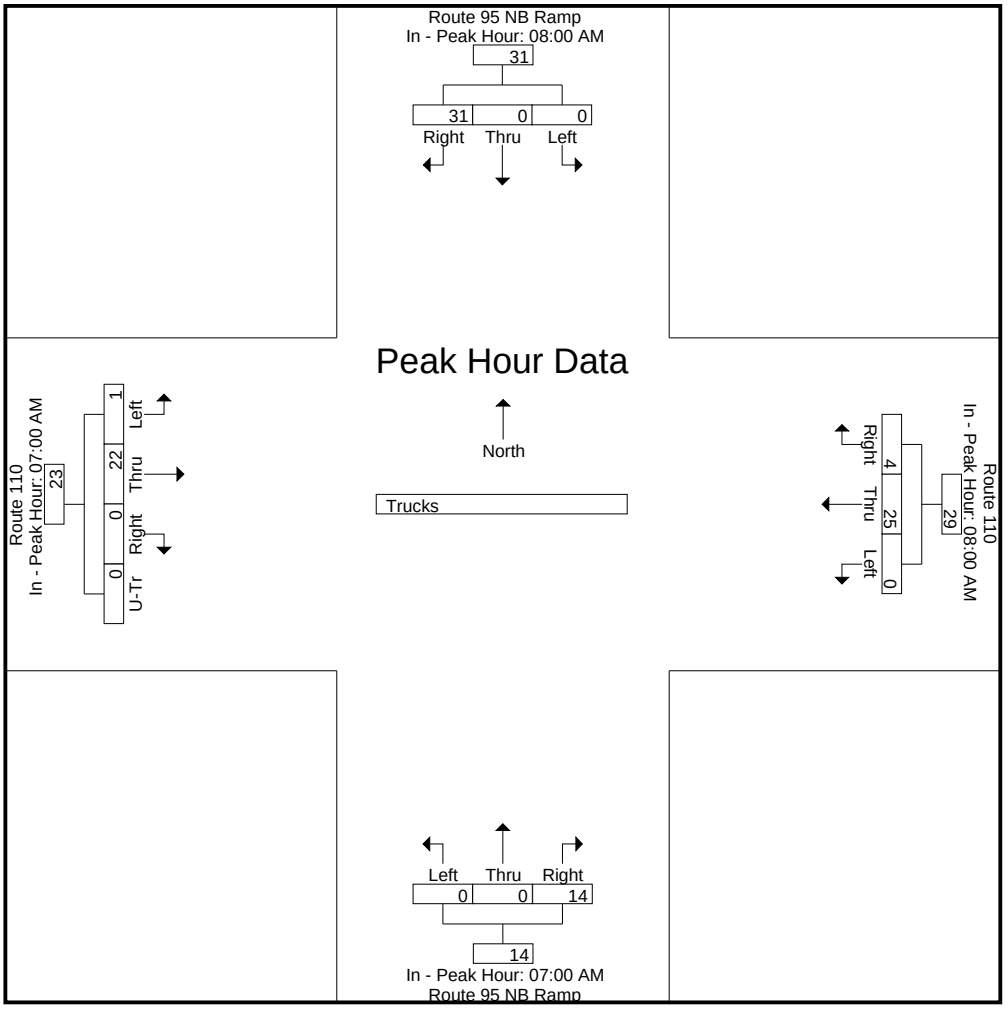
	08:00 AM				08:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	5	5	0	6	0	6	0	0	2	2	**1**	4	0	0	5
+15 mins.	0	0	**11**	**11**	0	5	0	5	0	0	5	5	0	6	0	0	6
+30 mins.	0	0	6	6	0	6	**3**	**9**	0	0	1	1	0	5	0	0	5
+45 mins.	0	0	9	9	0	**8**	1	9	0	0	**6**	**6**	0	**7**	0	0	**7**
Total Volume	0	0	31	31	0	25	4	29	0	0	14	14	1	22	0	0	23
% App. Total	0	0	100		0	86.2	13.8		0	0	100		4.3	95.7	0	0	
PHF	.000	.000	.705	.705	.000	.781	.333	.806	.000	.000	.583	.583	.250	.786	.000	.000	.821

Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650004
Site Code : 97650004
Start Date : 7/13/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650004
Site Code : 97650004
Start Date : 7/13/2023
Page No : 1

Groups Printed- Bikes Peds

	Route 95 NB Ramp From North				Route 110 From East				Route 95 NB Ramp From South				Route 110 From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0	0			
Total %																	0	0	

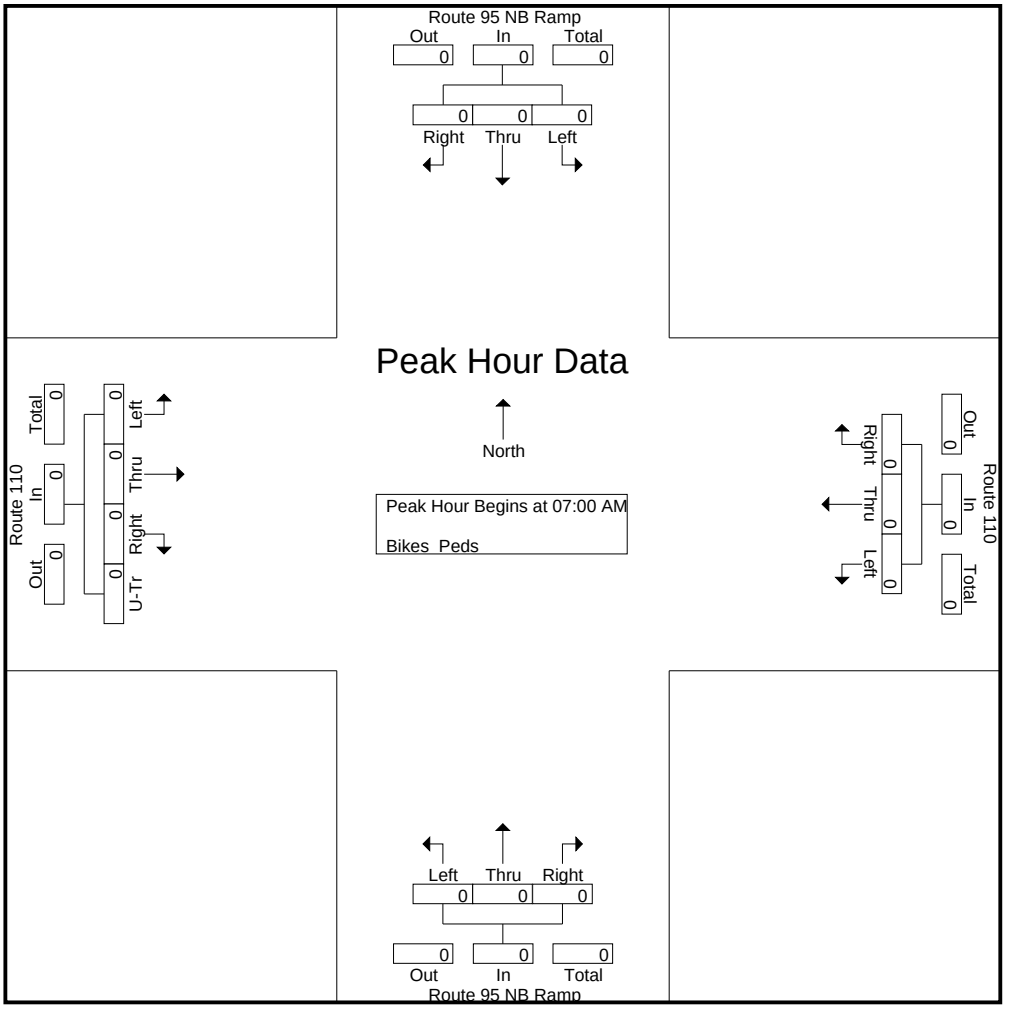
	Route 95 NB Ramp From North				Route 110 From East				Route 95 NB Ramp From South				Route 110 From West						
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:00 AM																			
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	0			
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650004
Site Code : 97650004
Start Date : 7/13/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

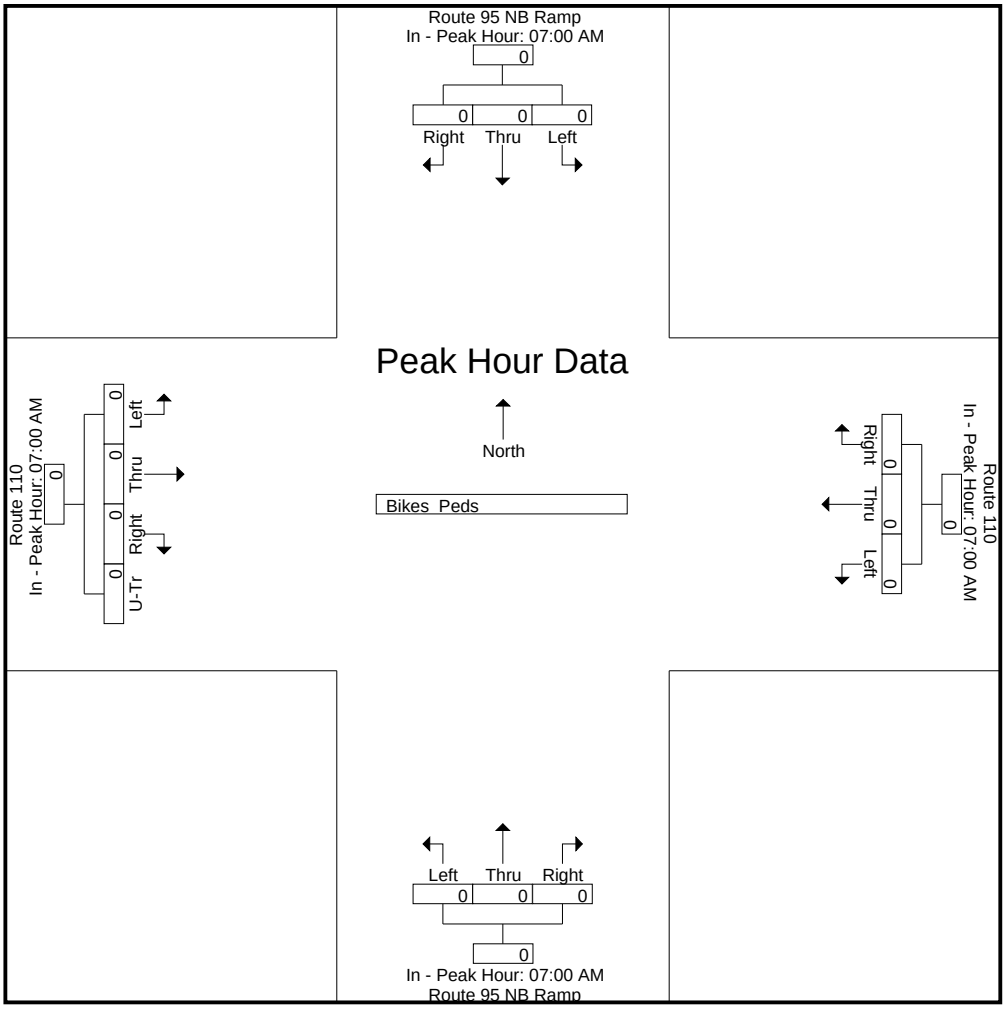
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650004
Site Code : 97650004
Start Date : 7/13/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650004
Site Code : 97650004
Start Date : 7/13/2023
Page No : 1

Groups Printed- Cars - Trucks

	Route 95 NB Ramp From North			Route 110 From East			Route 95 NB Ramp From South			Route 110 From West				
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-Tr	Int. Total
04:00 PM	0	0	211	0	264	46	1	0	64	22	215	0	2	825
04:15 PM	0	0	249	0	277	41	0	0	66	28	234	0	1	896
04:30 PM	0	0	213	0	252	67	1	0	69	39	213	0	2	856
04:45 PM	0	0	204	0	239	38	0	0	92	36	204	0	0	813
Total	0	0	877	0	1032	192	2	0	291	125	866	0	5	3390
05:00 PM	0	0	241	0	258	48	0	0	69	40	251	0	0	907
05:15 PM	0	0	237	0	253	49	1	0	72	37	226	0	0	875
05:30 PM	0	0	207	0	240	34	0	0	65	45	234	0	1	826
05:45 PM	0	0	212	0	213	37	0	0	57	25	214	0	1	759
Total	0	0	897	0	964	168	1	0	263	147	925	0	2	3367
Grand Total	0	0	1774	0	1996	360	3	0	554	272	1791	0	7	6757
Apprch %	0	0	100	0	84.7	15.3	0.5	0	99.5	13.1	86.5	0	0.3	
Total %	0	0	26.3	0	29.5	5.3	0	0	8.2	4	26.5	0	0.1	
Cars	0	0	1750	0	1983	356	3	0	553	269	1775	0	7	6696
% Cars	0	0	98.6	0	99.3	98.9	100	0	99.8	98.9	99.1	0	100	99.1
Trucks	0	0	24	0	13	4	0	0	1	3	16	0	0	61
% Trucks	0	0	1.4	0	0.7	1.1	0	0	0.2	1.1	0.9	0	0	0.9

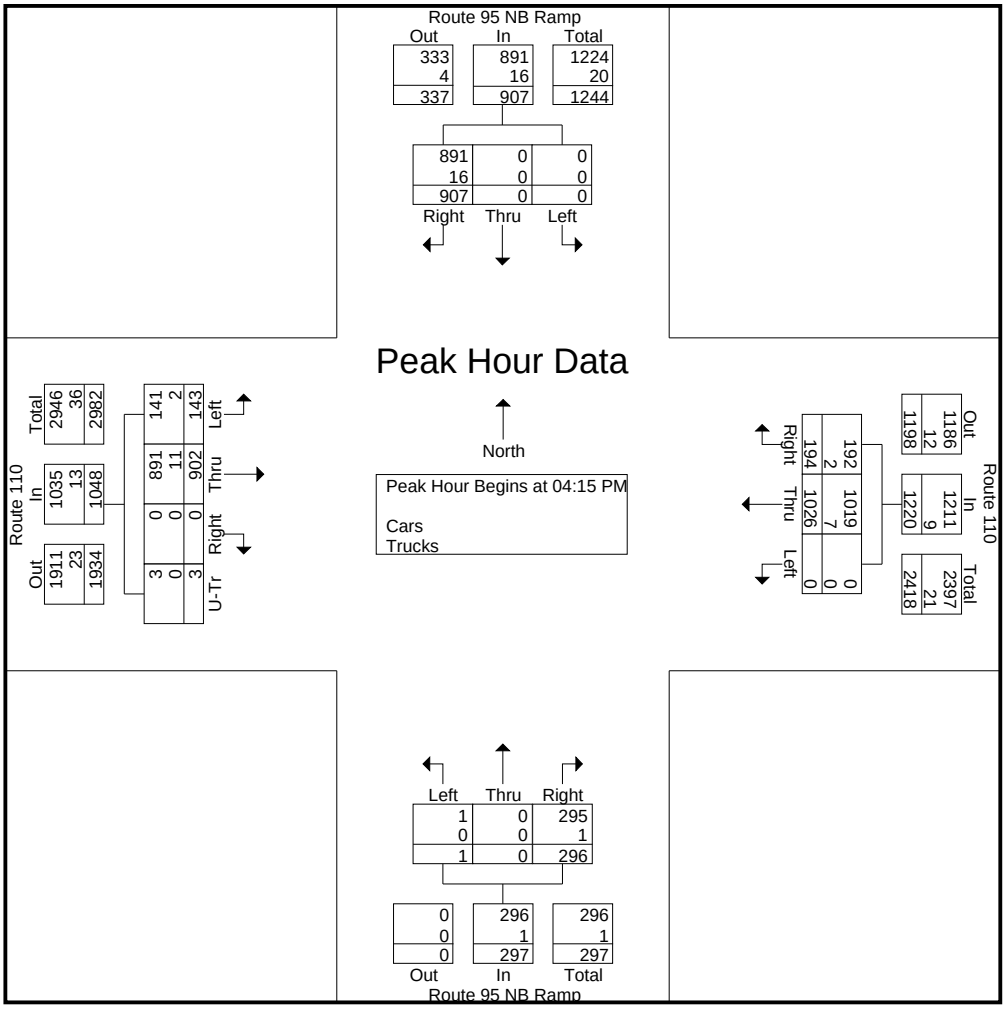
	Route 95 NB Ramp From North				Route 110 From East				Route 95 NB Ramp From South				Route 110 From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:15 PM																		
04:15 PM	0	0	**249**	**249**	0	**277**	41	318	0	0	66	66	28	234	0	1	263	896
04:30 PM	0	0	213	213	0	252	**67**	**319**	**1**	0	69	70	39	213	0	**2**	254	856
04:45 PM	0	0	204	204	0	239	38	277	0	0	**92**	**92**	36	204	0	0	240	813
05:00 PM	0	0	241	241	0	258	48	306	0	0	69	69	**40**	**251**	0	0	**291**	**907**
Total Volume	0	0	907	907	0	1026	194	1220	1	0	296	297	143	902	0	3	1048	3472
% App. Total	0	0	100		0	84.1	15.9		0.3	0	99.7		13.6	86.1	0	0.3		
PHF	.000	.000	.911	.911	.000	.926	.724	.956	.250	.000	.804	.807	.894	.898	.000	.375	.900	.957
Cars	0	0	891	891	0	1019	192	1211	1	0	295	296	141	891	0	3	1035	3433
% Cars	0	0	98.2	98.2	0	99.3	99.0	99.3	100	0	99.7	99.7	98.6	98.8	0	100	98.8	98.9
Trucks	0	0	16	16	0	7	2	9	0	0	1	1	2	11	0	0	13	39
% Trucks	0	0	1.8	1.8	0	0.7	1.0	0.7	0	0	0.3	0.3	1.4	1.2	0	0	1.2	1.1

Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650004
Site Code : 97650004
Start Date : 7/13/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

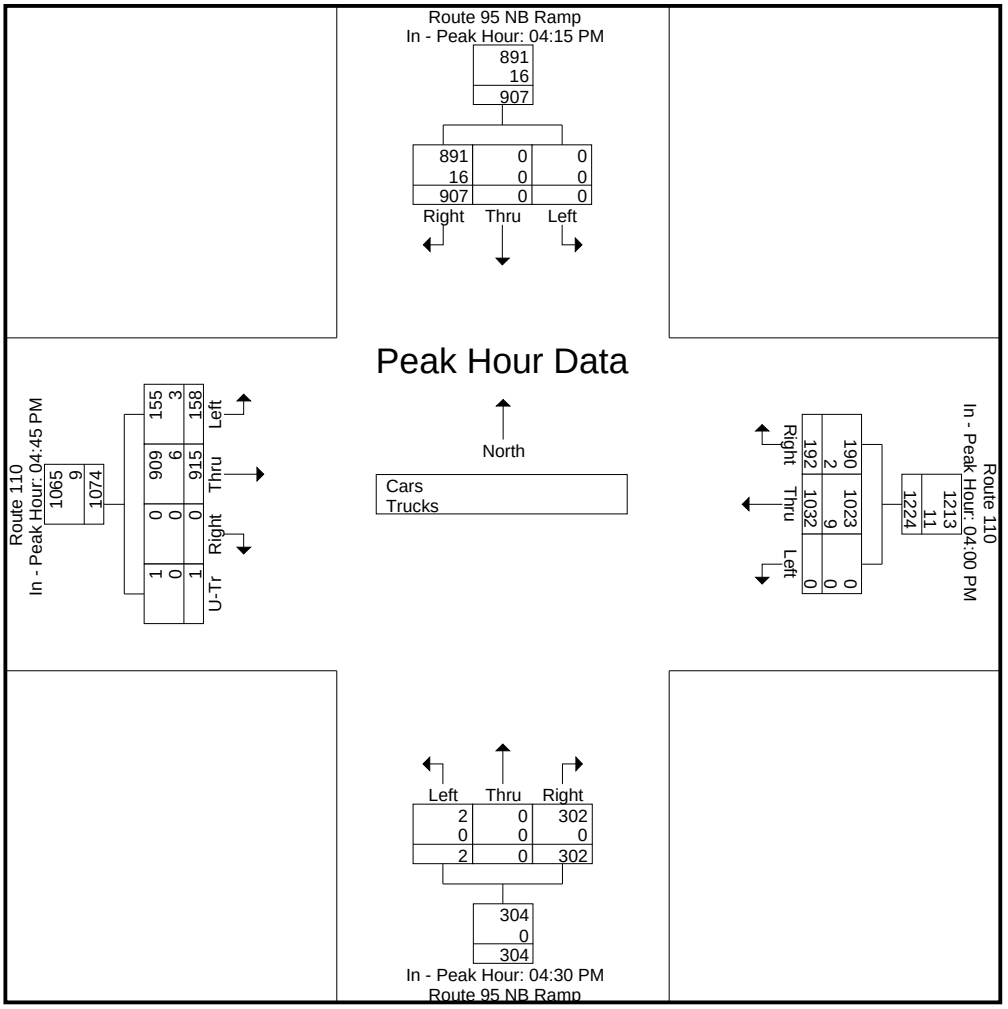
	04:15 PM				04:00 PM				04:30 PM				04:45 PM				
+0 mins.	0	0	**249**	**249**	0	264	46	310	**1**	0	69	70	36	204	0	0	240
+15 mins.	0	0	213	213	0	**277**	41	318	0	0	**92**	**92**	40	**251**	0	0	**291**
+30 mins.	0	0	204	204	0	252	**67**	**319**	0	0	69	69	37	226	0	0	263
+45 mins.	0	0	241	241	0	239	38	277	1	0	72	73	**45**	234	0	**1**	280
Total Volume	0	0	907	907	0	1032	192	1224	2	0	302	304	158	915	0	1	1074
% App. Total	0	0	100		0	84.3	15.7		0.7	0	99.3		14.7	85.2	0	0.1	
PHF	.000	.000	.911	.911	.000	.931	.716	.959	.500	.000	.821	.826	.878	.911	.000	.250	.923
Cars	0	0	891	891	0	1023	190	1213	2	0	302	304	155	909	0	1	1065
% Cars	0	0	98.2	98.2	0	99.1	99	99.1	100	0	100	100	98.1	99.3	0	100	99.2
Trucks	0	0	16	16	0	9	2	11	0	0	0	0	3	6	0	0	9
% Trucks	0	0	1.8	1.8	0	0.9	1	0.9	0	0	0	0	1.9	0.7	0	0	0.8

Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650004
Site Code : 97650004
Start Date : 7/13/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650004
Site Code : 97650004
Start Date : 7/13/2023
Page No : 1

Groups Printed- Cars

	Route 95 NB Ramp From North			Route 110 From East			Route 95 NB Ramp From South			Route 110 From West				
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-Tr	Int. Total
04:00 PM	0	0	209	0	260	46	1	0	64	22	214	0	2	818
04:15 PM	0	0	245	0	277	41	0	0	65	28	230	0	1	887
04:30 PM	0	0	206	0	250	67	1	0	69	39	212	0	2	846
04:45 PM	0	0	201	0	236	36	0	0	92	35	202	0	0	802
Total	0	0	861	0	1023	190	2	0	290	124	858	0	5	3353
05:00 PM	0	0	239	0	256	48	0	0	69	39	247	0	0	898
05:15 PM	0	0	235	0	252	47	1	0	72	36	226	0	0	869
05:30 PM	0	0	205	0	240	34	0	0	65	45	234	0	1	824
05:45 PM	0	0	210	0	212	37	0	0	57	25	210	0	1	752
Total	0	0	889	0	960	166	1	0	263	145	917	0	2	3343
Grand Total	0	0	1750	0	1983	356	3	0	553	269	1775	0	7	6696
Apprch %	0	0	100	0	84.8	15.2	0.5	0	99.5	13.1	86.5	0	0.3	
Total %	0	0	26.1	0	29.6	5.3	0	0	8.3	4	26.5	0	0.1	

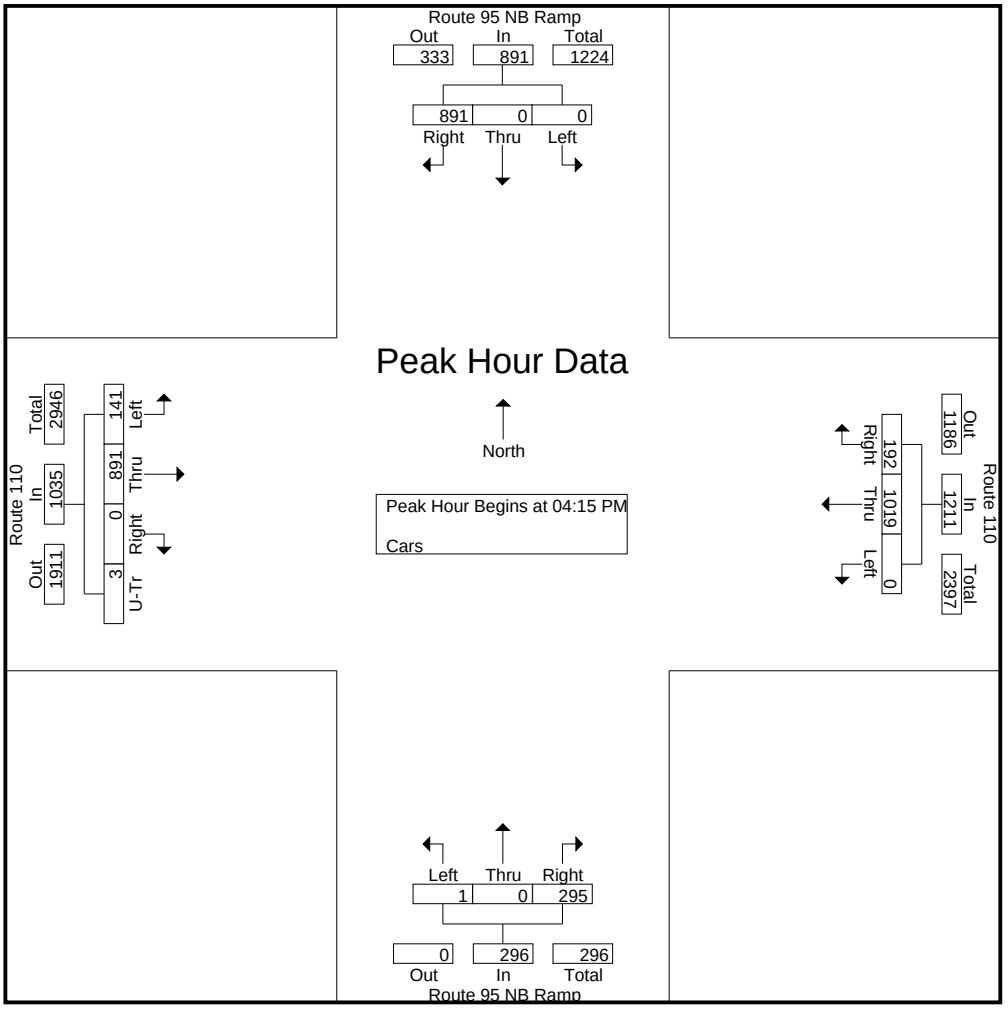
	Route 95 NB Ramp From North				Route 110 From East				Route 95 NB Ramp From South				Route 110 From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:15 PM																		
04:15 PM	0	0	**245**	**245**	0	**277**	41	**318**	0	0	65	65	28	230	0	1	259	887
04:30 PM	0	0	206	206	0	250	**67**	317	**1**	0	69	70	**39**	212	0	**2**	253	846
04:45 PM	0	0	201	201	0	236	36	272	0	0	**92**	**92**	35	202	0	0	237	802
05:00 PM	0	0	239	239	0	256	48	304	0	0	69	69	39	**247**	0	0	**286**	**898**
Total Volume	0	0	891	891	0	1019	192	1211	1	0	295	296	141	891	0	3	1035	3433
% App. Total	0	0	100		0	84.1	15.9		0.3	0	99.7		13.6	86.1	0	0.3		
PHF	.000	.000	.909	.909	.000	.920	.716	.952	.250	.000	.802	.804	.904	.902	.000	.375	.905	.956

Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650004
Site Code : 97650004
Start Date : 7/13/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

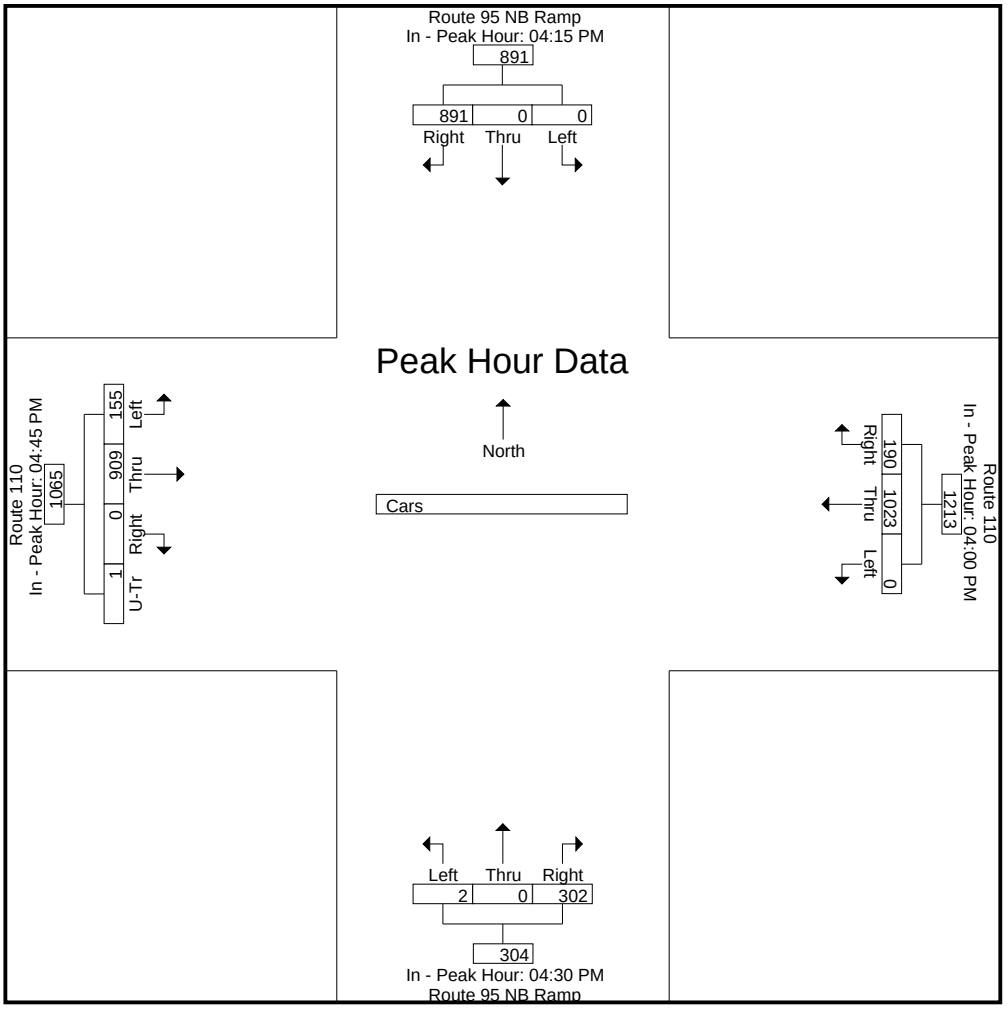
	04:15 PM				04:00 PM				04:30 PM				04:45 PM				
+0 mins.	0	0	**245**	**245**	0	260	46	306	**1**	0	69	70	35	202	0	0	237
+15 mins.	0	0	206	206	0	**277**	41	**318**	0	0	**92**	**92**	39	**247**	0	0	**286**
+30 mins.	0	0	201	201	0	250	**67**	317	0	0	69	69	36	226	0	0	262
+45 mins.	0	0	239	239	0	236	36	272	1	0	72	73	**45**	234	0	**1**	280
Total Volume	0	0	891	891	0	1023	190	1213	2	0	302	304	155	909	0	1	1065
% App. Total	0	0	100		0	84.3	15.7		0.7	0	99.3		14.6	85.4	0	0.1	
PHF	.000	.000	.909	.909	.000	.923	.709	.954	.500	.000	.821	.826	.861	.920	.000	.250	.931

Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650004
Site Code : 97650004
Start Date : 7/13/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650004
Site Code : 97650004
Start Date : 7/13/2023
Page No : 1

Groups Printed- Trucks

	Route 95 NB Ramp From North			Route 110 From East			Route 95 NB Ramp From South			Route 110 From West				
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-Tr	Int. Total
04:00 PM	0	0	2	0	4	0	0	0	0	0	1	0	0	7
04:15 PM	0	0	4	0	0	0	0	0	1	0	4	0	0	9
04:30 PM	0	0	7	0	2	0	0	0	0	0	1	0	0	10
04:45 PM	0	0	3	0	3	2	0	0	0	1	2	0	0	11
Total	0	0	16	0	9	2	0	0	1	1	8	0	0	37
05:00 PM	0	0	2	0	2	0	0	0	0	1	4	0	0	9
05:15 PM	0	0	2	0	1	2	0	0	0	1	0	0	0	6
05:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	2	0	1	0	0	0	0	0	4	0	0	7
Total	0	0	8	0	4	2	0	0	0	2	8	0	0	24
Grand Total	0	0	24	0	13	4	0	0	1	3	16	0	0	61
Apprch %	0	0	100	0	76.5	23.5	0	0	100	15.8	84.2	0	0	
Total %	0	0	39.3	0	21.3	6.6	0	0	1.6	4.9	26.2	0	0	

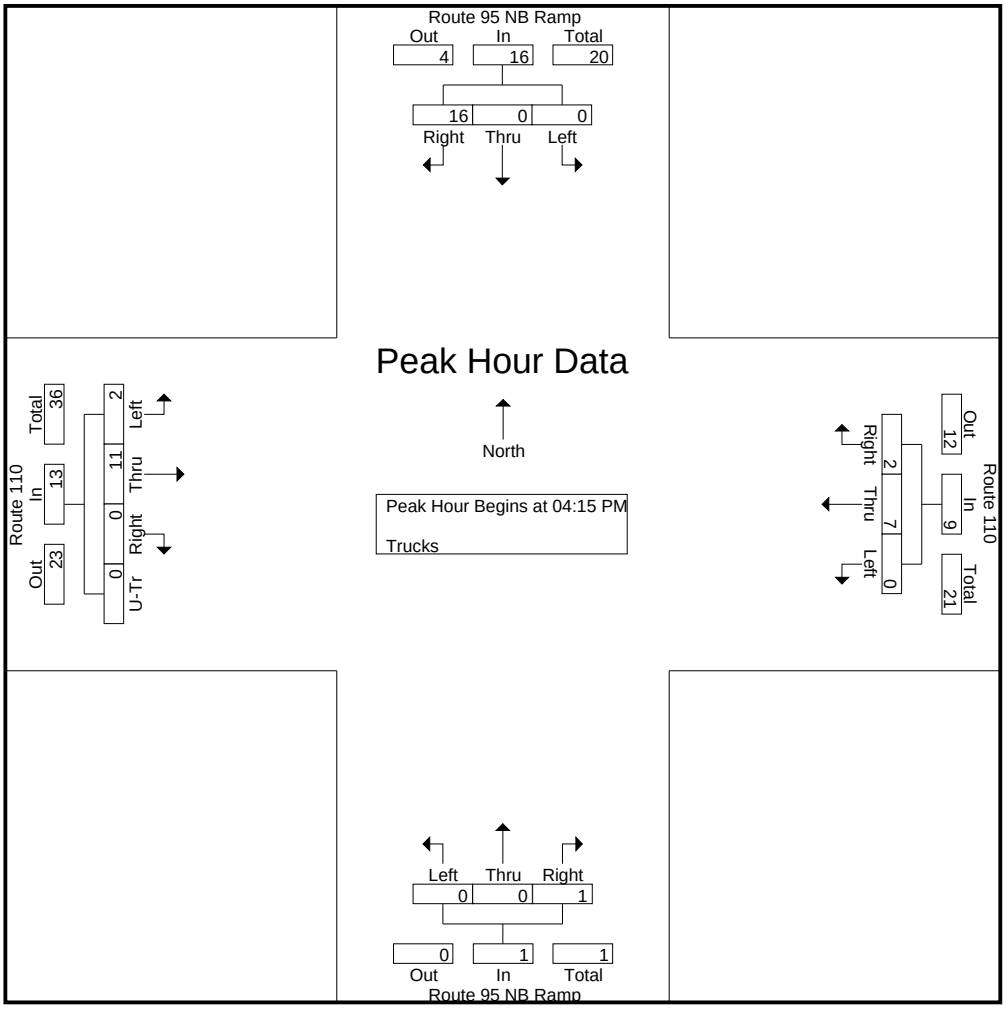
	Route 95 NB Ramp From North				Route 110 From East				Route 95 NB Ramp From South				Route 110 From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:15 PM																		
04:15 PM	0	0	4	4	0	0	0	0	0	0	**1**	**1**	0	**4**	0	0	4	9
04:30 PM	0	0	**7**	**7**	0	2	0	2	0	0	0	0	0	1	0	0	1	10
04:45 PM	0	0	3	3	0	**3**	**2**	**5**	0	0	0	0	**1**	2	0	0	3	**11**
05:00 PM	0	0	2	2	0	2	0	2	0	0	0	0	1	4	0	0	**5**	9
Total Volume	0	0	16	16	0	7	2	9	0	0	1	1	2	11	0	0	13	39
% App. Total	0	0	100		0	77.8	22.2		0	0	100		15.4	84.6	0	0		
PHF	.000	.000	.571	.571	.000	.583	.250	.450	.000	.000	.250	.250	.500	.688	.000	.000	.650	.886

Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650004
Site Code : 97650004
Start Date : 7/13/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

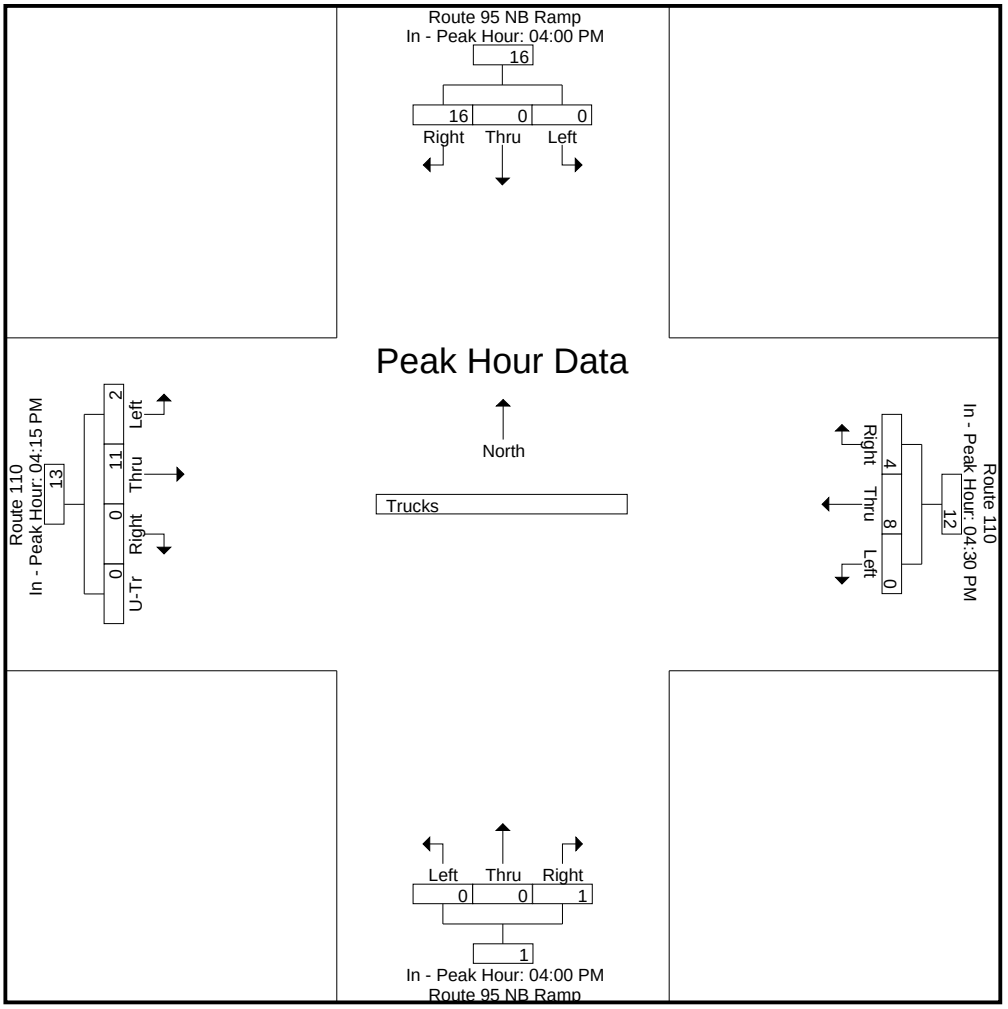
	04:00 PM				04:30 PM				04:00 PM				04:15 PM				
+0 mins.	0	0	2	2	0	2	0	2	0	0	0	0	0	**4**	0	0	4
+15 mins.	0	0	4	4	0	**3**	**2**	**5**	0	0	**1**	**1**	0	1	0	0	1
+30 mins.	0	0	**7**	**7**	0	2	0	2	0	0	0	0	**1**	2	0	0	3
+45 mins.	0	0	3	3	0	1	2	3	0	0	0	0	1	4	0	0	**5**
Total Volume	0	0	16	16	0	8	4	12	0	0	1	1	2	11	0	0	13
% App. Total	0	0	100		0	66.7	33.3		0	0	100		15.4	84.6	0	0	
PHF	.000	.000	.571	.571	.000	.667	.500	.600	.000	.000	.250	.250	.500	.688	.000	.000	.650

Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650004
Site Code : 97650004
Start Date : 7/13/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650004
Site Code : 97650004
Start Date : 7/13/2023
Page No : 1

Groups Printed- Bikes Peds

	Route 95 NB Ramp From North				Route 110 From East				Route 95 NB Ramp From South				Route 110 From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	1	2	3
Total	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	1	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	1	2	3
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0	0			
Total %	0	0	0		0	50	0		0	0	0		0	50	0	0	33.3	66.7	

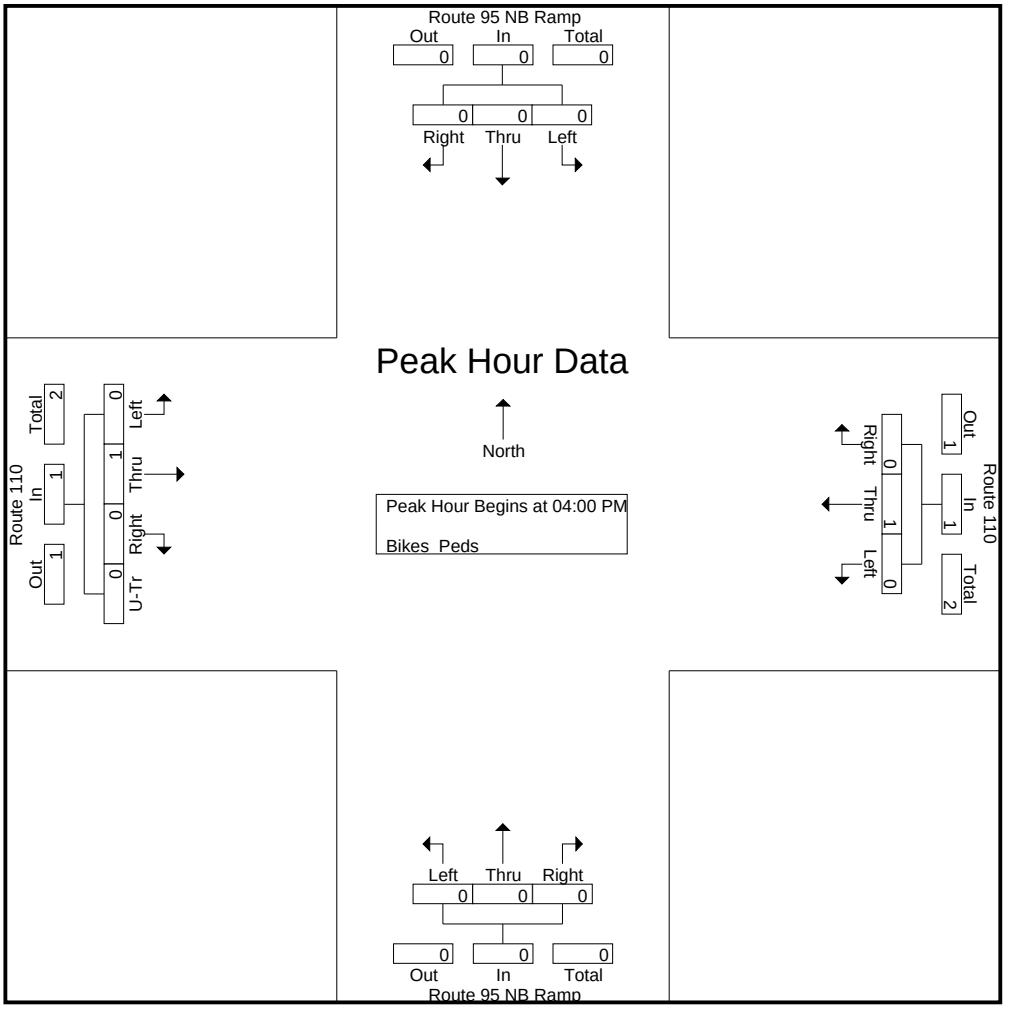
	Route 95 NB Ramp From North				Route 110 From East				Route 95 NB Ramp From South				Route 110 From West						
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 04:00 PM																			
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	0	**1**	**2**	
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	1	2	
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	0			
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250	

Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650004
Site Code : 97650004
Start Date : 7/13/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

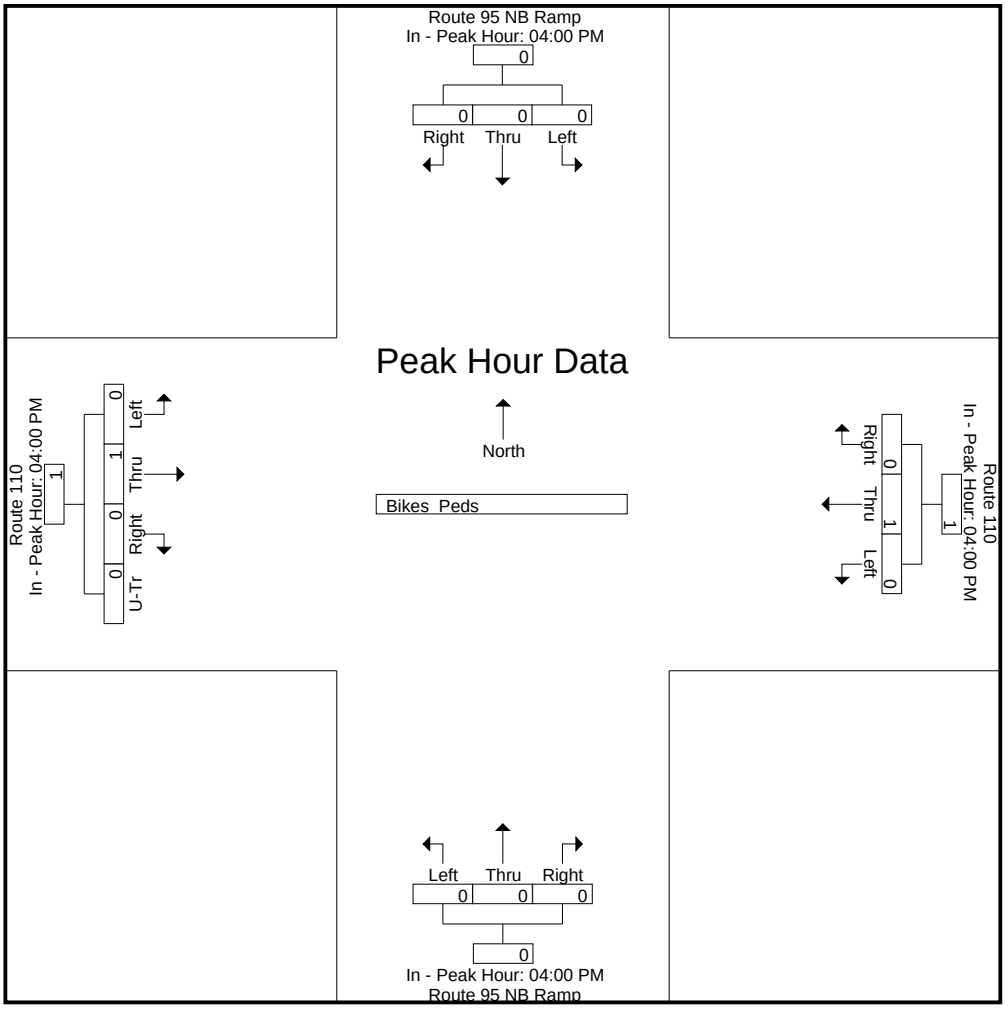
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	0	**1**
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.000	.250

Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650004
Site Code : 97650004
Start Date : 7/13/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S4
Site Code : 97650004
Start Date : 7/15/2023
Page No : 1

Groups Printed- Cars - Trucks

	Route 95 NB Ramp From North			Route 110 From East			Route 95 NB Ramp From South			Route 110 From West				
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-Tr	Int. Total
11:00 AM	0	0	84	0	192	32	0	0	58	57	264	0	0	687
11:15 AM	0	0	106	0	199	47	0	0	59	49	268	0	0	728
11:30 AM	0	0	92	0	190	47	0	0	57	44	241	0	1	672
11:45 AM	0	0	101	0	197	48	0	0	41	43	312	0	0	742
Total	0	0	383	0	778	174	0	0	215	193	1085	0	1	2829
12:00 PM	0	0	103	0	181	50	0	0	56	39	246	0	0	675
12:15 PM	0	0	93	0	261	56	0	0	59	47	238	0	1	755
12:30 PM	0	0	109	0	235	45	0	0	40	53	268	0	0	750
12:45 PM	0	0	97	0	213	46	0	0	48	39	281	0	1	725
Total	0	0	402	0	890	197	0	0	203	178	1033	0	2	2905
01:00 PM	0	0	106	0	211	58	0	0	48	35	176	0	0	634
01:15 PM	0	0	101	0	191	40	0	0	59	21	205	0	0	617
01:30 PM	0	0	114	0	217	39	1	0	44	29	216	0	0	660
01:45 PM	0	0	112	0	184	43	0	0	53	38	208	0	0	638
Total	0	0	433	0	803	180	1	0	204	123	805	0	0	2549
Grand Total	0	0	1218	0	2471	551	1	0	622	494	2923	0	3	8283
Apprch %	0	0	100	0	81.8	18.2	0.2	0	99.8	14.4	85.5	0	0.1	
Total %	0	0	14.7	0	29.8	6.7	0	0	7.5	6	35.3	0	0	
Cars	0	0	1206	0	2452	550	1	0	617	493	2905	0	3	8227
% Cars	0	0	99	0	99.2	99.8	100	0	99.2	99.8	99.4	0	100	99.3
Trucks	0	0	12	0	19	1	0	0	5	1	18	0	0	56
% Trucks	0	0	1	0	0.8	0.2	0	0	0.8	0.2	0.6	0	0	0.7

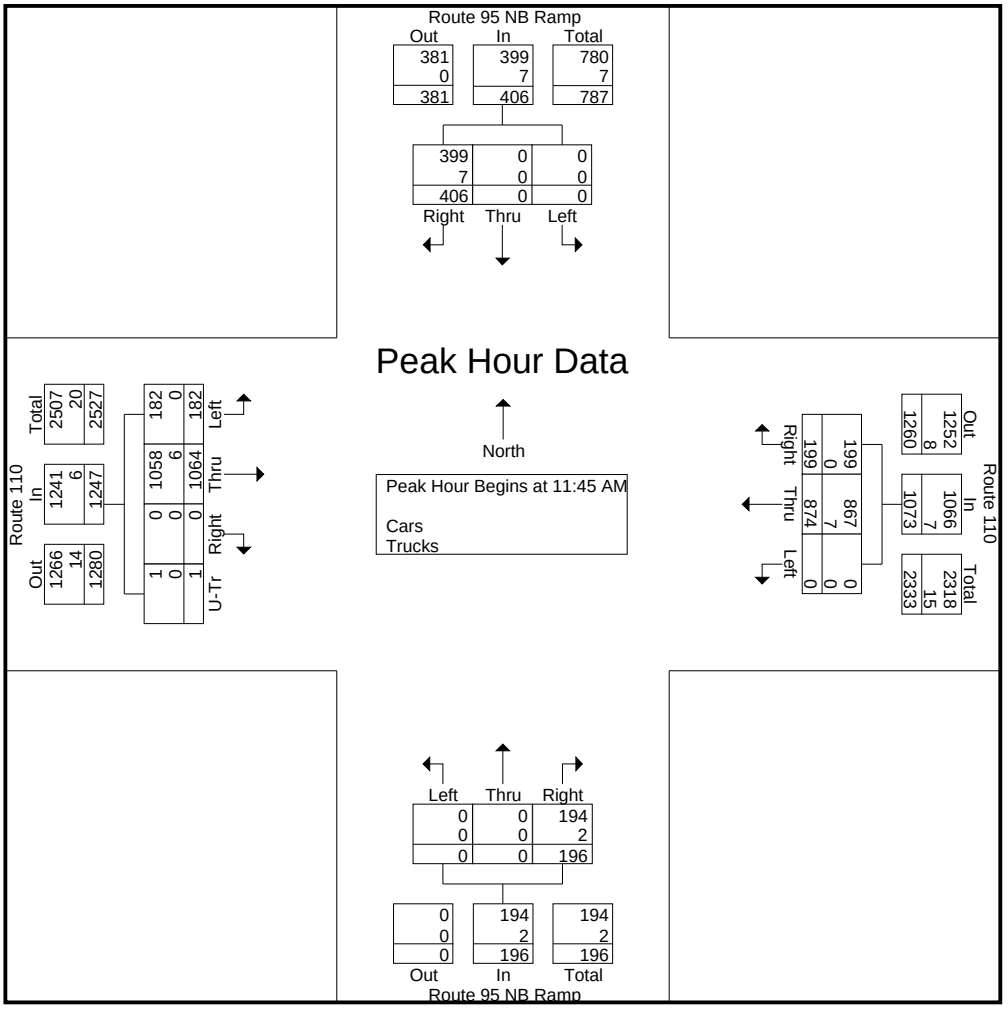
	Route 95 NB Ramp From North				Route 110 From East				Route 95 NB Ramp From South				Route 110 From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 11:45 AM																		
11:45 AM	0	0	101	101	0	197	48	245	0	0	41	41	43	**312**	0	0	**355**	742
12:00 PM	0	0	103	103	0	181	50	231	0	0	56	56	39	246	0	0	285	675
12:15 PM	0	0	93	93	0	**261**	**56**	**317**	0	0	**59**	**59**	47	238	0	**1**	286	**755**
12:30 PM	0	0	**109**	**109**	0	235	45	280	0	0	40	40	**53**	268	0	0	321	750
Total Volume	0	0	406	406	0	874	199	1073	0	0	196	196	182	1064	0	1	1247	2922
% App. Total	0	0	100		0	81.5	18.5		0	0	100		14.6	85.3	0	0.1		
PHF	.000	.000	.931	.931	.000	.837	.888	.846	.000	.000	.831	.831	.858	.853	.000	.250	.878	.968
Cars	0	0	399	399	0	867	199	1066	0	0	194	194	182	1058	0	1	1241	2900
% Cars	0	0	98.3	98.3	0	99.2	100	99.3	0	0	99.0	99.0	100	99.4	0	100	99.5	99.2
Trucks	0	0	7	7	0	7	0	7	0	0	2	2	0	6	0	0	6	22
% Trucks	0	0	1.7	1.7	0	0.8	0	0.7	0	0	1.0	1.0	0	0.6	0	0	0.5	0.8

Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S4
Site Code : 97650004
Start Date : 7/15/2023
Page No : 2



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

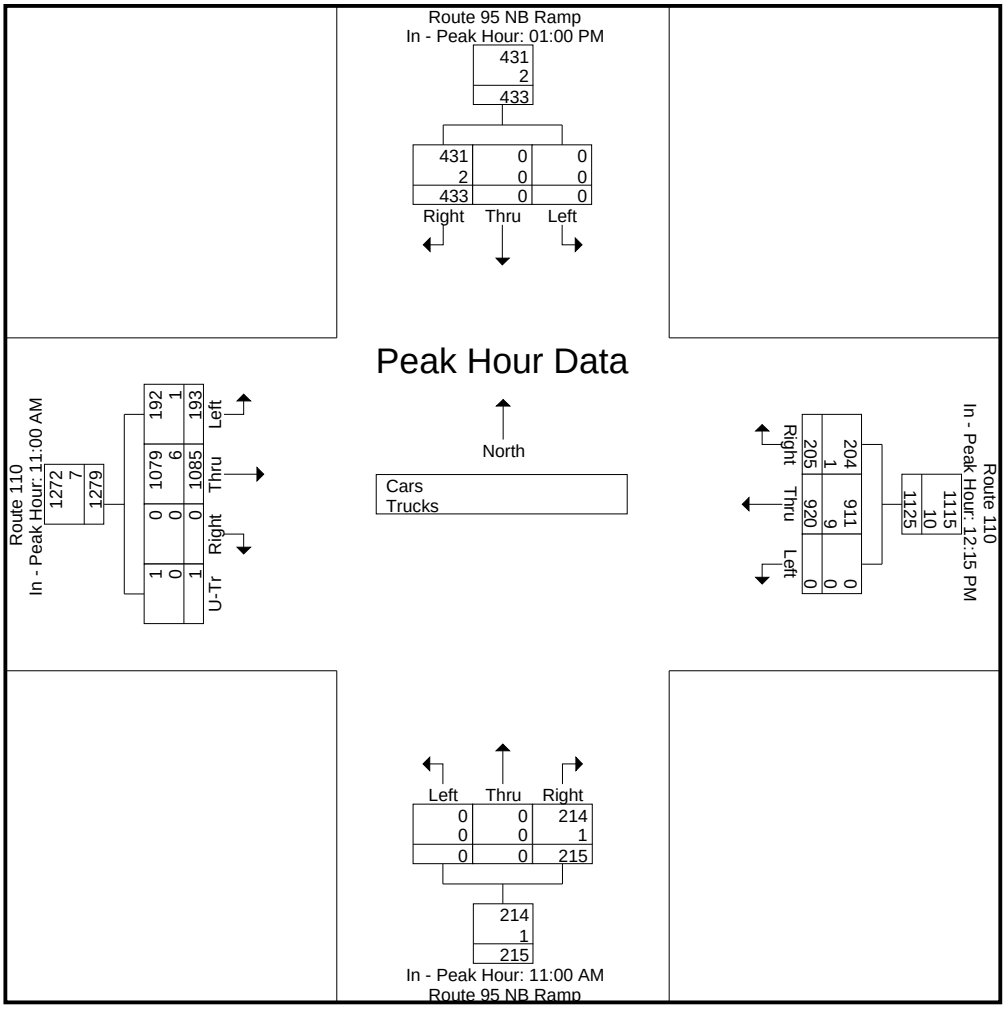
	01:00 PM				12:15 PM				11:00 AM				11:00 AM				
+0 mins.	0	0	106	106	0	**261**	56	**317**	0	0	58	58	**57**	264	0	0	321
+15 mins.	0	0	101	101	0	235	45	280	0	0	**59**	**59**	49	268	0	0	317
+30 mins.	0	0	**114**	**114**	0	213	46	259	0	0	57	57	44	241	0	**1**	286
+45 mins.	0	0	112	112	0	211	**58**	269	0	0	41	41	43	**312**	0	0	**355**
Total Volume	0	0	433	433	0	920	205	1125	0	0	215	215	193	1085	0	1	1279
% App. Total	0	0	100		0	81.8	18.2		0	0	100		15.1	84.8	0	0.1	
PHF	.000	.000	.950	.950	.000	.881	.884	.887	.000	.000	.911	.911	.846	.869	.000	.250	.901
Cars	0	0	431	431	0	911	204	1115	0	0	214	214	192	1079	0	1	1272
% Cars	0	0	99.5	99.5	0	99	99.5	99.1	0	0	99.5	99.5	99.5	99.4	0	100	99.5
Trucks	0	0	2	2	0	9	1	10	0	0	1	1	1	6	0	0	7
% Trucks	0	0	0.5	0.5	0	1	0.5	0.9	0	0	0.5	0.5	0.5	0.6	0	0	0.5

Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S4
Site Code : 97650004
Start Date : 7/15/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S4
Site Code : 97650004
Start Date : 7/15/2023
Page No : 1

Groups Printed- Cars

	Route 95 NB Ramp From North			Route 110 From East			Route 95 NB Ramp From South			Route 110 From West				
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-Tr	Int. Total
11:00 AM	0	0	84	0	190	32	0	0	57	56	261	0	0	680
11:15 AM	0	0	105	0	199	47	0	0	59	49	268	0	0	727
11:30 AM	0	0	92	0	189	47	0	0	57	44	241	0	1	671
11:45 AM	0	0	98	0	195	48	0	0	41	43	309	0	0	734
Total	0	0	379	0	773	174	0	0	214	192	1079	0	1	2812
12:00 PM	0	0	102	0	178	50	0	0	56	39	246	0	0	671
12:15 PM	0	0	92	0	260	56	0	0	58	47	235	0	1	749
12:30 PM	0	0	107	0	234	45	0	0	39	53	268	0	0	746
12:45 PM	0	0	95	0	209	45	0	0	47	39	279	0	1	715
Total	0	0	396	0	881	196	0	0	200	178	1028	0	2	2881
01:00 PM	0	0	106	0	208	58	0	0	48	35	174	0	0	629
01:15 PM	0	0	101	0	190	40	0	0	59	21	202	0	0	613
01:30 PM	0	0	113	0	217	39	1	0	44	29	216	0	0	659
01:45 PM	0	0	111	0	183	43	0	0	52	38	206	0	0	633
Total	0	0	431	0	798	180	1	0	203	123	798	0	0	2534
Grand Total	0	0	1206	0	2452	550	1	0	617	493	2905	0	3	8227
Apprch %	0	0	100	0	81.7	18.3	0.2	0	99.8	14.5	85.4	0	0.1	
Total %	0	0	14.7	0	29.8	6.7	0	0	7.5	6	35.3	0	0	

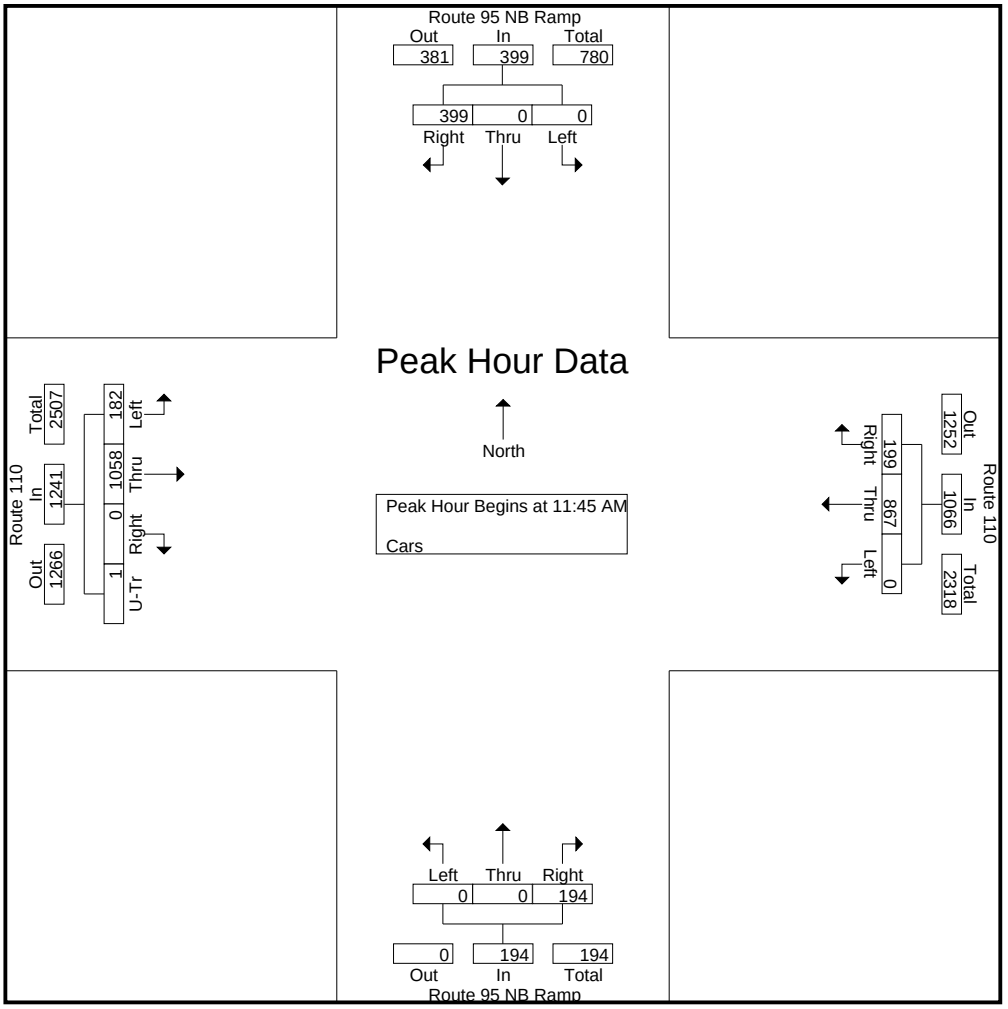
	Route 95 NB Ramp From North				Route 110 From East				Route 95 NB Ramp From South				Route 110 From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 11:45 AM																		
11:45 AM	0	0	98	98	0	195	48	243	0	0	41	41	43	**309**	0	0	**352**	734
12:00 PM	0	0	102	102	0	178	50	228	0	0	56	56	39	246	0	0	285	671
12:15 PM	0	0	92	92	0	**260**	**56**	**316**	0	0	**58**	**58**	47	235	0	**1**	283	**749**
12:30 PM	0	0	**107**	**107**	0	234	45	279	0	0	39	39	**53**	268	0	0	321	746
Total Volume	0	0	399	399	0	867	199	1066	0	0	194	194	182	1058	0	1	1241	2900
% App. Total	0	0	100		0	81.3	18.7		0	0	100		14.7	85.3	0	0.1		
PHF	.000	.000	.932	.932	.000	.834	.888	.843	.000	.000	.836	.836	.858	.856	.000	.250	.881	.968

Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S4
Site Code : 97650004
Start Date : 7/15/2023
Page No : 2



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

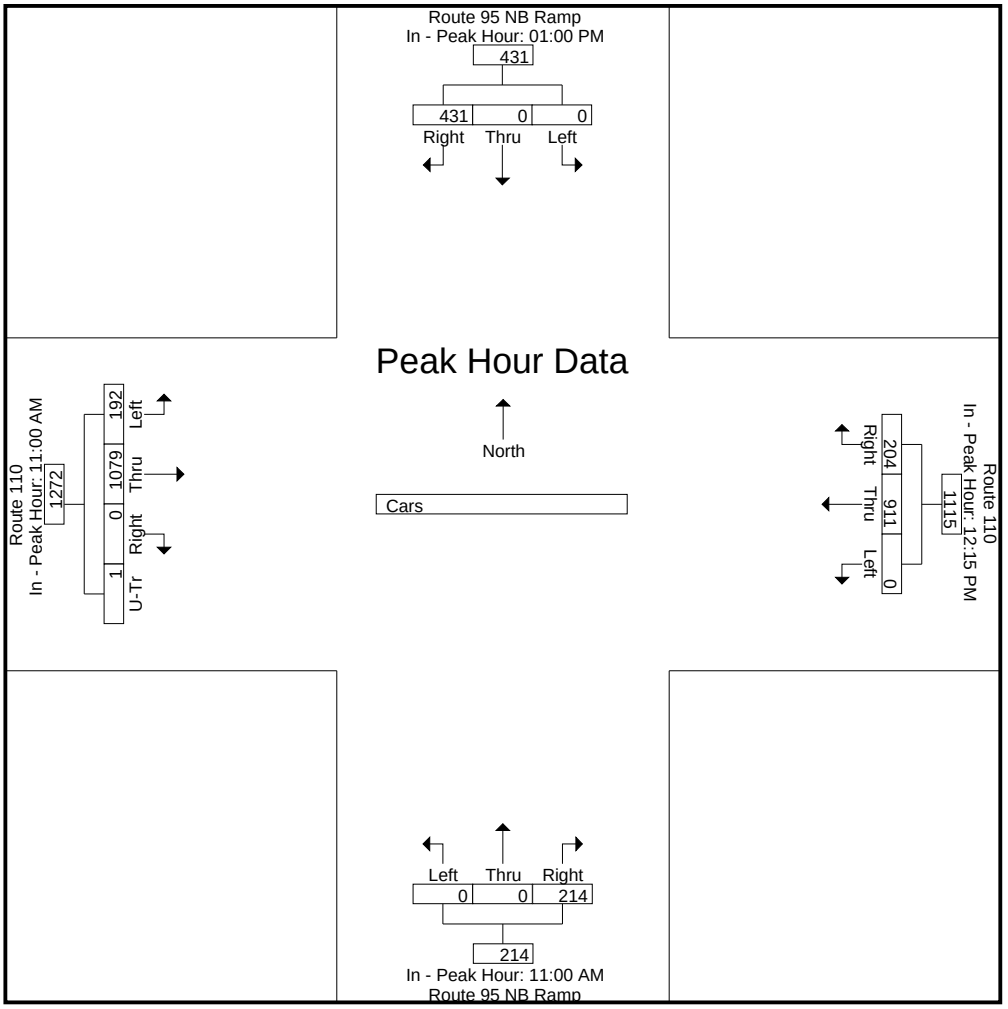
	01:00 PM				12:15 PM				11:00 AM				11:00 AM				
+0 mins.	0	0	106	106	0	**260**	56	**316**	0	0	57	57	**56**	261	0	0	317
+15 mins.	0	0	101	101	0	234	45	279	0	0	**59**	**59**	49	268	0	0	317
+30 mins.	0	0	**113**	**113**	0	209	45	254	0	0	57	57	44	241	0	**1**	286
+45 mins.	0	0	111	111	0	208	**58**	266	0	0	41	41	43	**309**	0	0	**352**
Total Volume	0	0	431	431	0	911	204	1115	0	0	214	214	192	1079	0	1	1272
% App. Total	0	0	100		0	81.7	18.3		0	0	100		15.1	84.8	0	0.1	
PHF	.000	.000	.954	.954	.000	.876	.879	.882	.000	.000	.907	.907	.857	.873	.000	.250	.903

Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S4
Site Code : 97650004
Start Date : 7/15/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S4
Site Code : 97650004
Start Date : 7/15/2023
Page No : 1

Groups Printed- Trucks

	Route 95 NB Ramp From North			Route 110 From East			Route 95 NB Ramp From South			Route 110 From West				
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-Tr	Int. Total
11:00 AM	0	0	0	0	2	0	0	0	1	1	3	0	0	7
11:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	3	0	2	0	0	0	0	0	3	0	0	8
Total	0	0	4	0	5	0	0	0	1	1	6	0	0	17
12:00 PM	0	0	1	0	3	0	0	0	0	0	0	0	0	4
12:15 PM	0	0	1	0	1	0	0	0	1	0	3	0	0	6
12:30 PM	0	0	2	0	1	0	0	0	1	0	0	0	0	4
12:45 PM	0	0	2	0	4	1	0	0	1	0	2	0	0	10
Total	0	0	6	0	9	1	0	0	3	0	5	0	0	24
01:00 PM	0	0	0	0	3	0	0	0	0	0	2	0	0	5
01:15 PM	0	0	0	0	1	0	0	0	0	0	3	0	0	4
01:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	1	0	1	0	0	0	1	0	2	0	0	5
Total	0	0	2	0	5	0	0	0	1	0	7	0	0	15
Grand Total	0	0	12	0	19	1	0	0	5	1	18	0	0	56
Apprch %	0	0	100	0	95	5	0	0	100	5.3	94.7	0	0	
Total %	0	0	21.4	0	33.9	1.8	0	0	8.9	1.8	32.1	0	0	

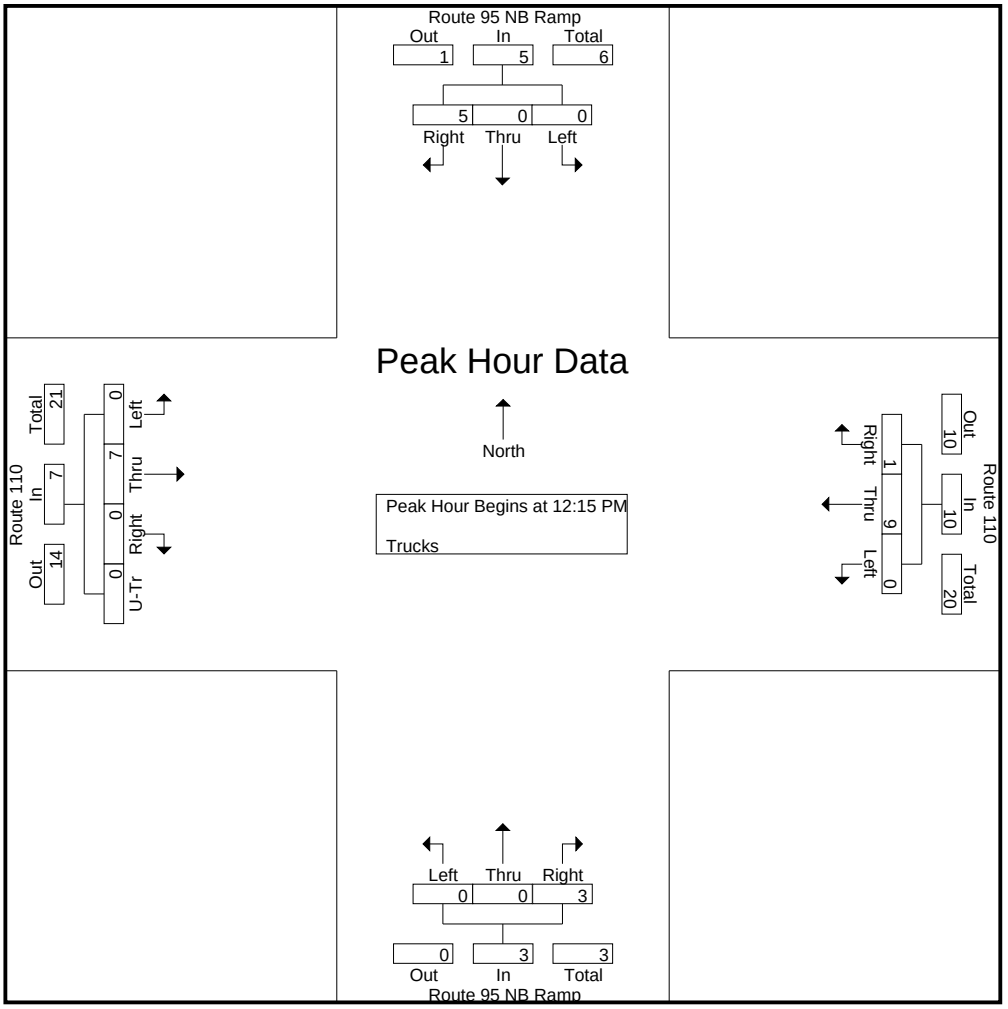
	Route 95 NB Ramp From North				Route 110 From East				Route 95 NB Ramp From South				Route 110 From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 12:15 PM																		
12:15 PM	0	0	1	1	0	1	0	1	0	0	**1**	**1**	0	**3**	0	0	**3**	6
12:30 PM	0	0	**2**	**2**	0	1	0	1	0	0	1	1	0	0	0	0	0	4
12:45 PM	0	0	2	2	0	**4**	**1**	**5**	0	0	1	1	0	2	0	0	2	**10**
01:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	0	2	5
Total Volume	0	0	5	5	0	9	1	10	0	0	3	3	0	7	0	0	7	25
% App. Total	0	0	100		0	90	10		0	0	100		0	100	0	0		
PHF	.000	.000	.625	.625	.000	.563	.250	.500	.000	.000	.750	.750	.000	.583	.000	.000	.583	.625

Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S4
Site Code : 97650004
Start Date : 7/15/2023
Page No : 2



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

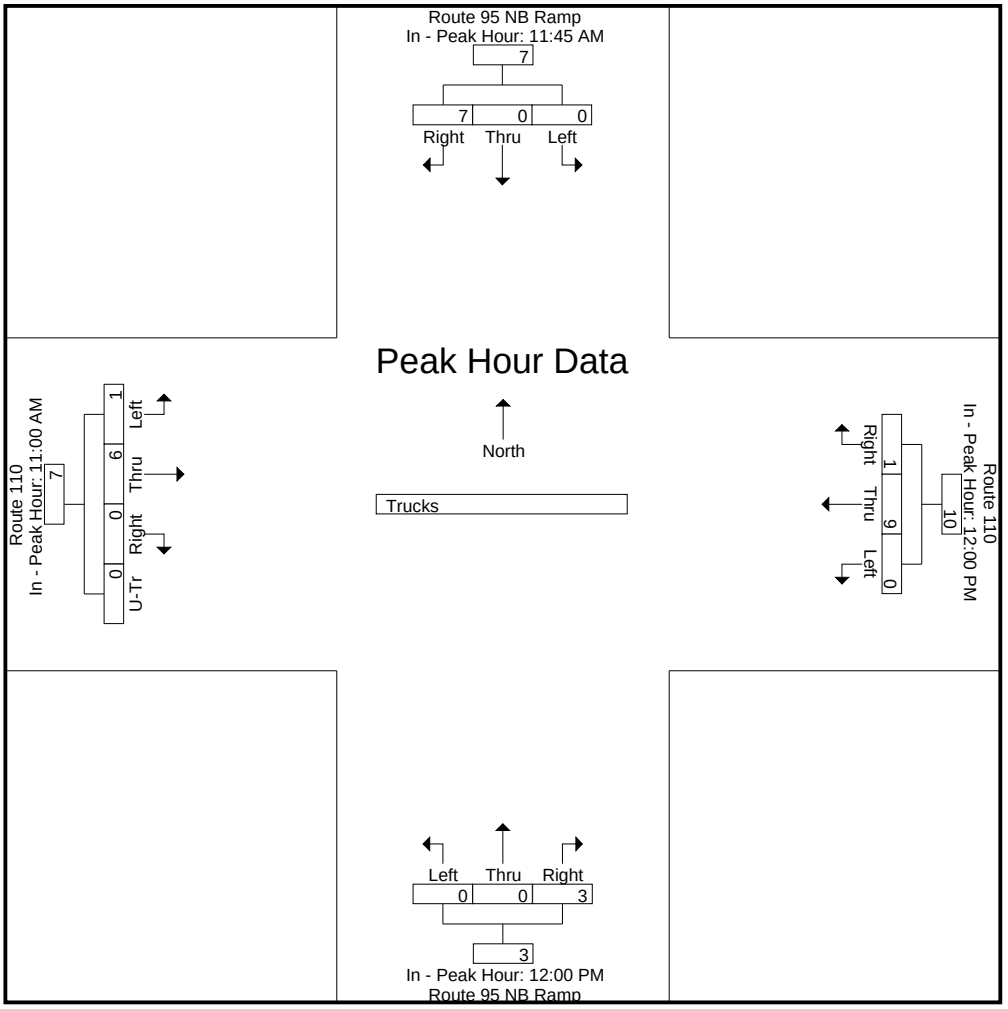
	11:45 AM				12:00 PM				12:00 PM				11:00 AM				
+0 mins.	0	0	**3**	**3**	0	3	0	3	0	0	0	0	**1**	**3**	0	0	**4**
+15 mins.	0	0	1	1	0	1	0	1	0	0	**1**	**1**	0	0	0	0	0
+30 mins.	0	0	1	1	0	1	0	1	0	0	1	1	0	0	0	0	0
+45 mins.	0	0	2	2	0	**4**	**1**	**5**	0	0	1	1	0	3	0	0	3
Total Volume	0	0	7	7	0	9	1	10	0	0	3	3	1	6	0	0	7
% App. Total	0	0	100		0	90	10		0	0	100		14.3	85.7	0	0	
PHF	.000	.000	.583	.583	.000	.563	.250	.500	.000	.000	.750	.750	.250	.500	.000	.000	.438

Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S4
Site Code : 97650004
Start Date : 7/15/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S4
Site Code : 97650004
Start Date : 7/15/2023
Page No : 1

Groups Printed- Bikes Peds

	Route 95 NB Ramp From North				Route 110 From East				Route 95 NB Ramp From South				Route 110 From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
11:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	3	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
Grand Total	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	5	5
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0	0			
Total %	0	0	0		0	80	0		0	0	0		0	20	0	0	0	100	

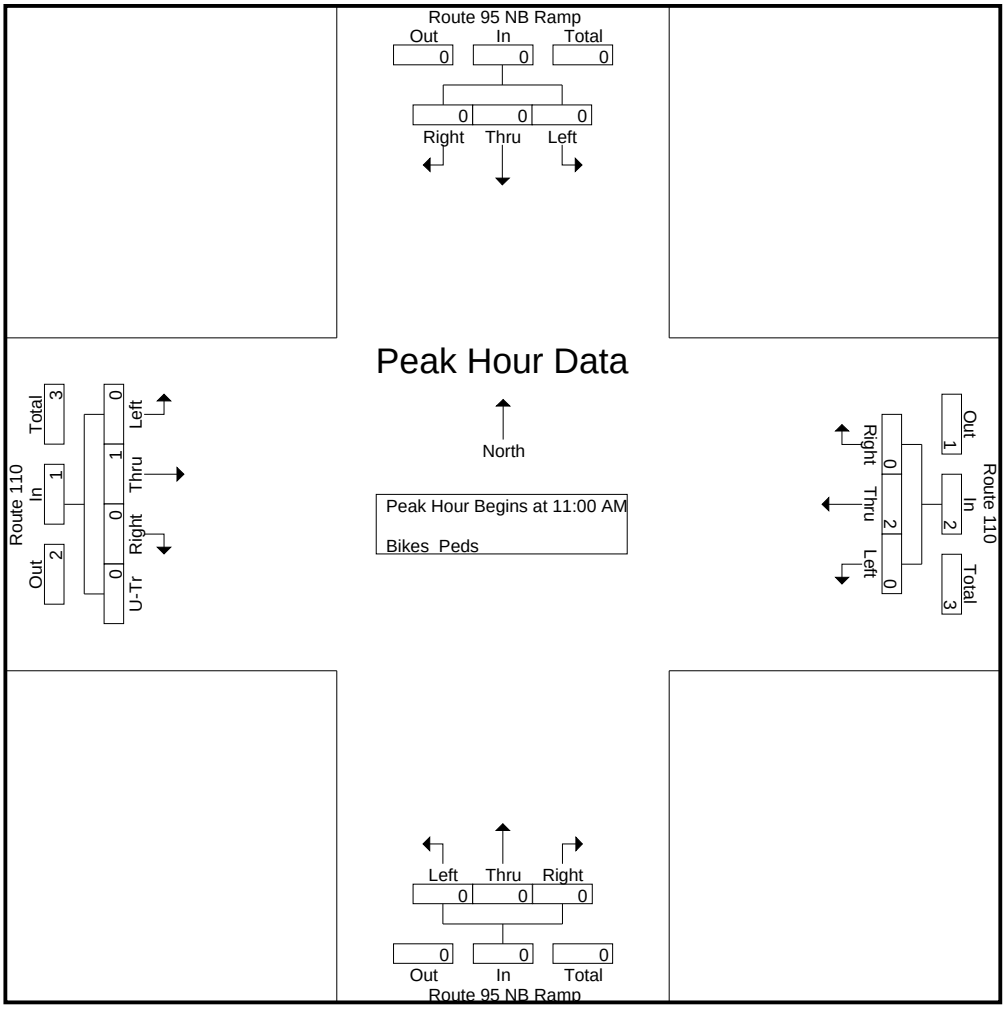
	Route 95 NB Ramp From North				Route 110 From East				Route 95 NB Ramp From South				Route 110 From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 11:00 AM																		
11:00 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	0	**1**	**2**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	0	1	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.000	.250	.375

Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S4
Site Code : 97650004
Start Date : 7/15/2023
Page No : 2



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

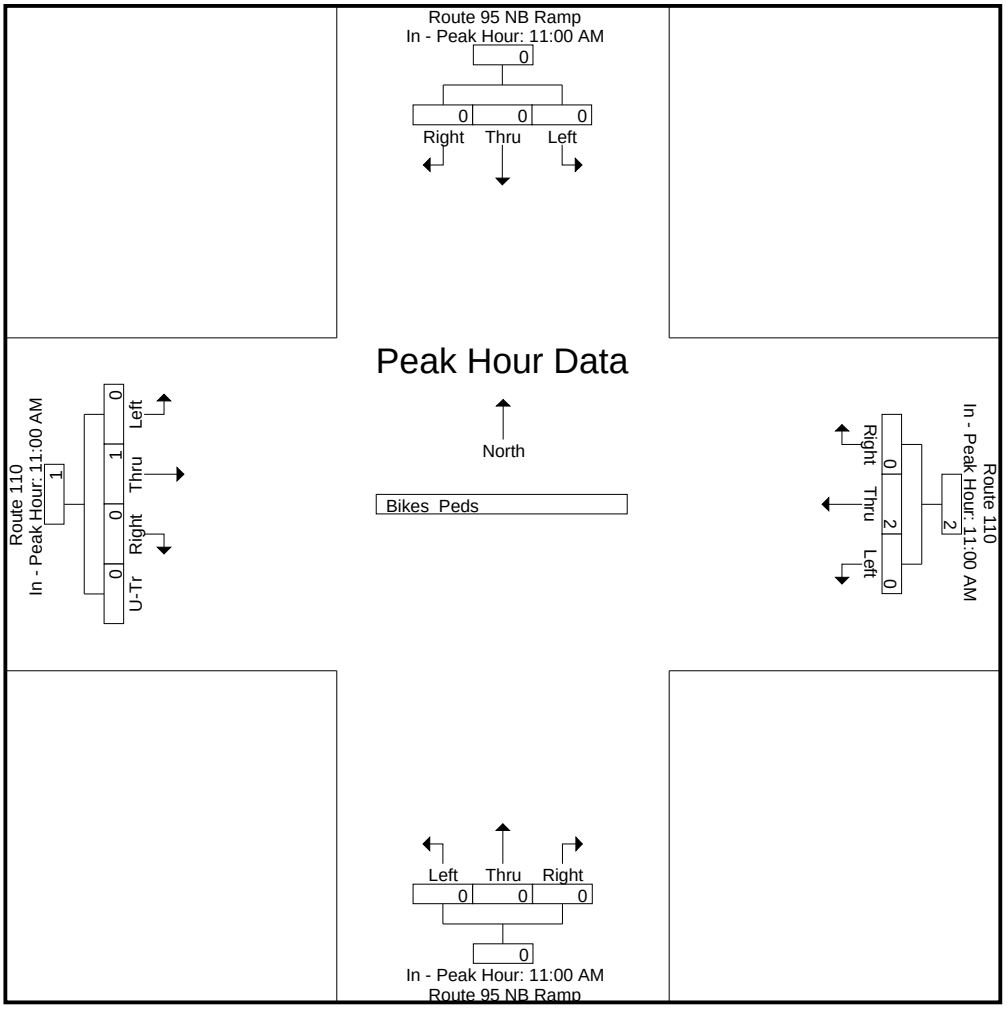
	11:00 AM				11:00 AM				11:00 AM				11:00 AM				
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.000	.250

Accurate Counts

978-664-2565

N/S Street : Route 95 NB Ramps
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S4
Site Code : 97650004
Start Date : 7/15/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650005
Site Code : 97650005
Start Date : 7/13/2023
Page No : 1

Groups Printed- Cars - Trucks

	Rabbit Rd From North			Route 110 From East				Merrill St From South			Route 110 From West				
Start Time	Left	Thru	Right	Left	Thru	Right	U-Tr	Left	Thru	Right	Left	Thru	Right	U-Tr	Int. Total
07:00 AM	5	13	23	14	101	3	0	48	13	17	21	100	63	1	422
07:15 AM	7	20	21	16	112	3	1	51	10	15	20	112	62	0	450
07:30 AM	5	24	18	10	122	4	1	73	9	20	20	137	65	0	508
07:45 AM	11	16	13	23	119	7	2	71	11	19	24	131	91	0	538
Total	28	73	75	63	454	17	4	243	43	71	85	480	281	1	1918
08:00 AM	14	14	14	21	127	3	0	81	14	29	28	119	57	0	521
08:15 AM	13	19	26	18	135	3	0	71	11	25	14	147	68	0	550
08:30 AM	14	19	21	21	111	8	1	63	20	21	19	133	68	2	521
08:45 AM	8	35	16	35	124	4	1	57	22	29	22	171	69	1	594
Total	49	87	77	95	497	18	2	272	67	104	83	570	262	3	2186
Grand Total	77	160	152	158	951	35	6	515	110	175	168	1050	543	4	4104
Apprch %	19.8	41.1	39.1	13.7	82.7	3	0.5	64.4	13.8	21.9	9.5	59.5	30.8	0.2	
Total %	1.9	3.9	3.7	3.8	23.2	0.9	0.1	12.5	2.7	4.3	4.1	25.6	13.2	0.1	
Cars	77	156	144	157	918	35	6	504	109	173	155	1022	527	4	3987
% Cars	100	97.5	94.7	99.4	96.5	100	100	97.9	99.1	98.9	92.3	97.3	97.1	100	97.1
Trucks	0	4	8	1	33	0	0	11	1	2	13	28	16	0	117
% Trucks	0	2.5	5.3	0.6	3.5	0	0	2.1	0.9	1.1	7.7	2.7	2.9	0	2.9

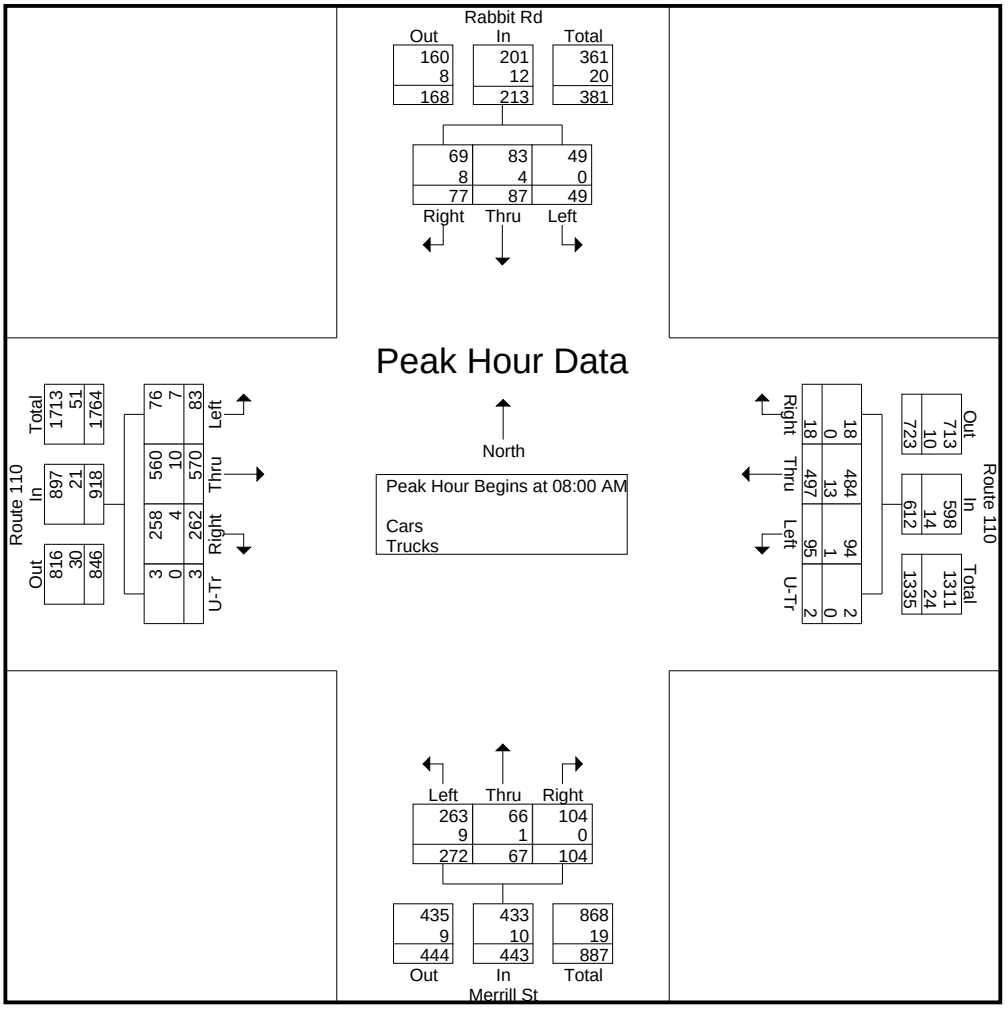
	Rabbit Rd From North				Route 110 From East					Merrill St From South				Route 110 From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 08:00 AM																			
08:00 AM	**14**	14	14	42	21	127	3	0	151	**81**	14	**29**	**124**	**28**	119	57	0	204	521
08:15 AM	13	19	**26**	58	18	**135**	3	0	156	71	11	25	107	14	147	68	0	229	550
08:30 AM	14	19	21	54	21	111	**8**	**1**	141	63	20	21	104	19	133	68	**2**	222	521
08:45 AM	8	**35**	16	**59**	**35**	124	4	1	**164**	57	**22**	29	108	22	**171**	**69**	1	**263**	**594**
Total Volume	49	87	77	213	95	497	18	2	612	272	67	104	443	83	570	262	3	918	2186
% App. Total	23	40.8	36.2		15.5	81.2	2.9	0.3		61.4	15.1	23.5		9	62.1	28.5	0.3		
PHF	.875	.621	.740	.903	.679	.920	.563	.500	.933	.840	.761	.897	.893	.741	.833	.949	.375	.873	.920
Cars	49	83	69	201	94	484	18	2	598	263	66	104	433	76	560	258	3	897	2129
% Cars	100	95.4	89.6	94.4	98.9	97.4	100	100	97.7	96.7	98.5	100	97.7	91.6	98.2	98.5	100	97.7	97.4
Trucks	0	4	8	12	1	13	0	0	14	9	1	0	10	7	10	4	0	21	57
% Trucks	0	4.6	10.4	5.6	1.1	2.6	0	0	2.3	3.3	1.5	0	2.3	8.4	1.8	1.5	0	2.3	2.6

Accurate Counts

978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650005
Site Code : 97650005
Start Date : 7/13/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

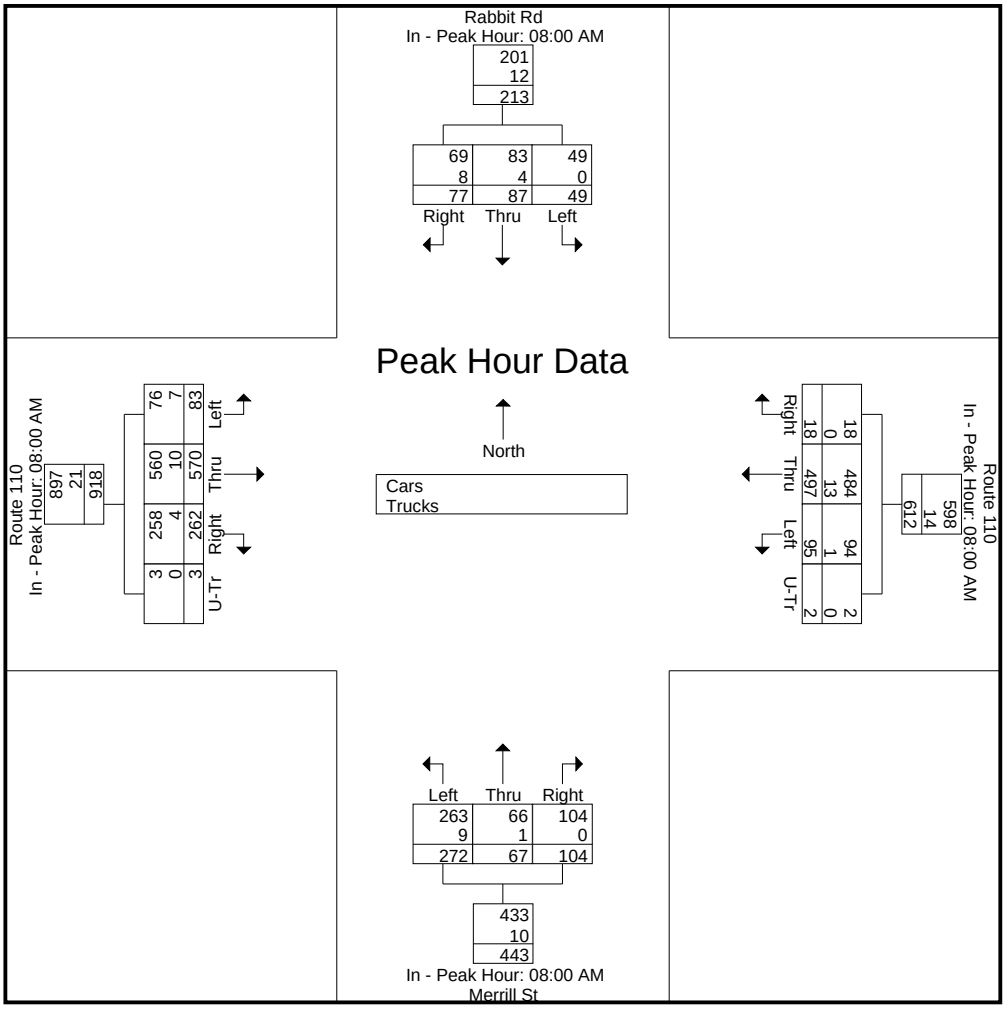
	08:00 AM				08:00 AM					08:00 AM				08:00 AM				
+0 mins.	**14**	14	14	42	21	127	3	0	151	**81**	14	**29**	**124**	**28**	119	57	0	204
+15 mins.	13	19	**26**	58	18	**135**	3	0	156	71	11	25	107	14	147	68	0	229
+30 mins.	14	19	21	54	21	111	**8**	**1**	141	63	20	21	104	19	133	68	**2**	222
+45 mins.	8	**35**	16	**59**	**35**	124	4	1	**164**	57	**22**	29	108	22	**171**	**69**	1	**263**
Total Volume	49	87	77	213	95	497	18	2	612	272	67	104	443	83	570	262	3	918
% App. Total	23	40.8	36.2		15.5	81.2	2.9	0.3		61.4	15.1	23.5		9	62.1	28.5	0.3	
PHF	.875	.621	.740	.903	.679	.920	.563	.500	.933	.840	.761	.897	.893	.741	.833	.949	.375	.873
Cars	49	83	69	201	94	484	18	2	598	263	66	104	433	76	560	258	3	897
% Cars	100	95.4	89.6	94.4	98.9	97.4	100	100	97.7	96.7	98.5	100	97.7	91.6	98.2	98.5	100	97.7
Trucks	0	4	8	12	1	13	0	0	14	9	1	0	10	7	10	4	0	21
% Trucks	0	4.6	10.4	5.6	1.1	2.6	0	0	2.3	3.3	1.5	0	2.3	8.4	1.8	1.5	0	2.3

Accurate Counts

978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650005
Site Code : 97650005
Start Date : 7/13/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650005
Site Code : 97650005
Start Date : 7/13/2023
Page No : 1

Groups Printed- Cars

	Rabbit Rd From North			Route 110 From East				Merrill St From South			Route 110 From West				
Start Time	Left	Thru	Right	Left	Thru	Right	U-Tr	Left	Thru	Right	Left	Thru	Right	U-Tr	Int. Total
07:00 AM	5	13	23	14	98	3	0	47	13	17	20	95	63	1	412
07:15 AM	7	20	21	16	107	3	1	51	10	15	18	108	57	0	434
07:30 AM	5	24	18	10	116	4	1	73	9	19	19	135	62	0	495
07:45 AM	11	16	13	23	113	7	2	70	11	18	22	124	87	0	517
Total	28	73	75	63	434	17	4	241	43	69	79	462	269	1	1858
08:00 AM	14	14	12	21	124	3	0	80	14	29	26	118	55	0	510
08:15 AM	13	19	25	17	131	3	0	70	11	25	11	145	67	0	537
08:30 AM	14	16	19	21	109	8	1	58	19	21	18	131	68	2	505
08:45 AM	8	34	13	35	120	4	1	55	22	29	21	166	68	1	577
Total	49	83	69	94	484	18	2	263	66	104	76	560	258	3	2129
Grand Total	77	156	144	157	918	35	6	504	109	173	155	1022	527	4	3987
Apprch %	20.4	41.4	38.2	14.1	82.3	3.1	0.5	64.1	13.9	22	9.1	59.8	30.9	0.2	
Total %	1.9	3.9	3.6	3.9	23	0.9	0.2	12.6	2.7	4.3	3.9	25.6	13.2	0.1	

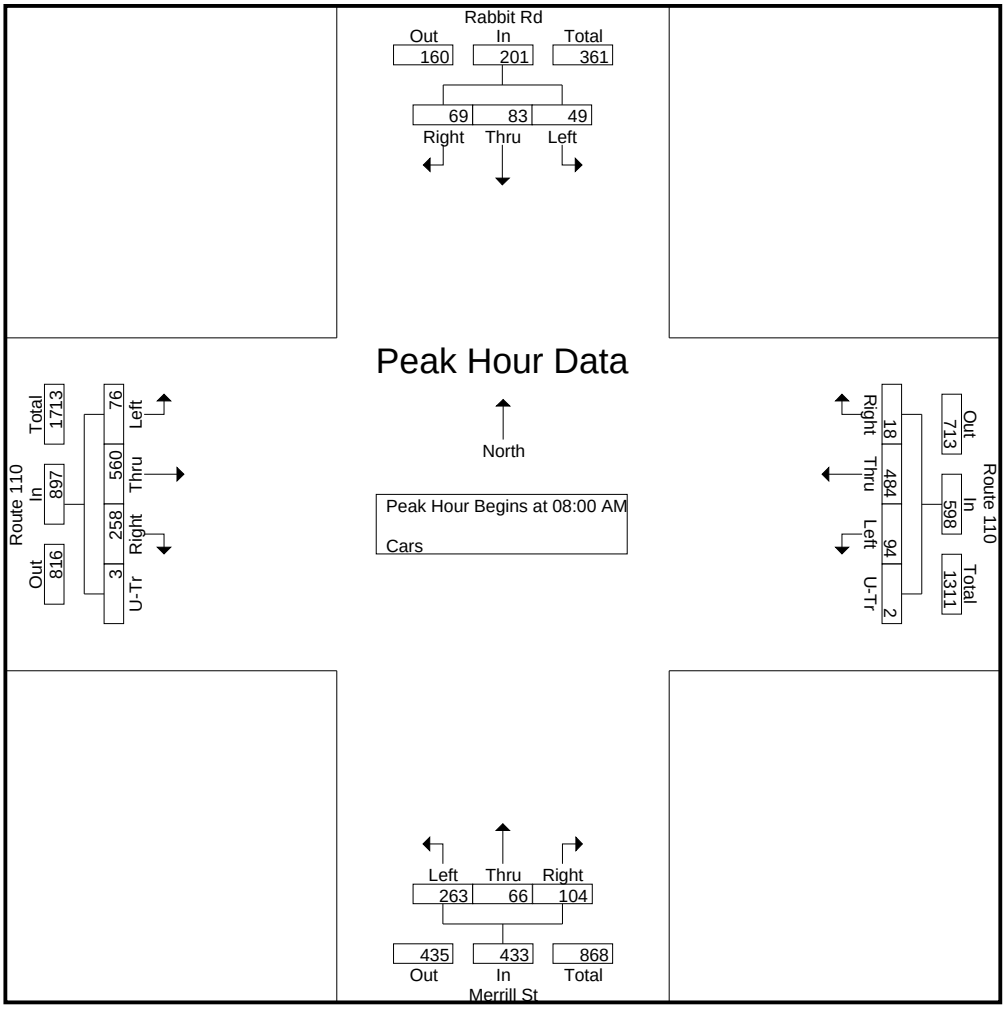
	Rabbit Rd From North				Route 110 From East					Merrill St From South				Route 110 From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 08:00 AM																			
08:00 AM	**14**	14	12	40	21	124	3	0	148	**80**	14	**29**	**123**	**26**	118	55	0	199	510
08:15 AM	13	19	**25**	**57**	17	**131**	3	0	151	70	11	25	106	11	145	67	0	223	537
08:30 AM	14	16	19	49	21	109	**8**	**1**	139	58	19	21	98	18	131	**68**	**2**	219	505
08:45 AM	8	**34**	13	55	**35**	120	4	1	**160**	55	**22**	29	106	21	**166**	68	1	**256**	**577**
Total Volume	49	83	69	201	94	484	18	2	598	263	66	104	433	76	560	258	3	897	2129
% App. Total	24.4	41.3	34.3		15.7	80.9	3	0.3		60.7	15.2	24		8.5	62.4	28.8	0.3		
PHF	.875	.610	.690	.882	.671	.924	.563	.500	.934	.822	.750	.897	.880	.731	.843	.949	.375	.876	.922

Accurate Counts

978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650005
Site Code : 97650005
Start Date : 7/13/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

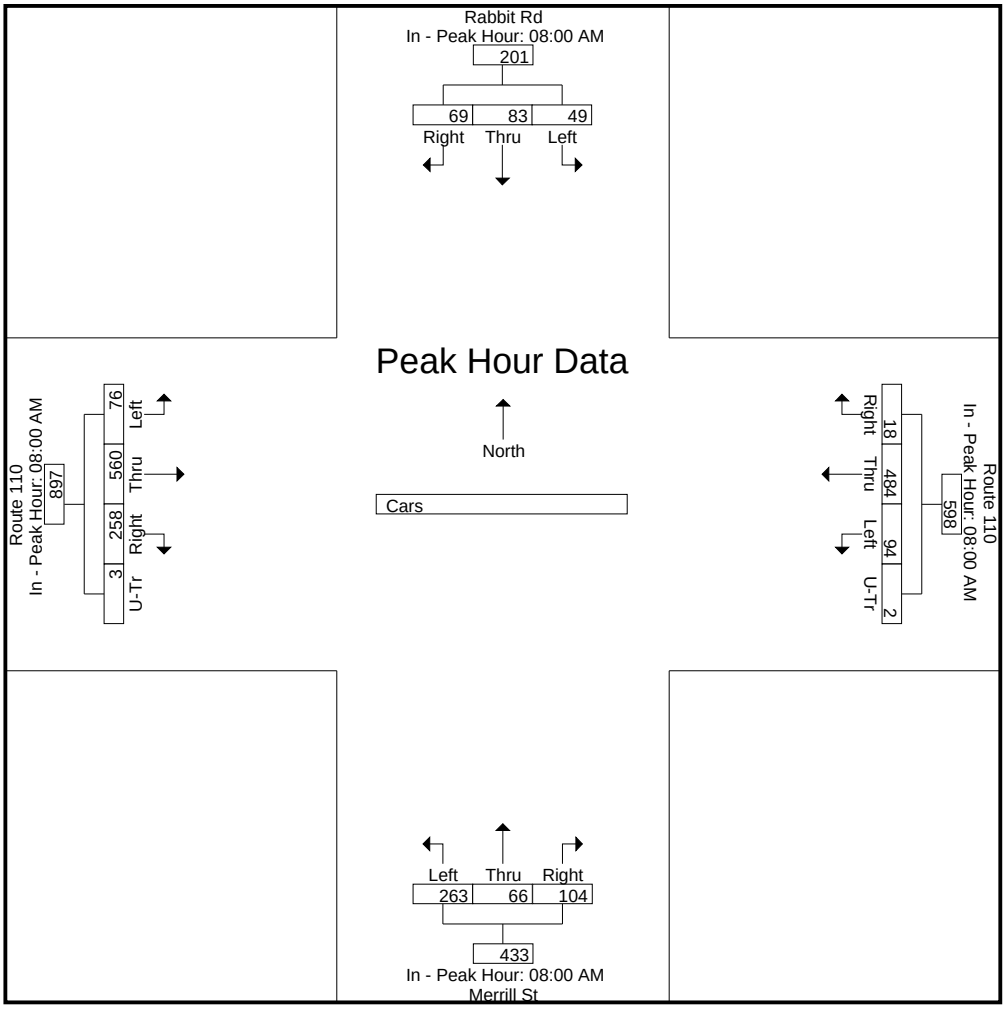
	08:00 AM				08:00 AM					08:00 AM				08:00 AM				
+0 mins.	**14**	14	12	40	21	124	3	0	148	**80**	14	**29**	**123**	**26**	118	55	0	199
+15 mins.	13	19	**25**	**57**	17	**131**	3	0	151	70	11	25	106	11	145	67	0	223
+30 mins.	14	16	19	49	21	109	**8**	**1**	139	58	19	21	98	18	131	**68**	**2**	219
+45 mins.	8	**34**	13	55	**35**	120	4	1	**160**	55	**22**	29	106	21	**166**	68	1	**256**
Total Volume	49	83	69	201	94	484	18	2	598	263	66	104	433	76	560	258	3	897
% App. Total	24.4	41.3	34.3		15.7	80.9	3	0.3		60.7	15.2	24		8.5	62.4	28.8	0.3	
PHF	.875	.610	.690	.882	.671	.924	.563	.500	.934	.822	.750	.897	.880	.731	.843	.949	.375	.876

Accurate Counts

978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650005
Site Code : 97650005
Start Date : 7/13/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650005
Site Code : 97650005
Start Date : 7/13/2023
Page No : 1

Groups Printed- Trucks

	Rabbit Rd From North			Route 110 From East				Merrill St From South			Route 110 From West				
Start Time	Left	Thru	Right	Left	Thru	Right	U-Tr	Left	Thru	Right	Left	Thru	Right	U-Tr	Int. Total
07:00 AM	0	0	0	0	3	0	0	1	0	0	1	5	0	0	10
07:15 AM	0	0	0	0	5	0	0	0	0	0	2	4	5	0	16
07:30 AM	0	0	0	0	6	0	0	0	0	1	1	2	3	0	13
07:45 AM	0	0	0	0	6	0	0	1	0	1	2	7	4	0	21
Total	0	0	0	0	20	0	0	2	0	2	6	18	12	0	60
08:00 AM	0	0	2	0	3	0	0	1	0	0	2	1	2	0	11
08:15 AM	0	0	1	1	4	0	0	1	0	0	3	2	1	0	13
08:30 AM	0	3	2	0	2	0	0	5	1	0	1	2	0	0	16
08:45 AM	0	1	3	0	4	0	0	2	0	0	1	5	1	0	17
Total	0	4	8	1	13	0	0	9	1	0	7	10	4	0	57
Grand Total	0	4	8	1	33	0	0	11	1	2	13	28	16	0	117
Apprch %	0	33.3	66.7	2.9	97.1	0	0	78.6	7.1	14.3	22.8	49.1	28.1	0	
Total %	0	3.4	6.8	0.9	28.2	0	0	9.4	0.9	1.7	11.1	23.9	13.7	0	

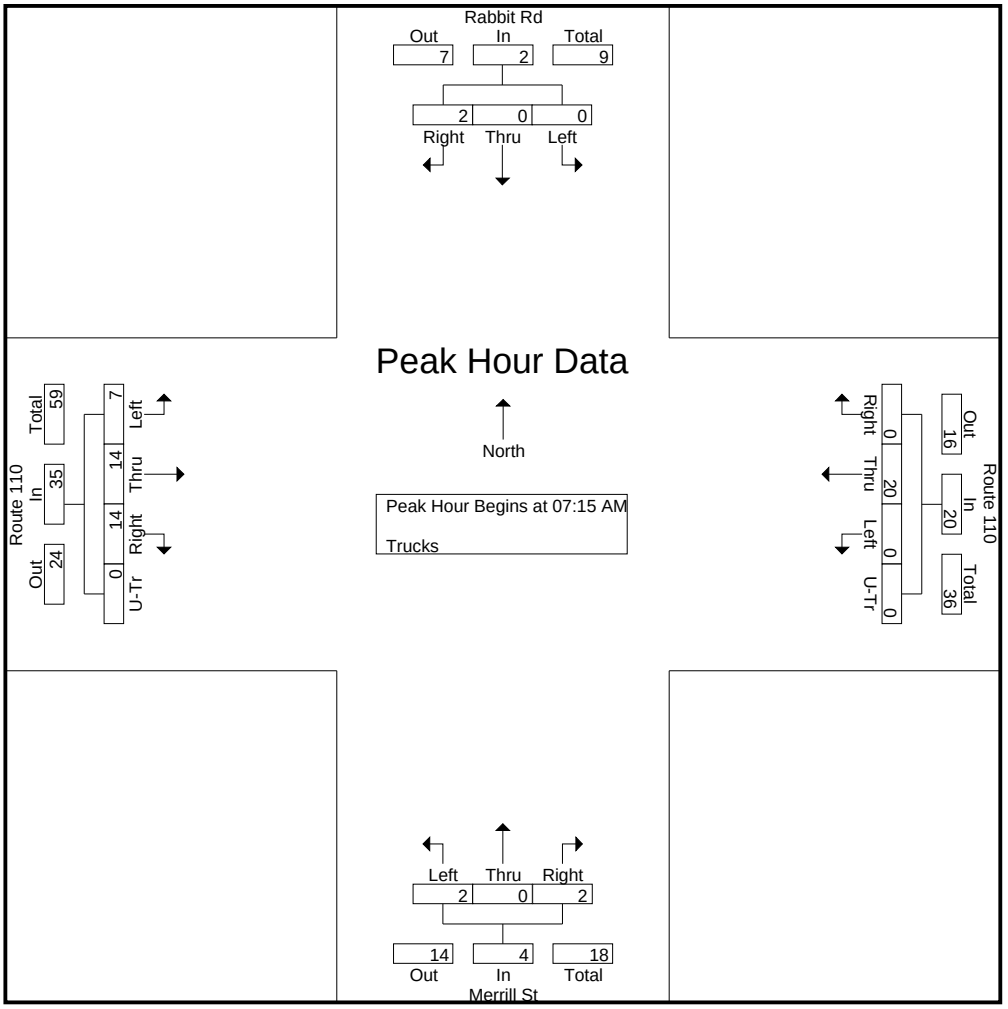
	Rabbit Rd From North				Route 110 From East					Merrill St From South				Route 110 From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:15 AM																			
07:15 AM	0	0	0	0	0	5	0	0	5	0	0	0	0	**2**	4	**5**	0	11	16
07:30 AM	0	0	0	0	0	**6**	0	0	**6**	0	0	**1**	1	1	2	3	0	6	13
07:45 AM	0	0	0	0	0	6	0	0	6	**1**	0	1	**2**	2	**7**	4	0	**13**	**21**
08:00 AM	0	0	**2**	**2**	0	3	0	0	3	1	0	0	1	2	1	2	0	5	11
Total Volume	0	0	2	2	0	20	0	0	20	2	0	2	4	7	14	14	0	35	61
% App. Total	0	0	100		0	100	0	0		50	0	50		20	40	40	0		
PHF	.000	.000	.250	.250	.000	.833	.000	.000	.833	.500	.000	.500	.500	.875	.500	.700	.000	.673	.726

Accurate Counts

978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650005
Site Code : 97650005
Start Date : 7/13/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

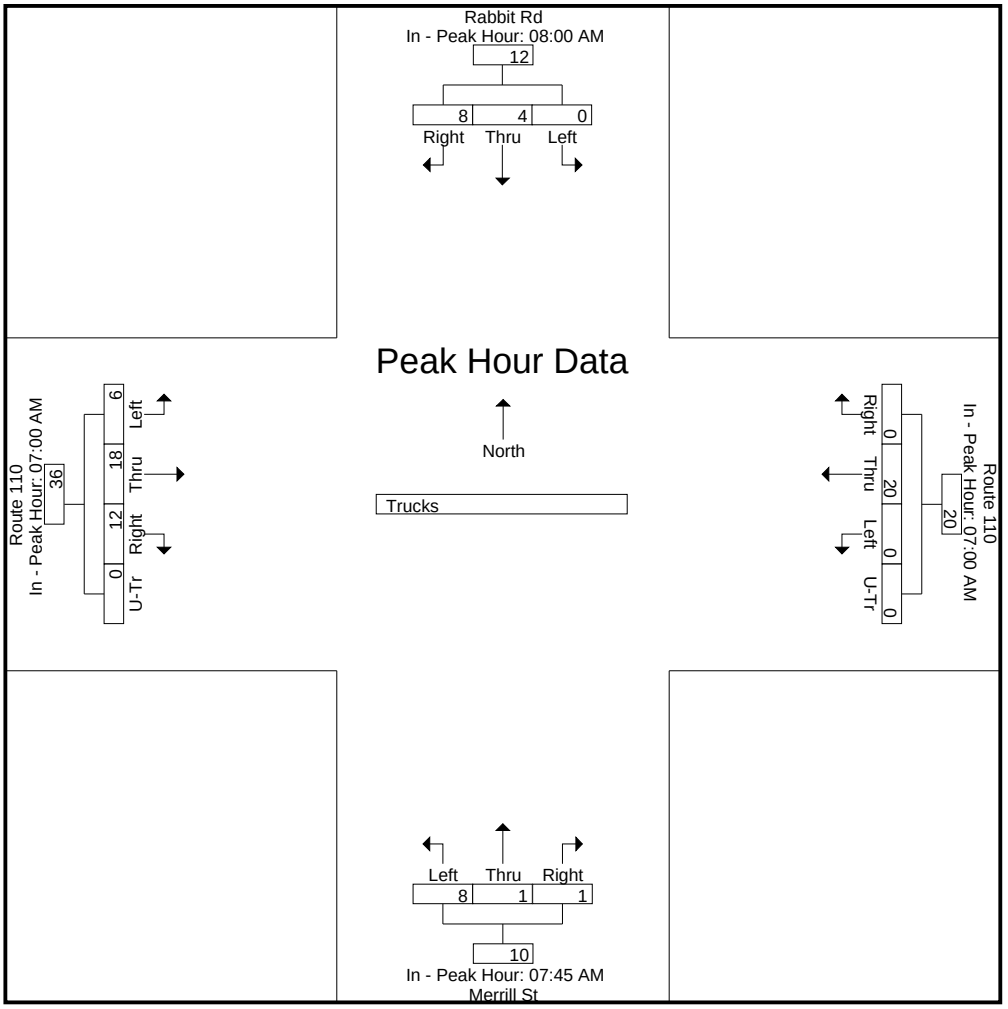
	08:00 AM				07:00 AM					07:45 AM				07:00 AM				
+0 mins.	0	0	2	2	0	3	0	0	3	1	0	**1**	2	1	5	0	0	6
+15 mins.	0	0	1	1	0	5	0	0	5	1	0	0	1	**2**	4	**5**	0	11
+30 mins.	0	**3**	2	**5**	0	**6**	0	0	**6**	1	0	0	1	1	2	3	0	6
+45 mins.	0	1	**3**	4	0	6	0	0	6	**5**	**1**	0	**6**	2	**7**	4	0	**13**
Total Volume	0	4	8	12	0	20	0	0	20	8	1	1	10	6	18	12	0	36
% App. Total	0	33.3	66.7		0	100	0	0		80	10	10		16.7	50	33.3	0	
PHF	.000	.333	.667	.600	.000	.833	.000	.000	.833	.400	.250	.250	.417	.750	.643	.600	.000	.692

Accurate Counts

978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650005
Site Code : 97650005
Start Date : 7/13/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650005
Site Code : 97650005
Start Date : 7/13/2023
Page No : 1

Groups Printed- Bikes Peds

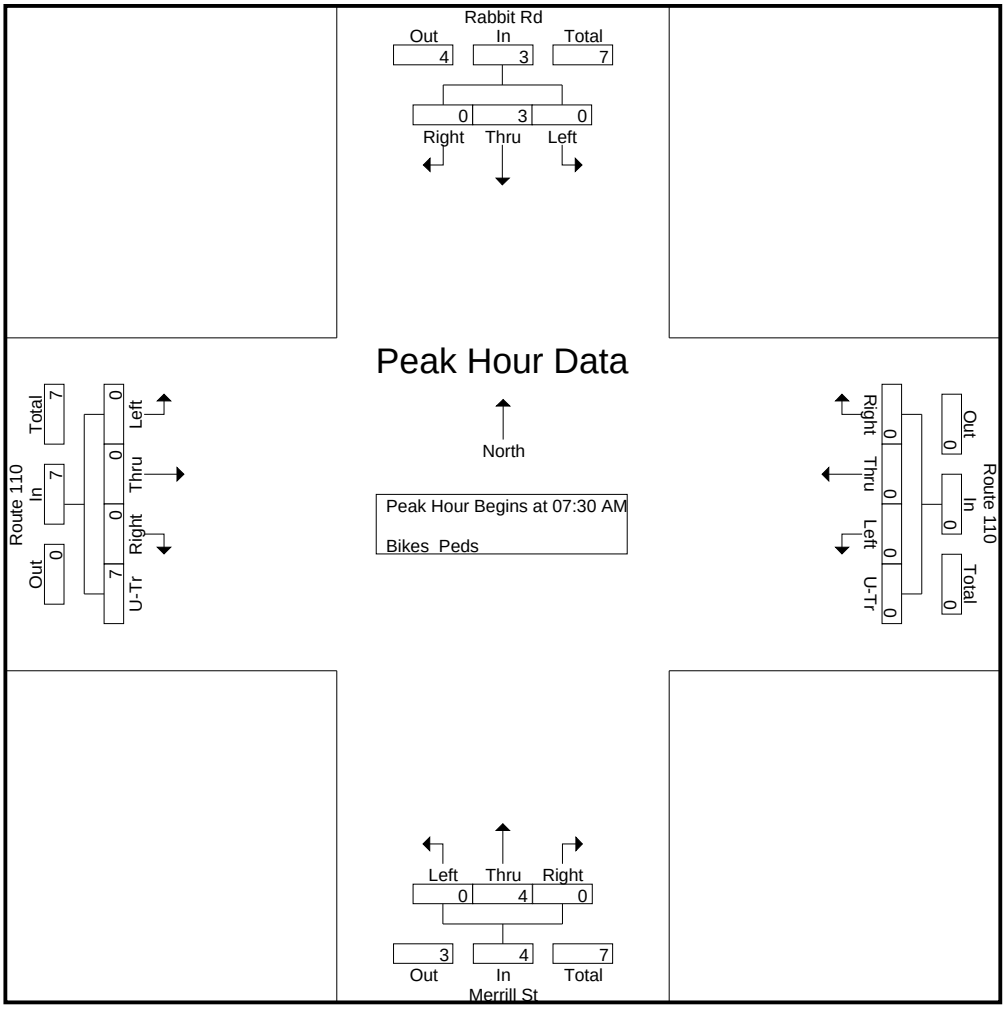
	Rabbit Rd From North				Route 110 From East				Merrill St From South				Route 110 From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	2
07:45 AM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	4	0	8	8
Total	0	3	0	0	0	1	0	0	0	2	0	0	0	0	0	7	0	13	13
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2	2
Total	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	6	6
Grand Total	0	3	0	0	0	1	0	0	0	5	0	0	0	0	0	10	0	19	19
Apprch %	0	100	0		0	100	0	0	0	100	0		0	0	0	100			
Total %	0	15.8	0		0	5.3	0	0	0	26.3	0		0	0	0	52.6	0	100	

	Rabbit Rd From North				Route 110 From East					Merrill St From South				Route 110 From West						
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	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 07:30 AM																			
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
07:45 AM	0	**2**	0	**2**	0	0	0	0	0	0	**2**	0	**2**	0	0	0	**4**	**4**	**8**
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	1	2
Total Volume	0	3	0	3	0	0	0	0	0	0	4	0	4	0	0	0	7	7	14
% App. Total	0	100	0		0	0	0	0		0	100	0		0	0	0	100		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.438	.438	.438

Accurate Counts
978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650005
Site Code : 97650005
Start Date : 7/13/2023



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

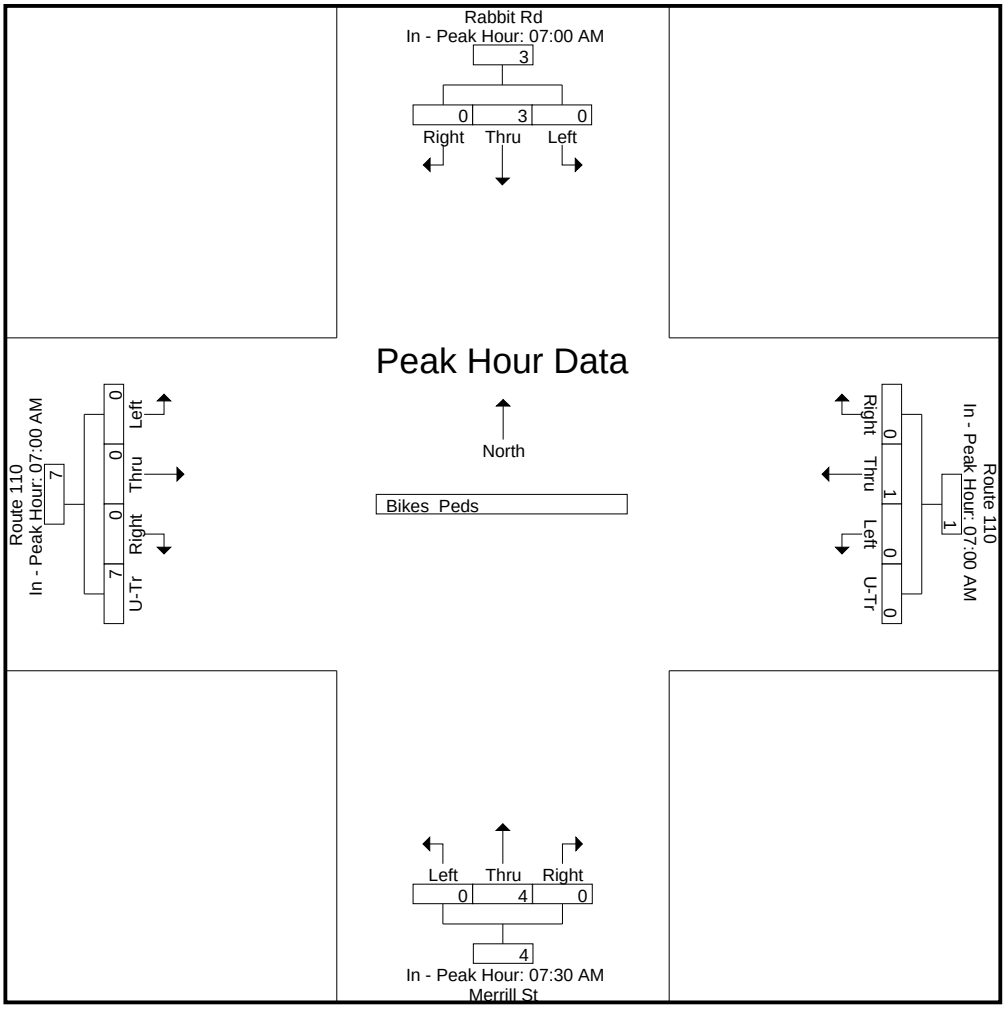
	07:00 AM				07:00 AM					07:30 AM				07:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
+15 mins.	0	0	0	0	0	**1**	0	0	**1**	0	**2**	0	**2**	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	1	1
+45 mins.	0	**2**	0	**2**	0	0	0	0	0	0	1	0	1	0	0	0	**4**	**4**
Total Volume	0	3	0	3	0	1	0	0	1	0	4	0	4	0	0	0	7	7
% App. Total	0	100	0		0	100	0	0		0	100	0		0	0	0	100	
PHF	.000	.375	.000	.375	.000	.250	.000	.000	.250	.000	.500	.000	.500	.000	.000	.000	.438	.438

Accurate Counts

978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650005
Site Code : 97650005
Start Date : 7/13/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650005
Site Code : 97650005
Start Date : 7/13/2023
Page No : 1

Groups Printed- Cars - Trucks

	Rabbit Rd From North			Route 110 From East				Merrill St From South			Route 110 From West				
Start Time	Left	Thru	Right	Left	Thru	Right	U-Tr	Left	Thru	Right	Left	Thru	Right	U-Tr	Int. Total
04:00 PM	14	28	42	31	178	8	0	78	28	30	27	184	64	3	715
04:15 PM	14	32	24	19	189	6	0	100	23	20	21	189	87	0	724
04:30 PM	18	27	33	27	177	7	0	101	30	34	37	175	60	1	727
04:45 PM	30	34	34	26	169	9	1	79	33	27	42	173	84	0	741
Total	76	121	133	103	713	30	1	358	114	111	127	721	295	4	2907
05:00 PM	21	30	39	29	170	11	1	91	33	26	25	178	83	2	739
05:15 PM	19	27	25	17	176	9	1	99	27	21	22	216	68	2	729
05:30 PM	9	31	30	25	158	9	0	82	15	17	31	187	78	3	675
05:45 PM	17	27	48	24	134	9	0	64	10	28	24	178	70	4	637
Total	66	115	142	95	638	38	2	336	85	92	102	759	299	11	2780
Grand Total	142	236	275	198	1351	68	3	694	199	203	229	1480	594	15	5687
Apprch %	21.7	36.1	42.1	12.2	83.4	4.2	0.2	63.3	18.2	18.5	9.9	63.8	25.6	0.6	
Total %	2.5	4.1	4.8	3.5	23.8	1.2	0.1	12.2	3.5	3.6	4	26	10.4	0.3	
Cars	141	236	272	198	1342	68	3	688	199	202	225	1473	588	15	5650
% Cars	99.3	100	98.9	100	99.3	100	100	99.1	100	99.5	98.3	99.5	99	100	99.3
Trucks	1	0	3	0	9	0	0	6	0	1	4	7	6	0	37
% Trucks	0.7	0	1.1	0	0.7	0	0	0.9	0	0.5	1.7	0.5	1	0	0.7

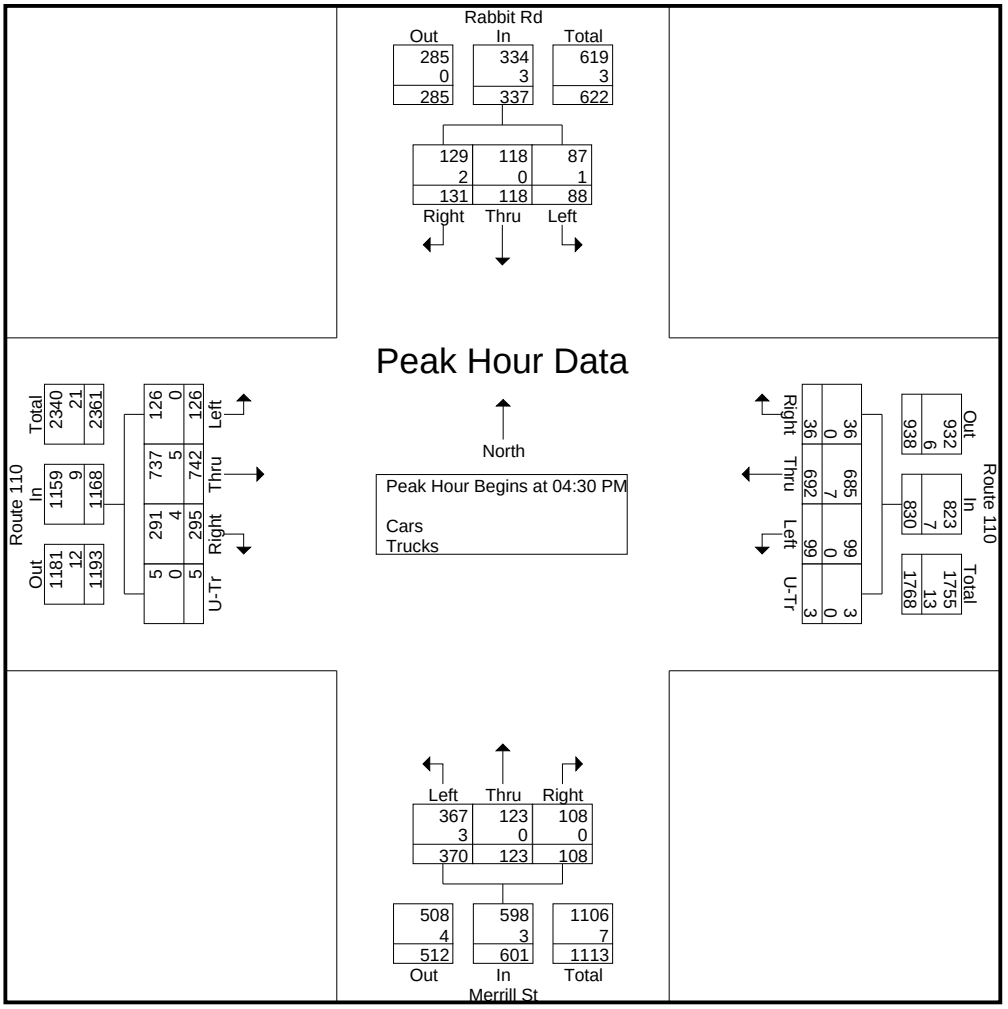
	Rabbit Rd From North				Route 110 From East					Merrill St From South				Route 110 From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 04:30 PM																			
04:30 PM	18	27	33	78	27	**177**	7	0	**211**	**101**	30	**34**	**165**	37	175	60	1	273	727
04:45 PM	**30**	**34**	34	**98**	26	169	9	**1**	205	79	**33**	27	139	**42**	173	**84**	0	299	**741**
05:00 PM	21	30	**39**	90	**29**	170	**11**	1	211	91	33	26	150	25	178	83	**2**	288	739
05:15 PM	19	27	25	71	17	176	9	1	203	99	27	21	147	22	**216**	68	2	**308**	729
Total Volume	88	118	131	337	99	692	36	3	830	370	123	108	601	126	742	295	5	1168	2936
% App. Total	26.1	35	38.9		11.9	83.4	4.3	0.4		61.6	20.5	18		10.8	63.5	25.3	0.4		
PHF	.733	.868	.840	.860	.853	.977	.818	.750	.983	.916	.932	.794	.911	.750	.859	.878	.625	.948	.991
Cars	87	118	129	334	99	685	36	3	823	367	123	108	598	126	737	291	5	1159	2914
% Cars	98.9	100	98.5	99.1	100	99.0	100	100	99.2	99.2	100	100	99.5	100	99.3	98.6	100	99.2	99.3
Trucks	1	0	2	3	0	7	0	0	7	3	0	0	3	0	5	4	0	9	22
% Trucks	1.1	0	1.5	0.9	0	1.0	0	0	0.8	0.8	0	0	0.5	0	0.7	1.4	0	0.8	0.7

Accurate Counts

978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650005
Site Code : 97650005
Start Date : 7/13/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

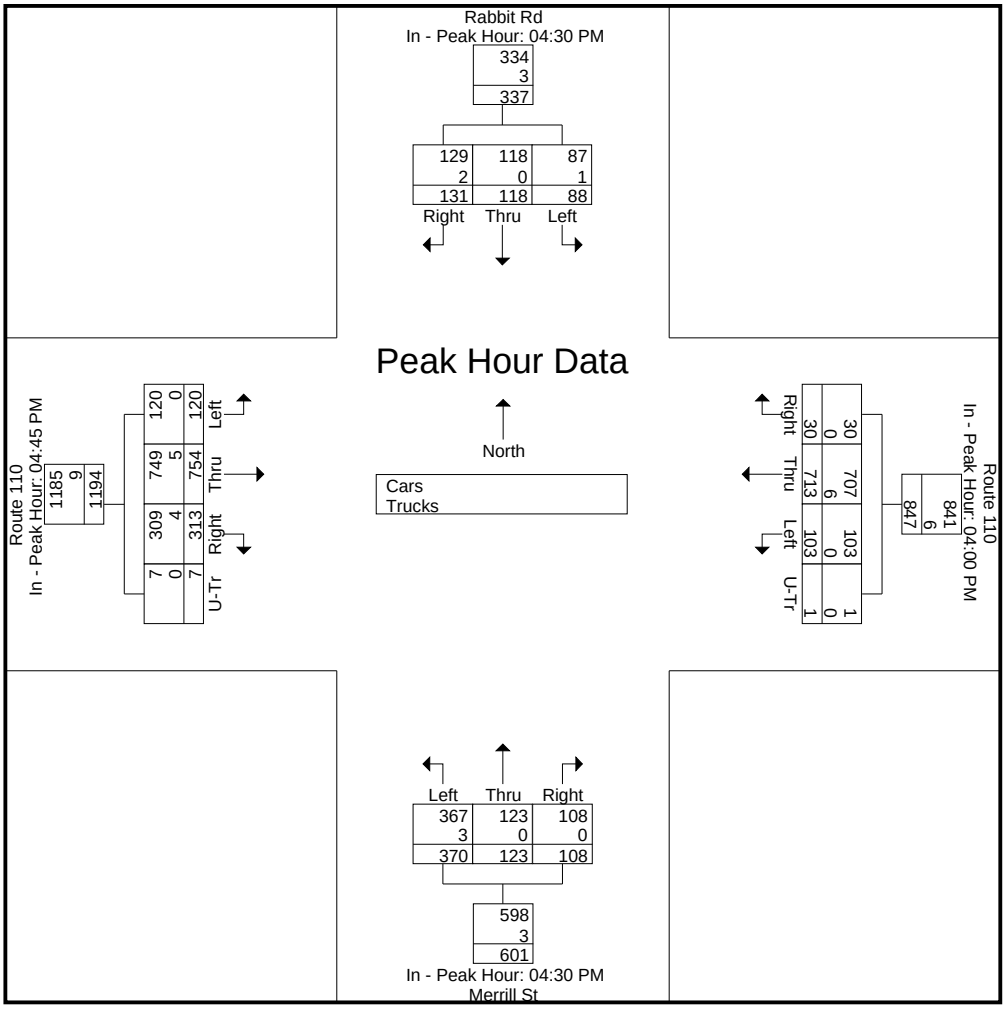
	04:30 PM				04:00 PM					04:30 PM				04:45 PM				
+0 mins.	18	27	33	78	**31**	178	8	0	**217**	**101**	30	**34**	**165**	**42**	173	**84**	0	299
+15 mins.	**30**	**34**	34	**98**	19	**189**	6	0	214	79	**33**	27	139	25	178	83	2	288
+30 mins.	21	30	**39**	90	27	177	7	0	211	91	33	26	150	22	**216**	68	2	**308**
+45 mins.	19	27	25	71	26	169	**9**	**1**	205	99	27	21	147	31	187	78	**3**	299
Total Volume	88	118	131	337	103	713	30	1	847	370	123	108	601	120	754	313	7	1194
% App. Total	26.1	35	38.9		12.2	84.2	3.5	0.1		61.6	20.5	18		10.1	63.1	26.2	0.6	
PHF	.733	.868	.840	.860	.831	.943	.833	.250	.976	.916	.932	.794	.911	.714	.873	.932	.583	.969
Cars	87	118	129	334	103	707	30	1	841	367	123	108	598	120	749	309	7	1185
% Cars	98.9	100	98.5	99.1	100	99.2	100	100	99.3	99.2	100	100	99.5	100	99.3	98.7	100	99.2
Trucks	1	0	2	3	0	6	0	0	6	3	0	0	3	0	5	4	0	9
% Trucks	1.1	0	1.5	0.9	0	0.8	0	0	0.7	0.8	0	0	0.5	0	0.7	1.3	0	0.8

Accurate Counts

978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650005
Site Code : 97650005
Start Date : 7/13/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650005
Site Code : 97650005
Start Date : 7/13/2023

Groups Printed- Cars

	Rabbit Rd From North			Route 110 From East				Merrill St From South			Route 110 From West				
Start Time	Left	Thru	Right	Left	Thru	Right	U-Tr	Left	Thru	Right	Left	Thru	Right	U-Tr	Int. Total
04:00 PM	14	28	42	31	176	8	0	77	28	29	27	184	63	3	710
04:15 PM	14	32	24	19	189	6	0	98	23	20	18	189	87	0	719
04:30 PM	18	27	33	27	175	7	0	101	30	34	37	175	60	1	725
04:45 PM	30	34	33	26	167	9	1	77	33	27	42	171	83	0	733
Total	76	121	132	103	707	30	1	353	114	110	124	719	293	4	2887
05:00 PM	21	30	38	29	169	11	1	91	33	26	25	176	80	2	732
05:15 PM	18	27	25	17	174	9	1	98	27	21	22	215	68	2	724
05:30 PM	9	31	30	25	158	9	0	82	15	17	31	187	78	3	675
05:45 PM	17	27	47	24	134	9	0	64	10	28	23	176	69	4	632
Total	65	115	140	95	635	38	2	335	85	92	101	754	295	11	2763
Grand Total	141	236	272	198	1342	68	3	688	199	202	225	1473	588	15	5650
Apprch %	21.7	36.4	41.9	12.3	83.3	4.2	0.2	63.2	18.3	18.5	9.8	64	25.6	0.7	
Total %	2.5	4.2	4.8	3.5	23.8	1.2	0.1	12.2	3.5	3.6	4	26.1	10.4	0.3	

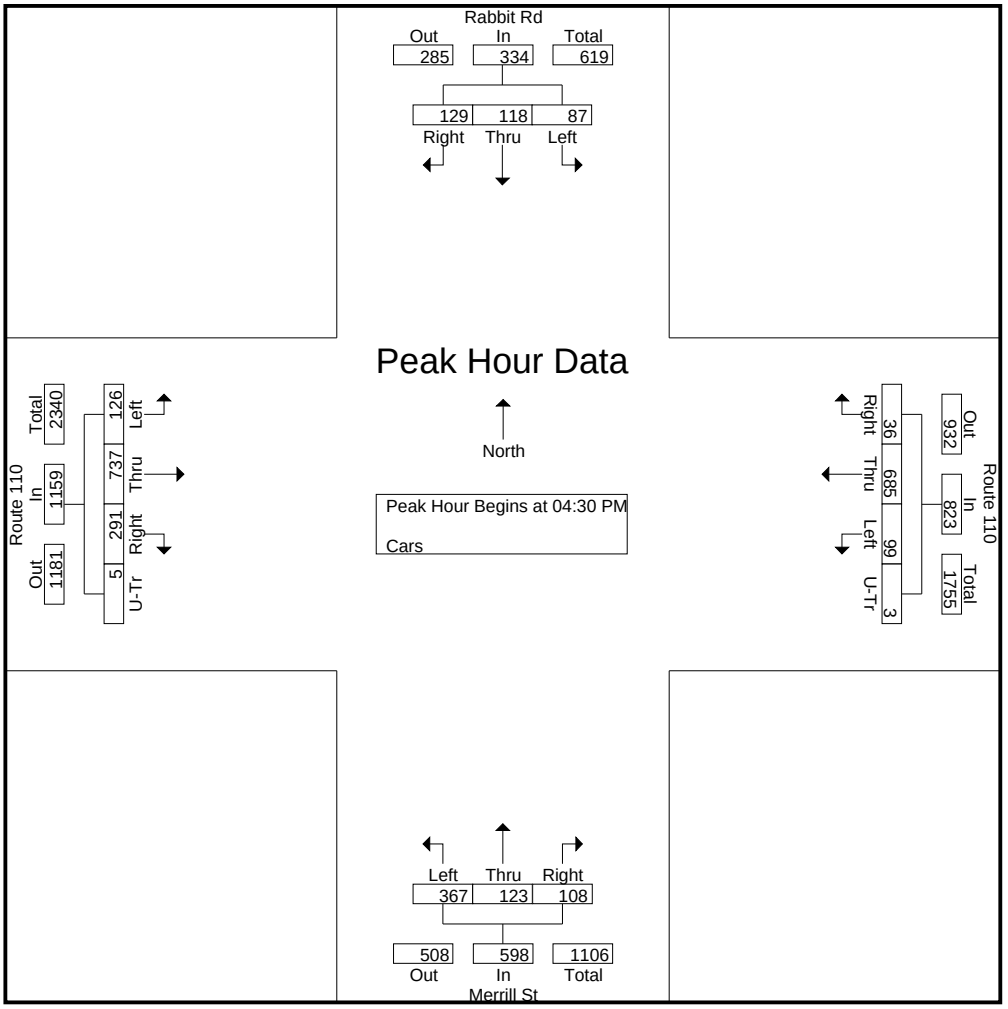
	Rabbit Rd From North				Route 110 From East					Merrill St From South				Route 110 From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 04:30 PM																			
04:30 PM	18	27	33	78	27	**175**	7	0	209	**101**	30	**34**	**165**	37	175	60	1	273	725
04:45 PM	**30**	**34**	33	**97**	26	167	9	**1**	203	77	**33**	27	137	**42**	171	**83**	0	296	**733**
05:00 PM	21	30	**38**	89	**29**	169	**11**	1	**210**	91	33	26	150	25	176	80	**2**	283	732
05:15 PM	18	27	25	70	17	174	9	1	201	98	27	21	146	22	**215**	68	2	**307**	724
Total Volume	87	118	129	334	99	685	36	3	823	367	123	108	598	126	737	291	5	1159	2914
% App. Total	26	35.3	38.6		12	83.2	4.4	0.4		61.4	20.6	18.1		10.9	63.6	25.1	0.4		
PHF	.725	.868	.849	.861	.853	.979	.818	.750	.980	.908	.932	.794	.906	.750	.857	.877	.625	.944	.994

Accurate Counts

978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650005
Site Code : 97650005
Start Date : 7/13/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

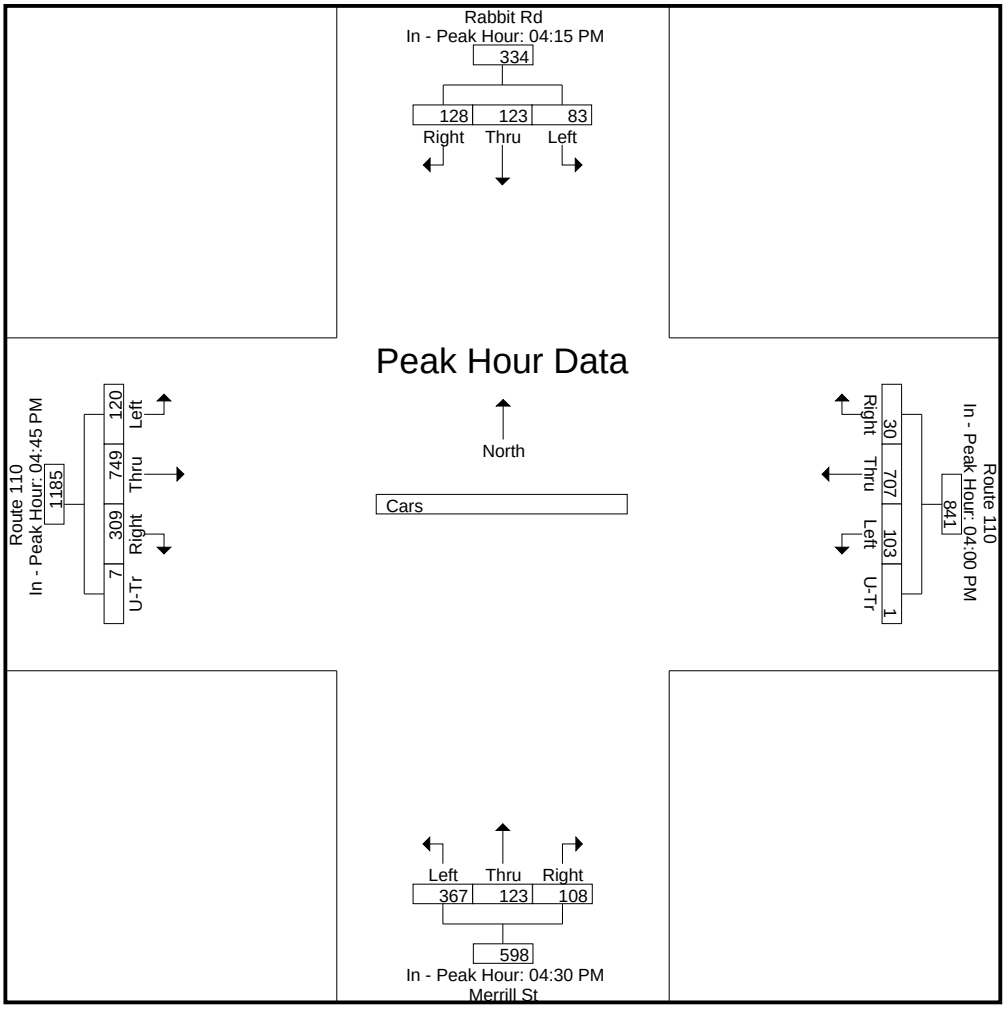
	04:15 PM				04:00 PM					04:30 PM				04:45 PM				
+0 mins.	14	32	24	70	**31**	176	8	0	**215**	**101**	30	**34**	**165**	**42**	171	**83**	0	296
+15 mins.	18	27	33	78	19	**189**	6	0	214	77	**33**	27	137	25	176	80	2	283
+30 mins.	**30**	**34**	33	**97**	27	175	7	0	209	91	33	26	150	22	**215**	68	2	**307**
+45 mins.	21	30	**38**	89	26	167	**9**	**1**	203	98	27	21	146	31	187	78	**3**	299
Total Volume	83	123	128	334	103	707	30	1	841	367	123	108	598	120	749	309	7	1185
% App. Total	24.9	36.8	38.3		12.2	84.1	3.6	0.1		61.4	20.6	18.1		10.1	63.2	26.1	0.6	
PHF	.692	.904	.842	.861	.831	.935	.833	.250	.978	.908	.932	.794	.906	.714	.871	.931	.583	.965

Accurate Counts

978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650005
Site Code : 97650005
Start Date : 7/13/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650005
Site Code : 97650005
Start Date : 7/13/2023
Page No : 1

Groups Printed- Trucks

	Rabbit Rd From North			Route 110 From East				Merrill St From South			Route 110 From West				
Start Time	Left	Thru	Right	Left	Thru	Right	U-Tr	Left	Thru	Right	Left	Thru	Right	U-Tr	Int. Total
04:00 PM	0	0	0	0	2	0	0	1	0	1	0	0	1	0	5
04:15 PM	0	0	0	0	0	0	0	2	0	0	3	0	0	0	5
04:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	1	0	2	0	0	2	0	0	0	2	1	0	8
Total	0	0	1	0	6	0	0	5	0	1	3	2	2	0	20
05:00 PM	0	0	1	0	1	0	0	0	0	0	0	2	3	0	7
05:15 PM	1	0	0	0	2	0	0	1	0	0	0	1	0	0	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	1	0	0	0	0	0	0	0	1	2	1	0	5
Total	1	0	2	0	3	0	0	1	0	0	1	5	4	0	17
Grand Total	1	0	3	0	9	0	0	6	0	1	4	7	6	0	37
Apprch %	25	0	75	0	100	0	0	85.7	0	14.3	23.5	41.2	35.3	0	
Total %	2.7	0	8.1	0	24.3	0	0	16.2	0	2.7	10.8	18.9	16.2	0	

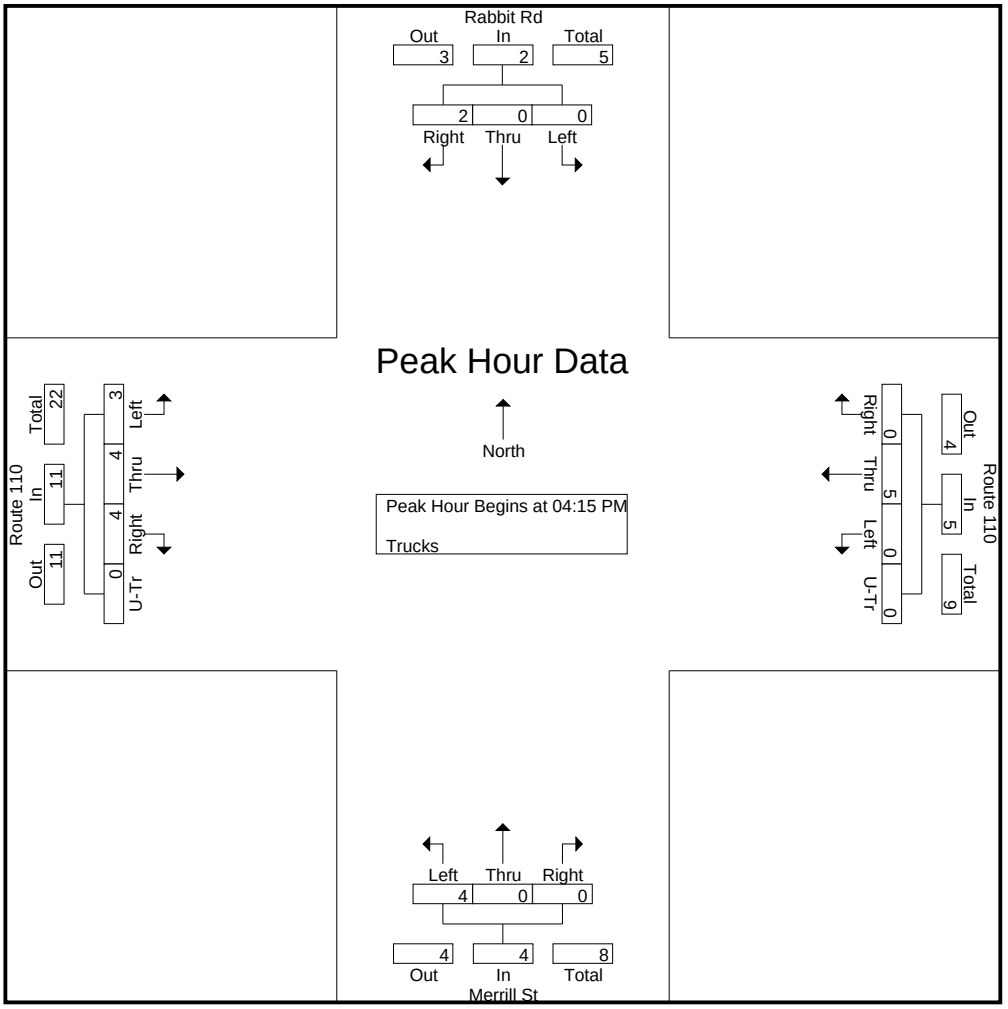
	Rabbit Rd From North				Route 110 From East					Merrill St From South				Route 110 From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 04:15 PM																			
04:15 PM	0	0	0	0	0	0	0	0	0	**2**	0	0	**2**	**3**	0	0	0	3	5
04:30 PM	0	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	**1**	**1**	0	2	0	0	2	2	0	0	2	0	**2**	1	0	3	**8**
05:00 PM	0	0	1	1	0	1	0	0	1	0	0	0	0	0	2	**3**	0	**5**	7
Total Volume	0	0	2	2	0	5	0	0	5	4	0	0	4	3	4	4	0	11	22
% App. Total	0	0	100		0	100	0	0		100	0	0		27.3	36.4	36.4	0		
PHF	.000	.000	.500	.500	.000	.625	.000	.000	.625	.500	.000	.000	.500	.250	.500	.333	.000	.550	.688

Accurate Counts

978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650005
Site Code : 97650005
Start Date : 7/13/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

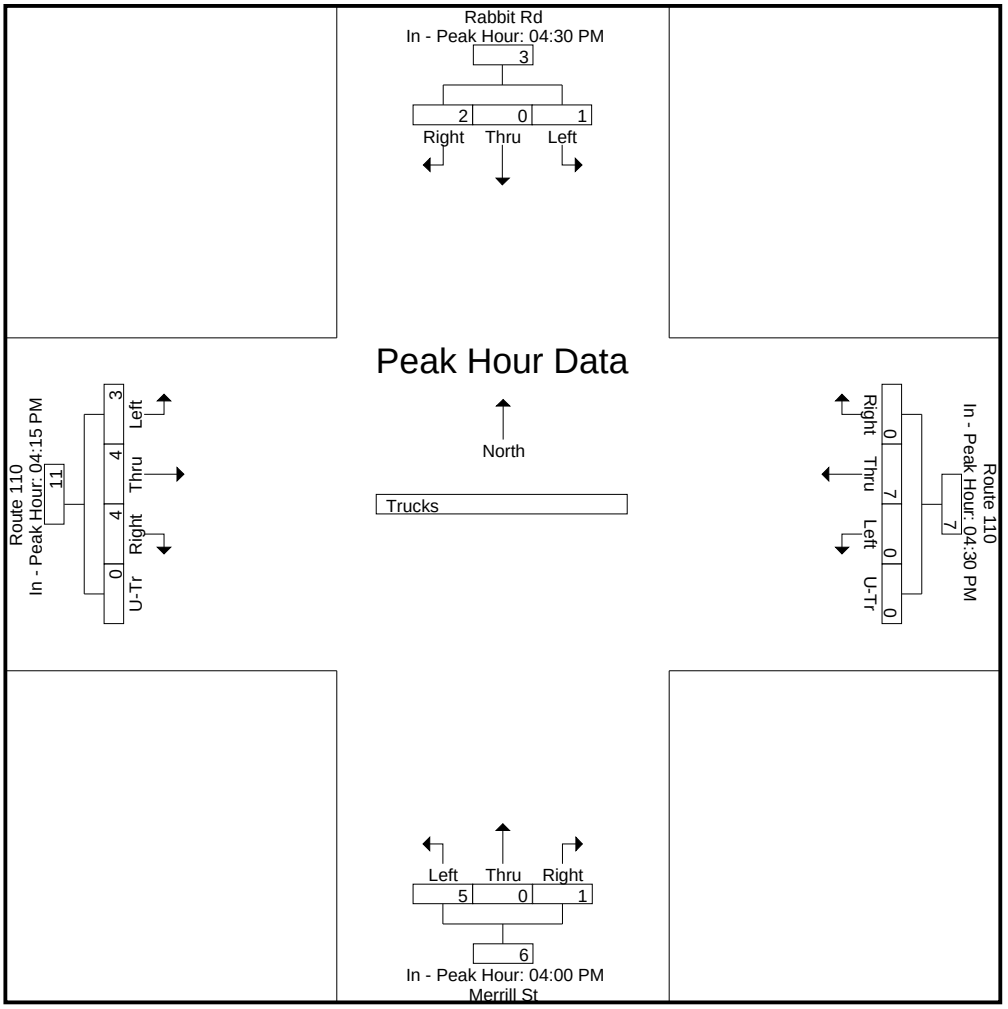
	04:30 PM				04:30 PM					04:00 PM				04:15 PM				
+0 mins.	0	0	0	0	0	**2**	0	0	**2**	1	0	**1**	**2**	**3**	0	0	0	3
+15 mins.	0	0	**1**	**1**	0	2	0	0	2	**2**	0	0	2	0	0	0	0	0
+30 mins.	0	0	1	1	0	1	0	0	1	0	0	0	0	0	**2**	1	0	3
+45 mins.	**1**	0	0	1	0	2	0	0	2	2	0	0	2	0	2	**3**	0	**5**
Total Volume	1	0	2	3	0	7	0	0	7	5	0	1	6	3	4	4	0	11
% App. Total	33.3	0	66.7		0	100	0	0		83.3	0	16.7		27.3	36.4	36.4	0	
PHF	.250	.000	.500	.750	.000	.875	.000	.000	.875	.625	.000	.250	.750	.250	.500	.333	.000	.550

Accurate Counts

978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650005
Site Code : 97650005
Start Date : 7/13/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650005
Site Code : 97650005
Start Date : 7/13/2023
Page No : 1

Groups Printed- Bikes Peds

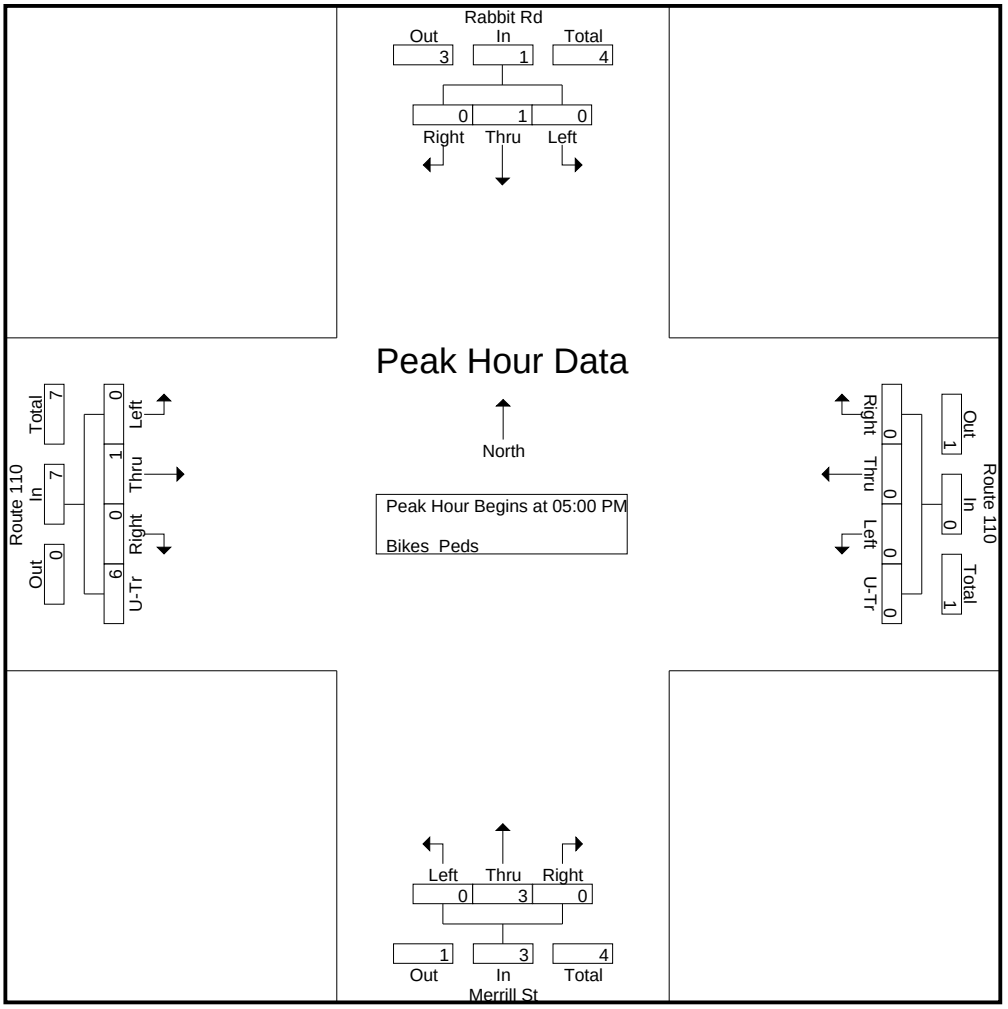
	Rabbit Rd From North				Route 110 From East				Merrill St From South				Route 110 From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	3	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	3	4
05:00 PM	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	1	1	3	4
05:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	4	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	4	4
Total	0	1	0	1	0	0	0	0	0	3	0	0	0	1	0	6	1	11	12
Grand Total	0	2	0	1	0	0	0	1	0	3	0	1	0	2	0	6	2	14	16
Apprch %	0	100	0		0	0	0	100	0	100	0		0	25	0	75			
Total %	0	14.3	0		0	0	0	7.1	0	21.4	0		0	14.3	0	42.9	12.5	87.5	

	Rabbit Rd From North				Route 110 From East					Merrill St From South				Route 110 From West						
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 05:00 PM																			
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	**1**	0	1	2	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	2	2	**4**
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**3**	**3**	4
Total Volume	0	1	0	1	0	0	0	0	0	0	3	0	3	0	1	0	6	7	11
% App. Total	0	100	0		0	0	0	0		0	100	0		0	14.3	0	85.7		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.375	.000	.375	.000	.250	.000	.500	.583	.688

Accurate Counts
978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650005
Site Code : 97650005
Start Date : 7/13/2023



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

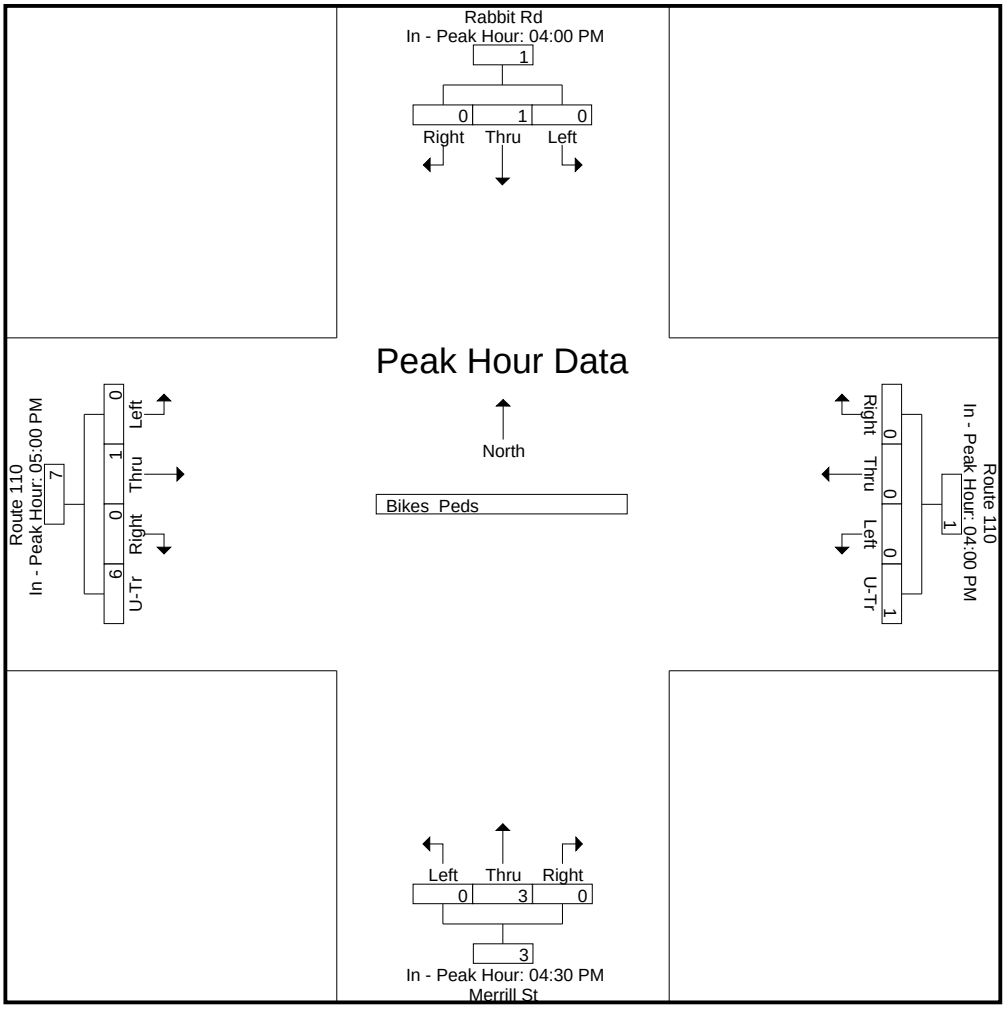
	04:00 PM				04:00 PM					04:30 PM				05:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	2
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
+30 mins.	0	**1**	0	**1**	0	0	0	**1**	**1**	0	1	0	1	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	**3**	**3**
Total Volume	0	1	0	1	0	0	0	1	1	0	3	0	3	0	1	0	6	7
% App. Total	0	100	0		0	0	0	100		0	100	0		0	14.3	0	85.7	
PHF	.000	.250	.000	.250	.000	.000	.000	.250	.250	.000	.375	.000	.375	.000	.250	.000	.500	.583

Accurate Counts

978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 97650005
Site Code : 97650005
Start Date : 7/13/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S5
Site Code : 97650005
Start Date : 7/15/2023
Page No : 1

Groups Printed- Cars - Trucks

	Rabbit Rd From North			Route 110 From East				Merrill St From South			Route 110 From West				
Start Time	Left	Thru	Right	Left	Thru	Right	U-Tr	Left	Thru	Right	Left	Thru	Right	U-Tr	Int. Total
11:00 AM	10	31	18	25	132	9	1	60	27	28	49	198	66	1	655
11:15 AM	13	34	25	25	122	4	0	90	49	18	43	216	64	2	705
11:30 AM	14	30	24	33	130	12	1	68	30	34	46	182	61	2	667
11:45 AM	14	38	27	25	139	9	2	67	29	28	46	246	76	1	747
Total	51	133	94	108	523	34	4	285	135	108	184	842	267	6	2774
12:00 PM	7	23	32	23	121	4	2	76	52	32	44	188	57	4	665
12:15 PM	13	24	20	27	193	10	0	77	28	23	39	163	58	3	678
12:30 PM	13	34	20	16	174	5	0	72	32	21	56	202	67	0	712
12:45 PM	23	40	28	24	156	5	1	67	29	22	57	214	47	2	715
Total	56	121	100	90	644	24	3	292	141	98	196	767	229	9	2770
01:00 PM	12	30	30	15	167	10	0	62	38	20	29	167	41	4	625
01:15 PM	15	18	23	17	137	10	1	61	27	20	32	168	58	0	587
01:30 PM	12	28	15	18	142	15	0	85	28	29	35	165	51	3	626
01:45 PM	22	31	14	12	128	12	1	74	29	26	18	162	56	1	586
Total	61	107	82	62	574	47	2	282	122	95	114	662	206	8	2424
Grand Total	168	361	276	260	1741	105	9	859	398	301	494	2271	702	23	7968
Apprch %	20.9	44.8	34.3	12.3	82.3	5	0.4	55.1	25.5	19.3	14.2	65.1	20.1	0.7	
Total %	2.1	4.5	3.5	3.3	21.8	1.3	0.1	10.8	5	3.8	6.2	28.5	8.8	0.3	
Cars	165	359	274	260	1727	102	9	857	395	301	488	2259	697	23	7916
% Cars	98.2	99.4	99.3	100	99.2	97.1	100	99.8	99.2	100	98.8	99.5	99.3	100	99.3
Trucks	3	2	2	0	14	3	0	2	3	0	6	12	5	0	52
% Trucks	1.8	0.6	0.7	0	0.8	2.9	0	0.2	0.8	0	1.2	0.5	0.7	0	0.7

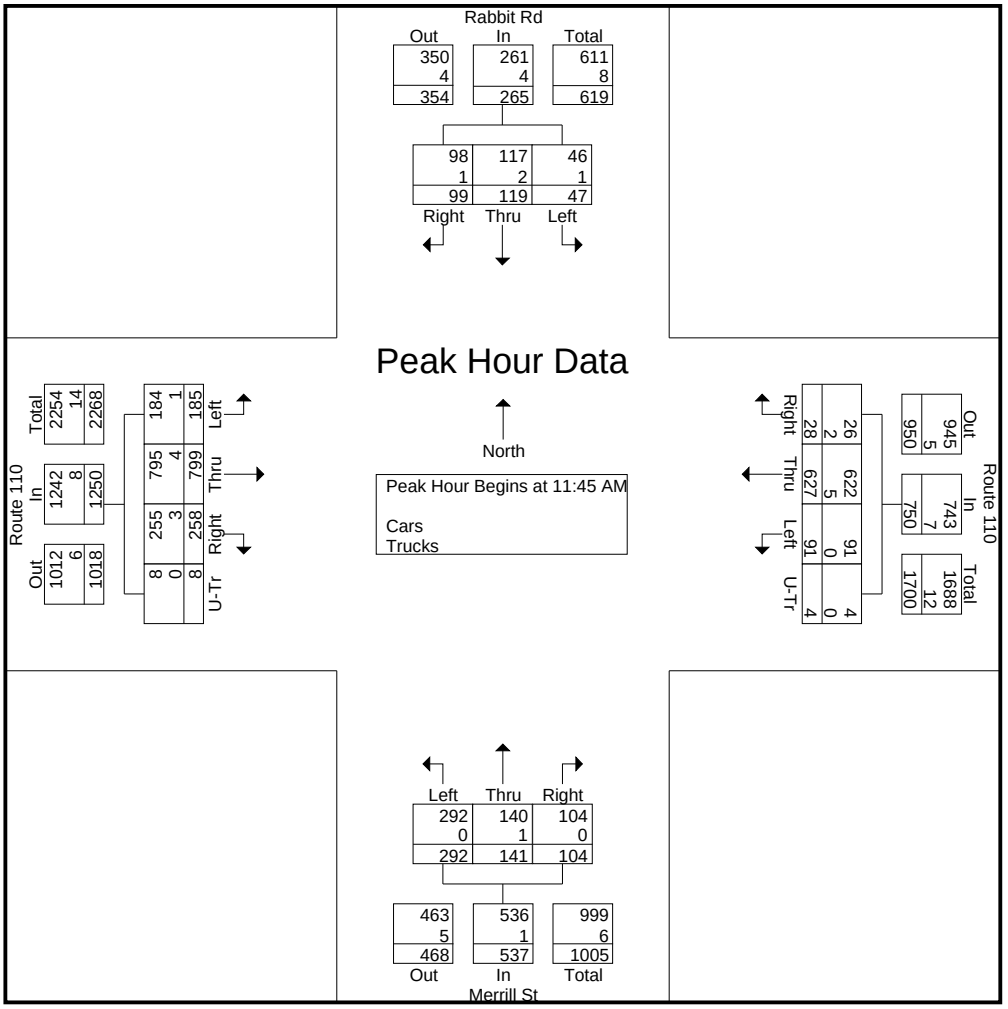
	Rabbit Rd From North				Route 110 From East					Merrill St From South				Route 110 From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 11:45 AM																			
11:45 AM	**14**	**38**	27	**79**	25	139	9	**2**	175	67	29	28	124	46	**246**	**76**	1	**369**	**747**
12:00 PM	7	23	**32**	62	23	121	4	2	150	76	**52**	**32**	**160**	44	188	57	**4**	293	665
12:15 PM	13	24	20	57	**27**	**193**	**10**	0	**230**	**77**	28	23	128	39	163	58	3	263	678
12:30 PM	13	34	20	67	16	174	5	0	195	72	32	21	125	**56**	202	67	0	325	712
Total Volume	47	119	99	265	91	627	28	4	750	292	141	104	537	185	799	258	8	1250	2802
% App. Total	17.7	44.9	37.4		12.1	83.6	3.7	0.5		54.4	26.3	19.4		14.8	63.9	20.6	0.6		
PHF	.839	.783	.773	.839	.843	.812	.700	.500	.815	.948	.678	.813	.839	.826	.812	.849	.500	.847	.938
Cars	46	117	98	261	91	622	26	4	743	292	140	104	536	184	795	255	8	1242	2782
% Cars	97.9	98.3	99.0	98.5	100	99.2	92.9	100	99.1	100	99.3	100	99.8	99.5	99.5	98.8	100	99.4	99.3
Trucks	1	2	1	4	0	5	2	0	7	0	1	0	1	1	4	3	0	8	20
% Trucks	2.1	1.7	1.0	1.5	0	0.8	7.1	0	0.9	0	0.7	0	0.2	0.5	0.5	1.2	0	0.6	0.7

Accurate Counts

978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S5
Site Code : 97650005
Start Date : 7/15/2023
Page No : 2



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

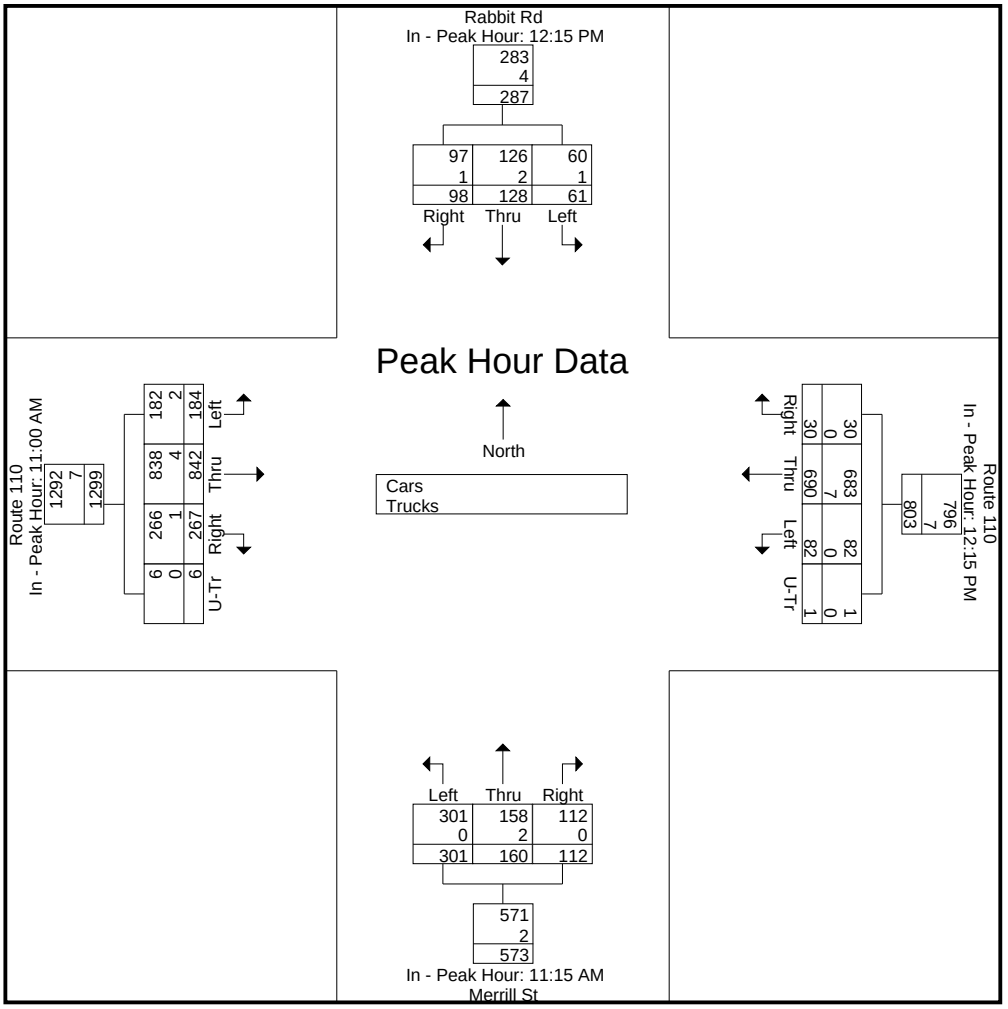
	12:15 PM				12:15 PM					11:15 AM				11:00 AM				
+0 mins.	13	24	20	57	**27**	**193**	**10**	0	**230**	**90**	49	18	157	**49**	198	66	1	314
+15 mins.	13	34	20	67	16	174	5	0	195	68	30	**34**	132	43	216	64	**2**	325
+30 mins.	**23**	**40**	28	**91**	24	156	5	**1**	186	67	29	28	124	46	182	61	2	291
+45 mins.	12	30	**30**	72	15	167	10	0	192	76	**52**	32	**160**	46	**246**	**76**	1	**369**
Total Volume	61	128	98	287	82	690	30	1	803	301	160	112	573	184	842	267	6	1299
% App. Total	21.3	44.6	34.1		10.2	85.9	3.7	0.1		52.5	27.9	19.5		14.2	64.8	20.6	0.5	
PHF	.663	.800	.817	.788	.759	.894	.750	.250	.873	.836	.769	.824	.895	.939	.856	.878	.750	.880
Cars	60	126	97	283	82	683	30	1	796	301	158	112	571	182	838	266	6	1292
% Cars	98.4	98.4	99	98.6	100	99	100	100	99.1	100	98.8	100	99.7	98.9	99.5	99.6	100	99.5
Trucks	1	2	1	4	0	7	0	0	7	0	2	0	2	2	4	1	0	7
% Trucks	1.6	1.6	1	1.4	0	1	0	0	0.9	0	1.2	0	0.3	1.1	0.5	0.4	0	0.5

Accurate Counts

978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S5
Site Code : 97650005
Start Date : 7/15/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S5
Site Code : 97650005
Start Date : 7/15/2023
Page No : 1

Groups Printed- Cars

	Rabbit Rd From North			Route 110 From East				Merrill St From South			Route 110 From West				
Start Time	Left	Thru	Right	Left	Thru	Right	U-Tr	Left	Thru	Right	Left	Thru	Right	U-Tr	Int. Total
11:00 AM	10	31	18	25	130	9	1	60	27	28	47	196	66	1	649
11:15 AM	12	34	25	25	122	4	0	90	48	18	43	216	64	2	703
11:30 AM	14	30	24	33	129	12	1	68	30	34	46	182	61	2	666
11:45 AM	14	38	27	25	137	8	2	67	28	28	46	244	75	1	740
Total	50	133	94	108	518	33	4	285	133	108	182	838	266	6	2758
12:00 PM	7	23	31	23	120	3	2	76	52	32	44	188	57	4	662
12:15 PM	13	24	20	27	192	10	0	77	28	23	38	162	57	3	674
12:30 PM	12	32	20	16	173	5	0	72	32	21	56	201	66	0	706
12:45 PM	23	40	27	24	154	5	1	65	28	22	56	212	47	2	706
Total	55	119	98	90	639	23	3	290	140	98	194	763	227	9	2748
01:00 PM	12	30	30	15	164	10	0	62	38	20	28	166	41	4	620
01:15 PM	14	18	23	17	137	10	1	61	27	20	32	167	56	0	583
01:30 PM	12	28	15	18	142	14	0	85	28	29	35	165	51	3	625
01:45 PM	22	31	14	12	127	12	1	74	29	26	17	160	56	1	582
Total	60	107	82	62	570	46	2	282	122	95	112	658	204	8	2410
Grand Total	165	359	274	260	1727	102	9	857	395	301	488	2259	697	23	7916
Apprch %	20.7	45	34.3	12.4	82.3	4.9	0.4	55.2	25.4	19.4	14.1	65.2	20.1	0.7	
Total %	2.1	4.5	3.5	3.3	21.8	1.3	0.1	10.8	5	3.8	6.2	28.5	8.8	0.3	

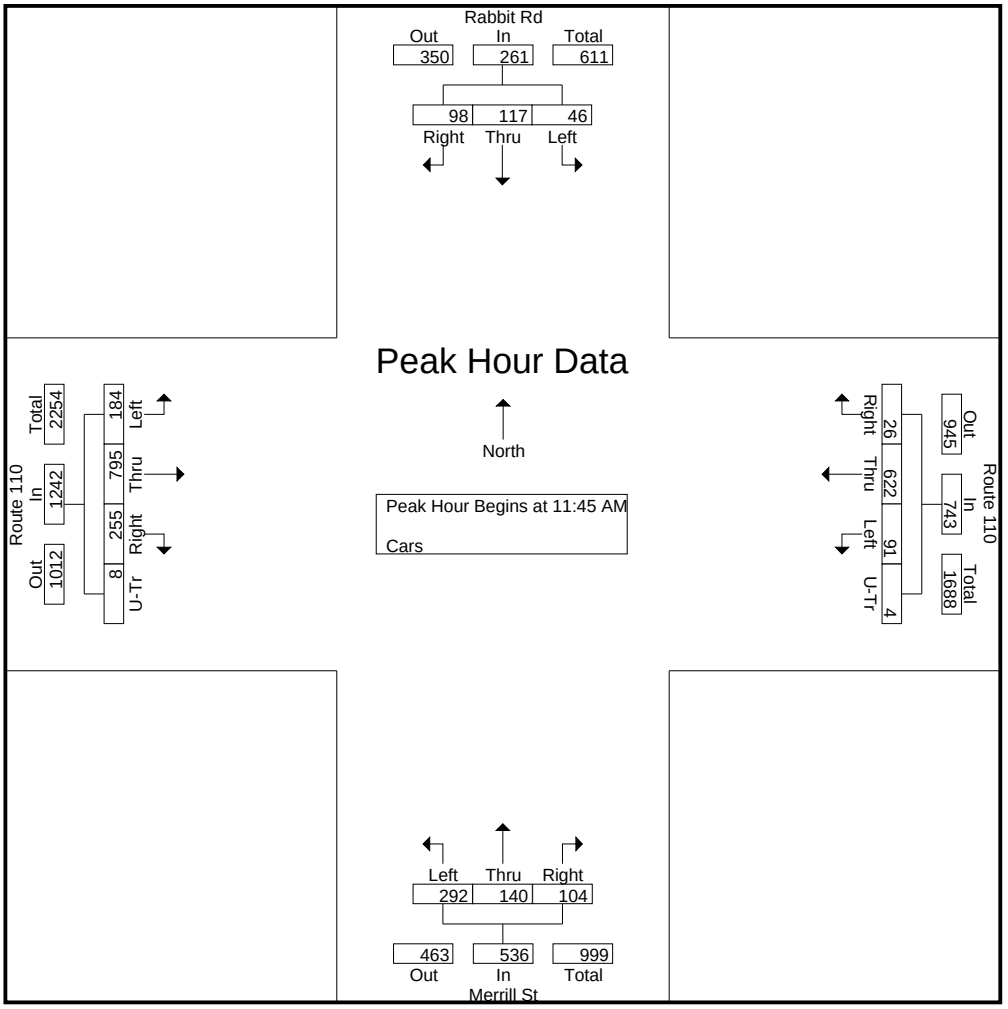
	Rabbit Rd From North				Route 110 From East					Merrill St From South				Route 110 From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 11:45 AM																			
11:45 AM	**14**	**38**	27	**79**	25	137	8	**2**	172	67	28	28	123	46	**244**	**75**	1	**366**	**740**
12:00 PM	7	23	**31**	61	23	120	3	2	148	76	**52**	**32**	**160**	44	188	57	**4**	293	662
12:15 PM	13	24	20	57	**27**	**192**	**10**	0	**229**	**77**	28	23	128	38	162	57	3	260	674
12:30 PM	12	32	20	64	16	173	5	0	194	72	32	21	125	**56**	201	66	0	323	706
Total Volume	46	117	98	261	91	622	26	4	743	292	140	104	536	184	795	255	8	1242	2782
% App. Total	17.6	44.8	37.5		12.2	83.7	3.5	0.5		54.5	26.1	19.4		14.8	64	20.5	0.6		
PHF	.821	.770	.790	.826	.843	.810	.650	.500	.811	.948	.673	.813	.838	.821	.815	.850	.500	.848	.940

Accurate Counts

978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S5
Site Code : 97650005
Start Date : 7/15/2023
Page No : 2



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

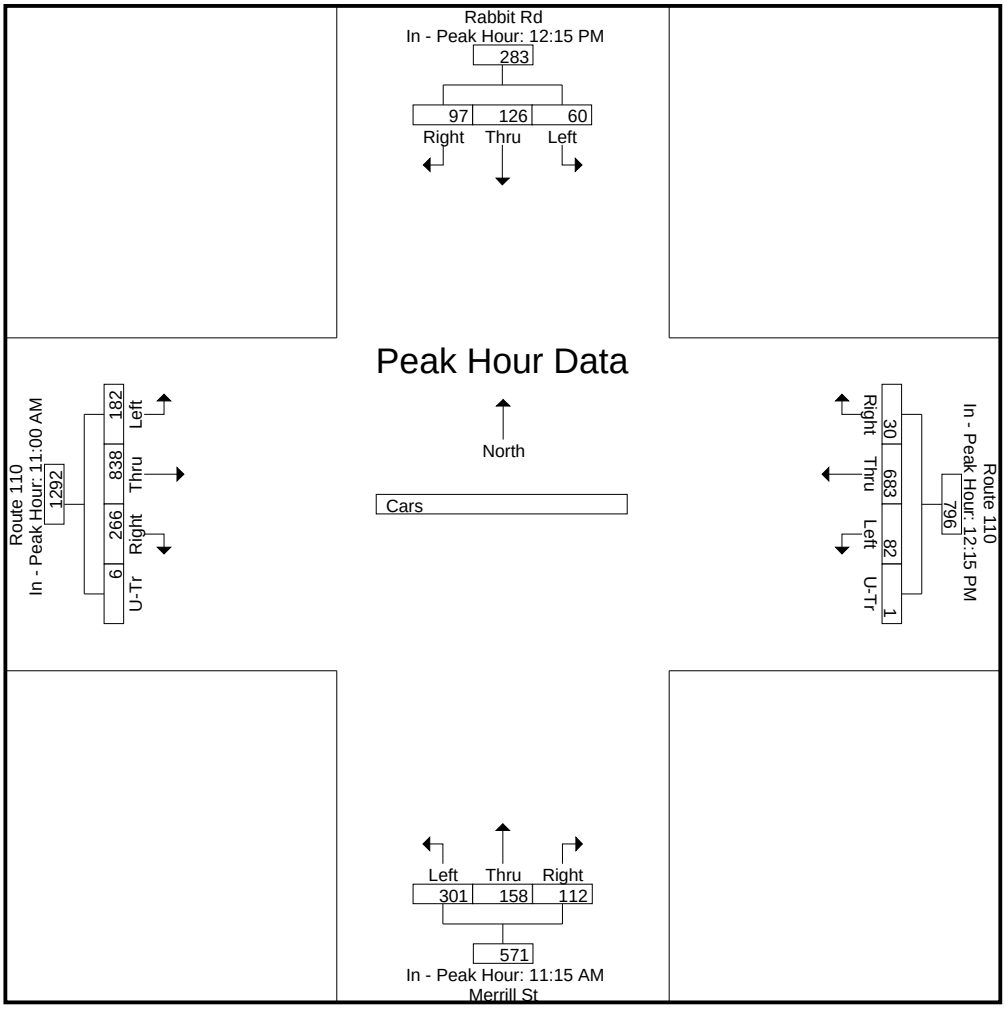
	12:15 PM				12:15 PM					11:15 AM				11:00 AM				
+0 mins.	13	24	20	57	**27**	**192**	**10**	0	**229**	**90**	48	18	156	**47**	196	66	1	310
+15 mins.	12	32	20	64	16	173	5	0	194	68	30	**34**	132	43	216	64	**2**	325
+30 mins.	**23**	**40**	27	**90**	24	154	5	**1**	184	67	28	28	123	46	182	61	2	291
+45 mins.	12	30	**30**	72	15	164	10	0	189	76	**52**	32	**160**	46	**244**	**75**	1	**366**
Total Volume	60	126	97	283	82	683	30	1	796	301	158	112	571	182	838	266	6	1292
% App. Total	21.2	44.5	34.3		10.3	85.8	3.8	0.1		52.7	27.7	19.6		14.1	64.9	20.6	0.5	
PHF	.652	.788	.808	.786	.759	.889	.750	.250	.869	.836	.760	.824	.892	.968	.859	.887	.750	.883

Accurate Counts

978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S5
Site Code : 97650005
Start Date : 7/15/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S5
Site Code : 97650005
Start Date : 7/15/2023
Page No : 1

Groups Printed- Trucks

	Rabbit Rd From North			Route 110 From East				Merrill St From South			Route 110 From West				
Start Time	Left	Thru	Right	Left	Thru	Right	U-Tr	Left	Thru	Right	Left	Thru	Right	U-Tr	Int. Total
11:00 AM	0	0	0	0	2	0	0	0	0	0	2	2	0	0	6
11:15 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
11:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	2	1	0	0	1	0	0	2	1	0	7
Total	1	0	0	0	5	1	0	0	2	0	2	4	1	0	16
12:00 PM	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3
12:15 PM	0	0	0	0	1	0	0	0	0	0	1	1	1	0	4
12:30 PM	1	2	0	0	1	0	0	0	0	0	0	1	1	0	6
12:45 PM	0	0	1	0	2	0	0	2	1	0	1	2	0	0	9
Total	1	2	2	0	5	1	0	2	1	0	2	4	2	0	22
01:00 PM	0	0	0	0	3	0	0	0	0	0	1	1	0	0	5
01:15 PM	1	0	0	0	0	0	0	0	0	0	0	1	2	0	4
01:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	1	0	0	0	0	0	1	2	0	0	4
Total	1	0	0	0	4	1	0	0	0	0	2	4	2	0	14
Grand Total	3	2	2	0	14	3	0	2	3	0	6	12	5	0	52
Apprch %	42.9	28.6	28.6	0	82.4	17.6	0	40	60	0	26.1	52.2	21.7	0	
Total %	5.8	3.8	3.8	0	26.9	5.8	0	3.8	5.8	0	11.5	23.1	9.6	0	

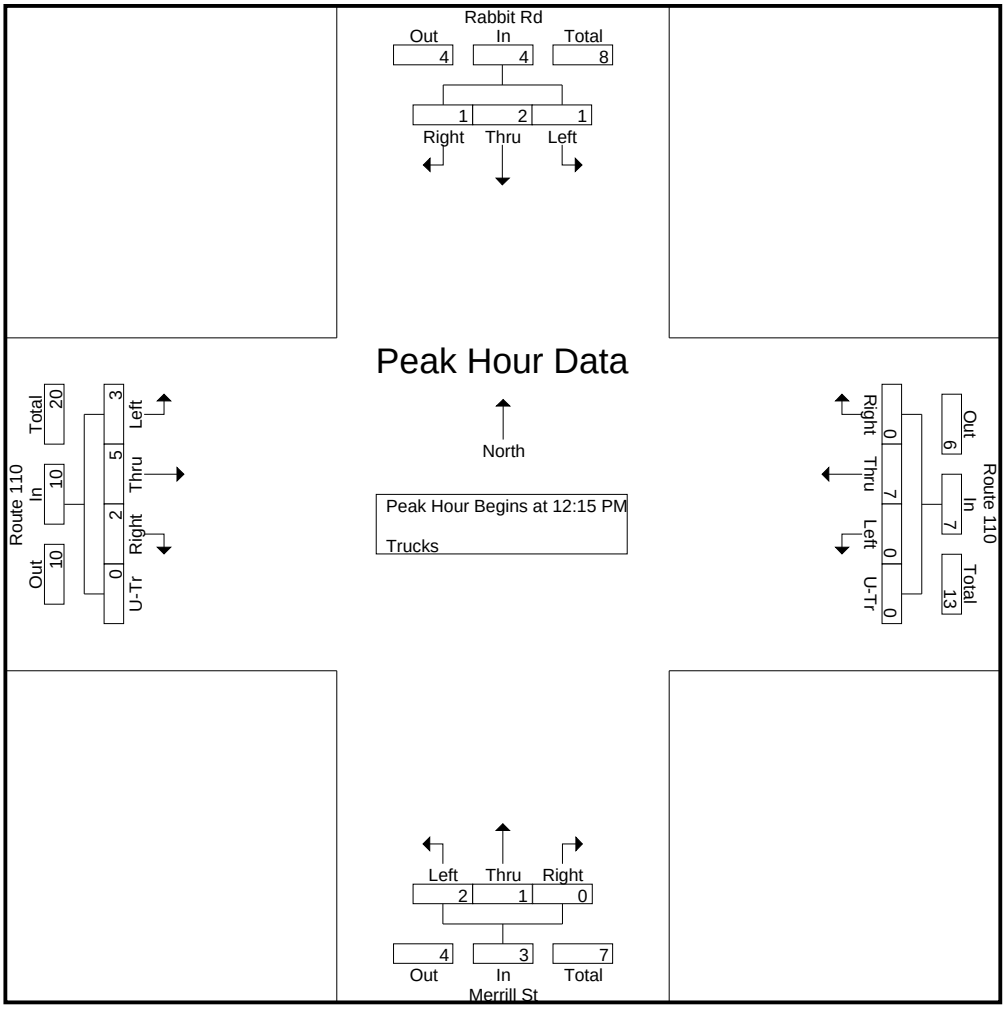
	Rabbit Rd From North				Route 110 From East					Merrill St From South				Route 110 From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Tr	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 12:15 PM																			
12:15 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	**1**	1	**1**	0	**3**	4
12:30 PM	**1**	**2**	0	**3**	0	1	0	0	1	0	0	0	0	0	1	1	0	2	6
12:45 PM	0	0	**1**	1	0	2	0	0	2	**2**	**1**	0	**3**	1	**2**	0	0	3	**9**
01:00 PM	0	0	0	0	0	**3**	0	0	**3**	0	0	0	0	1	1	0	0	2	5
Total Volume	1	2	1	4	0	7	0	0	7	2	1	0	3	3	5	2	0	10	24
% App. Total	25	50	25		0	100	0	0		66.7	33.3	0		30	50	20	0		
PHF	.250	.250	.250	.333	.000	.583	.000	.000	.583	.250	.250	.000	.250	.750	.625	.500	.000	.833	.667

Accurate Counts

978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S5
Site Code : 97650005
Start Date : 7/15/2023
Page No : 2



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

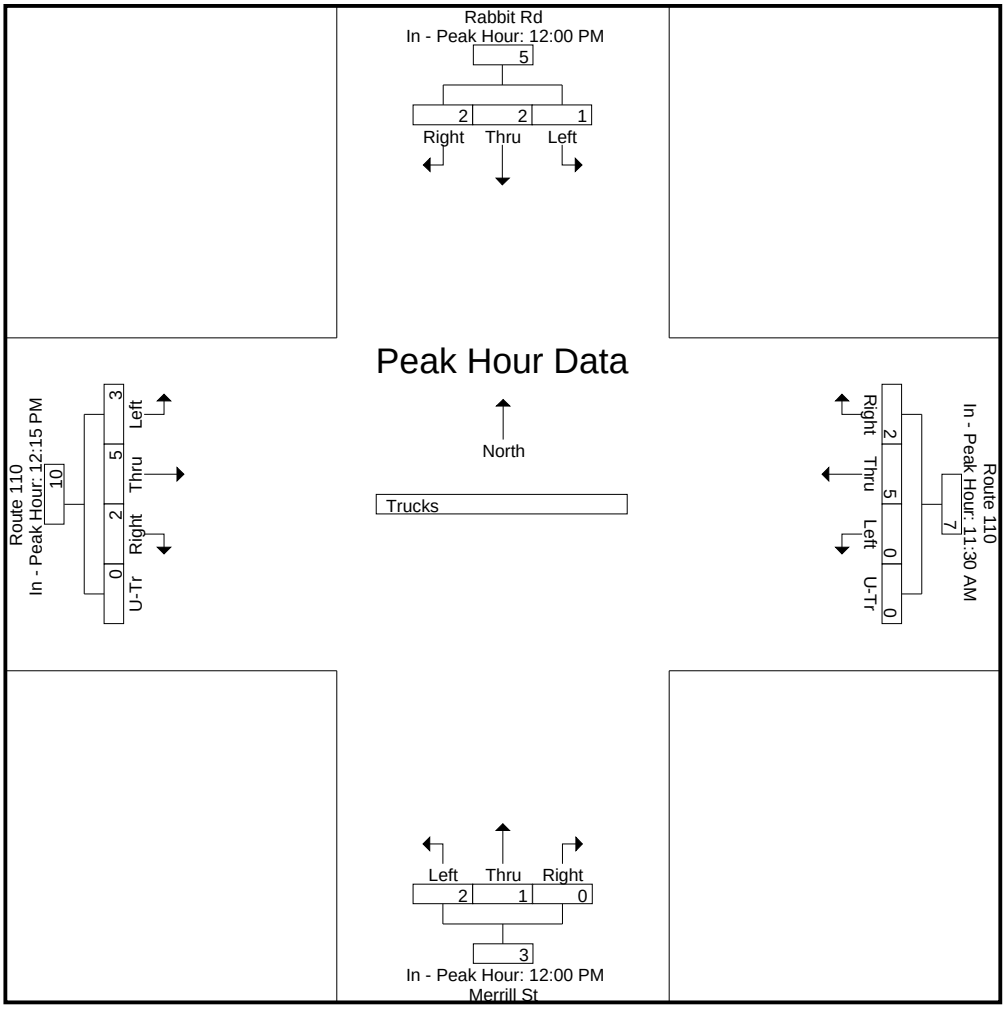
	12:00 PM				11:30 AM					12:00 PM				12:15 PM				
+0 mins.	0	0	**1**	1	0	1	0	0	1	0	0	0	0	**1**	1	**1**	0	**3**
+15 mins.	0	0	0	0	0	**2**	**1**	0	**3**	0	0	0	0	0	1	1	0	2
+30 mins.	**1**	**2**	0	**3**	0	1	1	0	2	0	0	0	0	1	**2**	0	0	3
+45 mins.	0	0	1	1	0	1	0	0	1	**2**	**1**	0	**3**	1	1	0	0	2
Total Volume	1	2	2	5	0	5	2	0	7	2	1	0	3	3	5	2	0	10
% App. Total	20	40	40		0	71.4	28.6	0		66.7	33.3	0		30	50	20	0	
PHF	.250	.250	.500	.417	.000	.625	.500	.000	.583	.250	.250	.000	.250	.750	.625	.500	.000	.833

Accurate Counts

978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S5
Site Code : 97650005
Start Date : 7/15/2023
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S5
Site Code : 97650005
Start Date : 7/15/2023
Page No : 1

Groups Printed- Bikes Peds

	Rabbit Rd From North				Route 110 From East				Merrill St From South				Route 110 From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
11:00 AM	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0	7	0	14	14
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	5	0	0	0	0	0	0	0	0	0	1	0	0	0	5	1	10	11
11:45 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	5	5
Total	0	10	0	0	0	1	0	0	0	4	0	1	0	0	0	14	1	29	30
12:00 PM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	4	0	8	8
12:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2	2
12:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	4	4
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0	7	0	14	14
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
01:15 PM	0	0	0	0	0	2	0	0	0	1	0	1	0	0	0	1	1	4	5
01:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4	4
01:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	4	0	7	7
Total	0	2	0	0	0	2	0	0	0	4	0	1	0	0	0	11	1	19	20
Grand Total	0	14	0	0	0	3	0	0	0	13	0	2	0	0	0	32	2	62	64
Apprch %	0	100	0		0	100	0	0	0	100	0		0	0	0	100			
Total %	0	22.6	0		0	4.8	0	0	0	21	0		0	0	0	51.6	3.1	96.9	

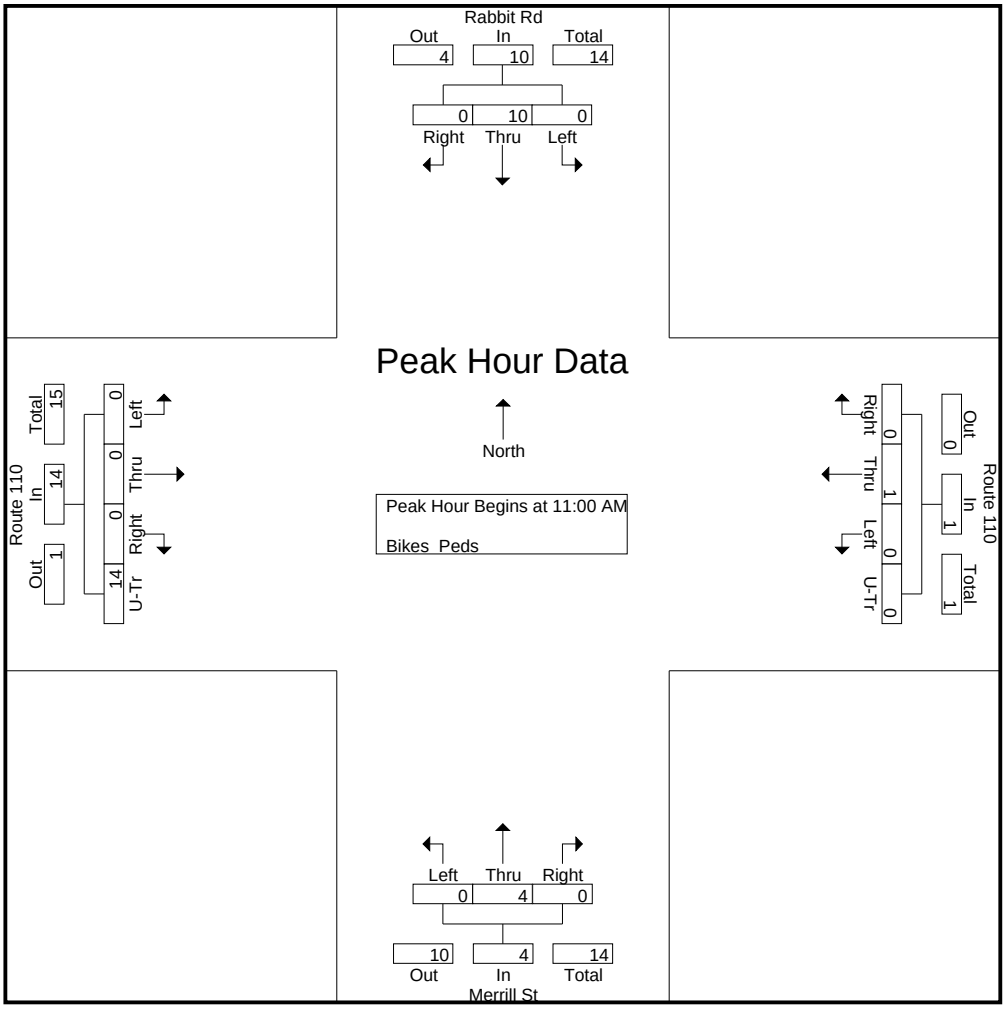
	Rabbit Rd From North				Route 110 From East					Merrill St From South				Route 110 From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 11:00 AM																			
11:00 AM	0	3	0	3	0	0	0	0	0	0	**4**	0	**4**	0	0	0	**7**	**7**	**14**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	**5**	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	5	5	10
11:45 AM	0	2	0	2	0	**1**	0	0	**1**	0	0	0	0	0	0	0	2	2	5
Total Volume	0	10	0	10	0	1	0	0	1	0	4	0	4	0	0	0	14	14	29
% App. Total	0	100	0		0	100	0	0		0	100	0		0	0	0	100		
PHF	.000	.500	.000	.500	.000	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.500	.500	.518

Accurate Counts

978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S5
Site Code : 97650005
Start Date : 7/15/2023
Page No : 2



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

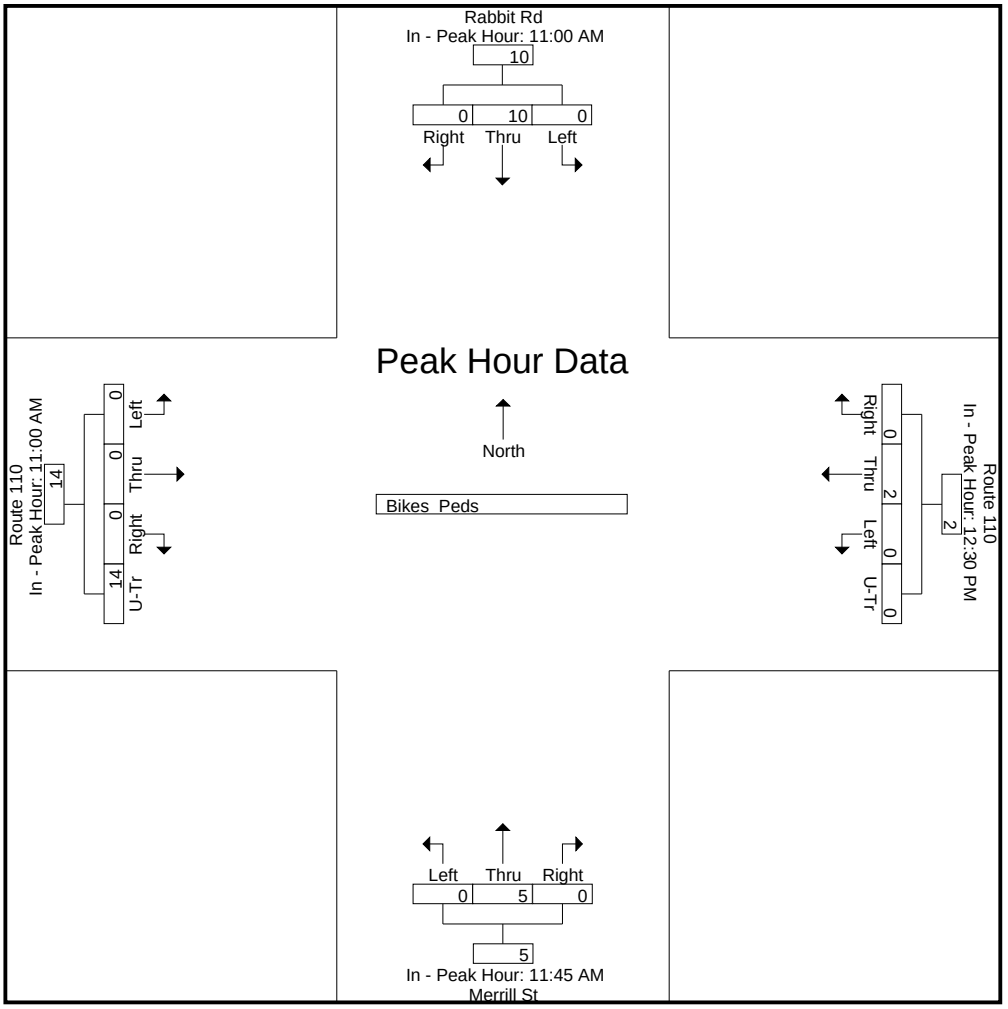
	11:00 AM				12:30 PM					11:45 AM				11:00 AM				
+0 mins.	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	**7**	**7**
+15 mins.	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0
+30 mins.	0	**5**	0	**5**	0	0	0	0	0	0	1	0	1	0	0	0	5	5
+45 mins.	0	2	0	2	0	**2**	0	0	**2**	0	2	0	2	0	0	0	2	2
Total Volume	0	10	0	10	0	2	0	0	2	0	5	0	5	0	0	0	14	14
% App. Total	0	100	0		0	100	0	0		0	100	0		0	0	0	100	
PHF	.000	.500	.000	.500	.000	.250	.000	.000	.250	.000	.625	.000	.625	.000	.000	.000	.500	.500

Accurate Counts

978-664-2565

N/S Street : Rabbit Rd / Merrill St
E/W Street : Route 110
City/State : Amesbury, MA
Weather : Cloudy

File Name : 976500S5
Site Code : 97650005
Start Date : 7/15/2023
Page No : 3



SEASONAL ADJUSTMENT DATA

Massachusetts Highway Department
Statewide Traffic Data Collection
2019 Weekday Seasonal Factors

Factor Group	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Axle Factor
R1	1.22	1.14	1.12	1.06	1.00	0.96	0.87	0.85	0.96	0.99	1.04	1.12	0.85
R2	0.95	0.96	0.98	0.97	0.97	0.93	0.97	0.94	0.96	0.90	0.92	0.93	0.96
R3	1.15	1.06	1.07	1.00	0.89	0.88	0.89	0.89	0.95	0.92	1.02	1.01	0.97
R4-R7	1.09	1.09	1.11	1.02	0.96	0.92	0.89	0.89	0.99	0.98	1.09	1.13	0.98
U1-Boston	1.03	1.01	0.98	0.94	0.94	0.92	0.95	0.93	0.94	0.94	0.97	1.04	0.96
U1-Essex	1.09	1.06	1.03	0.99	0.94	0.90	0.88	0.86	0.93	0.94	0.99	1.06	0.93
U1-Southeast	1.06	1.05	1.01	0.97	0.95	0.93	0.93	0.90	0.94	0.94	0.98	1.04	0.98
U1-West	1.19	1.14	1.09	0.95	0.92	0.89	0.89	0.86	0.91	0.95	0.97	1.07	0.84
U1-Worcester	1.02	1.04	0.97	0.94	0.93	0.91	0.95	0.91	0.93	0.92	0.95	1.10	0.88
U2	1.01	1.00	0.94	0.93	0.91	0.89	0.93	0.90	0.90	0.91	0.94	1.02	0.99
U3	1.06	1.03	0.98	0.94	0.93	0.91	0.95	0.91	0.92	0.93	0.97	1.00	0.98
U4-U7	1.01	1.00	0.95	0.92	0.88	0.86	0.92	0.91	0.92	0.94	0.99	1.04	0.99
Rec - East	1.04	1.16	1.12	0.98	0.92	0.88	0.77	0.81	0.94	1.02	1.08	1.12	0.99
Rec - West	1.30	1.23	1.32	1.18	0.95	0.82	0.70	0.69	0.97	0.96	1.16	1.15	0.98

Round off:
0-999 = 10
>1000 = 100

U = Urban
R = Rural

1 - Interstate
2 - Freeway and Expressway
3 - Other Principal Arterial
4 - Minor Arterial
5 - Major Collector
6 - Minor Collector
7 - Local Road and Street

Recreational - East Group - Cape Cod (all towns) including the town of Plymouth south of Route 3A (stations 7014,7079,7080,7090,7091,7092,7093,7094,7095,7096,7097,7108 and 7178), Martha's Vineyard and Nantucket.

Recreational - West Group - Continuous Stations 2 and 189 including stations 1066,1067,1083,1084,1085,1086,1087,1088,1089,1090,1091,1092,1093,1094,1095,1096,1097,1098,1099,1100,1101,1102,1103,1104,1105,1106,1107,1108,1113,1114,1116,2196,2197 and 2198.

9/7/2021

PUBLIC TRANSPORTATION SCHEDULES



EFFECTIVE SEPTEMBER 29, 2024
A PARTIR DE 29 DE SEPTIEMBRE, 2024
FREE Public Transportation from Haverhill to Salisbury
Transporte público GRATUITO de Haverhill a Salisbury

ROUTE 17 OUTBOUND
SALISBURY BEACH VIA AMESBURY

WEEKDAYS

1	2	3	4	5	6	7	
Bus starts at Washington Square	Bus leaves from NECC	Bus leaves from Merrivillage Apartments	Bus leaves from Route 110 & Main Street	Bus leaves from Nicholas Costello Transportation Center	Bus leaves from Elm & Lafayette Street	Bus ends at Salisbury Beach	Bus continues on as Route
5:00	-	-	5:30	5:40	5:45	5:55	20 Inbound
6:00	6:10	6:20	6:30	6:40	6:45	6:55	20 Inbound
7:00	7:10	7:20	7:30	7:40	7:45	7:55	20 Inbound
8:00	8:10	8:20	8:30	8:40	8:45	8:55	20 Inbound
9:00	9:10	9:20	9:30	9:40	9:45	9:55	20 Inbound
10:00	10:10	10:20	10:30	10:40	10:45	10:55	20 Inbound
11:00	11:10	11:20	11:30	11:40	11:45	11:55	20 Inbound
12:00	**12:10**	**12:20**	**12:30**	**12:40**	**12:45**	**12:55**	**20 Inbound**
1:00	**1:10**	**1:20**	**1:30**	**1:40**	**1:45**	**1:55**	**20 Inbound**
2:00	**2:10**	**2:20**	**2:30**	**2:40**	**2:45**	**2:55**	**20 Inbound**
3:00	**3:10**	**3:20**	**3:30**	**3:40**	**3:45**	**3:55**	**20 Inbound**
4:00	**4:10**	**4:20**	**4:30**	**4:40**	**4:45**	**4:55**	**20 Inbound**
5:00	**5:10**	**5:20**	**5:30**	**5:40**	**5:45**	**5:55**	**20 Inbound**
6:00	**6:10**	**6:20**	**6:30**	**6:40**	**6:45**	**6:55**	**20 Inbound**
7:00	**7:10**	**7:20**	**7:30**	**7:40**	-	-	-

SATURDAYS

9:00	9:10	9:20	9:30	9:40	9:45	9:55	20 Inbound
10:00	10:10	10:20	10:30	10:40	10:45	10:55	20 Inbound
11:00	11:10	11:20	11:30	11:40	11:45	11:55	20 Inbound
12:00	**12:10**	**12:20**	**12:30**	**12:40**	**12:45**	**12:55**	**20 Inbound**
1:00	**1:10**	**1:20**	**1:30**	**1:40**	**1:45**	**1:55**	**20 Inbound**
2:00	**2:10**	**2:20**	**2:30**	**2:40**	**2:45**	**2:55**	**20 Inbound**
3:00	**3:10**	**3:20**	**3:30**	**3:40**	**3:45**	**3:55**	**20 Inbound**
4:00	**4:10**	**4:20**	**4:30**	**4:40**	**4:45**	**4:55**	**20 Inbound**
5:00	**5:10**	**5:20**	**5:30**	**5:40**	**5:45**	**5:55**	-

SUNDAYS

9:00	-	9:15	9:23	9:30	9:35	9:45	17
10:00	-	10:15	10:23	10:30	10:35	10:45	17
11:00	-	11:15	11:23	11:30	11:35	11:45	17
12:00	-	**12:15**	**12:23**	**12:30**	**12:35**	**12:45**	**17**
1:00	-	**1:15**	**1:23**	**1:30**	**1:35**	**1:45**	**17**
2:00	-	**2:15**	**2:23**	**2:30**	**2:35**	**2:45**	**17**
3:00	-	**3:15**	**3:23**	**3:30**	**3:35**	**3:45**	**17**
4:00	-	**4:15**	**4:23**	**4:30**	**4:35**	**4:45**	**17**
5:00	-	**5:15**	**5:23**	**5:30**	**5:35**	**5:45**	-

Updated 10/04/2024

17

EFFECTIVE SEPTEMBER 29, 2024
A PARTIR DE 29 DE SEPTIEMBRE, 2024
FREE Public Transportation from Haverhill to Salisbury
Transporte público GRATUITO de Haverhill a Salisbury

ROUTE 17 INBOUND
HAVERHILL VIA AMESBURY

WEEKDAYS

7 Bus starts at Salisbury Beach	8 Bus leaves from Salisbury Center	9 Bus leaves from Elm & Lafayette Street	10 Bus leaves from Nicholas Costello Transportation Center	11 Bus leaves from Route 110 & Main Street	12 Bus leaves from Merrivillage Apartments	13 Bus leaves from NECC	14 Bus ends at Washington Square	Bus continues on as Route
5:00	5:05	5:15	5:20	5:25	-	-	5:50	17
5:50	5:55	6:05	6:10	6:15	6:25	6:35	6:45	17
6:50	6:55	7:05	7:10	7:15	7:25	7:35	7:45	17
7:50	7:55	8:05	8:10	8:15	8:25	8:35	8:45	17
8:50	8:55	9:05	9:10	9:15	9:25	9:35	9:45	17
9:50	9:55	10:05	10:10	10:15	10:25	10:35	10:45	17
10:50	10:55	11:05	11:10	11:15	11:25	11:35	11:45	17
11:50	11:55	**12:05**	**12:10**	**12:15**	**12:25**	**12:35**	**12:45**	**17**
12:50	**12:55**	**1:05**	**1:10**	**1:15**	**1:25**	**1:35**	**1:45**	**17**
1:50	**1:55**	**2:05**	**2:10**	**2:15**	**2:25**	**2:35**	**2:45**	**17**
2:50	**2:55**	**3:05**	**3:10**	**3:15**	**3:25**	**3:35**	**3:45**	**17**
3:50	**3:55**	**4:05**	**4:10**	**4:15**	**4:25**	**4:35**	**4:45**	**17**
4:50	**4:55**	**5:05**	**5:10**	**5:15**	**5:25**	**5:35**	**5:45**	**17**
5:50	**5:55**	**6:05**	**6:10**	**6:15**	**6:25**	**6:35**	**6:45**	**17**
6:50	**6:55**	**7:05**	**7:10**	**7:15**	**7:25**	**7:35**	**7:45**	-
7:50	**7:55**	**8:05**	**8:10**	**8:15**	**8:25**	**8:35**	**8:45**	-

SATURDAYS

8:50	8:55	9:05	9:10	9:15	9:25	9:35	9:45	17
9:50	9:55	10:05	10:10	10:15	10:25	10:35	10:45	17
10:50	10:55	11:05	11:10	11:15	11:25	11:35	11:45	17
11:50	11:55	**12:05**	**12:10**	**12:15**	**12:25**	**12:35**	**12:45**	**17**
12:50	**12:55**	**1:05**	**1:10**	**1:15**	**1:25**	**1:35**	**1:45**	**17**
1:50	**1:55**	**2:05**	**2:10**	**2:15**	**2:25**	**2:35**	**2:45**	**17**
2:50	**2:55**	**3:05**	**3:10**	**3:15**	**3:25**	**3:35**	**3:45**	**17**
3:50	**3:55**	**4:05**	**4:10**	**4:15**	**4:25**	**4:35**	**4:45**	**17**
4:50	**4:55**	**5:05**	**5:10**	**5:15**	**5:25**	**5:35**	**5:45**	-

SUNDAYS

9:00	-	9:10	9:15	9:22	9:30	-	9:45	17
10:00	-	10:10	10:15	10:22	10:30	-	10:45	17
11:00	-	11:10	11:15	11:22	11:30	-	11:45	17
12:00	-	**12:10**	**12:15**	**12:22**	**12:30**	-	**12:45**	**17**
1:00	-	**1:10**	**1:15**	**1:22**	**1:30**	-	**1:45**	**17**
2:00	-	**2:10**	**2:15**	**2:22**	**2:30**	-	**2:45**	**17**
3:00	-	**3:10**	**3:15**	**3:22**	**3:30**	-	**3:45**	**17**
4:00	-	**4:10**	**4:15**	**4:22**	**4:30**	-	**4:45**	**17**
5:00	-	**5:10**	**5:15**	**5:22**	**5:30**	-	**5:45**	-

Updated 10/04/2024

EFFECTIVE SEPTEMBER 29, 2024
A PARTIR DE 29 DE SEPTIEMBRE, 2024
FREE Public Transportation from Newburyport to Amesbury
Transporte público GRATUITO de Newburyport to Amesbury

ROUTE 19 OUTBOUND
AMESBURY/COSTELLO

WEEKDAYS

1	2	3	4	5	6	7	
Bus starts at Newburyport Commuter Rail	Bus leaves from State Street (Library)	Bus leaves from Heritage House	Bus leaves from Anna Jaques Hospital	Bus leaves from Market Basket	Bus leaves from Carriage Town Stop & Shop	Bus ends at Costello Transit Center	Bus continues on as Route
5:30	5:40	5:43	5:46	5:50	6:00	6:10	19
6:30	6:40	6:43	6:46	6:50	7:00	7:10	19
7:30	7:40	7:43	7:46	7:50	8:00	8:10	19
8:30	8:40	8:43	8:46	8:50	9:00	9:10	19
9:30	9:40	9:43	9:46	9:50	10:00	10:10	19
10:30	10:40	10:43	10:46	10:50	11:00	11:10	19
11:30	11:40	11:43	11:46	11:50	**12:00**	**12:10**	**19**
12:30	**12:40**	**12:43**	**12:46**	**12:50**	**1:00**	**1:10**	**19**
1:30	**1:40**	**1:43**	**1:46**	**1:50**	**2:00**	**2:10**	**19**
2:30	**2:40**	**2:43**	**2:46**	**2:50**	**3:00**	**3:10**	**19**
3:30	**3:40**	**3:43**	**3:46**	**3:50**	**4:00**	**4:10**	**19**
4:30	**4:40**	**4:43**	**4:46**	**4:50**	**5:00**	**5:10**	**19**
5:30	**5:40**	**5:43**	**5:46**	**5:50**	**6:00**	**6:10**	**19**
6:30	**6:40**	**6:43**	**6:46**	**6:50**	**7:00**	**7:10**	-

SATURDAYS

9:30	9:40	9:43	9:46	9:50	10:00	10:10	19
10:30	10:40	10:43	10:46	10:50	11:00	11:10	19
11:30	11:40	11:43	11:46	11:50	**12:00**	**12:10**	**19**
12:30	**12:40**	**12:43**	**12:46**	**12:50**	**1:00**	**1:10**	**19**
1:30	**1:40**	**1:43**	**1:46**	**1:50**	**2:00**	**2:10**	**19**
2:30	**2:40**	**2:43**	**2:46**	**2:50**	**3:00**	**3:10**	**19**
3:30	**3:40**	**3:43**	**3:46**	**3:50**	**4:00**	**4:10**	**19**
4:30	**4:40**	**4:43**	**4:46**	**4:50**	**5:00**	**5:10**	**19**

Updated 10/04/2024

19

EFFECTIVE SEPTEMBER 29, 2024
A PARTIR DE 29 DE SEPTIEMBRE, 2024
FREE Public Transportation from Newburyport to Amesbury
Transporte público GRATUITO de Newburyport to Amesbury

ROUTE 19 INBOUND
NEWBURYPORT RAIL STATION

WEEKDAYS

7	8	9	10	11	12	
Bus starts at Costello Transit Center	Bus leaves from Carriage Town Stop & Shop	Bus leaves from Market Basket	Bus leaves from Anna Jaques Hospital	Bus leaves from Heritage House	Bus ends at Newburyport Commuter Rail	Bus continues on as Route
5:40	5:50	6:00	6:03	6:07	6:10	20 Outbound
6:40	6:50	7:00	7:03	7:07	7:10	20 Outbound
7:40	7:50	8:00	8:03	8:07	8:10	20 Outbound
8:40	8:50	9:00	9:03	9:07	9:10	20 Outbound
9:40	9:50	10:00	10:03	10:07	10:10	20 Outbound
10:40	10:50	11:00	11:03	11:07	11:10	20 Outbound
11:40	11:50	**12:00**	**12:03**	**12:07**	**12:10**	**20 Outbound**
12:40	**12:50**	**1:00**	**1:03**	**1:07**	**1:10**	**20 Outbound**
1:40	**1:50**	**2:00**	**2:03**	**2:07**	**2:10**	**20 Outbound**
2:40	**2:50**	**3:00**	**3:03**	**3:07**	**3:10**	**20 Outbound**
3:40	**3:50**	**4:00**	**4:03**	**4:07**	**4:10**	**20 Outbound**
4:40	**4:50**	**5:00**	**5:03**	**5:07**	**5:10**	**20 Outbound**
5:40	**5:50**	**6:00**	**6:03**	**6:07**	**6:10**	**20 Outbound**
6:40	**6:50**	**7:00**	**7:03**	**7:07**	**7:10**	**20 Outbound**

SATURDAYS

8:40	8:50	9:00	9:03	9:07	9:10	20 Outbound
9:40	9:50	10:00	10:03	10:07	10:10	20 Outbound
10:40	10:50	11:00	11:03	11:07	11:10	20 Outbound
11:40	11:50	**12:00**	**12:03**	**12:07**	**12:10**	**20 Outbound**
12:40	**12:50**	**1:00**	**1:03**	**1:07**	**1:10**	**20 Outbound**
1:40	**1:50**	**2:00**	**2:03**	**2:07**	**2:10**	**20 Outbound**
2:40	**2:50**	**3:00**	**3:03**	**3:07**	**3:10**	**20 Outbound**
3:40	**3:50**	**4:00**	**4:03**	**4:07**	**4:10**	**20 Outbound**
4:40	**4:50**	**5:00**	**5:03**	**5:07**	**5:10**	**20 Outbound**

Updated 10/04/2024

VEHICLE TRAVEL SPEED DATA

Accurate Counts

978-664-2565

Location : Elm Street
Location : North of Route 110
City/State: Amesbury, MA
Direction: SB,

Site Code: 95260001

2/14/2024 Time	0 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
12:00 AM	0	0	3	2	0	0	0	0	0	0	0	0	0	5
1:00	0	0	3	1	1	0	0	0	0	0	0	0	0	5
2:00	0	0	1	5	0	0	0	0	0	0	0	0	0	6
3:00	0	0	6	10	3	1	0	0	0	0	0	0	0	20
4:00	0	3	22	22	14	1	0	0	0	0	0	0	0	62
5:00	1	10	55	89	23	1	1	0	0	0	0	0	0	180
6:00	6	10	118	176	45	4	0	0	0	0	0	0	0	359
7:00	8	22	173	252	72	2	0	0	0	0	0	0	0	529
8:00	9	37	142	196	59	1	1	0	0	0	0	0	0	445
9:00	2	5	94	191	41	5	0	0	0	0	0	0	0	338
10:00	2	14	101	136	41	2	0	0	0	0	0	0	0	296
11:00	2	13	93	188	51	1	0	0	0	0	0	0	0	348
12:00 PM	1	10	95	176	58	5	0	0	0	0	0	0	0	345
1:00	2	17	71	190	59	2	0	0	0	0	0	0	0	341
2:00	4	13	140	168	58	0	0	0	0	0	0	0	0	383
3:00	4	18	113	212	61	3	0	0	0	0	0	0	0	411
4:00	3	20	122	234	47	2	0	0	0	0	0	0	0	428
5:00	5	16	119	234	33	4	0	0	0	0	0	0	0	411
6:00	2	9	87	154	35	2	0	0	0	0	0	0	0	289
7:00	4	12	53	74	29	4	0	0	0	0	0	0	0	176
8:00	0	5	36	51	12	1	0	0	0	0	0	0	0	105
9:00	0	1	20	44	6	1	0	0	0	0	0	0	0	72
10:00	0	2	9	29	6	1	0	0	0	0	0	0	0	47
11:00	0	0	8	9	4	0	0	0	0	0	0	0	0	21
Total	55	237	1684	2843	758	43	2	0	0	0	0	0	0	5622

Percentile	15th	50th	85th	95th
Speed	22	26	29	31

Mean Speed (Average)	26.7
10 MPH Pace Speed	21-30
Number in Pace	4527
Percent in Pace	81.0%
Number > 30 MPH	803
Percent > 30 MPH	14.3%

Accurate Counts
978-664-2565

Location : Elm Street
Location : North of Route 110
City/State: Amesbury, MA
Direction: SB,

Site Code: 95260001

2/15/2024 Time	0 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
12:00 AM	0	1	0	9	2	0	0	0	0	0	0	0	0	12
1:00	0	0	3	1	1	0	0	0	0	0	0	0	0	5
2:00	1	2	3	2	2	1	0	0	0	0	0	0	0	11
3:00	2	1	4	4	3	0	0	0	0	0	0	0	0	14
4:00	0	2	22	24	14	3	0	0	0	0	0	0	0	65
5:00	1	8	46	87	22	2	0	0	0	0	0	0	0	166
6:00	3	30	93	179	55	2	0	0	0	0	0	0	0	362
7:00	52	61	158	212	49	1	0	0	0	0	0	0	0	533
8:00	7	21	133	225	46	4	0	0	0	0	0	0	0	436
9:00	0	8	102	147	46	4	1	0	0	0	0	0	0	308
10:00	3	11	99	153	26	4	1	0	0	0	0	0	0	297
11:00	4	14	78	137	43	2	0	0	0	0	0	0	0	278
12:00 PM	1	10	97	163	41	1	0	0	0	0	0	0	0	313
1:00	1	8	91	156	37	5	0	0	0	0	0	0	0	298
2:00	1	11	117	189	45	2	0	0	0	0	0	0	0	365
3:00	2	15	95	189	45	3	0	0	0	0	0	0	0	349
4:00	7	10	117	203	39	7	0	0	0	0	0	0	0	383
5:00	1	23	140	175	29	4	0	0	0	0	0	0	0	372
6:00	4	6	111	131	23	2	0	0	0	0	0	0	0	277
7:00	1	3	62	83	26	1	0	0	0	0	0	0	0	176
8:00	1	5	50	53	10	3	0	0	0	0	0	0	0	122
9:00	1	5	26	25	9	0	0	0	0	0	0	0	0	66
10:00	1	19	20	7	1	0	0	0	0	0	0	0	0	48
11:00	3	1	8	7	0	0	0	0	0	0	0	0	0	19
Total	97	275	1675	2561	614	51	2	0	0	0	0	0	0	5275
			Percentile	15th	50th	85th	95th							
			Speed	21	25	29	31							
		Mean Speed (Average)		26.2										
		10 MPH Pace Speed		21-30										
		Number in Pace		4194										
		Percent in Pace		81.0%										
		Number > 30 MPH		667										
		Percent > 30 MPH		12.6%										
Grand Total	152	512	3359	5404	1372	94	4	0	0	0	0	0	0	10897
			Percentile	15th	50th	85th	95th							
			Speed	21	25	29	31							
		Mean Speed (Average)		26.5										
		10 MPH Pace Speed		21-30										
		Number in Pace		8748										
		Percent in Pace		80.0%										
		Number > 30 MPH		1470										
		Percent > 30 MPH		13.5%										

Accurate Counts
978-664-2565

Location : Elm Street
Location : North of Route 110
City/State: Amesbury, MA
Direction: NB,

Site Code: 95260001

2/14/2024 Time	0 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
12:00 AM	0	0	0	6	8	3	0	0	0	0	0	0	0	17
1:00	0	0	2	4	3	2	2	0	0	0	0	0	0	13
2:00	0	0	0	1	1	1	0	0	0	0	0	0	0	3
3:00	0	0	1	6	2	0	0	0	0	0	0	0	0	9
4:00	0	1	1	6	6	2	0	1	0	0	0	0	0	17
5:00	0	2	7	27	30	9	0	0	0	0	0	0	0	75
6:00	2	4	12	36	40	14	0	0	0	0	0	0	0	108
7:00	2	13	34	101	55	19	4	0	0	0	0	0	0	228
8:00	7	12	48	123	86	32	4	0	0	0	0	0	0	312
9:00	1	3	31	116	100	17	5	0	0	0	0	0	0	273
10:00	3	5	35	110	111	22	3	0	0	0	0	0	0	289
11:00	0	15	46	96	86	25	4	1	0	0	0	0	0	273
12:00 PM	4	6	33	147	109	29	2	0	1	1	0	0	0	332
1:00	7	13	43	138	127	23	6	1	0	0	0	0	0	358
2:00	2	14	68	166	151	30	1	3	0	0	0	0	0	435
3:00	12	33	94	235	180	45	2	1	1	0	0	0	0	603
4:00	17	40	93	244	168	34	3	0	0	0	0	0	0	599
5:00	6	38	98	275	155	23	2	0	1	0	0	0	0	598
6:00	2	10	62	181	108	22	1	0	0	0	0	0	0	386
7:00	4	5	20	108	84	16	3	0	0	0	0	0	0	240
8:00	4	8	15	89	58	12	0	0	0	0	0	0	0	186
9:00	3	3	10	45	46	11	1	0	0	0	0	0	0	119
10:00	1	3	3	21	29	6	2	0	0	0	0	0	0	65
11:00	1	2	8	28	20	6	0	0	0	0	0	0	0	65
Total	78	230	764	2309	1763	403	45	7	3	1	0	0	0	5603

Percentile	15th	50th	85th	95th
Speed	23	28	33	35

Mean Speed (Average)	29.1
10 MPH Pace Speed	26-35
Number in Pace	4072
Percent in Pace	73.0%
Number > 30 MPH	2222
Percent > 30 MPH	39.7%

Accurate Counts
978-664-2565

Location : Elm Street
Location : North of Route 110
City/State: Amesbury, MA
Direction: NB,

Site Code: 95260001

2/15/2024 Time	0 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
12:00 AM	0	0	1	13	2	2	1	0	0	0	0	0	0	19
1:00	0	0	0	3	5	0	1	0	0	0	0	0	0	9
2:00	0	0	0	5	2	0	1	0	0	0	0	0	0	8
3:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2
4:00	0	1	2	8	4	1	0	0	0	0	0	0	0	16
5:00	0	2	7	17	33	9	2	1	0	0	0	0	0	71
6:00	1	6	17	38	32	11	2	0	1	0	0	0	0	108
7:00	2	2	35	86	78	25	1	1	2	0	0	0	0	232
8:00	3	14	34	139	89	34	2	2	1	0	0	0	0	318
9:00	1	5	17	102	90	21	2	0	0	0	0	0	0	238
10:00	1	13	37	91	82	21	1	3	0	0	0	0	0	249
11:00	1	4	40	100	94	31	7	0	0	0	0	0	0	277
12:00 PM	0	10	34	152	92	25	4	0	0	0	0	0	0	317
1:00	1	8	37	115	106	33	4	1	0	0	0	0	0	305
2:00	3	13	36	162	139	38	2	0	0	0	0	0	0	393
3:00	8	20	57	232	170	32	7	0	0	0	0	0	0	526
4:00	14	42	112	232	138	32	5	3	0	1	0	0	0	579
5:00	8	19	86	274	137	25	3	1	0	2	0	0	0	555
6:00	1	20	44	144	131	19	5	0	0	0	0	0	0	364
7:00	4	8	33	127	75	12	1	0	0	0	0	0	0	260
8:00	2	3	11	74	78	19	0	0	0	0	0	0	0	187
9:00	1	1	15	52	29	7	1	1	0	0	0	0	0	107
10:00	3	4	22	20	6	0	0	0	0	0	0	0	0	55
11:00	6	0	14	11	1	1	0	0	0	0	0	0	0	33
Total	60	196	691	2198	1613	398	52	13	4	3	0	0	0	5228
			Percentile	15th	50th	85th	95th							
			Speed	24	28	33	36							
			Mean Speed (Average)	29.3										
			10 MPH Pace Speed	26-35										
			Number in Pace	3773										
			Percent in Pace	73.0%										
			Number > 30 MPH	2083										
			Percent > 30 MPH	39.8%										
Grand Total	138	426	1455	4507	3376	801	97	20	7	4	0	0	0	10831
			Percentile	15th	50th	85th	95th							
			Speed	23	28	33	36							
			Mean Speed (Average)	29.2										
			10 MPH Pace Speed	26-35										
			Number in Pace	7871										
			Percent in Pace	73.0%										
			Number > 30 MPH	4305										
			Percent > 30 MPH	39.7%										

Accurate Counts
978-664-2565

Location : Elm Street
Location : North of Route 110
City/State: Amesbury, MA
Direction: Combined

Site Code: 95260001

2/14/2024 Time	0 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
12:00 AM	0	0	3	8	8	3	0	0	0	0	0	0	0	22
1:00	0	0	5	5	4	2	2	0	0	0	0	0	0	18
2:00	0	0	1	6	1	1	0	0	0	0	0	0	0	9
3:00	0	0	7	16	5	1	0	0	0	0	0	0	0	29
4:00	0	4	23	28	20	3	0	1	0	0	0	0	0	79
5:00	1	12	62	116	53	10	1	0	0	0	0	0	0	255
6:00	8	14	130	212	85	18	0	0	0	0	0	0	0	467
7:00	10	35	207	353	127	21	4	0	0	0	0	0	0	757
8:00	16	49	190	319	145	33	5	0	0	0	0	0	0	757
9:00	3	8	125	307	141	22	5	0	0	0	0	0	0	611
10:00	5	19	136	246	152	24	3	0	0	0	0	0	0	585
11:00	2	28	139	284	137	26	4	1	0	0	0	0	0	621
12:00 PM	5	16	128	323	167	34	2	0	1	1	0	0	0	677
1:00	9	30	114	328	186	25	6	1	0	0	0	0	0	699
2:00	6	27	208	334	209	30	1	3	0	0	0	0	0	818
3:00	16	51	207	447	241	48	2	1	1	0	0	0	0	1014
4:00	20	60	215	478	215	36	3	0	0	0	0	0	0	1027
5:00	11	54	217	509	188	27	2	0	1	0	0	0	0	1009
6:00	4	19	149	335	143	24	1	0	0	0	0	0	0	675
7:00	8	17	73	182	113	20	3	0	0	0	0	0	0	416
8:00	4	13	51	140	70	13	0	0	0	0	0	0	0	291
9:00	3	4	30	89	52	12	1	0	0	0	0	0	0	191
10:00	1	5	12	50	35	7	2	0	0	0	0	0	0	112
11:00	1	2	16	37	24	6	0	0	0	0	0	0	0	86
Total	133	467	2448	5152	2521	446	47	7	3	1	0	0	0	11225

Percentile	15th	50th	85th	95th
Speed	23	26	31	34

Mean Speed (Average)	27.9
10 MPH Pace Speed	24-33
Number in Pace	7694
Percent in Pace	69.0%
Number > 30 MPH	3025
Percent > 30 MPH	26.9%

Accurate Counts
978-664-2565

Location : Elm Street
Location : North of Route 110
City/State: Amesbury, MA
Direction: Combined

Site Code: 95260001

2/15/2024 Time	0 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
12:00 AM	0	1	1	22	4	2	1	0	0	0	0	0	0	31
1:00	0	0	3	4	6	0	1	0	0	0	0	0	0	14
2:00	1	2	3	7	4	1	1	0	0	0	0	0	0	19
3:00	2	2	4	5	3	0	0	0	0	0	0	0	0	16
4:00	0	3	24	32	18	4	0	0	0	0	0	0	0	81
5:00	1	10	53	104	55	11	2	1	0	0	0	0	0	237
6:00	4	36	110	217	87	13	2	0	1	0	0	0	0	470
7:00	54	63	193	298	127	26	1	1	2	0	0	0	0	765
8:00	10	35	167	364	135	38	2	2	1	0	0	0	0	754
9:00	1	13	119	249	136	25	3	0	0	0	0	0	0	546
10:00	4	24	136	244	108	25	2	3	0	0	0	0	0	546
11:00	5	18	118	237	137	33	7	0	0	0	0	0	0	555
12:00 PM	1	20	131	315	133	26	4	0	0	0	0	0	0	630
1:00	2	16	128	271	143	38	4	1	0	0	0	0	0	603
2:00	4	24	153	351	184	40	2	0	0	0	0	0	0	758
3:00	10	35	152	421	215	35	7	0	0	0	0	0	0	875
4:00	21	52	229	435	177	39	5	3	0	1	0	0	0	962
5:00	9	42	226	449	166	29	3	1	0	2	0	0	0	927
6:00	5	26	155	275	154	21	5	0	0	0	0	0	0	641
7:00	5	11	95	210	101	13	1	0	0	0	0	0	0	436
8:00	3	8	61	127	88	22	0	0	0	0	0	0	0	309
9:00	2	6	41	77	38	7	1	1	0	0	0	0	0	173
10:00	4	23	42	27	7	0	0	0	0	0	0	0	0	103
11:00	9	1	22	18	1	1	0	0	0	0	0	0	0	52
Total	157	471	2366	4759	2227	449	54	13	4	3	0	0	0	10503
			Percentile	15th	50th	85th	95th							
			Speed	22	26	31	34							
			Mean Speed (Average)	27.8										
			10 MPH Pace Speed	23-32										
			Number in Pace	7029										
			Percent in Pace	68.0%										
			Number > 30 MPH	2750										
			Percent > 30 MPH	26.2%										
Grand Total	290	938	4814	9911	4748	895	101	20	7	4	0	0	0	21728
			Percentile	15th	50th	85th	95th							
			Speed	22	26	31	34							
			Mean Speed (Average)	27.8										
			10 MPH Pace Speed	23-32										
			Number in Pace	14765										
			Percent in Pace	68.0%										
			Number > 30 MPH	5775										
			Percent > 30 MPH	26.6%										

MASSDOT CRASH DATA

Route 110 at I-495 SB On-Ramp

Crash Number	Crash Date	Day	Crash Severity	Crash Time	Crash Year	Driver Contributing Circumstances (All Drivers)	First Harmful Event	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Street Number	Roadway
4065106	03/10/2015	Tue	Property damage only (none injured)	7:56 PM	2015	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic	Dark - lighted roadway	Rear-end	Wet	Not at junction	V1: W / V2: W	Cloudy/Other		MACY STREET Rte 110 W
4078680	08/26/2015	Wed	Property damage only (none injured)	6:54 PM	2015	D1: (Physical impairment) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction	Dry	On-ramp	V1: W / V2: W	Clear		MACY STREET Rte SR110 W / RAMP-RT 110 TO RT 495 SE
4249078	09/06/2016	Tue	Non-fatal injury	11:29 AM	2016	D1: (No improper driving) / D2: (Operating vehicle in erratic, reckless, careless, negligent or aggressive manner)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Not at junction	V1: S / V2: S	Clear		RAMP-RT 110 TO RT 495 SB
4367727	03/20/2017	Mon	Property damage only (none injured)	7:41 PM	2017	D1: (No improper driving)	Collision with animal - other	Dark - roadway not lighted	Single vehicle crash	Wet	Not at junction	V1: Not Reported	Clear		MACY STREET
4465525	11/21/2017	Tue	Non-fatal injury	10:21 AM	2017	D1: (Operating vehicle in erratic, reckless, careless, negligent or aggressive manner) / D2: (Followed too closely),(Inattention)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Not at junction	V1: W / V2: W	Clear	49	MACY ST
4607165	09/25/2018	Tue	Property damage only (none injured)	7:53 AM	2018	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Not at junction	V1: W / V2: S	Clear	58	MACY ST
4707445	05/21/2019	Tue	Property damage only (none injured)	3:25 PM	2019	D1: (Made an improper turn) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Not at junction	V1: W / V2: W	Clear	58	MACY ST

Route 110 at I-495 NB Off-Ramp

Crash Number	Crash Date	Day	Crash Severity	Crash Time	Crash Year	Driver Contributing Circumstances (All Drivers)	First Harmful Event	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Traffic Control Device Type	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Street Number	Roadway
4065120	03/26/2015	Thu	Property damage only (none injured)	11:35 AM	2015	D1: (Followed too closely) / D2: (Unknown)	Collision with motor vehicle in traffic	Daylight	Rear-end	Wet	Off-ramp	Yield signs	V1: E / V2: E	Clear		RAMP-RT 495 NB TO RT 110
4119919	11/13/2015	Fri	Not Reported	8:00 AM	2015	D1: (Other improper action)	Collision with guardrail	Daylight	Not reported	Dry	Off-ramp	No controls	V1: E / V2: E	Clear		MACY STREET Rte 110 E
4150556	01/02/2016	Sat	Property damage only (none injured)	8:22 AM	2016	D1: (Inattention) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Not at junction	No controls	V1: S / V2: E	Clear	58	MACY ST
4494922	01/18/2018	Thu	Property damage only (none injured)	9:30 AM	2018	D1: (Failed to yield right of way) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Angle	Ice	Not at junction	No controls	V1: W / V2: W	Clear	58	MACY ST
4590383	08/23/2018	Thu	Property damage only (none injured)	12:47 PM	2018	D1: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Not reported	Wet	Off-ramp	Yield signs	V1: N	Rain		RAMP-RT 495 NB TO RT 110

Route 110 at Rocky Hill Road

Crash Number	Crash Date	Day	Crash Severity	Crash Time	Crash Year	Driver Contributing Circumstances (All Drivers)	First Harmful Event	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Street Number	Roadway
4015272	01/10/2015	Sat	Property damage only (none injured)	11:00 AM	2015	D1: (No improper driving) / D2: (No improper driving) / D3: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Not at junction	V1: W / V2: W / V3: W	Clear		MACY ST
4065104	03/08/2015	Sun	Property damage only (none injured)	12:11 PM	2015	D1: (Inattention) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Wet	Not at junction	V1: W / V2: W	Cloudy	80	MACY ST
4065115	03/23/2015	Mon	Property damage only (none injured)	11:44 AM	2015	D1: (No improper driving) / D2: (Failure to keep in proper lane or running off road)	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Driveway	V1: W / V2: S	Clear	84	MACY ST
4065030	04/17/2015	Fri	Non-fatal injury	4:30 PM	2015	D1: (Inattention) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Not at junction	V1: E / V2: E	Clear		MACY STREET Rte SR110 E / ROCKY HILL ROAD
4065075	06/21/2015	Sun	Property damage only (none injured)	11:48 AM	2015	D1: (Followed too closely) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Wet	Not at junction	V1: W / V2: W	Rain	80	MACY STREET Rte 110 W
4065076	06/21/2015	Sun	Property damage only (none injured)	2:24 PM	2015	D1: (Driving too fast for conditions)	Collision with unknown fixed object	Daylight	Single vehicle crash	Wet	Driveway	V1: E	Rain	80	MACY ST
4065506	07/15/2015	Wed	Property damage only (none injured)	11:15 AM	2015	D1: (Failed to yield right of way),(Other improper action) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Angle	Dry	T-intersection	V1: E / V2: E	Clear		MACY STREET / ROCKY HILL ROAD
4123350	09/02/2015	Wed	Property damage only (none injured)	10:39 PM	2015	D1: (No improper driving) / D2: (Physical impairment)	Collision with motor vehicle in traffic	Dark - lighted roadway	Sideswipe, same direction	Dry	Not at junction	V1: W / V2: W	Clear	84	MACY ST
4123380	10/08/2015	Thu	Property damage only (none injured)	8:53 AM	2015	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Not at junction	V1: E / V2: E	Clear	80	MACY STREET
4123405	11/16/2015	Mon	Property damage only (none injured)	9:41 AM	2015	D1: (Inattention) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Sideswipe, opposite direction	Dry	Not at junction	V1: S / V2: W	Clear	84	MACY ST
4465454	06/21/2017	Wed	Non-fatal injury	6:34 PM	2017	D1: (No improper driving) / D2: (Failed to yield right of way)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	T-intersection	V1: W / V2: S	Clear		MACY ST / ROCKY HILL ROAD
4465902	06/24/2017	Sat	Property damage only (none injured)	2:34 PM	2017	D1: (No improper driving) / D3: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Not at junction	V1: E / V2: E / V3: E / V4: E	Clear	80	MACY STREET
4465460	07/10/2017	Mon	Property damage only (none injured)	4:42 PM	2017	D1: (No improper driving) / D2: (Failed to yield right of way)	Collision with motor vehicle in traffic	Daylight	Angle	Dry	T-intersection	V1: W / V2: E	Clear	84	MACY ST
4465537	07/19/2017	Wed	Property damage only (none injured)	3:54 PM	2017	D1: (Made an improper turn)	Collision with curb	Daylight	Single vehicle crash	Dry	T-intersection	V1: E	Clear		ROCKY HILL ROAD / MACY ST
4454193	09/27/2017	Wed	Property damage only (none injured)	11:32 AM	2017	D1: (No improper driving) / D2: (No improper driving) / D3: (Followed too closely)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Not at junction	V1: W / V2: W / V3: W	Clear	86	MACY ST
4521390	03/03/2018	Sat	Non-fatal injury	11:06 AM	2018	D1: (No improper driving) / D2: (Failed to yield right of way)	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Driveway	V1: W / V2: S	Rain	84	MACY ST
4521308	03/20/2018	Tue	Non-fatal injury	9:41 AM	2018	D1: (Inattention) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Not at junction	V1: N / V2: N	Clear	84	MACY ST
4546926	05/23/2018	Wed	Non-fatal injury	9:31 AM	2018	D1: (Distracted) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Angle	Dry	T-intersection	V1: N / V2: W	Clear	84	MACY ST
4576050	07/14/2018	Sat	Property damage only (none injured)	2:08 PM	2018	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	T-intersection	V1: E / V2: E	Clear/Cloudy		ROCKY HILL ROAD / MACY ST
4576052	07/25/2018	Wed	Property damage only (none injured)	11:31 AM	2018	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Not at junction	V1: S / V2: S	Clear/Other	80	MACY ST
4587529	08/17/2018	Fri	Property damage only (none injured)	5:26 PM	2018	D1: (No improper driving) / D2: (Inattention)	Collision with motor vehicle in traffic	Daylight	Angle	Wet	T-intersection	V1: S / V2: E	Cloudy/Rain	24	ROCKY HILL ROAD
4616726	10/23/2018	Tue	Non-fatal injury	9:43 AM	2018	D1: (Inattention) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Not at junction	V1: W / V2: W	Clear	80	MACY ST
4646286	12/06/2018	Thu	Property damage only (none injured)	7:52 AM	2018	D1: (No improper driving) / D2: (No improper driving) / D3: (Inattention),(Followed too closely)	Collision with motor vehicle in traffic	Daylight	Rear-to-rear	Dry	Not at junction	V1: W / V2: W / V3: W	Clear	80	MACY ST
4646329	12/26/2018	Wed	Property damage only (none injured)	10:23 AM	2018	D1: (No improper driving) / D2: (Inattention)	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Driveway	V1: W / V2: W	Clear	80	MACY ST
4658534	01/21/2019	Mon	Property damage only (none injured)	6:21 PM	2019	D1: (No improper driving)	Collision with median barrier	Dark - lighted roadway	Single vehicle crash	Ice	Not at junction	V1: W	Snow/Other	84	MACY ST
4658539	01/27/2019	Sun	Property damage only (none injured)	5:10 PM	2019	D1: (No improper driving) / D2: (Inattention)	Collision with motor vehicle in traffic	Dark - lighted roadway	Sideswipe, same direction	Dry	Not at junction	V1: W / V2: W	Clear	77	MACY ST
4684344	03/14/2019	Thu	Property damage only (none injured)	4:09 PM	2019	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction	Dry	Not at junction	V1: W / V2: W	Clear/Other	77	MACY ST
4771305	08/03/2019	Sat	Property damage only (none injured)	8:47 AM	2019	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Not at junction	V1: W / V2: W	Clear/Other	84	MACY ST
4770480	10/21/2019	Mon	Property damage only (none injured)	1:35 PM	2019	D1: (Failure to keep in proper lane or running off road) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction	Dry	T-intersection	V1: W / V2: W	Clear		MACY ST / ROCKY HILL RD
4781186	11/24/2019	Sun	Property damage only (none injured)	4:32 PM	2019	D1: (Inattention) / D2: (No improper driving)	Collision with motor vehicle in traffic	Dark - lighted roadway	Rear-end	Wet	Not at junction	V1: E / V2: E	Cloudy/Rain	84	MACY ST

Route 110 at Carriagetown Marketplace

Crash Number	Crash Date	Day	Crash Severity	Crash Time	Crash Year	Driver Contributing Circumstances (All Drivers)	First Harmful Event	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Street Number	Roadway
4065032	04/19/2015	Sun	Property damage only (none injured)	3:02 PM	2015	D1: (Inattention) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Driveway	V1: W / V2: W	Clear	108	MACY ST
4065098	07/23/2015	Thu	Property damage only (none injured)	7:45 AM	2015	D1: (Made an improper turn),(Failed to yield right of way) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Not at junction	V1: N / V2: E	Clear	103	MACY STREET Rte 110 E
4123391	10/27/2015	Tue	Non-fatal injury	8:15 AM	2015	D1: (Inattention),(Followed too closely) / D2: (No improper driving) / D3: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Not at junction	V1: E / V2: E / V3: E	Clear		MACY STREET
4123407	11/17/2015	Tue	Non-fatal injury	5:30 PM	2015	D1: (Unknown)	Collision with pedestrian	Dark - roadway not lighted	Single vehicle crash	Dry	Not at junction	V1: W	Clear	108	MACY ST
4208680	03/10/2016	Thu	Non-fatal injury	2:23 PM	2016	D1: (No improper driving) / D2: (Unknown)	Collision with motor vehicle in traffic	Daylight	Rear-end	Wet	Not at junction	V1: E / V2: E	Rain/Rain	109	MACY STREET
4207702	05/09/2016	Mon	Property damage only (none injured)	3:41 PM	2016	D1: (Followed too closely) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Not at junction	V1: E / V2: E	Clear/Clear	109	MACY STREET
4454192	09/27/2017	Wed	Property damage only (none injured)	11:01 AM	2017	D1: (No improper driving) / D2: (Inattention)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Four-way intersection	V1: W / V2: W	Clear	108	MACY ST
4454106	10/22/2017	Sun	Property damage only (none injured)	1:23 PM	2017	D1: (Inattention) / D2: (No improper driving) / D3: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Four-way intersection	V1: E / V2: E / V3: E	Clear	109	MACY ST
4465521	11/03/2017	Fri	Non-fatal injury	11:33 AM	2017	D1: (Followed too closely) / D2: (No improper driving) / D3: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Not at junction	V1: E / V2: E / V3: E	Clear	109	MACY ST
4494925	01/19/2018	Fri	Property damage only (none injured)	4:22 PM	2018	D1: (Inattention) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Four-way intersection	V1: E / V2: E	Clear	109	MACY ST
4521395	03/12/2018	Mon	Property damage only (none injured)	10:45 AM	2018	D1: (No improper driving) / D2: (Visibility obstructed)	Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction	Dry	Not at junction	V1: W / V2: W	Clear		MACY STREET
4546775	05/02/2018	Wed	Property damage only (none injured)	6:09 PM	2018	D1: (Made an improper turn),(Failed to yield right of way) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Four-way intersection	V1: W / V2: E	Clear	109	MACY ST
4546925	05/16/2018	Wed	Non-fatal injury	12:28 PM	2018	D1: (No improper driving) / D2: (Followed too closely)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Not at junction	V1: E / V2: E	Clear	109	MACY ST
4607151	09/04/2018	Tue	Property damage only (none injured)	8:08 AM	2018	D1: (No improper driving) / D2: (Glare)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Not at junction	V1: E / V2: E	Clear	103	MACY ST
4646288	12/07/2018	Fri	Property damage only (none injured)	12:07 PM	2018	D1: (No improper driving) / D2: (Inattention)	Collision with parked motor vehicle	Daylight	Sideswipe, same direction	Dry	Driveway	V1: E / V2: E	Clear	100	MACY STREET
4646327	12/21/2018	Fri	Property damage only (none injured)	6:15 PM	2018	D1: (No improper driving)	Collision with animal - deer	Dark - unknown roadway lighting	Single vehicle crash	Dry	Not at junction	V1: W	Clear	100	MACY ST
4703470	04/01/2019	Mon	Property damage only (none injured)	12:32 PM	2019	D2: (Over-correcting/over-steering)	Collision with parked motor vehicle	Daylight	Sideswipe, opposite direction	Dry	Driveway	V1: W / V2: E	Clear	100	MACY ST
4703563	04/06/2019	Sat	Property damage only (none injured)	3:44 PM	2019	D1: (No improper driving) / D2: (Inattention)	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Not at junction	V1: E / V2: N	Clear	100	MACY ST
4707446	05/22/2019	Wed	Property damage only (none injured)	1:06 PM	2019	D1: (Over-correcting/over-steering)	Collision with parked motor vehicle	Daylight	Sideswipe, same direction	Dry	Not at junction	V1: W / V2: W	Clear	100	MACY ST
4722344	06/04/2019	Tue	Property damage only (none injured)	8:02 AM	2019	D1: (Inattention) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Not at junction	V1: E / V2: E	Clear	103	MACY ST
4722353	06/13/2019	Thu	Property damage only (none injured)	1:29 PM	2019	D1: (Inattention) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-to-rear	Wet	Not at junction	V1: S / V2: S	Rain/Cloudy	100	MACY ST

Route 110 at Elm Street and Clark's Road

Crash Number	Crash Date	Day	Crash Severity	Crash Time	Crash Year	Driver Contributing Circumstances (All Drivers)	First Harmful Event	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Street Number	Roadway
4015273	01/10/2015	Sat	Property damage only (none injured)	4:26 PM	2015	D1: (No improper driving) / D2: (No improper driving) / D3: (Inattention)	Collision with motor vehicle in traffic	Dusk	Rear-end	Dry	Not at junction	V1: E / V2: E / V3: E	Clear		MACY ST
4015222	01/24/2015	Sat	Property damage only (none injured)	11:09 AM	2015	D1: (Unknown) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Angle	Snow	Four-way intersection	V1: W / V2: S	Snow		MACY ST / ELM ST
4065117	03/24/2015	Tue	Property damage only (none injured)	8:00 AM	2015	D1: (Inattention) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Four-way intersection	V1: S / V2: S	Clear		ELM STREET
4065038	05/01/2015	Fri	Property damage only (none injured)	11:50 AM	2015	D1: (Inattention) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Four-way intersection	V1: W / V2: W	Clear		MACY ST / ELM ST
4065049	05/21/2015	Thu	Property damage only (none injured)	9:23 AM	2015	D1: (No improper driving) / D2: (Unknown)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Four-way intersection	V1: E / V2: E	Clear		MACY ST / CLARKS RD
4123367	09/18/2015	Fri	Property damage only (none injured)	5:14 AM	2015	D2: (Inattention)	Collision with motor vehicle in traffic	Dawn	Rear-end	Dry	Four-way intersection	V1: S / V2: S	Clear		ELM ST / MACY ST
4123374	09/30/2015	Wed	Property damage only (none injured)	5:33 AM	2015	D1: (No improper driving) / D2: (Followed too closely)	Collision with motor vehicle in traffic	Dark - lighted roadway	Rear-end	Wet	Four-way intersection	V1: S / V2: S	Rain		MACY ST / ELM ST
4150561	01/26/2016	Tue	Property damage only (none injured)	10:00 AM	2016	D1: (No improper driving) / D2: (Followed too closely)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Four-way intersection	V1: W / V2: W	Clear		MACY ST / ELM ST
4150562	01/28/2016	Thu	Property damage only (none injured)	6:43 AM	2016	D1: (Failed to yield right of way) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction	Dry	Four-way intersection	V1: E / V2: E	Clear		MACY ST / ELM ST
4207701	03/20/2016	Sun	Property damage only (none injured)	7:55 AM	2016	D1: (No improper driving) / D2: (Inattention)	Collision with motor vehicle in traffic	Daylight	Sideswipe, opposite direction	Dry	Four-way intersection	V1: S / V2: W	Clear		MACY STREET / ELM STREET
4533174	05/26/2016	Thu	Property damage only (none injured)	5:10 AM	2016	D1: (No improper driving) / D2: (Failed to yield right of way)	Collision with motor vehicle in traffic	Daylight	Unknown	Dry	T-Intersection	V1: W / V2: S	Clear		ELM STREET / CLARKS ROAD
4275837	09/01/2016	Thu	Property damage only (none injured)	6:57 PM	2016	D1: (No improper driving) / D2: (Unknown)	Collision with motor vehicle in traffic	Daylight	Rear-end	Wet	Four-way intersection	V1: S / V2: S	Clear		ELM STREET / MACY STREET
4326124	10/04/2016	Tue	Property damage only (none injured)	3:34 PM	2016	D1: (Inattention) / D2: (Unknown)	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Dry	Not at junction	V1: W / V2: W	Clear/Clear		MACY STREET Rte 110 W
4533166	11/01/2016	Tue	Property damage only (none injured)	7:03 PM	2016	D1: (No improper driving)	Collision with animal - deer	Dark - lighted roadway	Single vehicle crash	Dry	Not at junction	V1: E	Clear/Clear		Rte 110 E
4531586	11/07/2016	Mon	Property damage only (none injured)	11:34 AM	2016	D1: (Disregarded traffic signs, signals, road markings)	Collision with unknown fixed object	Daylight	Single vehicle crash	Dry	Not at junction	V1: Not Reported	Clear/Clear	133	MACY STREET
4344775	01/19/2017	Thu	Property damage only (none injured)	6:24 PM	2017	D1: (No improper driving)	Collision with motor vehicle in traffic	Dark - unknown roadway lighting	Sideswipe, same direction	Dry	Not at junction	V1: W / V2: W	Clear/Clear	133	MACY STREET
4363769	02/27/2017	Mon	Property damage only (none injured)	5:37 PM	2017	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Head-on	Dry	Not at junction	V1: S / V2: N	Clear/Clear		ELM STREET
4338244	03/08/2017	Wed	Property damage only (none injured)	6:00 AM	2017	D1: (Exceeded authorized speed limit) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction	Dry	Four-way intersection	V1: E / V2: E	Clear		MACY STREET Rte 110 E
4363762	03/16/2017	Thu	Property damage only (none injured)	12:18 PM	2017	D1: (No improper driving) / D2: (Failure to keep in proper lane or running off road)	Collision with motor vehicle in traffic	Daylight	Not reported	Dry	Not at junction	V1: E / V2: E	Clear		CLARKS ROAD
4454204	04/01/2017	Sat	Property damage only (none injured)	1:23 AM	2017	D1: (No improper driving) / D2: (Other improper action)	Collision with motor vehicle in traffic	Dark - lighted roadway	Rear-end	Snow	Four-way intersection	V1: W / V2: E	Snow/Sleet, hail (freezing rain or drizzle)		ELM ST / MACY ST
4454205	05/10/2017	Wed	Property damage only (none injured)	10:09 PM	2017	D1: (Inattention) / D2: (No improper driving)	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Dry	Not at junction	V1: S / V2: W	Clear		MACY STREET Rte 110 W
4465527	05/18/2017	Thu	Property damage only (none injured)	8:46 PM	2017	D1: (No improper driving)	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Dry	Four-way intersection	V1: W	Clear		MACY ST / ELM ST
4465452	05/25/2017	Thu	Property damage only (none injured)	4:25 PM	2017	D1: (No improper driving) / D2: (Inattention)	Collision with motor vehicle in traffic	Daylight	Rear-end	Wet	Four-way intersection	V1: W / V2: W	Cloudy/Rain		MACY ST / ELM ST
4454210	06/16/2017	Fri	Property damage only (none injured)	5:41 AM	2017	D1: (Inattention) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Four-way intersection	V1: E / V2: E	Clear		CLARKS ROAD / MACY STREET Rte SR110 E
4465546	08/06/2017	Sun	Property damage only (none injured)	8:27 AM	2017	D1: (Distracted) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Sideswipe, opposite direction	Dry	Four-way intersection	V1: E / V2: N	Clear		MACY ST / ELM ST
4482383	12/04/2017	Mon	Property damage only (none injured)	8:51 AM	2017	D1: (No improper driving) / D2: (Inattention),(Failure to keep in proper lane or running off road)	Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction	Dry	Not at junction	V1: N / V2: N	Clear		ELM ST / MACY ST
4482390	12/12/2017	Tue	Property damage only (none injured)	5:44 PM	2017	D1: (Unknown)	Collision with motor vehicle in traffic	Dark - lighted roadway	Sideswipe, same direction	Wet	Off-ramp	V1: W	Rain		MACY ST
4494923	01/02/2018	Tue	Property damage only (none injured)	12:43 PM	2018	D1: (Failed to yield right of way) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Not at junction	V1: N / V2: S	Clear		ELM STREET
4494765	01/30/2018	Tue	Property damage only (none injured)	2:13 PM	2018	D1: (No improper driving) / D2: (Failed to yield right of way)	Collision with motor vehicle in traffic	Daylight	Angle	Dry	T-Intersection	V1: S / V2: W	Cloudy		CLARKS ROAD
4508061	02/03/2018	Sat	Property damage only (none injured)	7:50 AM	2018	D1: (No improper driving) / D2: (Disregarded traffic signs, signals, road markings),(Failure to keep in proper lane or running off road)	Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction	Dry	Four-way intersection	V1: E / V2: E	Clear		MACY ST / CLARKS RD
4508072	02/08/2018	Thu	Property damage only (none injured)	4:44 PM	2018	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Off-ramp	V1: W / V2: W	Clear		MACY ST / ELM ST
4533390	04/19/2018	Thu	Property damage only (none injured)	5:50 PM	2018	D1: (Disregarded traffic signs, signals, road markings) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction	Dry	Not at junction	V1: W / V2: W	Clear		MACY ST
4546773	05/01/2018	Tue	Property damage only (none injured)	4:20 PM	2018	D1: (No improper driving) / D2: (No improper driving) / D3: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Four-way intersection	V1: W / V2: W / V3: W	Clear		MACY ST / ELM ST
4546782	05/14/2018	Mon	Property damage only (none injured)	11:46 AM	2018	D1: (Inattention) / D2: (No improper driving) / D3: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Four-way intersection	V2: E / V3: E / V1: E	Clear/Cloudy		MACY STREET / CLARKS ROAD
4561337	06/14/2018	Thu	Property damage only (none injured)	1:06 AM	2018	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic	Dark - lighted roadway	Rear-end	Dry	Not at junction	V1: W / V2: W	Clear		MACY STREET Rte 110 W
4561341	06/21/2018	Thu	Property damage only (none injured)	12:21 PM	2018	D1: (No improper driving) / D2: (Inattention)	Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction	Dry	Four-way intersection	V1: S / V2: S	Clear		ELM ST / MACY ST
4576155	07/26/2018	Thu	Property damage only (none injured)	7:23 PM	2018	D1: (Inattention) / D2: (No improper driving)	Collision with motor vehicle in traffic	Dusk	Angle	Dry	Four-way intersection	V1: W / V2: S	Clear		MACY ST / ELM ST
4607158	09/06/2018	Thu	Property damage only (none injured)	4:50 PM	2018	D1: (No improper driving) / D2: (Inattention)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Four-way intersection	V1: N / V2: N	Clear		CLARKS RD / MACY ST
4616717	10/03/2018	Wed	Property damage only (none injured)	7:46 AM	2018	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Angle	Wet	Driveway	V1: E / V2: S	Cloudy	299	ELM ST
4616723	10/11/2018	Thu	Property damage only (none injured)	8:02 PM	2018	D1: (No improper driving) / D2: (Made an improper turn)	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Wet	Four-way intersection	V1: E / V2: E	Rain		MACY ST / ELM ST
4646290	12/09/2018	Sun	Property damage only (none injured)	9:57 AM	2018	D1: (Operating vehicle in erratic, reckless, careless, negligent or aggressive manner) / D2: (Failed to yield right of way)	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Not at junction	V1: E / V2: S	Clear		ELM STREET
4658532	01/19/2019	Sat	Property damage only (none injured)	10:14 AM	2019	D1: (Failed to yield right of way),(Distracted) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction	Dry	Not at junction	V1: E / V2: E	Clear		ELM ST / MACY ST
4658538	01/24/2019	Thu	Non-fatal injury	2:43 PM	2019	D1: (Inattention) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Wet	Four-way intersection	V1: W / V2: W	Rain	109	MACY ST
4658634	01/29/2019	Tue	Property damage only (none injured)	3:17 PM	2019	D1: (No improper driving) / D2: (Unknown)	Collision with motor vehicle in traffic	Daylight	Rear-end	Snow	Four-way intersection	V1: W / V2: W	Snow/Blowing sand, snow	133	MACY ST
4674382	02/04/2019	Mon	Property damage only (none injured)	10:11 AM	2019	D1: (Made an improper turn) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction	Dry	Four-way intersection	V1: W / V2: W	Clear		MACY ST / ELM ST
4684343	03/13/2019	Wed	Non-fatal injury	7:53 AM	2019	D1: (Inattention),(Driving too fast for conditions) / D2: (No improper driving) / D3: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Four-way intersection	V1: W / V2: E / V3: W	Clear		MACY ST / ELM ST
4684349	03/28/2019	Thu	Property damage only (none injured)	10:46 AM	2019	D1: (No improper driving) / D2: (Inattention)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Not at junction	V1: E / V2: E	Clear	108	MACY STREET
4703474	04/12/2019	Fri	Property damage only (none injured)	7:13 PM	2019	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction	Dry	Four-way intersection	V1: S / V2: S	Clear		MACY ST / ELM ST
4703475	04/15/2019	Mon	Property damage only (none injured)	3:47 PM	2019	D1: (No improper driving) / D2: (Inattention)	Collision with motor vehicle in traffic	Daylight	Rear-end	Wet	Four-way intersection	V1: W / V2: W	Rain		MACY ST / ELM ST
4703571	04/27/2019	Sat	Property damage only (none injured)	3:34 PM	2019	D1: (No improper driving) / D2: (Distracted)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Not at junction	V1: W / V2: W	Cloudy/Unknown	111	MACY ST
4707439	05/07/2019	Tue	Property damage only (none injured)	4:31 PM	2019	D1: (No improper driving) / D2: (No improper driving) / D3: (Distracted)	Collision with motor vehicle in traffic	Daylight	Angle	Wet	Four-way intersection	V1: E / V2: E / V3: E	Cloudy/Rain	133	MACY ST
4707440	05/08/2019	Wed	Property damage only (none injured)	11:59 AM	2019	D1: (Unknown) / D2: (Unknown)	Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction	Dry	Four-way intersection	V1: E / V2: E / V3: E	Clear		MACY ST / ELM ST
4735234	07/03/2019	Wed	Property damage only (none injured)	3:36 PM	2019	D1: (Unknown) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Not at junction	V1: W / V2: W	Clear	299	ELM ST
4735235	07/03/2019	Wed	Property damage only (none injured)	3:45 PM	2019	D1: (No improper driving) / D2: (Distracted),(Inattention)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Not at junction	V1: W / V2: W	Clear	108	MACY ST
4735242	07/13/2019	Sat	Non-fatal injury	10:12 AM	2019	D1: (Inattention)	Collision with cyclist	Daylight	Rear-end	Dry	Driveway	V1: W	Clear	100	MACY ST
4771095	08/28/2019	Wed	Property damage only (none injured)	8:27 AM	2019	D1: (Inattention) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Not at junction	V1: E / V2: E	Clear	107	MACY ST
4766178	09/06/2019	Fri	Property damage only (none injured)	12:08 PM	2019	D1: (Inattention),(Failure to keep in proper lane or running off road) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction	Dry	T-Intersection	V1: W / V2: W	Clear		MACY ST / CLARKS RD
4766181	09/12/2019	Thu	Property damage only (none injured)	3:07 PM	2019	D1: (No improper driving) / D2: (Inattention)	Collision with motor vehicle in traffic	Daylight	Angle	Dry	T-Intersection	V1: E / V2: N	Cloudy	100	MACY ST
4770487	10/30/2019	Wed	Property damage only (none injured)	2:31 AM	2019	D1: (Fatigued/asleep) / D2: (No improper driving)	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Wet	Not at junction	V1: E / V2: E	Rain	103	MACY STREET

Route 110 at I-95 SB Ramps

Crash Number	Crash Date	Day	Crash Severity	Crash Time	Crash Year	Driver Contributing Circumstances (All Drivers)	First Harmful Event	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Street Number	Roadway
4073407	08/07/2015	Fri	Property damage only (none injured)	6:00 PM	2015	D1: (Distracted) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Not at junction	V1: W / V2: W	Clear		MACY STREET Rte 110 W
4078670	08/14/2015	Fri	Property damage only (none injured)	3:37 PM	2015	D1: (No improper driving) / D2: (Failed to yield right of way)	Collision with motor vehicle in traffic	Daylight	Angle	Dry	T-intersection	V1: W / V2: W	Clear		MACY STREET Rte SR110 W / RAMP-RT 95 SB TO RT 110
4192177	03/18/2016	Fri	Property damage only (none injured)	9:20 AM	2016	D1: (No improper driving) / D2: (Failure to keep in proper lane or running off road)	Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction	Dry	Not at junction	V1: S / V2: S	Clear		JOHN GREENLEAF WHITTIER HIGHWAY Rte 110
4465455	06/23/2017	Fri	Non-fatal injury	12:39 PM	2017	D1: (No improper driving) / D2: (Followed too closely)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Not at junction	V1: W / V2: W	Clear		MACY STREET Rte 110 W
4494759	01/09/2018	Tue	Non-fatal injury	2:23 PM	2018	D1: (Distracted) / D2: (No improper driving) / D3: (No improper driving) / D4: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Not at junction	V1: W / V2: W / V3: W / V4: W	Clear		MACY STREET Rte 110 W
4658635	01/03/2019	Thu	Non-fatal injury	8:36 AM	2019	D1: (Disregarded traffic signs, signals, road markings) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction	Wet	Four-way intersection	V1: E / V2: E	Cloudy/Snow		MACY ST
4735244	07/17/2019	Wed	Property damage only (none injured)	8:39 AM	2019	D1: (No improper driving) / D2: (Inattention)	Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction	Dry	Not at junction	V1: E / V2: E	Cloudy		MACY ST Rte 110 E / Rte 95 S
4766187	09/24/2019	Tue	Property damage only (none injured)	3:43 PM	2019	D1: (Distracted) / D2: (No improper driving) / D3: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Front to Rear	Dry	Not at junction	V1: W / V2: W / V3: W	Clear		MACY ST

Route 110 at I-95 NB Ramps

Crash Number	Crash Date	Day	Crash Severity	Crash Time	Crash Year	Driver Contributing Circumstances (All Drivers)	First Harmful Event	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Street Number	Roadway
4015248	01/03/2015	Sat	Property damage only (none injured)	7:58 PM	2015	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic	Dark - lighted roadway	Rear-end	Snow	Not at junction	V1: E / V2: E	Snow		MACY STREET Rte 110 E
4065058	05/30/2015	Sat	Property damage only (none injured)	4:16 PM	2015	D1: (Inattention) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Not at junction	V1: W / V2: W	Clear		MACY STREET Rte 110 E
4058051	07/06/2015	Mon	Property damage only (none injured)	5:14 PM	2015	D1: (Inattention) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Angle	Dry	T-intersection	V1: N / V2: W	Clear		MACY STREET Rte SR110 W / RAMP-RT 110 TO RT 95 NB
4078667	08/10/2015	Mon	Property damage only (none injured)	7:13 PM	2015	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Off-ramp	V1: W / V2: W	Clear		RAMP-RT 95 NB TO RT 110 WB
4123389	10/22/2015	Thu	Property damage only (none injured)	5:05 PM	2015	D1: (No improper driving) / D2: (No improper driving)	Not reported	Not reported	Not reported	Not reported	Not reported	V1: W / V2: W / V3: Not Reported	Not Reported		MACY STREET
4531650	06/01/2016	Wed	Property damage only (none injured)	7:11 PM	2016	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction	Dry	Off-ramp	V1: E / V2: E	Clear		MACY STREET / Rte 95 N
4275465	08/26/2016	Fri	Property damage only (none injured)	11:52 AM	2016	D1: (Followed too closely) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Not at junction	V1: W / V2: W	Clear/Clear		MACY STREET
4310480	01/06/2017	Fri	Property damage only (none injured)	5:38 PM	2017	D1: (No improper driving) / D2: (Unknown)	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Dry	T-intersection	V1: E / V2: W	Clear		MACY STREET Rte SR110 W / RAMP-RT 110 TO RT 95 NB
4342421	01/26/2017	Thu	Property damage only (none injured)	5:50 PM	2017	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic	Dark - roadway not lighted	Rear-end	Dry	Off-ramp	V1: W / V2: W	Clear/Clear		MACY STREET
4454201	04/27/2017	Thu	Property damage only (none injured)	4:00 PM	2017	D1: (Operating vehicle in erratic, reckless, careless, negligent or aggressive manner) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction	Dry	Not at junction	V1: E / V2: E	Clear		MACY STREET Rte SR110 W / RAMP-RT 110 TO RT 95 NB
4465536	07/15/2017	Sat	Property damage only (none injured)	4:26 PM	2017	D1: (Visibility obstructed) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction	Dry	Off-ramp	V1: W / V2: W	Clear		RAMP-RT 95 NB TO RT 110 WB
4465903	07/21/2017	Fri	Property damage only (none injured)	10:09 PM	2017	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Dry	T-intersection	V1: W / V2: E	Clear		MACY STREET Rte SR110 W / RAMP-RT 110 TO RT 95 NB
4465471	08/03/2017	Thu	Property damage only (none injured)	11:21 AM	2017	D1: (No improper driving) / D2: (Failed to yield right of way)	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Off-ramp	V1: W / V2: W	Clear		RAMP-RT 95 NB TO RT 110 WB
4550425	05/30/2018	Wed	Property damage only (none injured)	8:27 PM	2018	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Dry	Not at junction	V1: E / V2: E	Clear		RAMP-RT 110 TO RT 95 NB / ELM STREET Rte SR110 E
4657780	01/27/2019	Sun	Non-fatal injury	5:15 PM	2019	D1: (No improper driving) / D2: (Failed to yield right of way)	Collision with motor vehicle in traffic	Dark - lighted roadway	Head-on	Dry	Four-way intersection	V1: S / V2: N	Clear/Other		RAMP-RT 110 TO RT 95 NB / MAIN STREET Rte SR110 W
4722349	06/10/2019	Mon	Property damage only (none injured)	12:41 AM	2019	D1: (No improper driving)	Collision with animal - deer	Dark - lighted roadway	Single vehicle crash	Dry	Not at junction	V1: E	Clear		MACY STREET Rte SR110 E
4722355	06/18/2019	Tue	Property damage only (none injured)	12:20 PM	2019	D1: (Inattention) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Four-way intersection	V1: W / V2: W	Clear		MACY ST Rte SR110 W

Route 110 at Merril Street and Rabbit Road

Crash Number	Crash Date	Day	Crash Severity	Crash Time	Crash Year	Driver Contributing Circumstances (All Drivers)	First Harmful Event	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Street Number	Roadway
3989661	01/02/2015	Fri	Property damage only (none injured)	11:42 AM	2015	D1: (Inattention) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Four-way intersection	V1: E / V2: E	Clear		ELM STREET / MERRILL STREET
4034286	04/16/2015	Thu	Property damage only (none injured)	2:43 PM	2015	D1: (Made an improper turn) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Four-way intersection	V1: E / V2: E	Clear		ELM ST / RABBIT RD
4043554	05/11/2015	Mon	Property damage only (none injured)	11:32 AM	2015	D1: (No improper driving) / D2: (Other improper action) / D3: (No improper driving) / D4: (No improper driving) / D5: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Four-way intersection	V1: E / V2: E / V3: E / V4: E / V5: E	Clear		ELM ST
4043560	05/16/2015	Sat	Property damage only (none injured)	8:18 PM	2015	D1: (No improper driving) / D2: (Inattention)	Collision with motor vehicle in traffic	Dark - lighted roadway	Rear-end	Dry	Four-way intersection	V1: N / V2: N	Clear		MERRILL STREET / ELM STREET
4051845	06/11/2015	Thu	Non-fatal injury	8:40 PM	2015	D1: (No improper driving) / D2: (Distracted)	Collision with motor vehicle in traffic	Dark - lighted roadway	Rear-end	Dry	Four-way intersection	V1: W / V2: W	Clear		ELM ST Rte 110 W / RABBIT RD
4056157	06/21/2015	Sun	Property damage only (none injured)	12:37 PM	2015	D1: (Inattention) / D2: (Inattention) / D3: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Angle	Wet	Four-way intersection	V1: S / V2: W / V3: E	Clear/Cloudy		ELM STREET Rte SR110 W / RABBIT ROAD / MERRILL STREET
4066530	07/24/2015	Fri	Property damage only (none injured)	4:08 PM	2015	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Head-on	Dry	Four-way intersection	V1: S / V2: N	Clear		ELM ST
4072989	08/12/2015	Wed	Property damage only (none injured)	8:31 PM	2015	D1: (Unknown) / D2: (Unknown)	Collision with motor vehicle in traffic	Dark - lighted roadway	Sideswipe, same direction	Dry	Four-way intersection	V1: W / V2: W	Clear/Unknown		ELM ST
4089732	09/10/2015	Thu	Property damage only (none injured)	10:14 AM	2015	D1: (No improper driving) / D2: (Inattention)	Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction	Dry	Four-way intersection	V1: E / V2: E	Clear		MERRILL STREET / ELM STREET Rte SR110 E / RABBIT ROAD / MERRILL ST
4090194	09/22/2015	Tue	Property damage only (none injured)	8:24 AM	2015	D1: (Inattention) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Four-way intersection	V1: S / V2: S	Cloudy		ELM STREET Rte SR110 W / RABBIT ROAD / ELM ST
4089728	09/25/2015	Fri	Property damage only (none injured)	5:41 PM	2015	D1: (No improper driving),(Unknown) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Four-way intersection	V1: E / V2: E	Clear		MERRILL STREET / ELM STREET Rte SR110 E / RABBIT ROAD
4092457	10/03/2015	Sat	Property damage only (none injured)	10:29 PM	2015	D1: (No improper driving) / D2: (Other improper action)	Collision with motor vehicle in traffic	Dark - lighted roadway	Rear-end	Dry	Four-way intersection	V1: E / V2: E	Cloudy		ELM ST / MERRILL ST
4107984	11/06/2015	Fri	Property damage only (none injured)	10:34 AM	2015	D1: (No improper driving) / D2: (Inattention)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Four-way intersection	V1: W / V2: W	Clear		ELM ST / RABBIT RD
4119817	12/08/2015	Tue	Property damage only (none injured)	7:09 AM	2015	D1: (Inattention) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Head-on	Dry	Four-way intersection	V1: S / V2: N	Clear		MERRILL STREET / ELM STREET Rte SR110 / RABBIT ROAD
4132109	01/06/2016	Wed	Property damage only (none injured)	7:19 AM	2016	D1: (Inattention) / D2: (Inattention)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Four-way intersection	V1: S / V2: S	Clear		ELM STREET / RABBIT ROAD
4163548	03/04/2016	Fri	Property damage only (none injured)	9:02 AM	2016	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Ice	Four-way intersection	V1: S / V2: S	Snow		ELM ST / RABBIT RD
4187487	05/04/2016	Wed	Property damage only (none injured)	3:18 PM	2016	D1: (No improper driving) / D2: (Inattention)	Collision with motor vehicle in traffic	Daylight	Rear-end	Wet	Not at junction	V1: S / V2: S	Cloudy		MERRILL ST / ELM ST
4196350	05/21/2016	Sat	Property damage only (none injured)	4:50 PM	2016	D1: (Disregarded traffic signs, signals, road markings) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Four-way intersection	V1: N / V2: S	Cloudy		MERRILL ST / ELM ST
4200020	06/01/2016	Wed	Property damage only (none injured)	7:11 PM	2016	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Four-way intersection	V1: E / V2: E	Clear		ELM ST / MERRILL ST
4213724	07/05/2016	Tue	Property damage only (none injured)	12:04 PM	2016	D1: (No improper driving) / D2: (Inattention)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Four-way intersection	V1: E / V2: E	Clear/Unknown		ELM ST
4228552	07/28/2016	Thu	Property damage only (none injured)	10:03 PM	2016	D1: (Unknown) / D2: (Unknown)	Collision with motor vehicle in traffic	Dark - roadway not lighted	Sideswipe, same direction	Dry	Four-way intersection	V1: W / V2: W	Clear/Unknown		ELM ST
4246679	09/10/2016	Sat	Property damage only (none injured)	8:08 PM	2016	D1: (Unknown) / D2: (Unknown)	Collision with motor vehicle in traffic	Dusk	Sideswipe, same direction	Dry	Four-way intersection	V1: E / V2: E	Clear		ELM ST / RABBIT RD
4260297	10/02/2016	Sun	Property damage only (none injured)	4:34 PM	2016	D1: (Physical impairment) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Angle	Wet	Four-way intersection	V1: W / V2: S	Cloudy/Unknown		RABBIT RD
4293322	12/02/2016	Fri	Property damage only (none injured)	1:03 PM	2016	D1: (Physical impairment) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Four-way intersection	V1: S / V2: S	Clear		ELM ST Rte 110 E / RABBIT RD
4315729	01/17/2017	Tue	Non-fatal injury	3:11 PM	2017	D1: (No improper driving) / D2: (Inattention)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Not at junction	V1: N / V2: N	Cloudy		MERRILL STREET
4368578	04/05/2017	Wed	Property damage only (none injured)	8:06 PM	2017	D1: (Unknown) / D2: (Unknown)	Collision with motor vehicle in traffic	Dark - lighted roadway	Sideswipe, same direction	Dry	Four-way intersection	V1: W / V2: W	Clear		ELM ST / RABBIT RD
4368583	04/23/2017	Sun	Property damage only (none injured)	4:28 PM	2017	D1: (Inattention) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Four-way intersection	V1: N / V2: N	Clear		ELM ST / MERRILL ST
4363063	04/30/2017	Sun	Property damage only (none injured)	12:44 PM	2017	D1: (Unknown) / D2: (Unknown)	Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction	Dry	Four-way intersection	V1: E / V2: E	Clear/Unknown		ELM STREET / RABBIT ROAD / MERRILL STREET
4366519	05/20/2017	Sat	Property damage only (none injured)	4:54 PM	2017	D1: (Unknown) / D2: (Distracted)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Four-way intersection	V1: W / V2: W	Clear		MERRILL STREET / ELM STREET Rte SR110 E / RABBIT ROAD
4376661	06/11/2017	Sun	Property damage only (none injured)	2:27 PM	2017	D1: (Followed too closely) / D2: (No improper driving) / D3: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Not at junction	V1: W / V2: W / V3: W	Clear/Cloudy	211	ELM ST
4389792	07/11/2017	Tue	Property damage only (none injured)	11:57 AM	2017	D1: (Unknown) / D2: (Unknown)	Other	Daylight	Unknown	Wet	Four-way intersection	V1: S / V2: N	Clear/Cloudy		ELM ST / RABBIT RD
4406921	08/07/2017	Mon	Non-fatal injury	11:09 PM	2017	D1: (Unknown) / D2: (Unknown)	Collision with motor vehicle in traffic	Dark - lighted roadway	Head-on	Wet	Four-way intersection	V1: S / V2: N	Rain		ELM ST / MERRILL ST
4414547	08/26/2017	Sat	Property damage only (none injured)	9:24 PM	2017	D1: (Physical impairment) / D2: (No improper driving)	Collision with motor vehicle in traffic	Dark - lighted roadway	Rear-end	Dry	Four-way intersection	V1: S / V2: S	Clear		ELM ST / RABBIT RD
4443437	10/21/2017	Sat	Property damage only (none injured)	11:03 PM	2017	D1: (No improper driving)	Collision with parked motor vehicle	Dark - lighted roadway	Rear-end	Dry	Driveway	V1: S	Clear	211	ELM ST
4500709	02/11/2018	Sun	Property damage only (none injured)	12:01 PM	2018	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Angle	Wet	Not at junction	V1: N / V2: E	Rain/Other	211	ELM ST
4506967	02/24/2018	Sat	Property damage only (none injured)	9:03 PM	2018	D1: (No improper driving)	Collision with parked motor vehicle	Dark - roadway not lighted	Unknown	Dry	Not at junction	V1: N	Clear	211	ELM ST
4517757	03/16/2018	Fri	Property damage only (none injured)	10:35 PM	2018	D1: (Made an improper turn) / D2: (No improper driving)	Collision with motor vehicle in traffic	Dark - lighted roadway	Sideswipe, same direction	Dry	Four-way intersection	V1: N / V2: N	Clear		ELM ST / RABBIT RD
4538873	05/07/2018	Mon	Property damage only (none injured)	8:59 AM	2018	D1: (Inattention),(Failed to yield right of way) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Y-intersection	V1: S / V2: W	Clear		ELM ST Rte 110 W / RABBIT RD
4573381	07/25/2018	Wed	Property damage only (none injured)	1:00 PM	2018	D1: (No improper driving) / D2: (Failed to yield right of way)	Collision with motor vehicle in traffic	Daylight	Head-on	Dry	Four-way intersection	V1: N / V2: S	Clear/Other		ELM ST / MERRILL ST
4613697	10/24/2018	Wed	Property damage only (none injured)	11:54 AM	2018	D1: (Followed too closely) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Wet	Four-way intersection	V1: E / V2: E	Rain		ELM ST / MERRILL ST
4621660	10/28/2018	Sun	Property damage only (none injured)	12:40 PM	2018	D1: (No improper driving) / D2: (Failure to keep in proper lane or running off road),(Made an improper turn)	Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction	Wet	Not at junction	V1: W / V2: W	Cloudy		ELM ST Rte 110 W / MERRILL ST
4664773	02/12/2019	Tue	Property damage only (none injured)	3:54 PM	2019	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Snow	Four-way intersection	V1: E / V2: E	Snow		ELM ST / MERRILL ST
4672266	03/01/2019	Fri	Property damage only (none injured)	11:57 AM	2019	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Four-way intersection	V1: E / V2: E	Clear		ELM ST
4676719	03/15/2019	Fri	Property damage only (none injured)	2:02 PM	2019	D1: (Inattention) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Wet	Not at junction	V1: W / V2: W	Clear	215	ELM ST Rte 110
4683045	03/29/2019	Fri	Property damage only (none injured)	1:45 PM	2019	D1: (No improper driving) / D2: (Inattention)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Four-way intersection	V1: E / V2: E	Cloudy		ELM ST / RABBIT RD
4686223	04/05/2019	Fri	Non-fatal injury	3:43 PM	2019	D1: (Inattention) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Four-way intersection	V1: E / V2: E	Clear		MERRILL ST / ELM ST
4727014	07/18/2019	Thu	Property damage only (none injured)	5:00 PM	2019	D1: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Rear-end		Four-way intersection	V1: E	Clear		RABBIT ROAD / MERRILL STREET / ELM STREET Rte SR110 E
4747564	09/05/2019	Thu	Property damage only (none injured)	8:21 AM	2019	D1: (No improper driving) / D2: (Fatigued/asleep)	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Four-way intersection	V1: W / V2: W	Clear/Other		ELM ST / MERRILL ST
4752219	09/17/2019	Tue	Property damage only (none injured)	8:49 AM	2019	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Head-on	Dry	Four-way intersection	V1: N / V2: S	Clear/Other		RABBIT RD / ELM ST

Elm Street at Rocky Hill Road

Crash Number	Crash Date	Day	Crash Severity	Crash Time	Crash Year	Driver Contributing Circumstances (All Drivers)	First Harmful Event	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Street Number	Roadway
4123366	09/17/2015	Thu	Non-fatal injury	8:15 AM	2015	D1: (Failed to yield right of way),(Inattention) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Not at junction	V1: S / V2: W	Clear		ELM STREET
4275897	09/24/2016	Sat	Non-fatal injury	8:58 AM	2016	D1: (Visibility obstructed) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Angle	Dry	T-intersection	V1: E / V2: S	Clear/Clear		ELM STREET
4533391	04/21/2018	Sat	Property damage only (none injured)	12:35 PM	2018	D1: (Made an improper turn) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Angle	Dry	T-intersection	V1: N / V2: S	Clear		ELM ST / ROCKY HILL ROAD

Elm Street at Carriagetown Marketplace

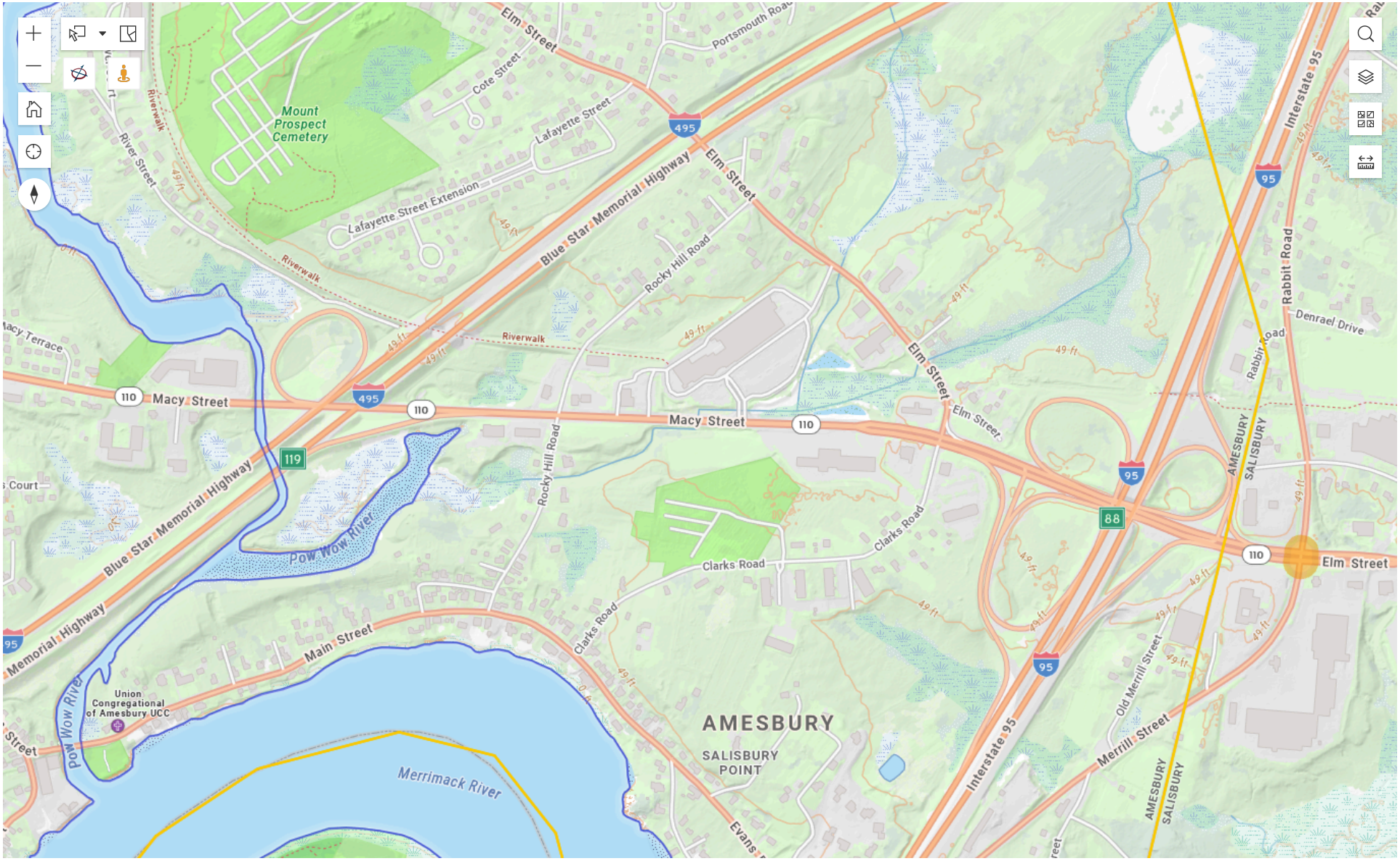
Crash Number	Crash Date	Day	Crash Severity	Crash Time	Crash Year	Driver Contributing Circumstances (All Drivers)	First Harmful Event	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Street Number	Roadway
4123352	09/04/2015	Fri	Property damage only (none injured)	8:51 AM	2015	D1: (Disregarded traffic signs, signals, road markings) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Angle	Dry	T-intersection	V1: S / V2: S	Cloudy		ELM STREET
4123385	10/14/2015	Wed	Property damage only (none injured)	1:13 PM	2015	D1: (Failed to yield right of way) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Angle	Dry	T-intersection	V1: W / V2: S	Clear		ELM ST
4123412	12/11/2015	Fri	Property damage only (none injured)	5:40 PM	2015	D1: (Failed to yield right of way),(No improper driving) / D2: (No improper driving) / D3: (No improper driving)	Collision with motor vehicle in traffic	Dark - lighted roadway	Unknown	Dry	T-intersection	V1: Not Reported / V2: E / V3: W	Clear/Unknown		ELM STREET
4616724	10/14/2018	Sun	Property damage only (none injured)	9:17 AM	2018	D1: (Inattention) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Angle	Dry	T-intersection	V1: E / V2: S	Clear		ELM STREET

Elm Street at Hampton Inn Amesbury

Crash Number	Crash Date	Day	Crash Severity	Crash Time	Crash Year	Driver Contributing Circumstances (All Drivers)	First Harmful Event	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Street Number	Roadway
4546785	05/23/2018	Wed	Property damage only (none injured)	7:43 AM	2018	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction	Dry	Not at junction	V1: S / V2: S	Clear/Other	289	ELM ST
4646326	12/21/2018	Fri	Property damage only (none injured)	6:30 PM	2018	D1: (No improper driving)	Collision with animal - deer	Dark - lighted roadway	Single vehicle crash	Wet	Not at junction	V1: S	Rain	284	ELM ST

MASSDOT CRASH RATE WORKSHEETS AND HIGH CRASH LOCATION MAPPING

Top Crash Locations Accessible Version



Selected features:0

200 m
600 ft

MassGIS | MassDOT Powered by Esri

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Amesbury COUNT DATE : 9/4/2024

DISTRICT : 4 UNSIGNALIZED : X SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Route 110

MINOR STREET(S) : I-495 On-Ramp

INTERSECTION DIAGRAM
(Label Approaches)

↑ *North*



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (PM) :	527	1,539				**2,066**

" K " FACTOR : **0.090**

INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **22,956**

TOTAL # OF CRASHES : 7

OF YEARS : 5

AVERAGE # OF CRASHES PER YEAR (**A**) : **1.40**

CRASH RATE CALCULATION : **0.17**

RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments : Below MassDOT Statewide (0.57) and District (0.57) Average Crash Rates

Project Title & Date: 9526 - Rocky Hill Residential Development

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Amesbury COUNT DATE : 9/4/2024

DISTRICT : 4 UNSIGNALIZED : X SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Route 110

MINOR STREET(S) : I-495 Off-Ramp

INTERSECTION DIAGRAM
(Label Approaches)

↑ *North*



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (PM) :	527	1,539	789			**2,855**

" K " FACTOR : **0.090** INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **31,722**

TOTAL # OF CRASHES : 5 # OF YEARS : 5 AVERAGE # OF CRASHES PER YEAR (**A**) : **1.00**

CRASH RATE CALCULATION : **0.09** RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments : Below MassDOT Statewide (0.57) and District (0.57) Average Crash Rates

Project Title & Date: 9526 - Rocky Hill Residential Development

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Amesbury COUNT DATE : 2/27/2024

DISTRICT : 4 UNSIGNALIZED : X SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Route 110

MINOR STREET(S) : Rocky Hill Road

INTERSECTION DIAGRAM
(Label Approaches)

↑ *North*



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (PM) :	1,186	1,460	90	108		**2,844**

" K " FACTOR : **0.090**

INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **31,600**

TOTAL # OF CRASHES : 30

OF YEARS : 5

AVERAGE # OF CRASHES PER YEAR (**A**) : **6.00**

CRASH RATE CALCULATION : **0.52**

RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments : Below MassDOT Statewide (0.57) and District (0.57) Average Crash Rates

Project Title & Date: 9526 - Rocky Hill Residential Development

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Amesbury COUNT DATE : 7/13/2023

DISTRICT : 4 UNSIGNALIZED : SIGNALIZED : X

~ INTERSECTION DATA ~

MAJOR STREET : Route 110

MINOR STREET(S) : Carriagetown Marketplace Driveway

INTERSECTION DIAGRAM
(Label Approaches)

↑ *North*



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (PM) :	1,241	1,403		222		**2,866**

" K " FACTOR : **0.090** INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **31,844**

TOTAL # OF CRASHES : 21 # OF YEARS : 5 AVERAGE # OF CRASHES PER YEAR (**A**) : **4.20**

CRASH RATE CALCULATION : **0.36** RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments : Below MassDOT Statewide (0.78) and District (0.73) Average Crash Rates

Project Title & Date: 9526 - Rocky Hill Residential Development

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Amesbury COUNT DATE : 7/13/2023

DISTRICT : 4 UNSIGNALIZED : SIGNALIZED : X

~ INTERSECTION DATA ~

MAJOR STREET : Route 110

MINOR STREET(S) : Elm Street

Clark Road

INTERSECTION DIAGRAM (Label Approaches)

↑ *North*



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (PM) :	1,238	1,853	154	398		**3,643**

" K " FACTOR : **0.090** INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **40,478**

TOTAL # OF CRASHES : 59 # OF YEARS : 5 AVERAGE # OF CRASHES PER YEAR (**A**) : **11.80**

CRASH RATE CALCULATION : **0.80** RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments : Above MassDOT Statewide (0.78) and District (0.73) Average Crash Rates

Project Title & Date: 9526 - Rocky Hill Residential Development

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Amesbury COUNT DATE : 7/13/2023

DISTRICT : 4 UNSIGNALIZED : X SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Route 110

MINOR STREET(S) : I-95 Northbound Ramps

INTERSECTION DIAGRAM
(Label Approaches)

↑ *North*



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (PM) :	1,478	1,966	239	0		**3,683**

" K " FACTOR : **0.090**

INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **40,922**

TOTAL # OF CRASHES : 17

OF YEARS : 5

AVERAGE # OF CRASHES PER YEAR (**A**) : **3.40**

CRASH RATE CALCULATION : **0.23**

RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments : Below MassDOT Statewide (0.57) and District (0.57) Average Crash Rates

Project Title & Date: 9526 - Rocky Hill Residential Development

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Amesbury COUNT DATE : 7/13/2023

DISTRICT : 4 UNSIGNALIZED : X SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Route 110

MINOR STREET(S) : I-95 Southbound Ramps

INTERSECTION DIAGRAM
(Label Approaches)

↑ *North*



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (PM) :	1,074	1,238	300	921		**3,533**

" K " FACTOR : **0.090**

INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **39,256**

TOTAL # OF CRASHES : 8

OF YEARS : 5

AVERAGE # OF CRASHES PER YEAR (**A**) : **1.60**

CRASH RATE CALCULATION : **0.11**

RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments : Below MassDOT Statewide (0.57) and District (0.57) Average Crash Rates

Project Title & Date: 9526 - Rocky Hill Residential Development

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Salisbury COUNT DATE : 7/13/2023

DISTRICT : 4 UNSIGNALIZED : SIGNALIZED : X

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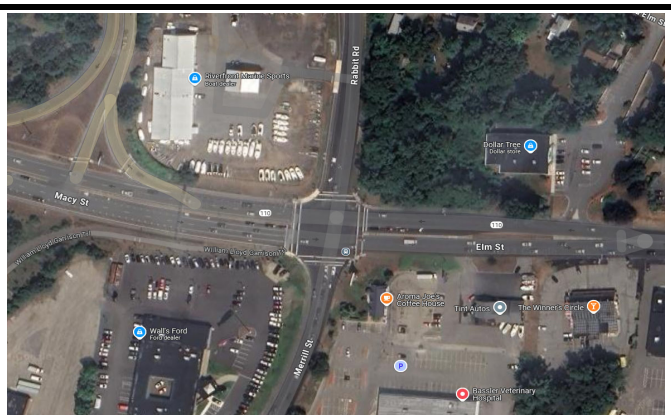
MAJOR STREET : Route 110

MINOR STREET(S) : Merrill Street

Rabbit Road

INTERSECTION DIAGRAM (Label Approaches)

↑ *North*



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (PM) :	1,224	855	618	344		**3,041**

" K " FACTOR : **0.090** INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **33,789**

TOTAL # OF CRASHES : 49 # OF YEARS : 5 AVERAGE # OF CRASHES PER YEAR (**A**) : **9.80**

CRASH RATE CALCULATION : **0.79** RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments : Above MassDOT Statewide (0.78) and District (0.73) Average Crash Rates

Project Title & Date: 9526 - Rocky Hill Residential Development

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Amesbury COUNT DATE : 2/14/2024

DISTRICT : 4 UNSIGNALIZED : X SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Elm Street

MINOR STREET(S) : Rocky Hill Road

INTERSECTION DIAGRAM
(Label Approaches)

↑ *North*



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (PM) :	49		687	539		**1,275**

" K " FACTOR : **0.090**

INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **14,167**

TOTAL # OF CRASHES : 3

OF YEARS : 5

AVERAGE # OF CRASHES PER YEAR (**A**) : **0.60**

CRASH RATE CALCULATION : **0.12**

RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments : Below MassDOT Statewide (0.57) and District (0.57) Average Crash Rates

Project Title & Date: 9526 - Rocky Hill Residential Development

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Amesbury COUNT DATE : 2/14/2024

DISTRICT : 4 UNSIGNALIZED : X SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Elm Street

MINOR STREET(S) : Carriagetown Marketplace Driveway

INTERSECTION DIAGRAM
(Label Approaches)

↑ *North*



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (PM) :	149		604	458		**1,211**

" K " FACTOR : **0.090**

INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **13,456**

TOTAL # OF CRASHES : 4

OF YEARS : 5

AVERAGE # OF CRASHES PER YEAR (**A**) : **0.80**

CRASH RATE CALCULATION : **0.16**

RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments : Below MassDOT Statewide (0.57) and District (0.57) Average Crash Rates

Project Title & Date: 9526 - Rocky Hill Residential Development

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Amesbury COUNT DATE : 2/14/2024

DISTRICT : 4 UNSIGNALIZED : X SIGNALIZED :

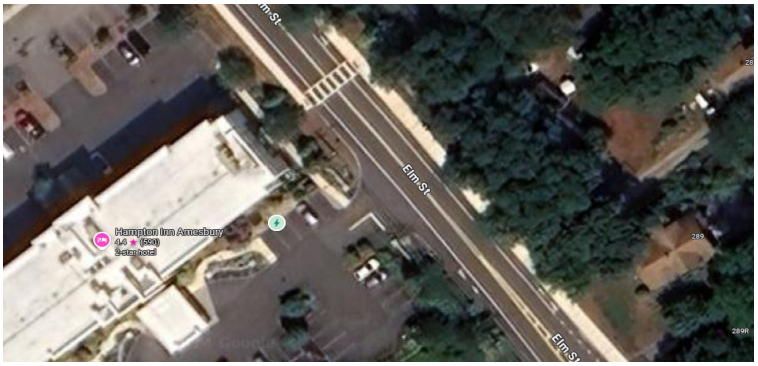
~ INTERSECTION DATA ~

MAJOR STREET : Elm Street

MINOR STREET(S) : Hampton Inn Amesbury Driveway

INTERSECTION DIAGRAM
(Label Approaches)

↑ *North*



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (PM) :	6		927	446		**1,379**

" K " FACTOR : **0.090**

INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **15,322**

TOTAL # OF CRASHES : 2

OF YEARS : 5

AVERAGE # OF CRASHES PER YEAR (**A**) : **0.40**

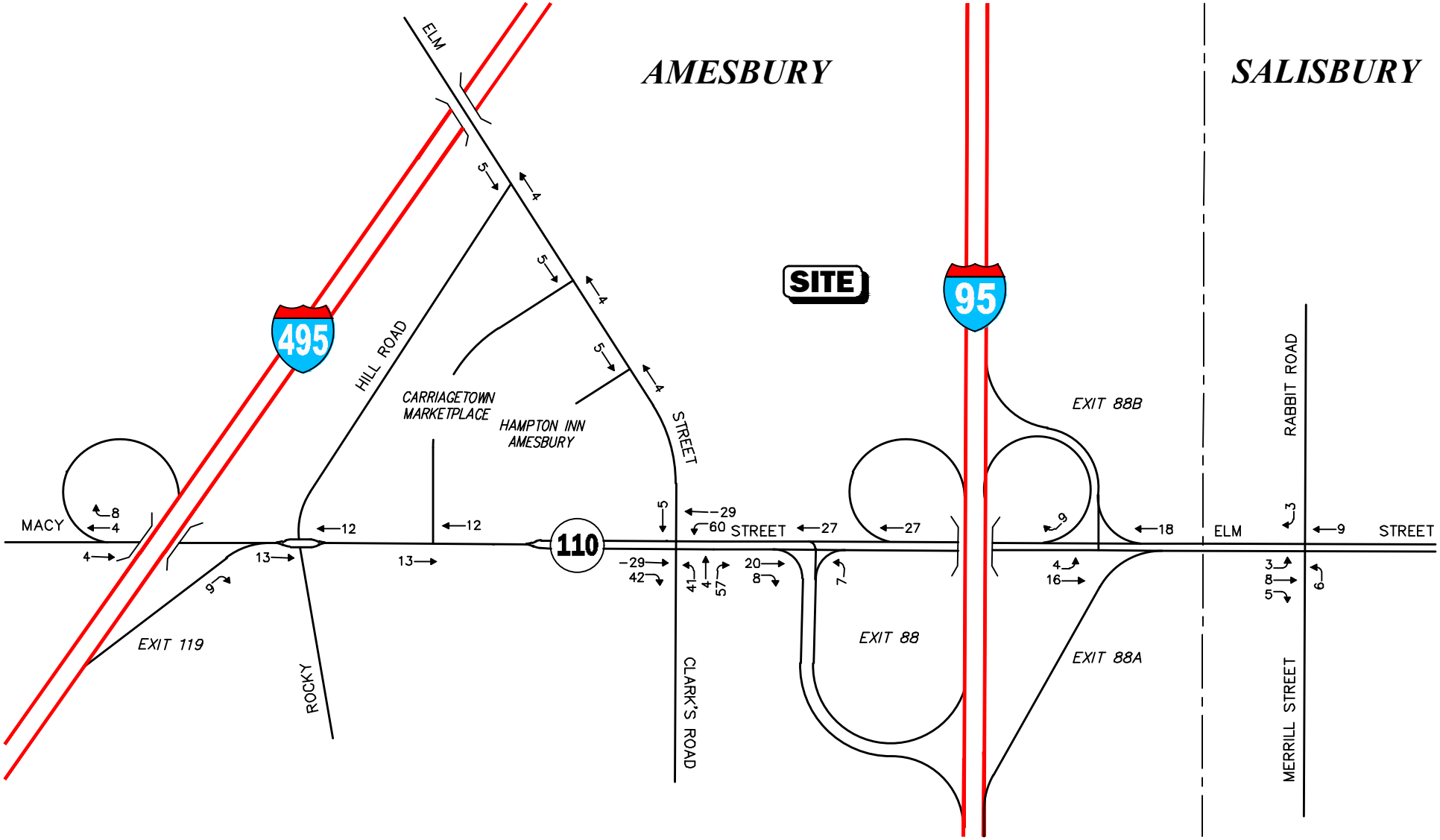
CRASH RATE CALCULATION : **0.07**

RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments : Below MassDOT Statewide (0.57) and District (0.57) Average Crash Rates

Project Title & Date: 9526 - Rocky Hill Residential Development

BACKGROUND DEVELOPMENT TRAFFIC-VOLUME NETWORK



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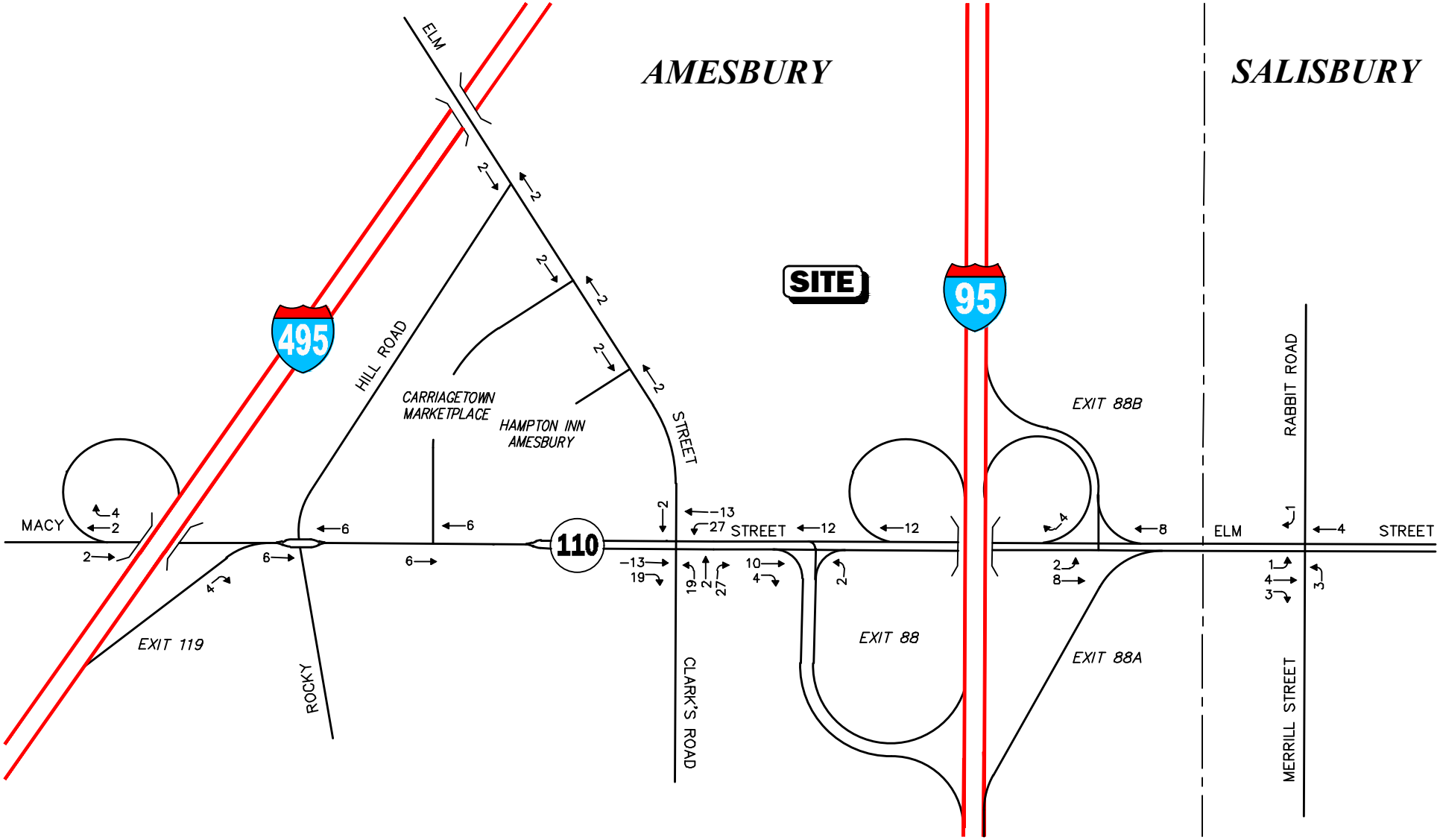
Figure A-1

Proposed Coffee Shop
37 Clark's Road
Weekday Morning
Peak-Hour Traffic Volumes

Vanasse & Associates inc

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Not to Scale

Figure A-2

Proposed Coffee Shop
37 Clark's Road
Weekday Evening
Peak-Hour Traffic Volumes

Vanasse & Associates inc

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Transportation Impact Assessment

Proposed Starbucks Coffee Shop
37 Clark's Road
Amesbury, Massachusetts

Prepared for:

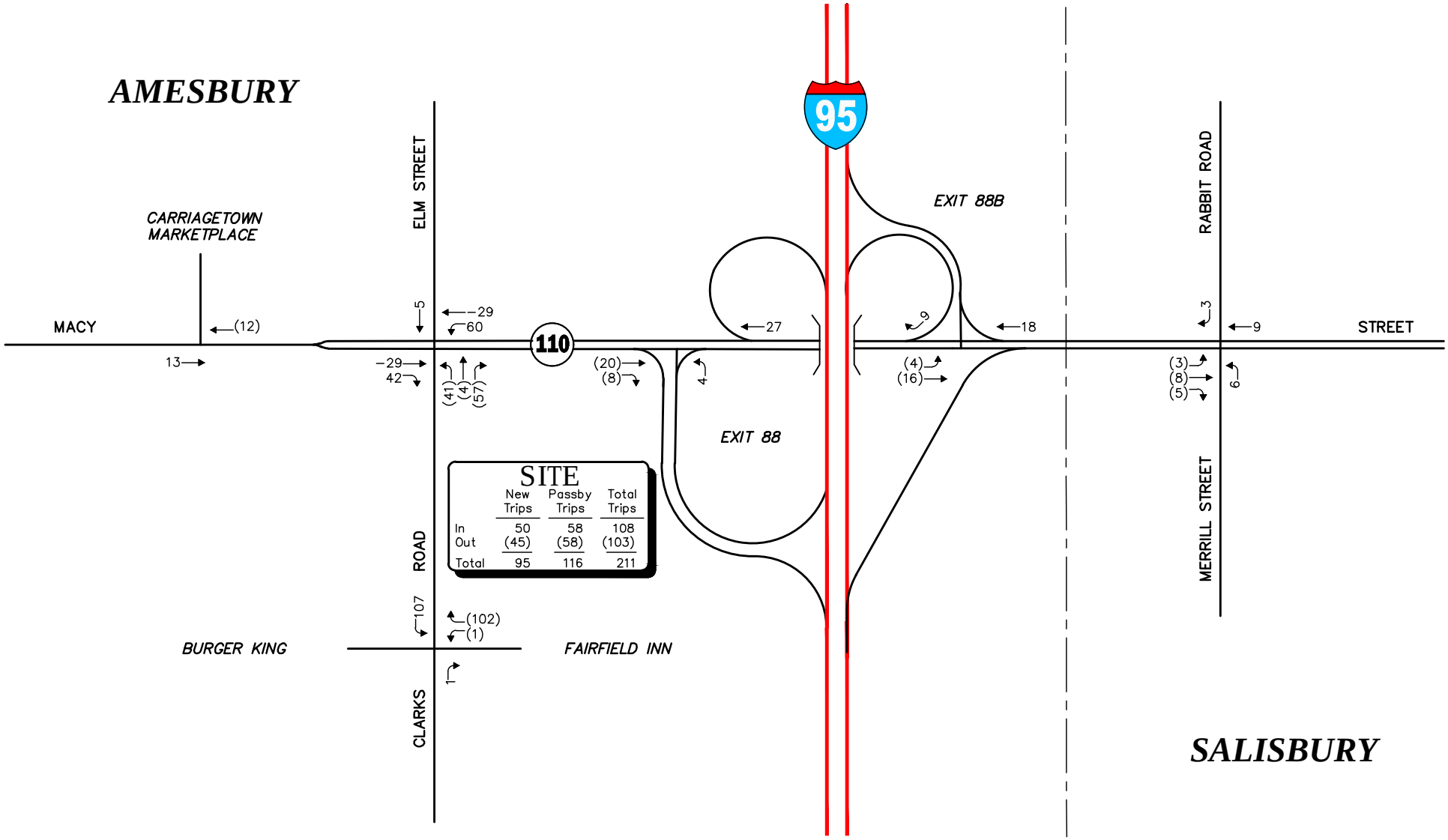
CREFIII-Waramaug Amesbury LLC
Corning, New York

September 2023

Prepared by:

Vanasse & Associates inc
Transportation Engineers & Planners

35 New England Business Center Drive
Suite 140
Andover, MA 01810



N

Vanasse & Associates inc

Figure 10

Project-Generated Weekday Morning Peak-Hour Traffic Volumes

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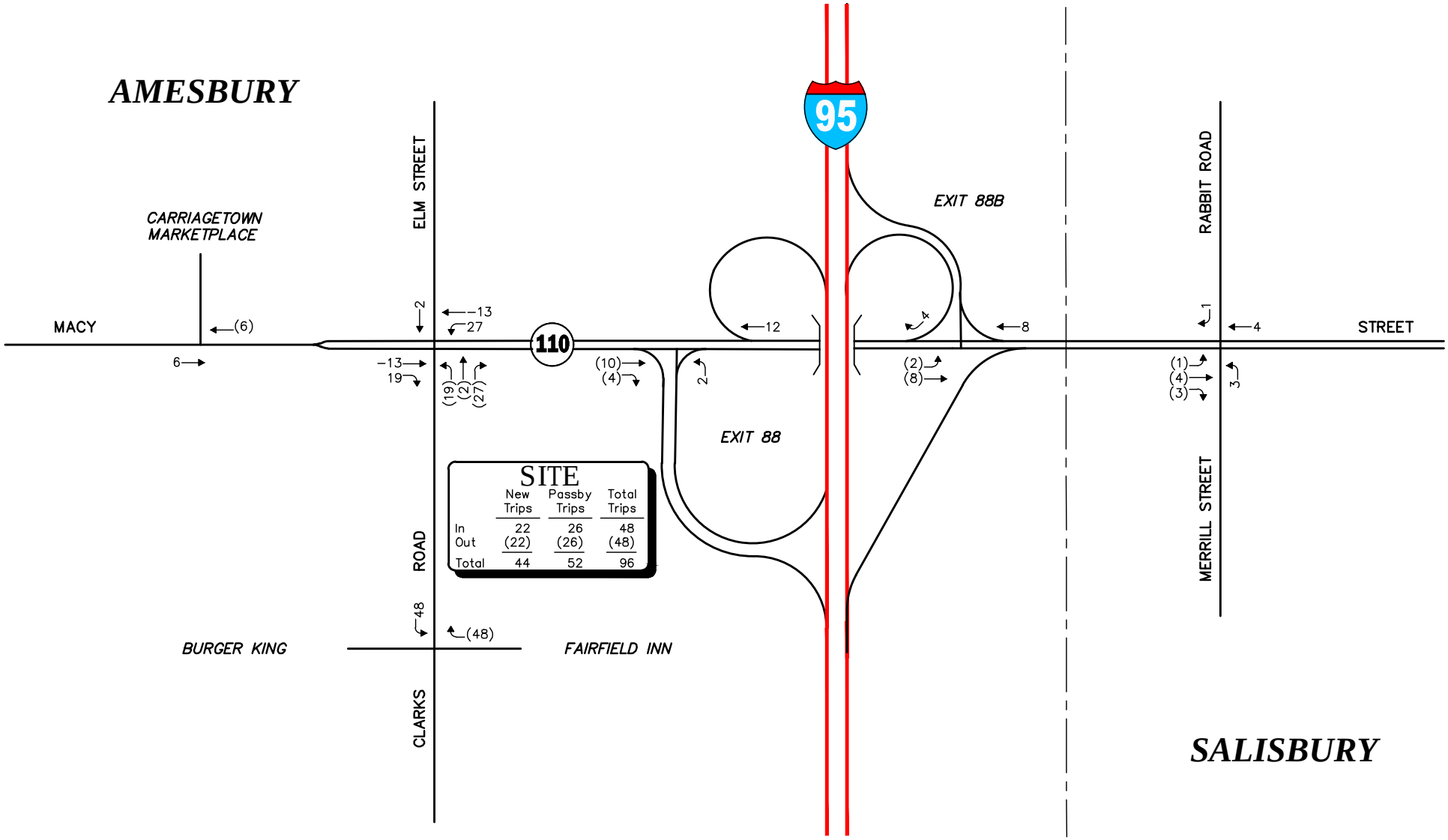


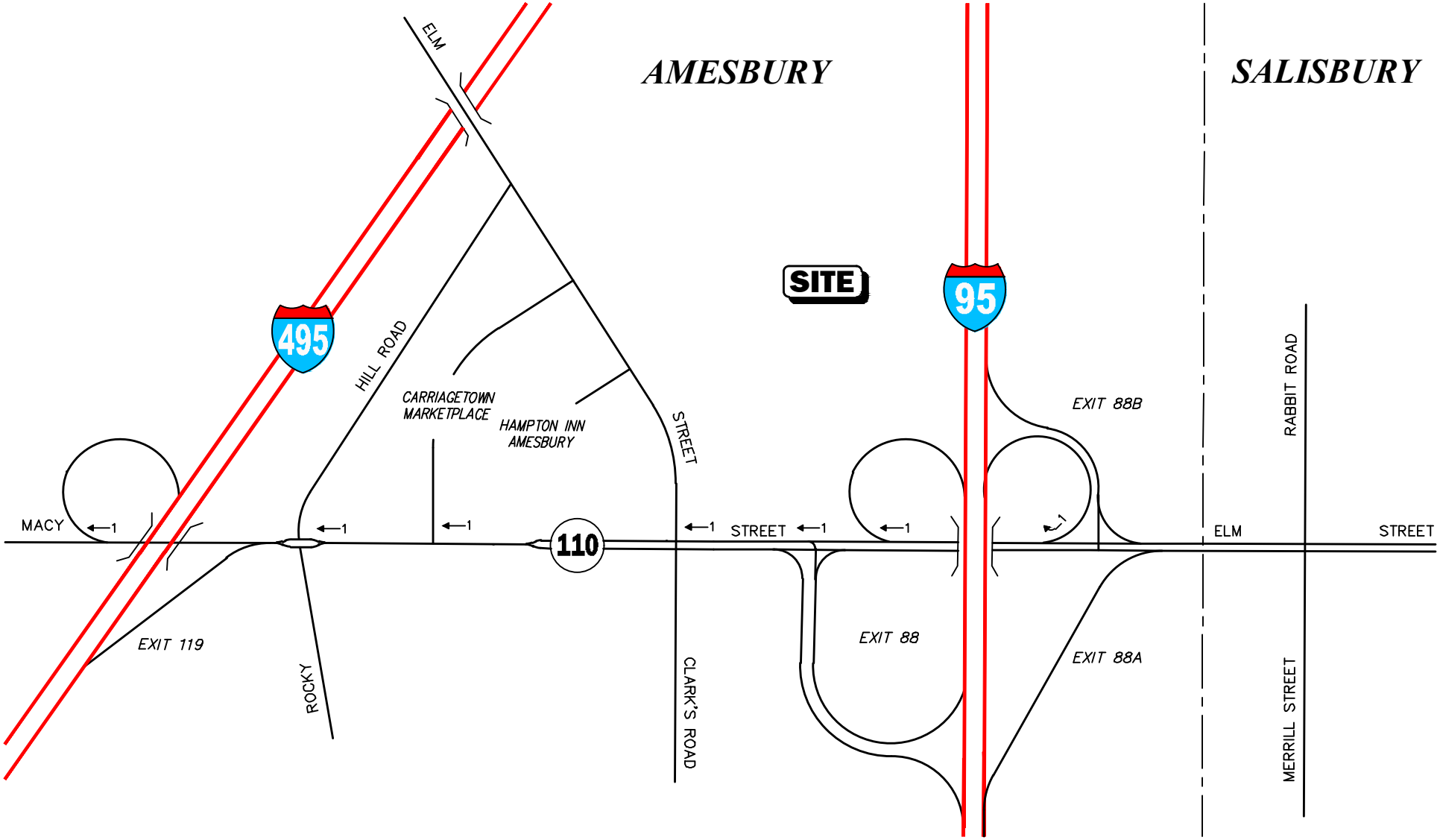
Figure 11

Project-Generated Weekday Evening Peak-Hour Traffic Volumes

Vanasse & Associates inc

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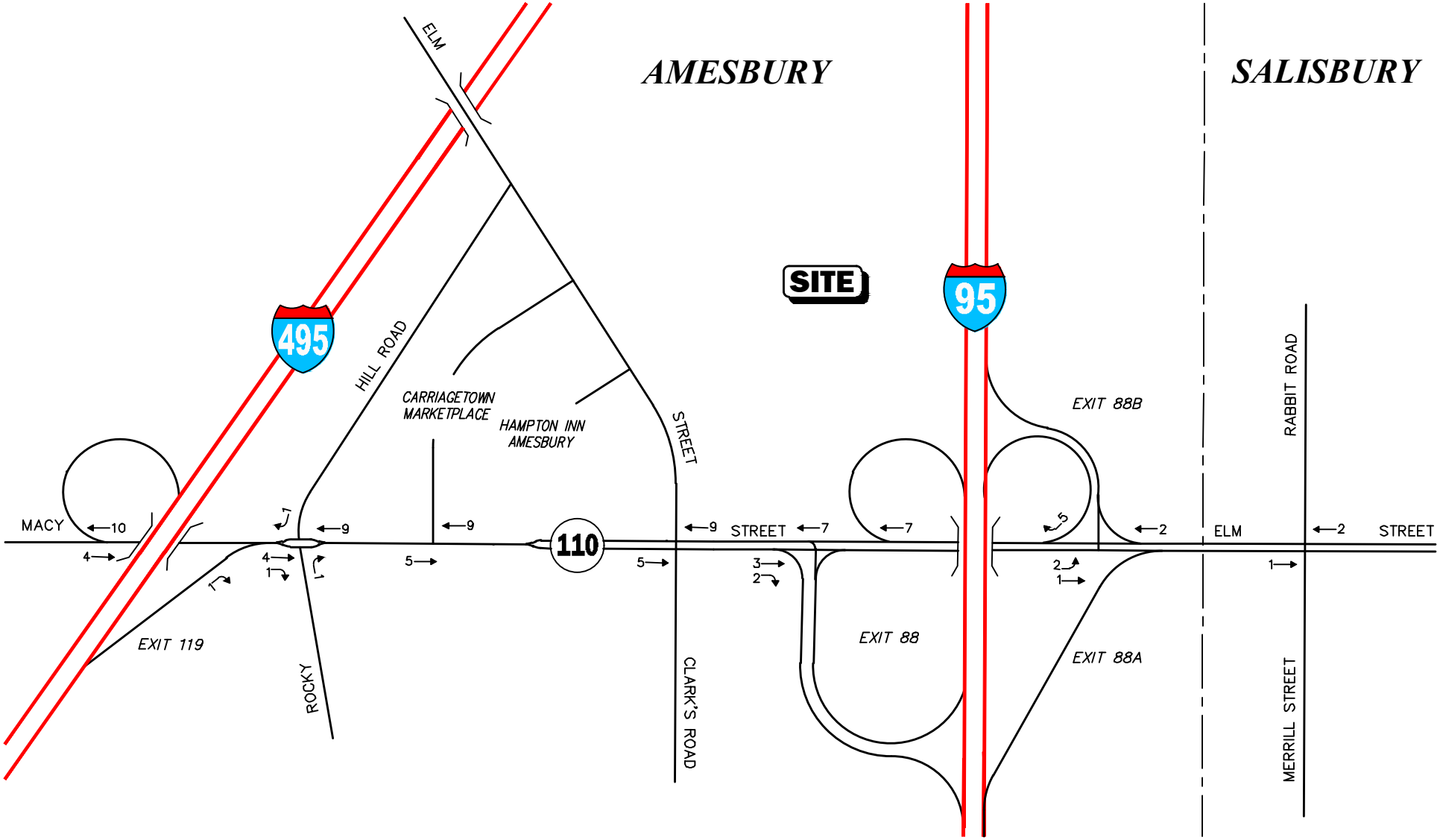
Figure A-3

The Marina at Amesbury Point
14 Merrimac Street
Weekday Morning
Peak-Hour Traffic Volumes

Vanasse & Associates inc

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Not to Scale

Figure A-4

The Marina at Amesbury Point
14 Merrimac Street
Weekday Evening
Peak-Hour Traffic Volumes

Vanasse & Associates inc

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Transportation Impact Assessment

THE MARINA
AT AMESBURY POINT

14 Merrimac Street
Amesbury, Massachusetts

Prepared for:

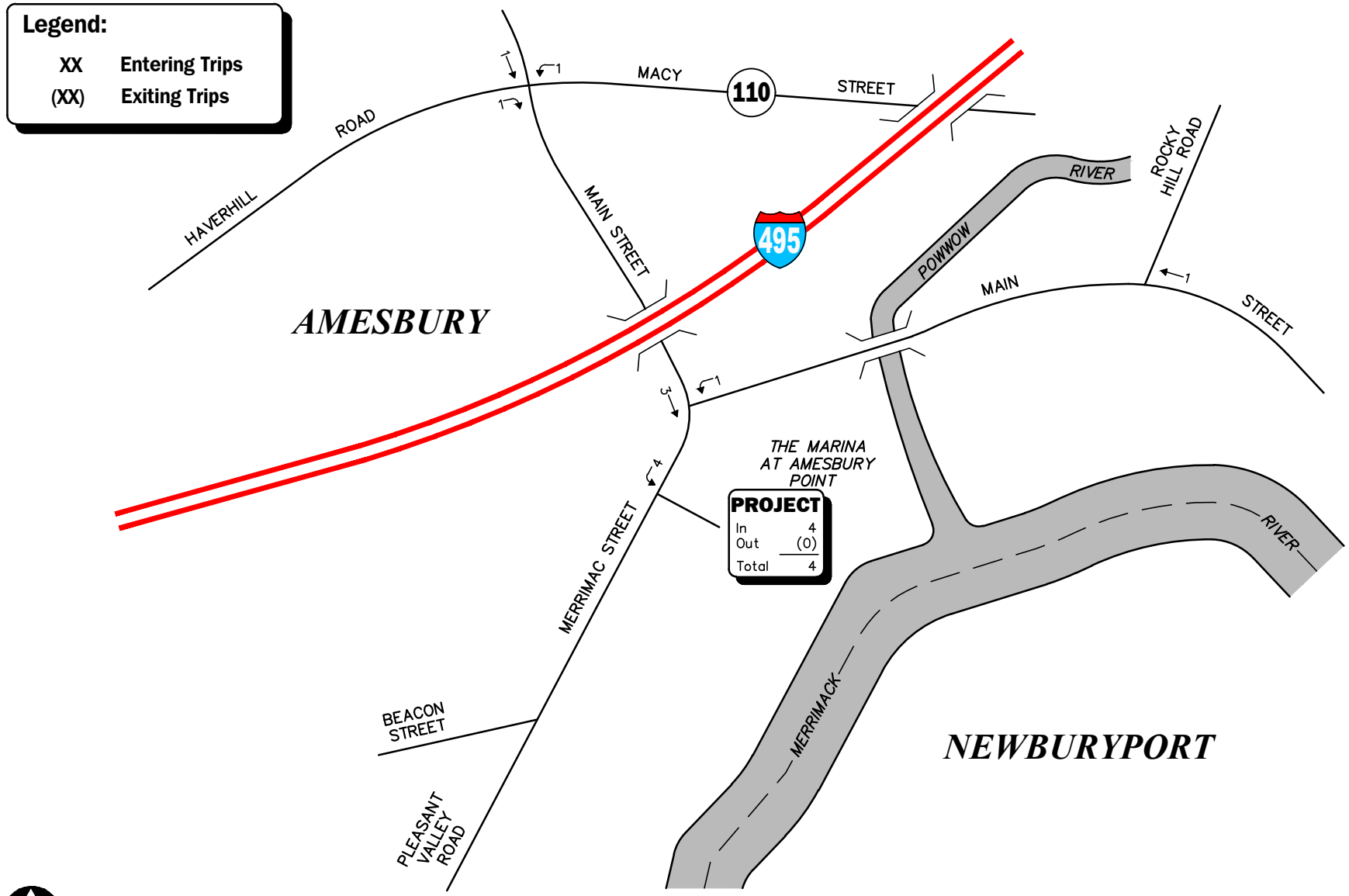
14 Merrimac St. LLC
Amesbury, Massachusetts

July 2023

Prepared by:

Vanasse & Associates inc
Transportation Engineers & Planners

35 New England Business Center Drive
Suite 140
Andover, MA 01810



Not To Scale

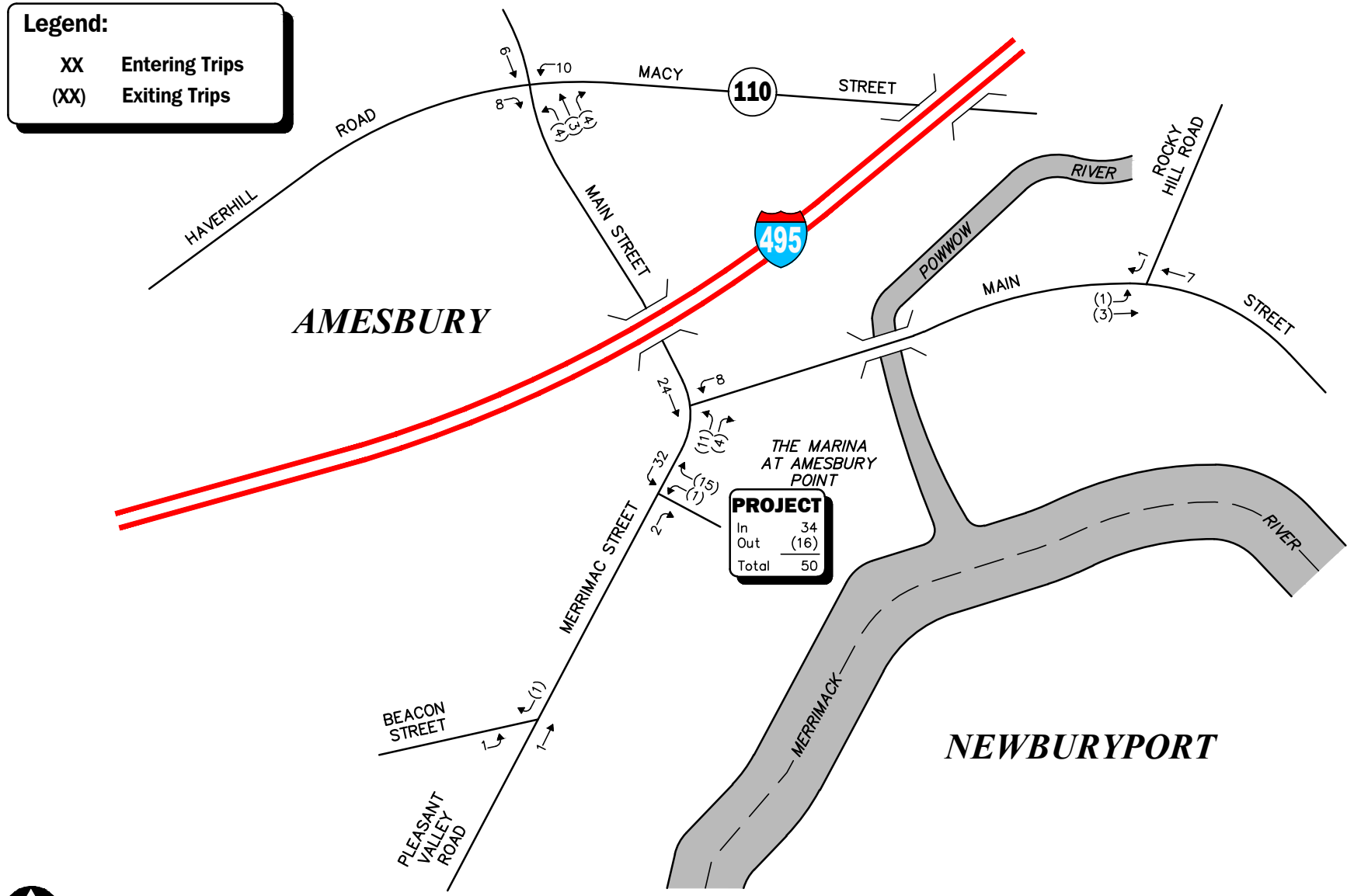
Figure 10

Project-Generated Weekday Morning Peak-Hour Traffic Volumes

Vanasse & Associates inc

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Not To Scale

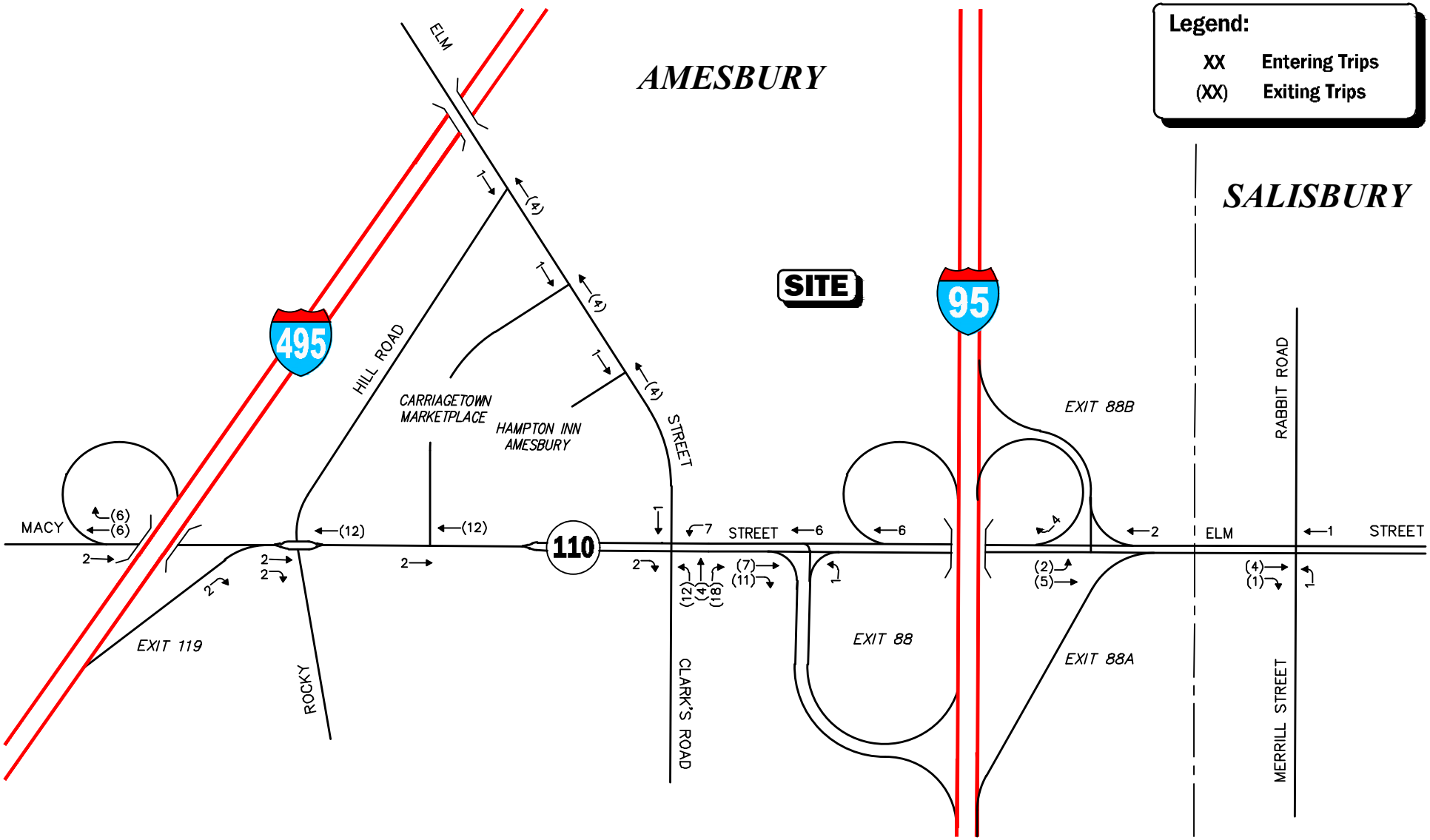
Figure 11

Project-Generated Weekday Evening Peak-Hour Traffic Volumes

Vanasse & Associates inc

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Not to Scale

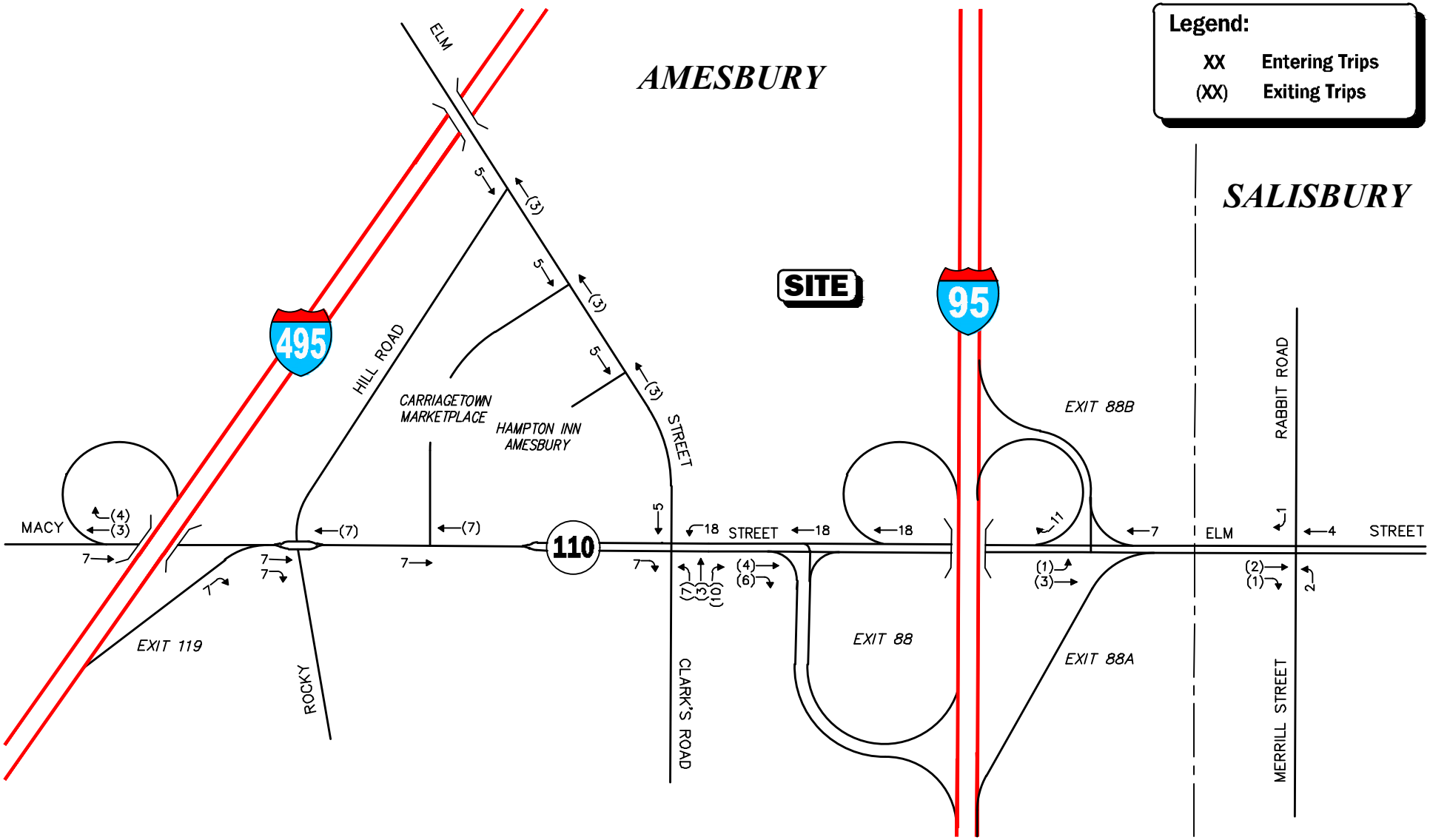
Figure A-5

Proposed 40R Residential Development
Clark's Road
Weekday Morning
Peak-Hour Traffic Volumes

Vanasse & Associates inc

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Not to Scale

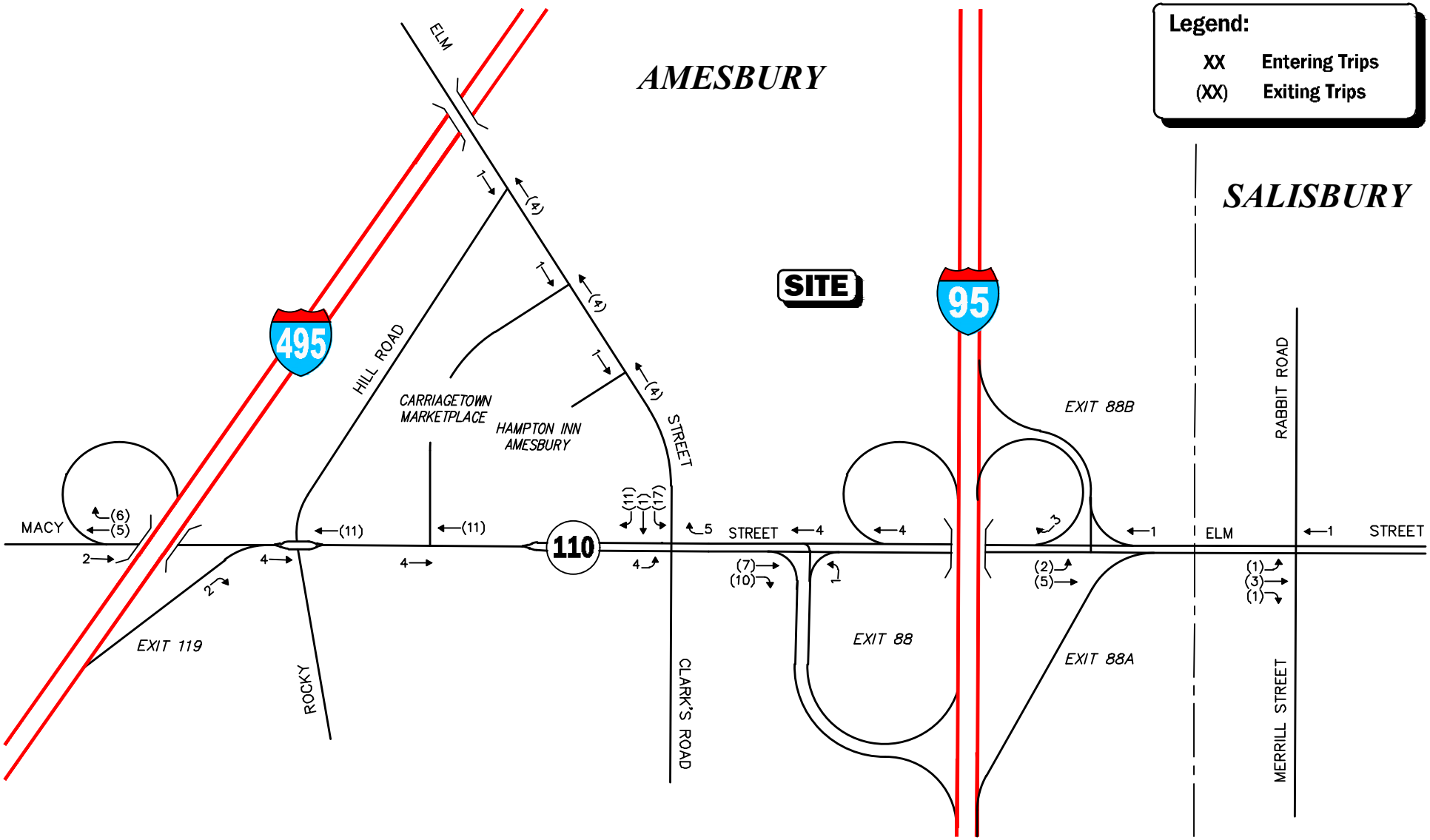
Figure A-6

Proposed 40R Residential Development
Clark's Road
Weekday Evening
Peak-Hour Traffic Volumes

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Not to Scale

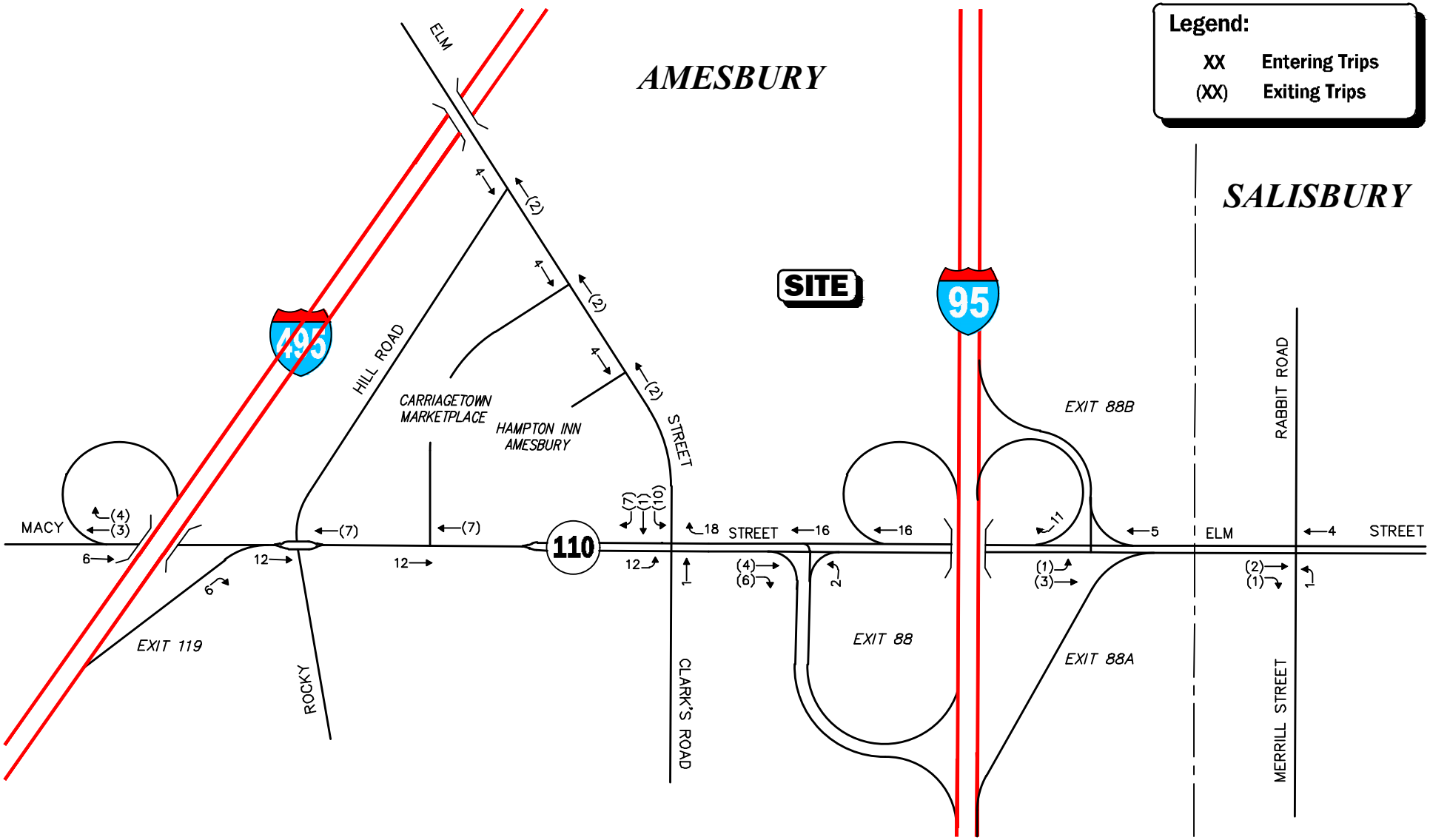
Figure A-7

Proposed 40R Residential Development
Elm Street
Weekday Morning
Peak-Hour Traffic Volumes

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Not to Scale

Figure A-8

Proposed 40R Residential Development
Elm Street
Weekday Evening
Peak-Hour Traffic Volumes

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GENERAL BACKGROUND TRAFFIC GROWTH

General Background Traffic Growth - Daily Traffic Volumes

CITY/TOWN	ROUTE/STREET	LOCATION	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Annual Growth Rate
Amesbury	Elm Street	East of Water Street								11,121	11,310	11,344	11,299	**0.51%**
Amesbury	Merrill Street	Southwest of Old Merrill Street						9,942	10,051	10,182	10,294	10,438	10,480	**1.11%**
Amesbury	Monroe Street	Northeast of Elm Street								2,711	2,757	2,765	2,754	**0.51%**
Newburyport	Merrimac Street	East of Mosely Avenue									8,823	8,849	8,814	**-0.05%**
Salisbury	Macy Street	East of Merrill Avenue					17,265	17,800	18,209	19,338	19,667	19,726	19,647	**2.39%**
Amesbury	Haverhill Road	West of Main Street							11,684	12,408	12,619	12,657	12,606	**1.78%**
Amesbury	Friend Street	West of Main Street							6,031	6,405	6,514	6,534	6,508	**1.79%**
Amesbury	Main Street	North of Lincoln Court						8,265	8,455	8,979	9,132	9,159	9,122	**2.15%**
Amesbury	Main Street	East of Clarks Road								8,205	8,344	8,369	8,336	**0.51%**
Amesbury	Main Street	South of Friend Street								5,975	6,077	6,095	6,071	**0.52%**
Newburyport	Main Street	at the Amesbury Town Line	15,440	15,609	16,894	16,084	16,052	15,846	16,020	16,228	17,399	17,643	17,714	**1.24%**
Amesbury	Elm Street	North of Macy Street					10,597	10,926	11,177	11,870	12,072	12,108	11,629	**1.97%**
Amesbury	Greenleaf Street	North of Haverhill Road					2,773	2,859	2,925	3,106	3,159	3,168	3,155	**2.39%**
Amesbury	Market Street	North of Elm Street					7,711	7,950	8,133	8,637	8,784	8,810	8,775	**2.39%**
														1.37%

TRIP-GENERATION CALCULATIONS

Graph Look Up

Query | Filter

DATA SOURCE: Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE: 210

LAND USE GROUP: (200-299) Residential

LAND USE : 210 - Single-Family Detached Housing

LAND USE SUBCATEGORY: All Sites

SETTING/LOCATION: General Urban/Suburban

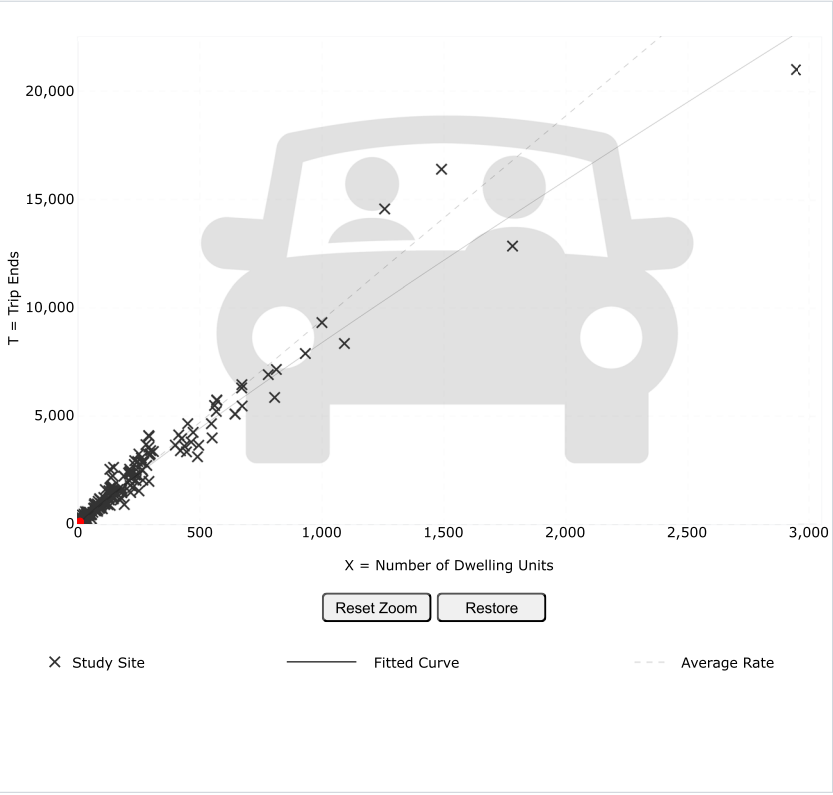
INDEPENDENT VARIABLE (IV): Dwelling Units

TIME PERIOD: Weekday

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 8 Calculate

Data Plot and Equation



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

DATA STATISTICS

Land Use:
Single-Family Detached Housing (210) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
174

Avg. Num. of Dwelling Units:
246

Average Rate:
9.43

Range of Rates:
4.45 - 22.61

Standard Deviation:
2.13

Fitted Curve Equation:
Ln(T) = 0.92 Ln(X) + 2.68

R^2:
0.95

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 75 (Total), 38 (Entry), 37 (Exit)
Fitted Curve: 99 (Total), 49 (Entry), 50 (Exit)

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DATA SOURCE: Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE: 210

LAND USE GROUP: (200-299) Residential

LAND USE : 210 - Single-Family Detached Housing

LAND USE SUBCATEGORY: All Sites

SETTING/LOCATION: General Urban/Suburban

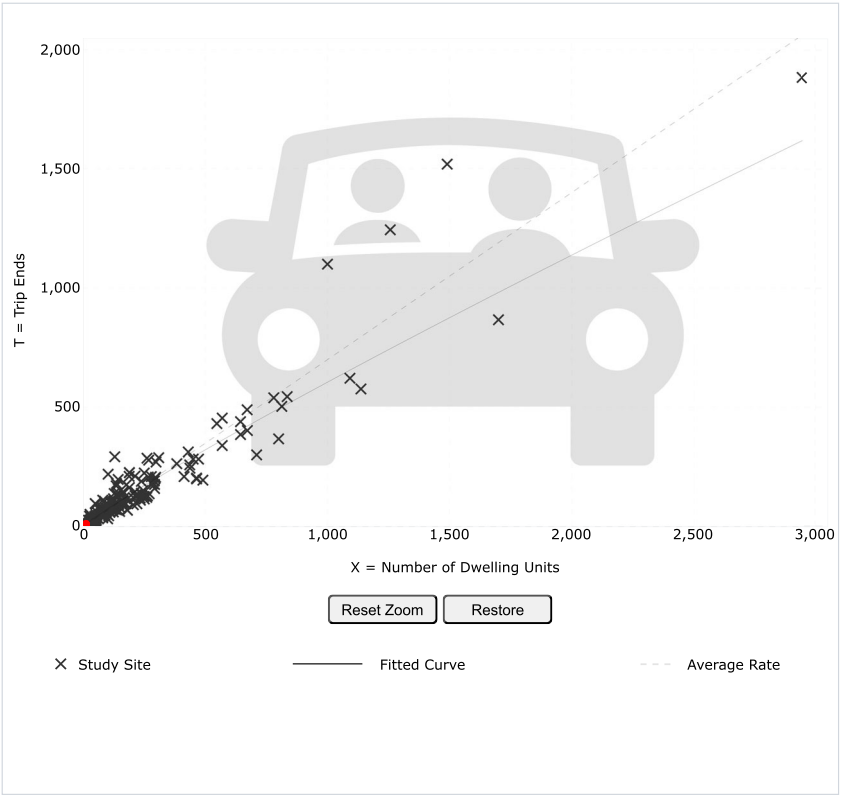
INDEPENDENT VARIABLE (IV): Dwelling Units

TIME PERIOD: Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 8 Calculate

Data Plot and Equation



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

DATA STATISTICS

Land Use:
Single-Family Detached Housing (210) Click for Description and Data Plots

Independent Variable:
Dwelling Units

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

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
192

Avg. Num. of Dwelling Units:
226

Average Rate:
0.70

Range of Rates:
0.27 - 2.27

Standard Deviation:
0.24

Fitted Curve Equation:
Ln(T) = 0.91 Ln(X) + 0.12

R^2:
0.90

Directional Distribution:
25% entering, 75% exiting

Calculated Trip Ends:
Average Rate: 6 (Total), 1 (Entry), 5 (Exit)
Fitted Curve: 7 (Total), 2 (Entry), 5 (Exit)

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DATA SOURCE: Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE: 210

LAND USE GROUP: (200-299) Residential

LAND USE : 210 - Single-Family Detached Housing

LAND USE SUBCATEGORY: All Sites

SETTING/LOCATION: General Urban/Suburban

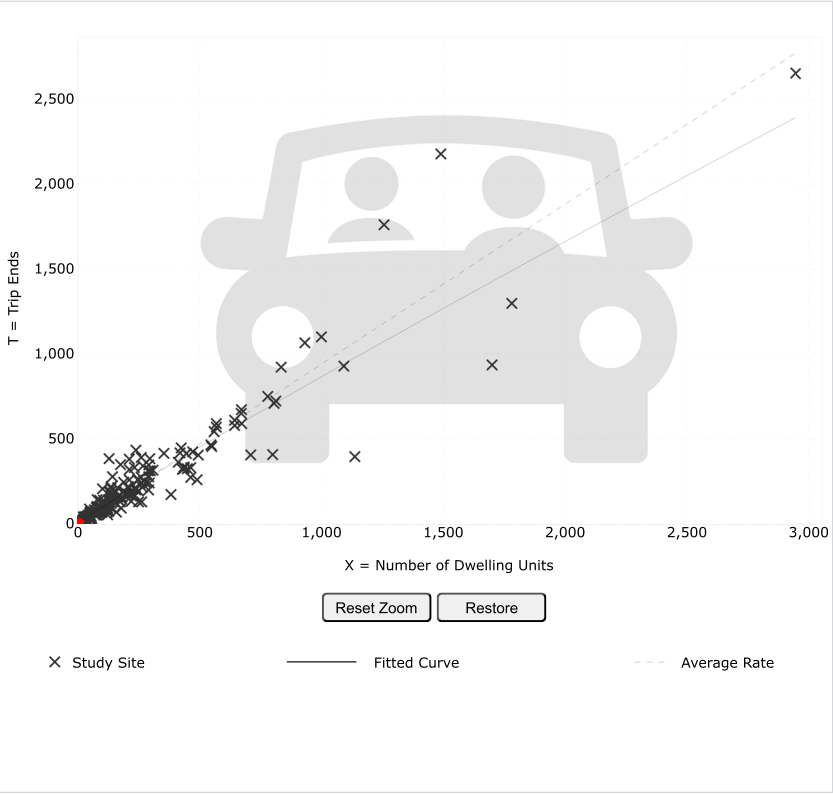
INDEPENDENT VARIABLE (IV): Dwelling Units

TIME PERIOD: Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 8 Calculate

Data Plot and Equation



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

DATA STATISTICS

Land Use:
Single-Family Detached Housing (210) Click for Description and Data Plots

Independent Variable:
Dwelling Units

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

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
208

Avg. Num. of Dwelling Units:
248

Average Rate:
0.94

Range of Rates:
0.35 - 2.98

Standard Deviation:
0.31

Fitted Curve Equation:
Ln(T) = 0.94 Ln(X) + 0.27

R^2:
0.92

Directional Distribution:
63% entering, 37% exiting

Calculated Trip Ends:
Average Rate: 8 (Total), 5 (Entry), 3 (Exit)
Fitted Curve: 9 (Total), 6 (Entry), 3 (Exit)

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Try OTISS Pro

Query | Filter

DATA SOURCE: Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE: 215

LAND USE GROUP: (200-299) Residential

LAND USE : 215 - Single-Family Attached Housing

LAND USE SUBCATEGORY: All Sites

SETTING/LOCATION: General Urban/Suburban

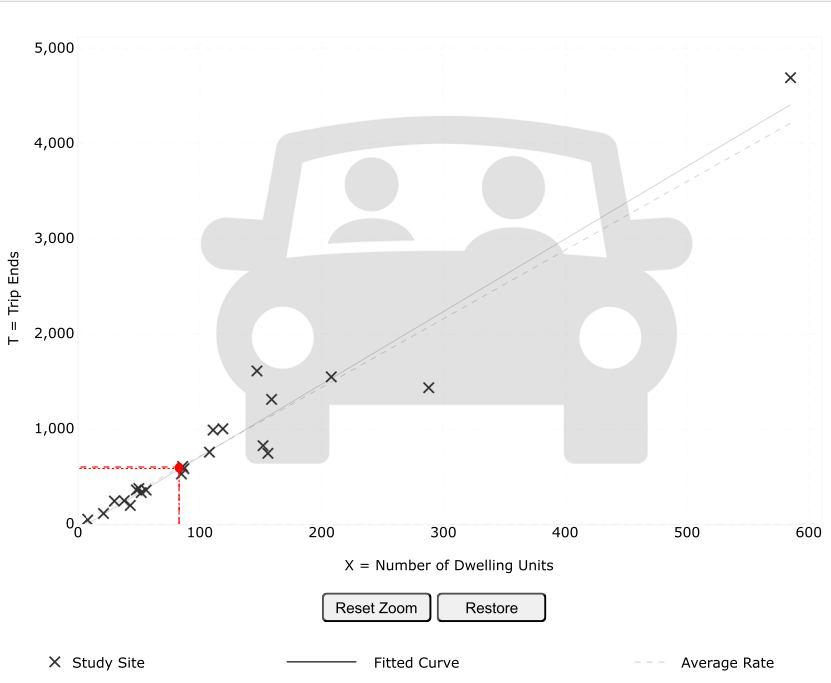
INDEPENDENT VARIABLE (IV): Dwelling Units

TIME PERIOD: Weekday

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 83 Calculate

Data Plot and Equation



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

DATA STATISTICS

Land Use:
Single-Family Attached Housing (215) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
22

Avg. Num. of Dwelling Units:
120

Average Rate:
7.20

Range of Rates:
4.70 - 10.97

Standard Deviation:
1.61

Fitted Curve Equation:
T = 7.62(X) - 50.48

R^2:
0.94

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 598 (Total), 299 (Entry), 299 (Exit)
Fitted Curve: 582 (Total), 291 (Entry), 291 (Exit)

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Query | Filter

DATA SOURCE: Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE: 215

LAND USE GROUP: (200-299) Residential

LAND USE : 215 - Single-Family Attached Housing

LAND USE SUBCATEGORY: All Sites

SETTING/LOCATION: General Urban/Suburban

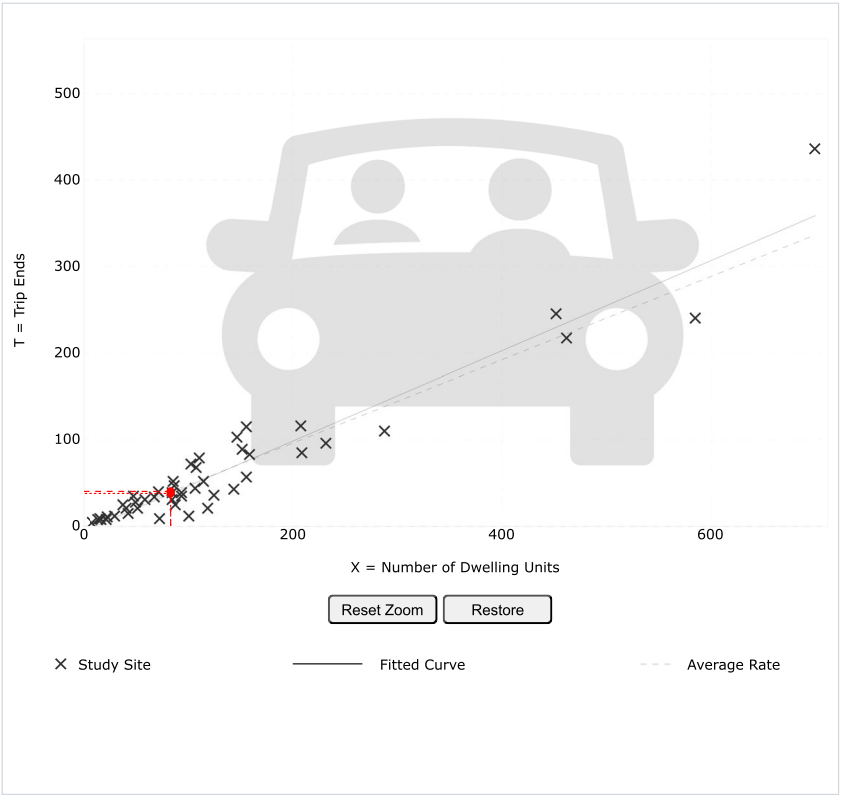
INDEPENDENT VARIABLE (IV): Dwelling Units

TIME PERIOD: Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 83 Calculate

Data Plot and Equation



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

DATA STATISTICS

Land Use:
Single-Family Attached Housing (215) Click for Description and Data Plots

Independent Variable:
Dwelling Units

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

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
46

Avg. Num. of Dwelling Units:
135

Average Rate:
0.48

Range of Rates:
0.12 - 0.74

Standard Deviation:
0.14

Fitted Curve Equation:
T = 0.52(X) - 5.70

R^2:
0.92

Directional Distribution:
25% entering, 75% exiting

Calculated Trip Ends:
Average Rate: 40 (Total), 10 (Entry), 30 (Exit)
Fitted Curve: 37 (Total), 9 (Entry), 28 (Exit)

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Query | Filter

DATA SOURCE: Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE: 215

LAND USE GROUP: (200-299) Residential

LAND USE : 215 - Single-Family Attached Housing

LAND USE SUBCATEGORY: All Sites

SETTING/LOCATION: General Urban/Suburban

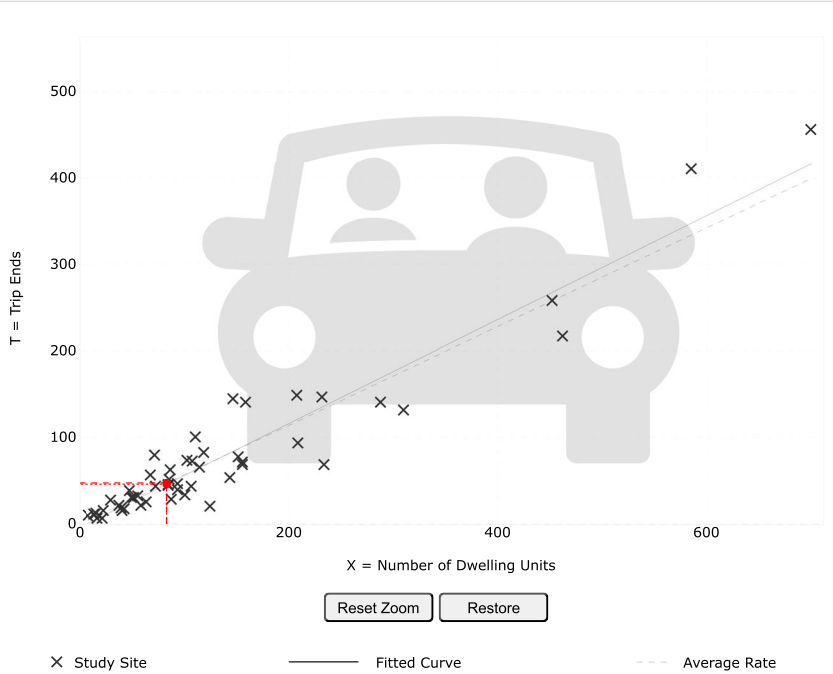
INDEPENDENT VARIABLE (IV): Dwelling Units

TIME PERIOD: Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 83 Calculate

Data Plot and Equation



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

DATA STATISTICS

Land Use:
Single-Family Attached Housing (215) Click for Description and Data Plots

Independent Variable:
Dwelling Units

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

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
51

Avg. Num. of Dwelling Units:
136

Average Rate:
0.57

Range of Rates:
0.17 - 1.25

Standard Deviation:
0.18

Fitted Curve Equation:
T = 0.60(X) - 3.93

R^2:
0.91

Directional Distribution:
59% entering, 41% exiting

Calculated Trip Ends:
Average Rate: 47 (Total), 28 (Entry), 19 (Exit)
Fitted Curve: 46 (Total), 27 (Entry), 19 (Exit)

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Query Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
220

LAND USE GROUP:
(200-299) Residential

LAND USE :
220 - Multifamily Housing (Low-Rise)

LAND USE SUBCATEGORY:
Not Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

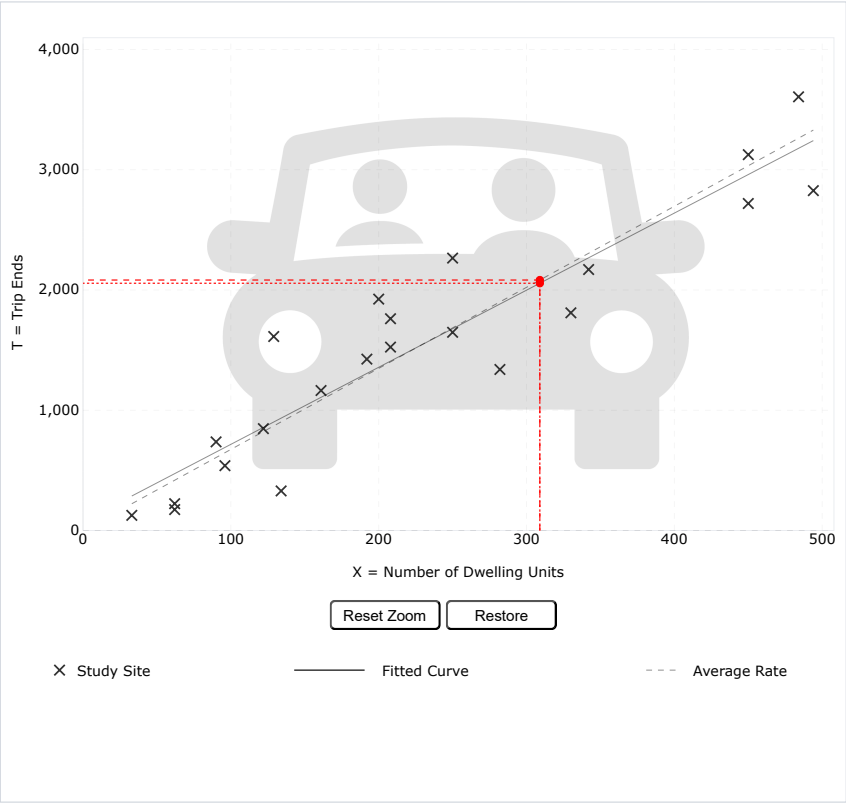
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
309 Calculate

Data Plot and Equation



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

DATA STATISTICS

Land Use:
Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
22

Avg. Num. of Dwelling Units:
229

Average Rate:
6.74

Range of Rates:
2.46 - 12.50

Standard Deviation:
1.79

Fitted Curve Equation:
T = 6.41(X) + 75.31

R^2:
0.86

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 2083 (Total), 1041 (Entry), 1042 (Exit)
Fitted Curve: 2056 (Total), 1028 (Entry), 1028 (Exit)

Add-ons to do more

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Graph Look Up

Query Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
220

LAND USE GROUP:
(200-299) Residential

LAND USE :
220 - Multifamily Housing (Low-Rise)

LAND USE SUBCATEGORY:
Not Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

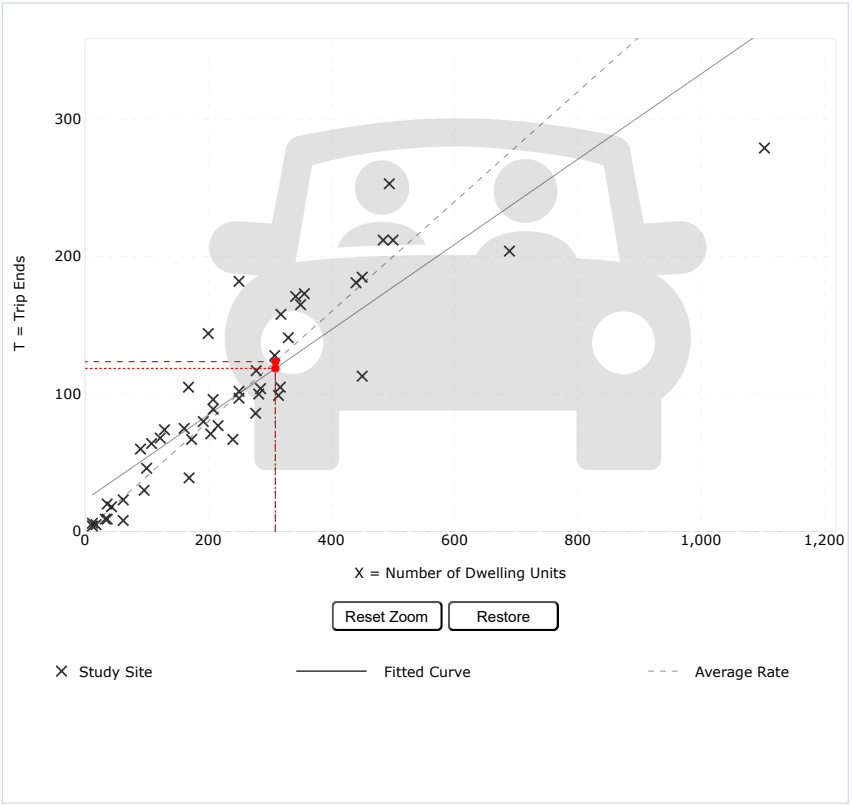
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
309 Calculate

Data Plot and Equation



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

DATA STATISTICS

Land Use:
Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220) Click for Description and Data Plots

Independent Variable:
Dwelling Units

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

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
49

Avg. Num. of Dwelling Units:
249

Average Rate:
0.40

Range of Rates:
0.13 - 0.73

Standard Deviation:
0.12

Fitted Curve Equation:
T = 0.31(X) + 22.85

R^2:
0.79

Directional Distribution:
24% entering, 76% exiting

Calculated Trip Ends:
Average Rate: 124 (Total), 30 (Entry), 94 (Exit)
Fitted Curve: 119 (Total), 28 (Entry), 91 (Exit)

VERSION: 4.0.0.421 (UPDATES) | DATA: 11TH EDITION | TERMS AND CONDITIONS | PRIVACY | ITE MARKETPLACE

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Query Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
220

LAND USE GROUP:
(200-299) Residential

LAND USE :
220 - Multifamily Housing (Low-Rise)

LAND USE SUBCATEGORY:
Not Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

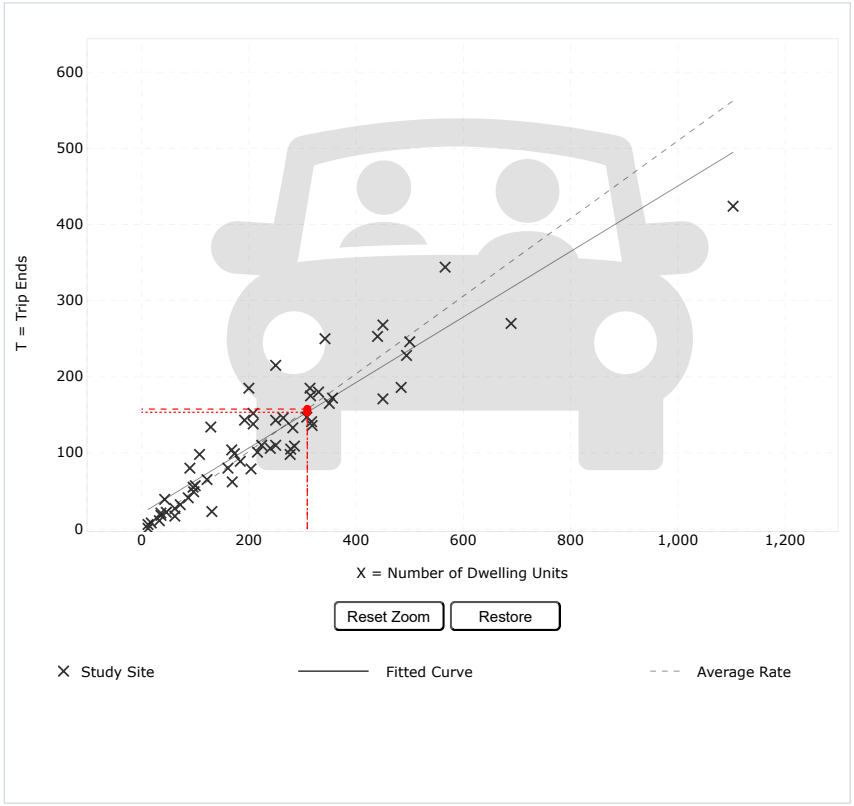
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
309 Calculate

Data Plot and Equation



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

DATA STATISTICS

Land Use:
Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220) Click for Description and Data Plots

Independent Variable:
Dwelling Units

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

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
59

Avg. Num. of Dwelling Units:
241

Average Rate:
0.51

Range of Rates:
0.08 - 1.04

Standard Deviation:
0.15

Fitted Curve Equation:
T = 0.43(X) + 20.55

R^2:
0.84

Directional Distribution:
63% entering, 37% exiting

Calculated Trip Ends:
Average Rate: 158 (Total), 99 (Entry), 59 (Exit)
Fitted Curve: 153 (Total), 97 (Entry), 56 (Exit)

VERSION: 4.0.0.421 (UPDATES) | DATA: 11TH EDITION | TERMS AND CONDITIONS | PRIVACY | ITE MARKETPLACE

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TRIP DISTRIBUTION DATA

Golden Triangle Residential Community

Amesbury, State

Residence	Workplace	Number	I-95 (North)		I-95 (South)		I-495 (South)		Route 110 (East)		Route 110 (West)		Elm Street (West)		Clark Road (South)		Rabbit Road (North)		Merril Street (South)	
Amesbury	Amesbury Tow	2,271		0		0		0		0	60%	1363	40%	908		0		0		0
Amesbury	Newburyport c	940		0		0		0	50%	470		0		0	20%	188		0	30%	282
Amesbury	Boston city	572		0	100%	572		0		0		0		0		0		0		0
Amesbury	Haverhill city	400		0		0	100%	400		0		0		0		0		0		0
Amesbury	Danvers town	311		0	100%	311		0		0		0		0		0		0		0
Amesbury	Seabrook towr	271	50%	136		0		0		0		0		0		0	50%	136		0
Amesbury	Andover town	260		0	50%	130	50%	130		0		0		0		0		0		0
Amesbury	Lynn city	260		0	100%	260		0		0		0		0		0		0		0
Amesbury	Peabody city	250		0	100%	250		0		0		0		0		0		0		0
Amesbury	Salisbury town	245		0		0		0	100%	245		0		0		0		0		0
Amesbury	Beverly city	237		0	100%	237		0		0		0		0		0		0		0
Amesbury	Lawrence city	164		0		0	100%	164		0		0		0		0		0		0
Amesbury	Methuen Town	148		0		0	100%	148		0		0		0		0		0		0
Amesbury	Salem city	145		0	100%	145		0		0		0		0		0		0		0
Amesbury	Woburn city	130		0	50%	65	50%	65		0		0		0		0		0		0
Amesbury	Portsmouth cit	124	100%	124		0		0		0		0		0		0		0		0
Amesbury	North Andover	103		0		0	100%	103		0		0		0		0		0		0
Amesbury	Salem town	102		0		0	100%	102		0		0		0		0		0		0
Amesbury	Georgetown to	101		0	100%	101		0		0		0		0		0		0		0
Amesbury	West Newbury	97		0	100%	97		0		0		0		0		0		0		0
Amesbury	Chelmsford tov	89		0		0	100%	89		0		0		0		0		0		0
Amesbury	Lowell city	88		0		0	100%	88		0		0		0		0		0		0
Amesbury	Burlington tow	83		0	50%	42	50%	42		0		0		0		0		0		0
Amesbury	Rowley town	77		0	100%	77		0		0		0		0		0		0		0
Amesbury	Dover city	77		0	100%	77		0		0		0		0		0		0		0
Amesbury	Ipswich town	76		0	50%	38		0	50%	38		0		0		0		0		0
Amesbury	Reading town	75		0	50%	38	50%	38		0		0		0		0		0		0
Amesbury	Hampton town	72	100%	72		0		0		0		0		0		0		0		0
Amesbury	Kensington tov	71	50%	36		0		0		0		0	50%	36		0		0		0
Amesbury	Newbury town	70		0		0		0	50%	35		0		0		0		0	50%	35
		7,909		367		2,439		1,368		788		1,363		944		188		136		317
				4.6%		30.8%		17.3%		10.0%		17.2%		11.9%		2.4%		1.7%		4.0%
		SAY		**5%**		**30%**		**17%**		**10%**		**17%**		**12%**		**3%**		**2%**		**4%**

CAPACITY ANALYSIS WORKSHEETS

2024 Existing
2031 No-Build
2031 Build
2031 Build (Mitigated)

HCS Warrants Report

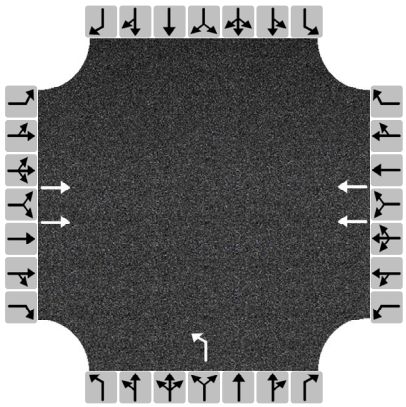
Project Information

Analyst	DCL	Date	11/4/2024
Agency	VAI	Analysis Year	2031 Build
Jurisdiction	MassDOT	Time Period Analyzed	AM/PM Peak Hours
Project Description	Rocky Hill Residential		

General

Major Street Direction	East-West	Population < 10,000	No
Starting Time Interval	7	Coordinated Signal System	Yes
Median Type	Divided	Crashes (crashes/year)	0
Major Street Speed (mi/h)	35	Adequate Trials of Crash Exp. Alt.	No
Nearest Signal (ft)	500		

Geometry and Traffic



Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Number of Lanes, N	0	2	0	0	2	0	1	0	0	0	0	0
Lane Usage		T			T		L					
Vehicle Volumes Averages (veh/h)	0	320	0	0	553	0	24	0	0	0	0	0
Pedestrian Averages (peds/h)	0			0			0			0		
Gap Averages (gaps/h)	0			0			0			0		
Delay Averages (s/veh)	0.0			0.0			0.0			0.0		
Delay Averages (veh-hrs)	0.0			0.0			0.0			0.0		

School Crossing and Roadway Network

Number of Students in Highest Hour	0	Two or More Major Routes	No
Number of Adequate Gaps in Period	0	Weekend Counts	No
Number of Minutes in Period	0	5-year Growth Factor (%)	0

Railroad Crossing

Grade Crossing Approach	None	Rail Traffic (trains/day)	4
Highest Volume Hour with Trains	Unknown	High Occupancy Buses (%)	0
Distance to Stop Line (ft)	-	Tractor-Trailer Trucks (%)	10

Volume Summary

Hour	Major Volume	Minor Volume	Total Volume	Peds/h	Gaps/h	1A (100%)	1A (80%)	1B (100%)	1B (80%)	2 (100%)	3A (100%)	3B (80%)	4A (100%)	4B (80%)
07 - 08	2105	52	2157	0	0	No	No	No	No	No	No	No	No	No
08 - 09	2105	52	2157	0	0	No	No	No	No	No	No	No	No	No
09 - 10	0	0	0	0	0	No	No	No	No	No	No	No	No	No
10 - 11	0	0	0	0	0	No	No	No	No	No	No	No	No	No
11 - 12	0	0	0	0	0	No	No	No	No	No	No	No	No	No
12 - 13	0	0	0	0	0	No	No	No	No	No	No	No	No	No
13 - 14	0	0	0	0	0	No	No	No	No	No	No	No	No	No
14 - 15	0	0	0	0	0	No	No	No	No	No	No	No	No	No
15 - 16	0	0	0	0	0	No	No	No	No	No	No	No	No	No
16 - 17	3134	94	3228	0	0	No	No	Yes	Yes	Yes	No	No	No	No
17 - 18	3134	94	3228	0	0	No	No	Yes	Yes	Yes	No	No	No	No
18 - 19	0	0	0	0	0	No	No	No	No	No	No	No	No	No
Total	10478	292	10770	0	0	0	0	2	2	2	0	0	0	0

Warrants

Warrant 1: Eight-Hour Vehicular Volume	
A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--	
B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--	
80% Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)	
Warrant 2: Four-Hour Vehicular Volume	
Four-Hour Vehicular Volume (Both major approaches --and-- higher minor approach)	
Warrant 3: Peak Hour	
A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or--	
B. Peak-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	
Warrant 4: Pedestrian Volume	
A. Four Hour Volumes --or--	
B. One-Hour Volumes	
Warrant 5: School Crossing	
Gaps Same Period --and--	
Student Volumes	
Nearest Traffic Control Signal (optional)	✓
Warrant 6: Coordinated Signal System	✓
Degree of Platooning (Predominant direction or both directions)	✓
Warrant 7: Crash Experience	
A. Adequate trials of alternatives, observance and enforcement failed --and--	
B. Reported crashes susceptible to correction by signal (12-month period) --and--	
C. 80% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied	
Warrant 8: Roadway Network	
A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or--	
B. Weekend Volume (Five hours total)	
Warrant 9: Grade Crossing	
A. Grade Crossing within 140 ft --and--	
B. Peak-Hour Vehicular Volumes	

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2024 Existing

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑↑		↱
Traffic Vol, veh/h	520	0	0	926	0	1076
Future Vol, veh/h	520	0	0	926	0	1076
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	85	85	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	542	0	0	1089	0	1223

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-
Pot Cap-1 Maneuver	-	0	0	-	0	0
Stage 1	-	0	0	-	0	0
Stage 2	-	0	0	-	0	0
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s/veh)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

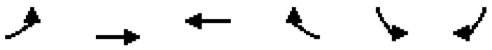
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↱			↑↑↱				↱			↱
Traffic Vol, veh/h	0	1414	222	0	744	48	0	0	66	0	0	119
Future Vol, veh/h	0	1414	222	0	744	48	0	0	66	0	0	119
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	96	96	96	76	76	76	94	94	94
Heavy Vehicles, %	0	3	1	0	2	0	0	0	0	0	0	0
Mvmt Flow	0	1504	236	0	775	50	0	0	87	0	0	127

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	870	-	-	413
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.9	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	299	0	0	594
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	299	-	-	594
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	21.92	12.69
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	299	-	-	-	-	594
HCM Lane V/C Ratio	0.291	-	-	-	-	0.213
HCM Control Delay (s/veh)	21.9	-	-	-	-	12.7
HCM Lane LOS	C	-	-	-	-	B
HCM 95th %tile Q(veh)	1.2	-	-	-	-	0.8

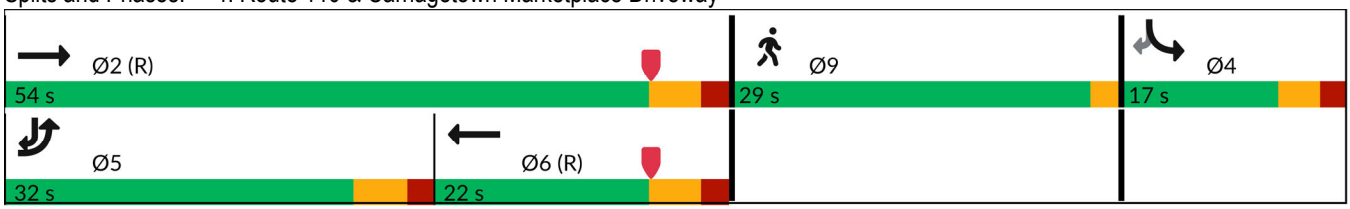


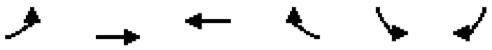
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø9
Lane Configurations							
Traffic Volume (vph)	41	1228	801	29	40	39	
Future Volume (vph)	41	1228	801	29	40	39	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	
Frt			0.995			0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1685	3471	3455	0	1752	1568	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	1685	3471	3455	0	1752	1568	
Satd. Flow (RTOR)			3			46	
Adj. Flow (vph)	46	1380	861	31	48	46	
Lane Group Flow (vph)	46	1380	892	0	48	46	
Turn Type	Prot	NA	NA		Prot	pm+ov	
Protected Phases	5	2	6		4	5	9
Permitted Phases						4	
Detector Phase	5	2	6		4	5	
Switch Phase							
Minimum Initial (s)	6.0	10.0	10.0		6.0	6.0	5.0
Minimum Split (s)	12.0	16.0	16.0		11.0	12.0	29.0
Total Split (s)	32.0	54.0	22.0		17.0	32.0	29.0
Total Split (%)	32.0%	54.0%	22.0%		17.0%	32.0%	29%
Maximum Green (s)	26.0	48.0	16.0		12.0	26.0	27.0
Yellow Time (s)	4.0	4.0	4.0		3.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	0.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0		-1.0	-1.0	
Total Lost Time (s)	4.0	4.0	4.0		4.0	5.0	
Lead/Lag	Lead		Lag			Lead	
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min		None	None	None
Walk Time (s)							6.0
Flash Don't Walk (s)							20.0
Pedestrian Calls (#/hr)							3
v/c Ratio	0.27	0.48	0.37		0.30	0.14	
Control Delay (s/veh)	44.6	7.0	7.1		46.4	9.4	
Queue Delay	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	44.6	7.0	7.1		46.4	9.4	
Queue Length 50th (ft)	28	93	7		29	0	
Queue Length 95th (ft)	60	432	126		59	23	
Internal Link Dist (ft)		951	1089		381		
Turn Bay Length (ft)	300						
Base Capacity (vph)	471	2892	2441		227	588	
Starvation Cap Reductn	0	0	0		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.10	0.48	0.37		0.21	0.08	

Intersection Summary
Cycle Length: 100

Actuated Cycle Length: 100
Offset: 19 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 4: Route 110 & Carriagetown Marketplace Driveway





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	41	1228	801	29	40	39
Future Volume (vph)	41	1228	801	29	40	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0		4.0	5.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1685	3471	3454		1752	1568
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1685	3471	3454		1752	1568
Peak-hour factor, PHF	0.89	0.89	0.93	0.93	0.84	0.84
Adj. Flow (vph)	46	1380	861	31	48	46
RTOR Reduction (vph)	0	0	1	0	0	39
Lane Group Flow (vph)	46	1380	891	0	48	7
Heavy Vehicles (%)	0%	4%	4%	3%	3%	3%
Turn Type	Prot	NA	NA		Prot	pm+ov
Protected Phases	5	2	6		4	5
Permitted Phases						4
Actuated Green, G (s)	7.1	76.1	63.0		5.7	12.8
Effective Green, g (s)	9.1	78.1	65.0		6.7	14.8
Actuated g/C Ratio	0.09	0.78	0.65		0.07	0.15
Clearance Time (s)	6.0	6.0	6.0		5.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	153	2710	2245		117	232
v/s Ratio Prot	0.03	c0.40	0.26		c0.03	0.00
v/s Ratio Perm						0.00
v/c Ratio	0.30	0.51	0.40		0.41	0.03
Uniform Delay, d1	42.5	4.0	8.3		44.8	36.5
Progression Factor	1.00	1.00	0.61		1.00	1.00
Incremental Delay, d2	1.1	0.7	0.4		2.3	0.1
Delay (s)	43.6	4.7	5.4		47.1	36.5
Level of Service	D	A	A		D	D
Approach Delay (s/veh)		5.9	5.4		41.9	
Approach LOS		A	A		D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	45.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	42	1212	15	2	22	811	265	26	19	74	437
Future Volume (vph)	1	42	1212	15	2	22	811	265	26	19	74	437
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97
Frt			0.998					0.850		0.880		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1689	3466	0	0	1805	3471	1531	1745	1603	0	3319
Flt Permitted		0.950				0.950			0.950			0.950
Satd. Flow (perm)	0	1689	3466	0	0	1805	3471	1531	1745	1603	0	3319
Satd. Flow (RTOR)			1					261		91		
Adj. Flow (vph)	1	45	1289	16	2	23	863	282	32	23	91	465
Lane Group Flow (vph)	0	46	1305	0	0	25	863	282	32	114	0	465
Turn Type	Prot	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split
Protected Phases	5	5	2		1	1	6	6 3	4	4		3
Permitted Phases												
Detector Phase	5	5	2		1	1	6	6 3	4	4		3
Switch Phase												
Minimum Initial (s)	6.0	6.0	7.0		6.0	6.0	10.0		6.0	6.0		6.0
Minimum Split (s)	12.0	12.0	13.0		12.0	12.0	16.0		11.0	11.0		11.0
Total Split (s)	13.0	13.0	19.0		13.0	13.0	19.0		28.0	28.0		12.0
Total Split (%)	13.0%	13.0%	19.0%		13.0%	13.0%	19.0%		28.0%	28.0%		12.0%
Maximum Green (s)	7.0	7.0	13.0		7.0	7.0	13.0		23.0	23.0		7.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		3.0	3.0		3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		-2.0	-2.0			-2.0	-2.0		-1.0	-1.0		-2.0
Total Lost Time (s)		4.0	4.0			4.0	4.0		4.0	4.0		3.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lead
Lead-Lag Optimize?									Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Min		None	None	C-Min		None	None		None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.27	0.90			0.15	0.65	0.25	0.20	0.50		0.52
Control Delay (s/veh)		54.2	38.8			43.6	31.1	2.4	43.8	21.0		36.6
Queue Delay		0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0
Total Delay (s/veh)		54.2	38.8			43.6	31.1	2.4	43.8	21.0		36.6
Queue Length 50th (ft)		30	195			15	235	4	19	14		126
Queue Length 95th (ft)		m65	#645			40	#464	35	42	51		#305
Internal Link Dist (ft)			1089				423			469		
Turn Bay Length (ft)		400				115		200	100			300
Base Capacity (vph)		177	1444			171	1320	1116	418	453		899
Starvation Cap Reductn		0	0			0	0	0	0	0		0
Spillback Cap Reductn		0	0			0	0	0	0	0		0
Storage Cap Reductn		0	0			0	0	0	0	0		0
Reduced v/c Ratio		0.26	0.90			0.15	0.65	0.25	0.08	0.25		0.52

Intersection Summary
Cycle Length: 100

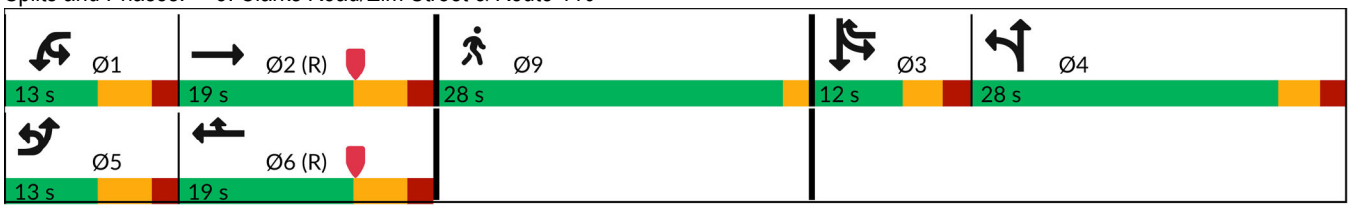


Lane Group	SBT	SBR	Ø9
Lane Configurations			
Traffic Volume (vph)	39	18	
Future Volume (vph)	39	18	
Lane Util. Factor	1.00	1.00	
Frt	0.952		
Flt Protected			
Satd. Flow (prot)	1749	0	
Flt Permitted			
Satd. Flow (perm)	1749	0	
Satd. Flow (RTOR)	18		
Adj. Flow (vph)	41	19	
Lane Group Flow (vph)	60	0	
Turn Type	NA		
Protected Phases	3		9
Permitted Phases			
Detector Phase	3		
Switch Phase			
Minimum Initial (s)	6.0		5.0
Minimum Split (s)	11.0		28.0
Total Split (s)	12.0		28.0
Total Split (%)	12.0%		28%
Maximum Green (s)	7.0		26.0
Yellow Time (s)	3.0		2.0
All-Red Time (s)	2.0		0.0
Lost Time Adjust (s)	-2.0		
Total Lost Time (s)	3.0		
Lead/Lag	Lead		
Lead-Lag Optimize?	Yes		
Vehicle Extension (s)	3.0		3.0
Recall Mode	None		None
Walk Time (s)			7.0
Flash Don't Walk (s)			18.0
Pedestrian Calls (#/hr)			3
v/c Ratio	0.12		
Control Delay (s/veh)	26.1		
Queue Delay	0.0		
Total Delay (s/veh)	26.1		
Queue Length 50th (ft)	20		
Queue Length 95th (ft)	65		
Internal Link Dist (ft)	580		
Turn Bay Length (ft)			
Base Capacity (vph)	487		
Starvation Cap Reductn	0		
Spillback Cap Reductn	0		
Storage Cap Reductn	0		
Reduced v/c Ratio	0.12		

Intersection Summary

Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
Natural Cycle: 110
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Clarks Road/Elm Street & Route 110



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	42	1212	15	2	22	811	265	26	19	74	437
Future Volume (vph)	1	42	1212	15	2	22	811	265	26	19	74	437
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	11	11	11	11	11
Total Lost time (s)		4.0	4.0			4.0	4.0	4.0	4.0	4.0		3.0
Lane Util. Factor		1.00	0.95			1.00	0.95	1.00	1.00	1.00		0.97
Frt		1.00	1.00			1.00	1.00	0.85	1.00	0.88		1.00
Flt Protected		0.95	1.00			0.95	1.00	1.00	0.95	1.00		0.95
Satd. Flow (prot)		1689	3466			1805	3471	1531	1745	1604		3319
Flt Permitted		0.95	1.00			0.95	1.00	1.00	0.95	1.00		0.95
Satd. Flow (perm)		1689	3466			1805	3471	1531	1745	1604		3319
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.81	0.81	0.81	0.94
Adj. Flow (vph)	1	45	1289	16	2	23	863	282	32	23	91	465
RTOR Reduction (vph)	0	0	1	0	0	0	0	101	0	83	0	0
Lane Group Flow (vph)	0	46	1304	0	0	25	863	181	32	31	0	465
Heavy Vehicles (%)	0%	7%	4%	0%	0%	0%	4%	2%	0%	0%	1%	2%
Turn Type	Prot	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split
Protected Phases	5	5	2		1	1	6	6 3	4	4		3
Permitted Phases												
Actuated Green, G (s)		5.7	34.5			3.3	32.1	57.2	8.1	8.1		25.1
Effective Green, g (s)		7.7	36.5			5.3	34.1	61.2	9.1	9.1		27.1
Actuated g/C Ratio		0.08	0.37			0.05	0.34	0.61	0.09	0.09		0.27
Clearance Time (s)		6.0	6.0			6.0	6.0		5.0	5.0		5.0
Vehicle Extension (s)		3.0	3.0			3.0	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)		130	1265			95	1183	936	158	145		899
v/s Ratio Prot		c0.03	c0.38			0.01	0.25	0.12	0.02	c0.02		c0.14
v/s Ratio Perm												
v/c Ratio		0.35	1.03			0.26	0.73	0.19	0.20	0.22		0.52
Uniform Delay, d1		43.8	31.7			45.5	28.9	8.5	42.1	42.1		30.9
Progression Factor		1.25	1.02			1.00	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2		1.5	32.3			1.5	4.0	0.1	0.6	0.7		0.5
Delay (s)		56.1	64.7			47.0	32.9	8.6	42.7	42.9		31.4
Level of Service		E	E			D	C	A	D	D		C
Approach Delay (s/veh)			64.4				27.3			42.9		
Approach LOS			E				C			D		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	44.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	39	18
Future Volume (vph)	39	18
Ideal Flow (vphpl)	1900	1900
Lane Width	11	12
Total Lost time (s)	3.0	
Lane Util. Factor	1.00	
Frt	0.95	
Flt Protected	1.00	
Satd. Flow (prot)	1749	
Flt Permitted	1.00	
Satd. Flow (perm)	1749	
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	41	19
RTOR Reduction (vph)	13	0
Lane Group Flow (vph)	47	0
Heavy Vehicles (%)	0%	0%
Turn Type	NA	
Protected Phases	3	
Permitted Phases		
Actuated Green, G (s)	25.1	
Effective Green, g (s)	27.1	
Actuated g/C Ratio	0.27	
Clearance Time (s)	5.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	473	
v/s Ratio Prot	0.03	
v/s Ratio Perm		
v/c Ratio	0.10	
Uniform Delay, d1	27.3	
Progression Factor	1.00	
Incremental Delay, d2	0.1	
Delay (s)	27.4	
Level of Service	C	
Approach Delay (s/veh)	31.0	
Approach LOS	C	

Intersection Summary

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑	↱	↰		↱			
Traffic Vol, veh/h	0	733	992	0	1060	179	40	0	134	0	0	0
Future Vol, veh/h	0	733	992	0	1060	179	40	0	134	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Yield	-	-	None
Storage Length	-	-	300	-	-	0	0	-	350	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	91	91	91	72	72	72	25	25	25
Heavy Vehicles, %	0	3	2	0	4	4	0	0	2	0	0	0
Mvmt Flow	0	780	1055	0	1165	197	56	0	186	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	-	0	-	-	-	0	1362	-	390
Stage 1	-	-	-	-	-	-	780	-	-
Stage 2	-	-	-	-	-	-	582	-	-
Critical Hdwy	-	-	-	-	-	-	6.8	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.8	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.8	-	-
Follow-up Hdwy	-	-	-	-	-	-	3.5	-	3.32
Pot Cap-1 Maneuver	0	-	0	0	-	0	142	0	609
Stage 1	0	-	0	0	-	0	418	0	-
Stage 2	0	-	0	0	-	0	527	0	-
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	-	-	-	-	-	-	142	0	609
Mov Cap-2 Maneuver	-	-	-	-	-	-	142	0	-
Stage 1	-	-	-	-	-	-	418	0	-
Stage 2	-	-	-	-	-	-	527	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	20.96
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	142	609	-	-
HCM Lane V/C Ratio	0.392	0.306	-	-
HCM Control Delay (s/veh)	46	13.5	-	-
HCM Lane LOS	E	B	-	-
HCM 95th %tile Q(veh)	1.7	1.3	-	-

Intersection	
Int Delay, s/veh	16.7

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	3	97	767	0	0	753	116	0	0	173	0	0	483
Future Vol, veh/h	3	97	767	0	0	753	116	0	0	173	0	0	483
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	Yield	-	-	Free	-	-	Yield
Storage Length	-	80	-	-	-	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	90	90	90	74	74	74	86	86	86
Heavy Vehicles, %	0	2	2	0	0	3	4	0	0	2	0	0	7
Mvmt Flow	3	105	834	0	0	837	129	0	0	234	0	0	562

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	837	837	0	-	-	-	0	-	-	-	-	-	418
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.4	4.14	-	-	-	-	-	-	-	-	-	-	7.04
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.5	2.22	-	-	-	-	-	-	-	-	-	-	3.37
Pot Cap-1 Maneuver	429	793	-	0	0	-	-	0	0	0	0	0	570
Stage 1	-	-	-	0	0	-	-	0	0	0	0	0	-
Stage 2	-	-	-	0	0	-	-	0	0	0	0	0	-
Platoon blocked, %			-			-	-						
Mov Cap-1 Maneuver	163	163	-	-	-	-	-	-	-	-	-	-	570
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	7.29	0	0	61.17
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	163	-	-	-	570
HCM Lane V/C Ratio	-	0.669	-	-	-	0.986
HCM Control Delay (s/veh)	0	63.2	-	-	-	61.2
HCM Lane LOS	A	F	-	-	-	F
HCM 95th %tile Q(veh)	-	3.9	-	-	-	14

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	85	584	268	2	96	509	18	279	68	106	50
Future Volume (vph)	3	85	584	268	2	96	509	18	279	68	106	50
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt				0.850			0.995			0.908		
Flt Protected		0.950				0.950			0.950			
Satd. Flow (prot)	0	1619	3421	1531	0	1787	3491	0	1752	1719	0	0
Flt Permitted		0.950				0.950			0.461			
Satd. Flow (perm)	0	1619	3421	1531	0	1787	3491	0	850	1719	0	0
Satd. Flow (RTOR)				308			3			72		
Adj. Flow (vph)	3	98	671	308	2	103	547	19	313	76	119	56
Lane Group Flow (vph)	0	101	671	308	0	105	566	0	313	195	0	0
Turn Type	Prot	Prot	NA	pt+ov	Prot	Prot	NA		pm+pt	NA		Perm
Protected Phases	5	5	2	2 3	1	1	6		3	8		
Permitted Phases									8			4
Detector Phase	5	5	2	2 3	1	1	6		3	8		4
Switch Phase												
Minimum Initial (s)	6.0	6.0	20.0		3.0	3.0	13.0		4.0	6.0		6.0
Minimum Split (s)	12.0	12.0	26.0		9.0	9.0	19.0		10.0	12.0		12.0
Total Split (s)	22.0	22.0	32.0		9.0	9.0	19.0		10.0	32.0		22.0
Total Split (%)	20.8%	20.8%	30.2%		8.5%	8.5%	17.9%		9.4%	30.2%		20.8%
Maximum Green (s)	16.0	16.0	26.0		3.0	3.0	13.0		4.0	26.0		16.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		3.0	3.0		3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		-2.0	-2.0			-2.0	-2.0		-2.0	-2.0		
Total Lost Time (s)		4.0	4.0			4.0	4.0		4.0	4.0		
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lead			Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	Min		None	None	Min		None	None		None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.37	0.57	0.34		0.81	0.56		0.84	0.30		
Control Delay (s/veh)		33.7	23.9	2.6		79.6	29.7		44.7	14.7		
Queue Delay		0.0	0.0	0.0		0.0	0.0		0.0	0.0		
Total Delay (s/veh)		33.7	23.9	2.6		79.6	29.7		44.7	14.7		
Queue Length 50th (ft)		34	107	0		41	103		89	31		
Queue Length 95th (ft)		109	274	25		#200	#350		#414	130		
Internal Link Dist (ft)			409				535			650		
Turn Bay Length (ft)		380				150			270			
Base Capacity (vph)		425	1399	893		130	1011		372	745		
Starvation Cap Reductn		0	0	0		0	0		0	0		
Spillback Cap Reductn		0	0	0		0	0		0	0		
Storage Cap Reductn		0	0	0		0	0		0	0		
Reduced v/c Ratio		0.24	0.48	0.34		0.81	0.56		0.84	0.26		

Intersection Summary
Cycle Length: 106

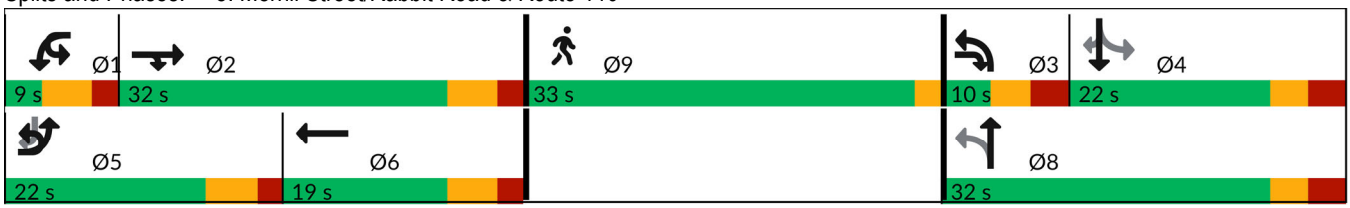


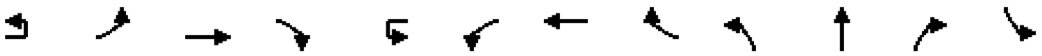
Lane Group	SBT	SBR	Ø9
Lane Configurations			
Traffic Volume (vph)	88	78	
Future Volume (vph)	88	78	
Lane Util. Factor	1.00	1.00	
Frt		0.850	
Flt Protected	0.982		
Satd. Flow (prot)	1808	1419	
Flt Permitted	0.812		
Satd. Flow (perm)	1495	1419	
Satd. Flow (RTOR)		113	
Adj. Flow (vph)	98	87	
Lane Group Flow (vph)	154	87	
Turn Type	NA	custom	
Protected Phases	4		9
Permitted Phases		4 5	
Detector Phase	4	4 5	
Switch Phase			
Minimum Initial (s)	6.0		5.0
Minimum Split (s)	12.0		33.0
Total Split (s)	22.0		33.0
Total Split (%)	20.8%		31%
Maximum Green (s)	16.0		31.0
Yellow Time (s)	3.0		2.0
All-Red Time (s)	3.0		0.0
Lost Time Adjust (s)	-2.0		
Total Lost Time (s)	4.0		
Lead/Lag	Lag		
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0		3.0
Recall Mode	None		None
Walk Time (s)			7.0
Flash Don't Walk (s)			24.0
Pedestrian Calls (#/hr)			3
v/c Ratio	0.52	0.13	
Control Delay (s/veh)	35.6	2.8	
Queue Delay	0.0	0.0	
Total Delay (s/veh)	35.6	2.8	
Queue Length 50th (ft)	52	0	
Queue Length 95th (ft)	168	19	
Internal Link Dist (ft)	251		
Turn Bay Length (ft)		120	
Base Capacity (vph)	392	783	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.39	0.11	

Intersection Summary

Actuated Cycle Length: 71.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Merrill Street/Rabbit Road & Route 110





Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	85	584	268	2	96	509	18	279	68	106	50
Future Volume (vph)	3	85	584	268	2	96	509	18	279	68	106	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	12	12	12	12	12	12	12	12
Total Lost time (s)		4.0	4.0	4.0		4.0	4.0		4.0	4.0		
Lane Util. Factor		1.00	0.95	1.00		1.00	0.95		1.00	1.00		
Frt		1.00	1.00	0.85		1.00	0.99		1.00	0.91		
Flt Protected		0.95	1.00	1.00		0.95	1.00		0.95	1.00		
Satd. Flow (prot)		1619	3421	1531		1787	3491		1752	1719		
Flt Permitted		0.95	1.00	1.00		0.95	1.00		0.46	1.00		
Satd. Flow (perm)		1619	3421	1531		1787	3491		850	1719		
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.93	0.93	0.93	0.93	0.89	0.89	0.89	0.90
Adj. Flow (vph)	3	98	671	308	2	103	547	19	313	76	119	56
RTOR Reduction (vph)	0	0	0	174	0	0	2	0	0	48	0	0
Lane Group Flow (vph)	0	101	671	134	0	105	564	0	313	147	0	0
Heavy Vehicles (%)	0%	8%	2%	2%	0%	1%	3%	0%	3%	1%	0%	0%
Turn Type	Prot	Prot	NA	pt+ov	Prot	Prot	NA		pm+pt	NA		Perm
Protected Phases	5	5	2	2 3	1	1	6		3	8		
Permitted Phases									8			4
Actuated Green, G (s)		8.5	24.0	28.2		3.1	18.6		22.7	22.7		
Effective Green, g (s)		10.5	26.0	32.2		5.1	20.6		24.7	24.7		
Actuated g/C Ratio		0.14	0.35	0.44		0.07	0.28		0.33	0.33		
Clearance Time (s)		6.0	6.0			6.0	6.0		6.0	6.0		
Vehicle Extension (s)		3.0	3.0			3.0	3.0		3.0	3.0		
Lane Grp Cap (vph)		229	1201	666		123	971		359	573		
v/s Ratio Prot		c0.06	c0.20	0.09		c0.06	0.16		c0.07	0.09		
v/s Ratio Perm									c0.22			
v/c Ratio		0.44	0.56	0.20		0.85	0.58		0.87	0.26		
Uniform Delay, d1		29.1	19.4	12.9		34.1	23.0		22.8	18.0		
Progression Factor		1.00	1.00	1.00		1.00	1.00		1.00	1.00		
Incremental Delay, d2		1.4	0.6	0.1		40.3	0.9		20.0	0.2		
Delay (s)		30.4	19.9	13.1		74.3	23.9		42.8	18.2		
Level of Service		C	B	B		E	C		D	B		
Approach Delay (s/veh)			19.0				31.8			33.4		
Approach LOS			B				C			C		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	74.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	88	78
Future Volume (vph)	88	78
Ideal Flow (vphpl)	1900	1900
Lane Width	12	11
Total Lost time (s)	4.0	4.0
Lane Util. Factor	1.00	1.00
Frt	1.00	0.85
Flt Protected	0.98	1.00
Satd. Flow (prot)	1809	1419
Flt Permitted	0.81	1.00
Satd. Flow (perm)	1495	1419
Peak-hour factor, PHF	0.90	0.90
Adj. Flow (vph)	98	87
RTOR Reduction (vph)	0	53
Lane Group Flow (vph)	154	34
Heavy Vehicles (%)	5%	10%
Turn Type	NA	custom
Protected Phases	4	
Permitted Phases		4 5
Actuated Green, G (s)	12.5	27.0
Effective Green, g (s)	14.5	29.0
Actuated g/C Ratio	0.20	0.39
Clearance Time (s)	6.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	292	556
v/s Ratio Prot		
v/s Ratio Perm	0.10	0.02
v/c Ratio	0.53	0.06
Uniform Delay, d1	26.7	14.0
Progression Factor	1.00	1.00
Incremental Delay, d2	1.7	0.0
Delay (s)	28.4	14.1
Level of Service	C	B
Approach Delay (s/veh)	23.2	
Approach LOS	C	

Intersection Summary

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	32	5	304	535	102
Future Vol, veh/h	29	32	5	304	535	102
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	74	74	83	83	87	87
Heavy Vehicles, %	0	0	0	4	1	0
Mvmt Flow	39	43	6	366	615	117

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1052	674	732	0	-	0
Stage 1	674	-	-	-	-	-
Stage 2	378	-	-	-	-	-
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	253	458	882	-	-	-
Stage 1	510	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	251	458	882	-	-	-
Mov Cap-2 Maneuver	251	-	-	-	-	-
Stage 1	506	-	-	-	-	-
Stage 2	697	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	19.56	0.15	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	29	-	329	-	-
HCM Lane V/C Ratio	0.007	-	0.25	-	-
HCM Control Delay (s/veh)	9.1	0	19.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	18	23	247	516	35
Future Vol, veh/h	22	18	23	247	516	35
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	91	91	90	90	87	87
Heavy Vehicles, %	0	0	4	2	1	0
Mvmt Flow	24	20	26	274	593	40

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	939	613	633	0	-	0
Stage 1	613	-	-	-	-	-
Stage 2	326	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	296	496	940	-	-	-
Stage 1	544	-	-	-	-	-
Stage 2	736	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	286	496	940	-	-	-
Mov Cap-2 Maneuver	286	-	-	-	-	-
Stage 1	527	-	-	-	-	-
Stage 2	736	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	16.63	0.76	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	153	-	353	-	-
HCM Lane V/C Ratio	0.027	-	0.124	-	-
HCM Control Delay (s/veh)	8.9	0	16.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	8	3	333	545	1
Future Vol, veh/h	1	8	3	333	545	1
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	45	45	82	82	81	81
Heavy Vehicles, %	0	0	0	1	5	0
Mvmt Flow	2	18	4	406	673	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1087	673	674	0	-	0
Stage 1	673	-	-	-	-	-
Stage 2	413	-	-	-	-	-
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	241	458	927	-	-	-
Stage 1	510	-	-	-	-	-
Stage 2	672	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	240	458	927	-	-	-
Mov Cap-2 Maneuver	240	-	-	-	-	-
Stage 1	508	-	-	-	-	-
Stage 2	672	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.08	0.08	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	16	-	416	-	-
HCM Lane V/C Ratio	0.004	-	0.048	-	-
HCM Control Delay (s/veh)	8.9	0	14.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑↑		↱
Traffic Vol, veh/h	527	0	0	1539	0	789
Future Vol, veh/h	527	0	0	1539	0	789
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	676	0	0	1673	0	858

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-
Pot Cap-1 Maneuver	-	0	0	-	0	0
Stage 1	-	0	0	-	0	0
Stage 2	-	0	0	-	0	0
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s/veh)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

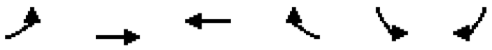
Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1056	130	0	1422	38	0	0	90	0	0	108
Future Vol, veh/h	0	1056	130	0	1422	38	0	0	90	0	0	108
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	90	90	90	73	73	73	57	57	57
Heavy Vehicles, %	0	1	0	0	1	0	0	0	1	0	0	1
Mvmt Flow	0	1100	135	0	1580	42	0	0	123	0	0	189

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	618	-	-	811
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.92	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.31	-	-	3.31
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	435	0	0	325
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	435	-	-	325
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	16.52	30.54
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	435	-	-	-	-	325
HCM Lane V/C Ratio	0.284	-	-	-	-	0.584
HCM Control Delay (s/veh)	16.5	-	-	-	-	30.5
HCM Lane LOS	C	-	-	-	-	D
HCM 95th %tile Q(veh)	1.2	-	-	-	-	3.5

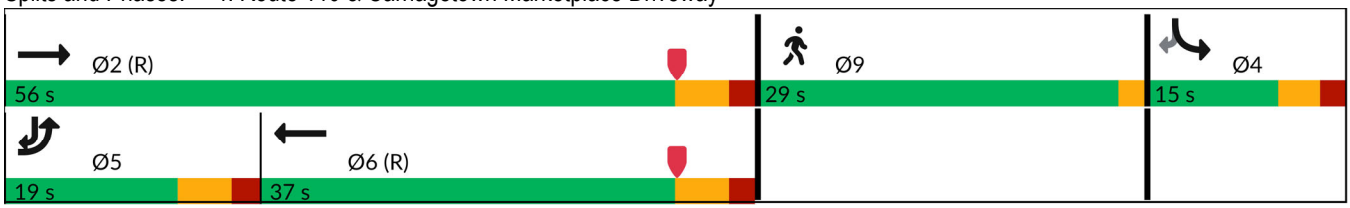


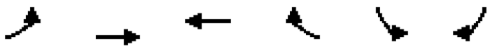
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø9
Lane Configurations							
Traffic Volume (vph)	127	1114	1323	80	84	138	
Future Volume (vph)	127	1114	1323	80	84	138	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	
Frt			0.991			0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1668	3539	3509	0	1787	1599	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	1668	3539	3509	0	1787	1599	
Satd. Flow (RTOR)			6			160	
Adj. Flow (vph)	140	1224	1364	82	98	160	
Lane Group Flow (vph)	140	1224	1446	0	98	160	
Turn Type	Prot	NA	NA		Prot	pm+ov	
Protected Phases	5	2	6		4	5	9
Permitted Phases						4	
Detector Phase	5	2	6		4	5	
Switch Phase							
Minimum Initial (s)	6.0	10.0	10.0		6.0	6.0	5.0
Minimum Split (s)	12.0	16.0	16.0		11.0	12.0	29.0
Total Split (s)	19.0	56.0	37.0		15.0	19.0	29.0
Total Split (%)	19.0%	56.0%	37.0%		15.0%	19.0%	29%
Maximum Green (s)	13.0	50.0	31.0		10.0	13.0	27.0
Yellow Time (s)	4.0	4.0	4.0		3.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	0.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0		-1.0	-1.0	
Total Lost Time (s)	4.0	4.0	4.0		4.0	5.0	
Lead/Lag	Lead		Lag			Lead	
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min		None	None	None
Walk Time (s)							6.0
Flash Don't Walk (s)							20.0
Pedestrian Calls (#/hr)							3
v/c Ratio	0.58	0.44	0.69		0.50	0.30	
Control Delay (s/veh)	49.9	7.2	13.6		50.7	5.7	
Queue Delay	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	49.9	7.2	13.6		50.7	5.7	
Queue Length 50th (ft)	83	94	24		59	0	
Queue Length 95th (ft)	147	360	m#671		106	40	
Internal Link Dist (ft)		951	1089		381		
Turn Bay Length (ft)	300						
Base Capacity (vph)	261	2779	2083		211	553	
Starvation Cap Reductn	0	0	0		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.54	0.44	0.69		0.46	0.29	

Intersection Summary
Cycle Length: 100

Actuated Cycle Length: 100
Offset: 44 (44%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Route 110 & Carriagetown Marketplace Driveway





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	127	1114	1323	80	84	138
Future Volume (vph)	127	1114	1323	80	84	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0		4.0	5.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1668	3539	3511		1787	1599
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1668	3539	3511		1787	1599
Peak-hour factor, PHF	0.91	0.91	0.97	0.97	0.86	0.86
Adj. Flow (vph)	140	1224	1364	82	98	160
RTOR Reduction (vph)	0	0	3	0	0	123
Lane Group Flow (vph)	140	1224	1443	0	98	37
Heavy Vehicles (%)	1%	2%	2%	1%	1%	1%
Turn Type	Prot	NA	NA		Prot	pm+ov
Protected Phases	5	2	6		4	5
Permitted Phases						4
Actuated Green, G (s)	12.4	73.1	54.7		8.7	21.1
Effective Green, g (s)	14.4	75.1	56.7		9.7	23.1
Actuated g/C Ratio	0.14	0.75	0.57		0.10	0.23
Clearance Time (s)	6.0	6.0	6.0		5.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	240	2657	1990		173	369
v/s Ratio Prot	c0.08	0.35	c0.41		c0.05	0.01
v/s Ratio Perm						0.01
v/c Ratio	0.58	0.46	0.73		0.57	0.10
Uniform Delay, d1	40.0	4.7	15.9		43.1	30.3
Progression Factor	1.00	1.00	0.59		1.00	1.00
Incremental Delay, d2	3.6	0.6	0.9		4.2	0.1
Delay (s)	43.6	5.3	10.2		47.3	30.4
Level of Service	D	A	B		D	C
Approach Delay (s/veh)		9.2	10.2		36.8	
Approach LOS		A	B		D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	12.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	82	1134	21	1	57	1337	458	54	57	43	300
Future Volume (vph)	1	82	1134	21	1	57	1337	458	54	57	43	300
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97
Frt			0.997					0.850		0.935		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1805	3530	0	0	1805	3574	1546	1711	1717	0	3351
Flt Permitted		0.950				0.950			0.950			0.950
Satd. Flow (perm)	0	1805	3530	0	0	1805	3574	1546	1711	1717	0	3351
Satd. Flow (RTOR)			1					274		36		
Adj. Flow (vph)	1	87	1206	22	1	59	1393	477	68	71	54	326
Lane Group Flow (vph)	0	88	1228	0	0	60	1393	477	68	125	0	326
Turn Type	Prot	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split
Protected Phases	5	5	2		1	1	6	6 3	4	4		3
Permitted Phases												
Detector Phase	5	5	2		1	1	6	6 3	4	4		3
Switch Phase												
Minimum Initial (s)	6.0	6.0	7.0		6.0	6.0	10.0		6.0	6.0		6.0
Minimum Split (s)	12.0	12.0	13.0		12.0	12.0	16.0		11.0	11.0		11.0
Total Split (s)	13.0	13.0	17.0		13.0	13.0	17.0		28.0	28.0		14.0
Total Split (%)	13.0%	13.0%	17.0%		13.0%	13.0%	17.0%		28.0%	28.0%		14.0%
Maximum Green (s)	7.0	7.0	11.0		7.0	7.0	11.0		23.0	23.0		9.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		3.0	3.0		3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		-2.0	-2.0			-2.0	-2.0		-1.0	-1.0		-2.0
Total Lost Time (s)		4.0	4.0			4.0	4.0		4.0	4.0		3.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lead
Lead-Lag Optimize?									Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Min		None	None	C-Min		None	None		None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.40	0.84			0.31	0.97	0.46	0.34	0.54		0.54
Control Delay (s/veh)		45.2	35.0			44.6	50.6	7.8	43.9	37.2		41.6
Queue Delay		0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0
Total Delay (s/veh)		45.2	35.0			44.6	50.6	7.8	43.9	37.2		41.6
Queue Length 50th (ft)		53	297			36	453	48	41	54		93
Queue Length 95th (ft)		113	#821			73	#945	#183	69	90		#173
Internal Link Dist (ft)			1089				423			469		
Turn Bay Length (ft)		400				115		200	100			300
Base Capacity (vph)		222	1464			198	1435	1041	410	439		603
Starvation Cap Reductn		0	0			0	0	0	0	0		0
Spillback Cap Reductn		0	0			0	0	0	0	0		0
Storage Cap Reductn		0	0			0	0	0	0	0		0
Reduced v/c Ratio		0.40	0.84			0.30	0.97	0.46	0.17	0.28		0.54

Intersection Summary
Cycle Length: 100

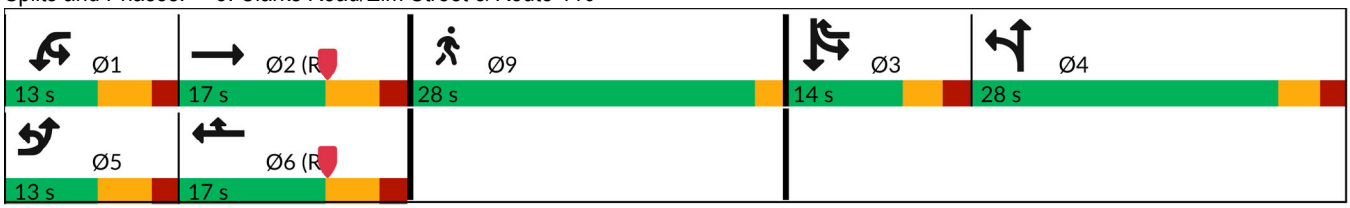


Lane Group	SBT	SBR	Ø9
Lane Configurations			
Traffic Volume (vph)	62	36	
Future Volume (vph)	62	36	
Lane Util. Factor	1.00	1.00	
Frt	0.945		
Flt Protected			
Satd. Flow (prot)	1736	0	
Flt Permitted			
Satd. Flow (perm)	1736	0	
Satd. Flow (RTOR)	24		
Adj. Flow (vph)	67	39	
Lane Group Flow (vph)	106	0	
Turn Type	NA		
Protected Phases	3		9
Permitted Phases			
Detector Phase	3		
Switch Phase			
Minimum Initial (s)	6.0		5.0
Minimum Split (s)	11.0		28.0
Total Split (s)	14.0		28.0
Total Split (%)	14.0%		28%
Maximum Green (s)	9.0		26.0
Yellow Time (s)	3.0		2.0
All-Red Time (s)	2.0		0.0
Lost Time Adjust (s)	-2.0		
Total Lost Time (s)	3.0		
Lead/Lag	Lead		
Lead-Lag Optimize?	Yes		
Vehicle Extension (s)	3.0		3.0
Recall Mode	None		None
Walk Time (s)			7.0
Flash Don't Walk (s)			18.0
Pedestrian Calls (#/hr)			3
v/c Ratio	0.32		
Control Delay (s/veh)	30.7		
Queue Delay	0.0		
Total Delay (s/veh)	30.7		
Queue Length 50th (ft)	43		
Queue Length 95th (ft)	103		
Internal Link Dist (ft)	580		
Turn Bay Length (ft)			
Base Capacity (vph)	332		
Starvation Cap Reductn	0		
Spillback Cap Reductn	0		
Storage Cap Reductn	0		
Reduced v/c Ratio	0.32		

Intersection Summary

Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
Natural Cycle: 110
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Clarks Road/Elm Street & Route 110



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	82	1134	21	1	57	1337	458	54	57	43	300
Future Volume (vph)	1	82	1134	21	1	57	1337	458	54	57	43	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	11	11	11	11	11
Total Lost time (s)		4.0	4.0			4.0	4.0	4.0	4.0	4.0		3.0
Lane Util. Factor		1.00	0.95			1.00	0.95	1.00	1.00	1.00		0.97
Frt		1.00	1.00			1.00	1.00	0.85	1.00	0.94		1.00
Flt Protected		0.95	1.00			0.95	1.00	1.00	0.95	1.00		0.95
Satd. Flow (prot)		1805	3531			1805	3574	1546	1711	1718		3351
Flt Permitted		0.95	1.00			0.95	1.00	1.00	0.95	1.00		0.95
Satd. Flow (perm)		1805	3531			1805	3574	1546	1711	1718		3351
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.96	0.96	0.96	0.96	0.80	0.80	0.80	0.92
Adj. Flow (vph)	1	87	1206	22	1	59	1393	477	68	71	54	326
RTOR Reduction (vph)	0	0	1	0	0	0	0	122	0	32	0	0
Lane Group Flow (vph)	0	88	1227	0	0	60	1393	355	68	93	0	326
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	1%	1%	2%	0%	0%	1%
Turn Type	Prot	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split
Protected Phases	5	5	2		1	1	6	6 3	4	4		3
Permitted Phases												
Actuated Green, G (s)		8.9	36.7			7.6	35.4	51.4	10.7	10.7		16.0
Effective Green, g (s)		10.9	38.7			9.6	37.4	55.4	11.7	11.7		18.0
Actuated g/C Ratio		0.11	0.39			0.10	0.37	0.55	0.12	0.12		0.18
Clearance Time (s)		6.0	6.0			6.0	6.0		5.0	5.0		5.0
Vehicle Extension (s)		3.0	3.0			3.0	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)		196	1366			173	1336	856	200	201		603
v/s Ratio Prot		c0.05	0.35			0.03	c0.39	0.23	0.04	c0.05		c0.10
v/s Ratio Perm												
v/c Ratio		0.45	0.90			0.35	1.04	0.41	0.34	0.46		0.54
Uniform Delay, d1		41.7	28.8			42.3	31.3	12.9	40.6	41.2		37.2
Progression Factor		1.01	0.96			1.00	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2		1.5	8.9			1.2	36.5	0.3	1.0	1.7		1.0
Delay (s)		43.8	36.4			43.5	67.8	13.2	41.6	42.9		38.2
Level of Service		D	D			D	E	B	D	D		D
Approach Delay (s/veh)			36.9				53.6			42.5		
Approach LOS			D				D			D		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	45.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	67.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	62	36
Future Volume (vph)	62	36
Ideal Flow (vphpl)	1900	1900
Lane Width	11	12
Total Lost time (s)	3.0	
Lane Util. Factor	1.00	
Frt	0.94	
Flt Protected	1.00	
Satd. Flow (prot)	1735	
Flt Permitted	1.00	
Satd. Flow (perm)	1735	
Peak-hour factor, PHF	0.92	0.92
Adj. Flow (vph)	67	39
RTOR Reduction (vph)	20	0
Lane Group Flow (vph)	86	0
Heavy Vehicles (%)	0%	0%
Turn Type	NA	
Protected Phases	3	
Permitted Phases		
Actuated Green, G (s)	16.0	
Effective Green, g (s)	18.0	
Actuated g/C Ratio	0.18	
Clearance Time (s)	5.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	312	
v/s Ratio Prot	0.05	
v/s Ratio Perm		
v/c Ratio	0.28	
Uniform Delay, d1	35.4	
Progression Factor	1.00	
Incremental Delay, d2	0.5	
Delay (s)	35.9	
Level of Service	D	
Approach Delay (s/veh)	37.7	
Approach LOS	D	

Intersection Summary

Intersection	
Int Delay, s/veh	10.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑	↱	↰		↱			
Traffic Vol, veh/h	0	909	569	0	1779	187	74	0	165	0	0	0
Future Vol, veh/h	0	909	569	0	1779	187	74	0	165	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Yield	-	-	None
Storage Length	-	-	300	-	-	0	0	-	350	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	96	96	96	89	89	89	25	25	25
Heavy Vehicles, %	0	1	1	0	1	2	1	0	1	0	0	0
Mvmt Flow	0	988	618	0	1853	195	83	0	185	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	-	0	-	-	-	0	1915	-	494
Stage 1	-	-	-	-	-	-	988	-	-
Stage 2	-	-	-	-	-	-	927	-	-
Critical Hdwy	-	-	-	-	-	-	6.82	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	5.82	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.82	-	-
Follow-up Hdwy	-	-	-	-	-	-	3.51	-	3.31
Pot Cap-1 Maneuver	0	-	0	0	-	0	~ 60	0	524
Stage 1	0	-	0	0	-	0	323	0	-
Stage 2	0	-	0	0	-	0	348	0	-
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	-	-	-	-	-	-	~ 60	0	524
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 60	0	-
Stage 1	-	-	-	-	-	-	323	0	-
Stage 2	-	-	-	-	-	-	348	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	122.62
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	60	524	-	-
HCM Lane V/C Ratio	1.381	0.354	-	-
HCM Control Delay (s/veh)	$ 361.3	15.6	-	-
HCM Lane LOS	F	C	-	-
HCM 95th %tile Q(veh)	7.2	1.6	-	-

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

Intersection	
Int Delay, s/veh	149.5

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	4	146	924	0	0	1041	197	0	0	300	0	0	921
Future Vol, veh/h	4	146	924	0	0	1041	197	0	0	300	0	0	921
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	Yield	-	-	Free	-	-	Yield
Storage Length	-	80	-	-	-	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	96	96	96	81	81	81	91	91	91
Heavy Vehicles, %	0	1	1	0	0	1	1	0	0	1	0	0	2
Mvmt Flow	4	162	1027	0	0	1084	205	0	0	370	0	0	1012

Major/Minor	Major1			Major2				Minor1			Minor2		
Conflicting Flow All	1084	1084	0	-	-	-	0	-	-	-	-	-	542
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.4	4.12	-	-	-	-	-	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.5	2.21	-	-	-	-	-	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	298	645	-	0	0	-	-	0	0	0	0	0	~ 485
Stage 1	-	-	-	0	0	-	-	0	0	0	0	0	-
Stage 2	-	-	-	0	0	-	-	0	0	0	0	0	-
Platoon blocked, %			-			-	-						
Mov Cap-1 Maneuver	~ -85	~ -85	-	-	-	-	-	-	-	-	-	-	~ 485
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v		0	0	$ 516.31
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	+	-	-	-	485
HCM Lane V/C Ratio	-	-	-	-	-	2.089
HCM Control Delay (s/veh)	0	-	-	-	-	-$ 516.3
HCM Lane LOS	A	-	-	-	-	F
HCM 95th %tile Q(veh)	-	-	-	-	-	71.3

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



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	5	132	778	309	3	100	715	37	383	125	110	89
Future Volume (vph)	5	132	778	309	3	100	715	37	383	125	110	89
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt				0.850			0.993			0.930		
Flt Protected		0.950				0.950			0.950			
Satd. Flow (prot)	0	1745	3455	1546	0	1805	3551	0	1787	1767	0	0
Flt Permitted		0.950				0.950			0.360			
Satd. Flow (perm)	0	1745	3455	1546	0	1805	3551	0	677	1767	0	0
Satd. Flow (RTOR)				325			4			44		
Adj. Flow (vph)	5	139	819	325	3	102	730	38	421	137	121	103
Lane Group Flow (vph)	0	144	819	325	0	105	768	0	421	258	0	0
Turn Type	Prot	Prot	NA	pt+ov	Prot	Prot	NA		pm+pt	NA		Perm
Protected Phases	5	5	2	2 3	1	1	6		3	8		
Permitted Phases									8			4
Detector Phase	5	5	2	2 3	1	1	6		3	8		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	20.0		3.0	3.0	13.0		4.0	6.0		6.0
Minimum Split (s)	11.0	11.0	26.0		9.0	9.0	19.0		10.0	12.0		12.0
Total Split (s)	11.0	11.0	26.0		9.0	9.0	24.0		15.0	38.0		23.0
Total Split (%)	10.4%	10.4%	24.5%		8.5%	8.5%	22.6%		14.2%	35.8%		21.7%
Maximum Green (s)	5.0	5.0	20.0		3.0	3.0	18.0		9.0	32.0		17.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		3.0	3.0		3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		-2.0	-2.0			-2.0	-2.0		-2.0	-2.0		
Total Lost Time (s)		4.0	4.0			4.0	4.0		4.0	4.0		
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lead			Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	Min		None	None	Min		None	None		None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.92	0.84	0.36		0.91	0.84		0.93	0.32		
Control Delay (s/veh)		93.8	37.9	2.7		104.6	39.4		50.7	15.8		
Queue Delay		0.0	0.0	0.0		0.0	0.0		0.0	0.0		
Total Delay (s/veh)		93.8	37.9	2.7		104.6	39.4		50.7	15.8		
Queue Length 50th (ft)		66	176	0		48	167		126	56		
Queue Length 95th (ft)		#249	#466	29		#199	#445		#553	187		
Internal Link Dist (ft)			409				535			650		
Turn Bay Length (ft)		380				150			270			
Base Capacity (vph)		157	976	895		115	915		452	796		
Starvation Cap Reductn		0	0	0		0	0		0	0		
Spillback Cap Reductn		0	0	0		0	0		0	0		
Storage Cap Reductn		0	0	0		0	0		0	0		
Reduced v/c Ratio		0.92	0.84	0.36		0.91	0.84		0.93	0.32		

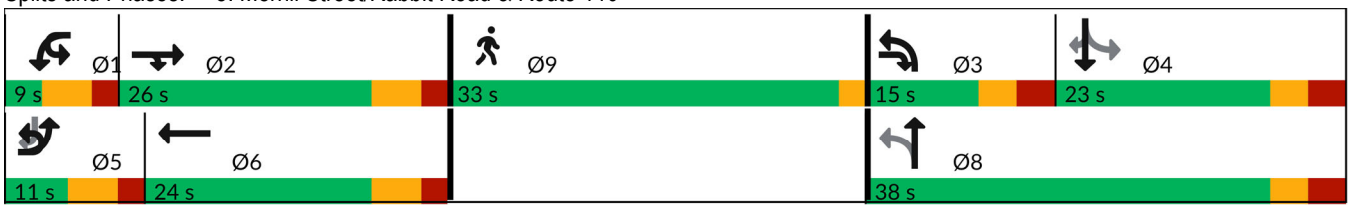
Intersection Summary
Cycle Length: 106

Lane Group	SBT	SBR	Ø9
Lane Configurations			
Traffic Volume (vph)	120	135	
Future Volume (vph)	120	135	
Lane Util. Factor	1.00	1.00	
Frt		0.850	
Flt Protected	0.979		
Satd. Flow (prot)	1852	1531	
Flt Permitted	0.747		
Satd. Flow (perm)	1413	1531	
Satd. Flow (RTOR)		157	
Adj. Flow (vph)	140	157	
Lane Group Flow (vph)	243	157	
Turn Type	NA	custom	
Protected Phases	4		9
Permitted Phases		4 5	
Detector Phase	4	4 5	
Switch Phase			
Minimum Initial (s)	6.0		5.0
Minimum Split (s)	12.0		33.0
Total Split (s)	23.0		33.0
Total Split (%)	21.7%		31%
Maximum Green (s)	17.0		31.0
Yellow Time (s)	3.0		2.0
All-Red Time (s)	3.0		0.0
Lost Time Adjust (s)	-2.0		
Total Lost Time (s)	4.0		
Lead/Lag	Lag		
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0		3.0
Recall Mode	None		None
Walk Time (s)			7.0
Flash Don't Walk (s)			24.0
Pedestrian Calls (#/hr)			3
v/c Ratio	0.71	0.23	
Control Delay (s/veh)	42.9	5.1	
Queue Delay	0.0	0.0	
Total Delay (s/veh)	42.9	5.1	
Queue Length 50th (ft)	98	0	
Queue Length 95th (ft)	#298	42	
Internal Link Dist (ft)	251		
Turn Bay Length (ft)		120	
Base Capacity (vph)	344	686	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.71	0.23	

Intersection Summary

Actuated Cycle Length: 79.6
Natural Cycle: 130
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Merrill Street/Rabbit Road & Route 110



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	5	132	778	309	3	100	715	37	383	125	110	89
Future Volume (vph)	5	132	778	309	3	100	715	37	383	125	110	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	12	12	12	12	12	12	12	12
Total Lost time (s)		4.0	4.0	4.0		4.0	4.0		4.0	4.0		
Lane Util. Factor		1.00	0.95	1.00		1.00	0.95		1.00	1.00		
Frt		1.00	1.00	0.85		1.00	0.99		1.00	0.93		
Flt Protected		0.95	1.00	1.00		0.95	1.00		0.95	1.00		
Satd. Flow (prot)		1745	3455	1546		1805	3549		1787	1766		
Flt Permitted		0.95	1.00	1.00		0.95	1.00		0.36	1.00		
Satd. Flow (perm)		1745	3455	1546		1805	3549		676	1766		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.98	0.98	0.98	0.98	0.91	0.91	0.91	0.86
Adj. Flow (vph)	5	139	819	325	3	102	730	38	421	137	121	103
RTOR Reduction (vph)	0	0	0	190	0	0	3	0	0	25	0	0
Lane Group Flow (vph)	0	144	819	135	0	105	765	0	421	233	0	0
Heavy Vehicles (%)	0%	0%	1%	1%	0%	0%	1%	0%	1%	0%	0%	1%
Turn Type	Prot	Prot	NA	pt+ov	Prot	Prot	NA		pm+pt	NA		Perm
Protected Phases	5	5	2	2 3	1	1	6		3	8		
Permitted Phases									8			4
Actuated Green, G (s)		5.1	20.5	29.7		3.1	18.5		32.7	32.7		
Effective Green, g (s)		7.1	22.5	33.7		5.1	20.5		34.7	34.7		
Actuated g/C Ratio		0.09	0.28	0.42		0.06	0.25		0.43	0.43		
Clearance Time (s)		6.0	6.0			6.0	6.0		6.0	6.0		
Vehicle Extension (s)		3.0	3.0			3.0	3.0		3.0	3.0		
Lane Grp Cap (vph)		152	959	643		113	898		443	756		
v/s Ratio Prot		c0.08	c0.24	0.09		0.06	0.22		c0.13	0.13		
v/s Ratio Perm									c0.28			
v/c Ratio		0.95	0.85	0.21		0.93	0.85		0.95	0.31		
Uniform Delay, d1		36.8	27.7	15.1		37.8	28.8		20.2	15.2		
Progression Factor		1.00	1.00	1.00		1.00	1.00		1.00	1.00		
Incremental Delay, d2		56.7	7.5	0.2		61.9	7.8		30.3	0.2		
Delay (s)		93.5	35.2	15.3		99.7	36.6		50.6	15.5		
Level of Service		F	D	B		F	D		D	B		
Approach Delay (s/veh)			36.7				44.2			37.2		
Approach LOS			D				D			D		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	37.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	81.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	74.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	120	135
Future Volume (vph)	120	135
Ideal Flow (vphpl)	1900	1900
Lane Width	12	11
Total Lost time (s)	4.0	4.0
Lane Util. Factor	1.00	1.00
Frt	1.00	0.85
Flt Protected	0.98	1.00
Satd. Flow (prot)	1853	1531
Flt Permitted	0.75	1.00
Satd. Flow (perm)	1413	1531
Peak-hour factor, PHF	0.86	0.86
Adj. Flow (vph)	140	157
RTOR Reduction (vph)	0	98
Lane Group Flow (vph)	243	59
Heavy Vehicles (%)	0%	2%
Turn Type	NA	custom
Protected Phases	4	
Permitted Phases		4 5
Actuated Green, G (s)	17.5	28.6
Effective Green, g (s)	19.5	30.6
Actuated g/C Ratio	0.24	0.38
Clearance Time (s)	6.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	340	578
v/s Ratio Prot		
v/s Ratio Perm	0.17	0.04
v/c Ratio	0.71	0.10
Uniform Delay, d1	28.2	16.3
Progression Factor	1.00	1.00
Incremental Delay, d2	7.0	0.1
Delay (s)	35.2	16.4
Level of Service	D	B
Approach Delay (s/veh)	27.8	
Approach LOS	C	

Intersection Summary

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	21	11	676	445	94
Future Vol, veh/h	28	21	11	676	445	94
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	84	84	89	89	88	88
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	33	25	12	760	506	107

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1343	559	613	0	-	0
Stage 1	559	-	-	-	-	-
Stage 2	784	-	-	-	-	-
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	169	532	977	-	-	-
Stage 1	576	-	-	-	-	-
Stage 2	453	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	165	532	977	-	-	-
Mov Cap-2 Maneuver	165	-	-	-	-	-
Stage 1	564	-	-	-	-	-
Stage 2	453	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	25.33	0.14	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	29	-	235	-	-
HCM Lane V/C Ratio	0.013	-	0.248	-	-
HCM Control Delay (s/veh)	8.7	0	25.3	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	105	44	48	556	375	83
Future Vol, veh/h	105	44	48	556	375	83
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	83	83	97	97	90	90
Heavy Vehicles, %	0	0	4	1	1	0
Mvmt Flow	127	53	49	573	417	92

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1135	463	509	0	-	0
Stage 1	463	-	-	-	-	-
Stage 2	672	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	226	603	1046	-	-	-
Stage 1	638	-	-	-	-	-
Stage 2	511	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	210	603	1046	-	-	-
Mov Cap-2 Maneuver	210	-	-	-	-	-
Stage 1	594	-	-	-	-	-
Stage 2	511	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	44.78	0.68	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	143	-	260	-	-
HCM Lane V/C Ratio	0.047	-	0.69	-	-
HCM Control Delay (s/veh)	8.6	0	44.8	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	4.6	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	7	622	442	4
Future Vol, veh/h	1	5	7	622	442	4
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	50	50	89	89	93	93
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	2	10	8	699	475	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1192	477	480	0	-	0
Stage 1	477	-	-	-	-	-
Stage 2	715	-	-	-	-	-
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	209	592	1093	-	-	-
Stage 1	628	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	206	592	1093	-	-	-
Mov Cap-2 Maneuver	206	-	-	-	-	-
Stage 1	621	-	-	-	-	-
Stage 2	489	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.2	0.09	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	20	-	451	-	-
HCM Lane V/C Ratio	0.007	-	0.027	-	-
HCM Control Delay (s/veh)	8.3	0	13.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

2031 No-Build

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑↑		↱
Traffic Vol, veh/h	585	0	0	1064	0	1207
Future Vol, veh/h	585	0	0	1064	0	1207
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	85	85	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	609	0	0	1252	0	1372

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-
Pot Cap-1 Maneuver	-	0	0	-	0	0
Stage 1	-	0	0	-	0	0
Stage 2	-	0	0	-	0	0
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s/veh)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

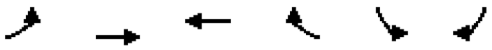
Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↱			↑↑↱				↱			↱
Traffic Vol, veh/h	0	1588	248	0	862	53	0	0	73	0	0	132
Future Vol, veh/h	0	1588	248	0	862	53	0	0	73	0	0	132
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	96	96	96	76	76	76	94	94	94
Heavy Vehicles, %	0	3	1	0	2	0	0	0	0	0	0	0
Mvmt Flow	0	1689	264	0	898	55	0	0	96	0	0	140

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	977	-	-	477
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.9	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	254	0	0	540
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	254	-	-	540
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	27.54	13.99
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	254	-	-	-	-	540
HCM Lane V/C Ratio	0.378	-	-	-	-	0.26
HCM Control Delay (s/veh)	27.5	-	-	-	-	14
HCM Lane LOS	D	-	-	-	-	B
HCM 95th %tile Q(veh)	1.7	-	-	-	-	1

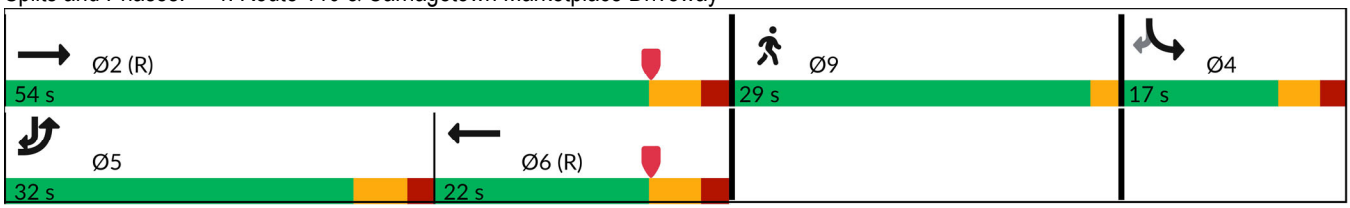


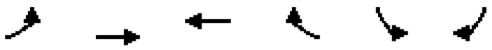
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø9
Lane Configurations							
Traffic Volume (vph)	41	1382	925	29	40	39	
Future Volume (vph)	41	1382	925	29	40	39	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	
Frt			0.995			0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1685	3471	3455	0	1752	1568	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	1685	3471	3455	0	1752	1568	
Satd. Flow (RTOR)			3			46	
Adj. Flow (vph)	46	1553	995	31	48	46	
Lane Group Flow (vph)	46	1553	1026	0	48	46	
Turn Type	Prot	NA	NA		Prot	pm+ov	
Protected Phases	5	2	6		4	5	9
Permitted Phases						4	
Detector Phase	5	2	6		4	5	
Switch Phase							
Minimum Initial (s)	6.0	10.0	10.0		6.0	6.0	5.0
Minimum Split (s)	12.0	16.0	16.0		11.0	12.0	29.0
Total Split (s)	32.0	54.0	22.0		17.0	32.0	29.0
Total Split (%)	32.0%	54.0%	22.0%		17.0%	32.0%	29%
Maximum Green (s)	26.0	48.0	16.0		12.0	26.0	27.0
Yellow Time (s)	4.0	4.0	4.0		3.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	0.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0		-1.0	-1.0	
Total Lost Time (s)	4.0	4.0	4.0		4.0	5.0	
Lead/Lag	Lead		Lag			Lead	
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min		None	None	None
Walk Time (s)							6.0
Flash Don't Walk (s)							20.0
Pedestrian Calls (#/hr)							3
v/c Ratio	0.27	0.54	0.42		0.30	0.14	
Control Delay (s/veh)	44.6	7.9	3.4		46.4	9.4	
Queue Delay	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	44.6	7.9	3.4		46.4	9.4	
Queue Length 50th (ft)	28	114	2		29	0	
Queue Length 95th (ft)	60	528	#441		59	23	
Internal Link Dist (ft)		951	1089		381		
Turn Bay Length (ft)	300						
Base Capacity (vph)	471	2892	2441		227	588	
Starvation Cap Reductn	0	0	0		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.10	0.54	0.42		0.21	0.08	

Intersection Summary
Cycle Length: 100

Actuated Cycle Length: 100
Offset: 27 (27%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Route 110 & Carriagetown Marketplace Driveway

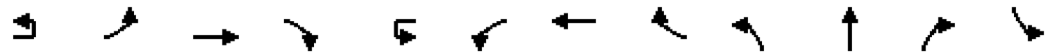




Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	41	1382	925	29	40	39
Future Volume (vph)	41	1382	925	29	40	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0		4.0	5.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frt	1.00	1.00	1.00		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1685	3471	3456		1752	1568
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1685	3471	3456		1752	1568
Peak-hour factor, PHF	0.89	0.89	0.93	0.93	0.84	0.84
Adj. Flow (vph)	46	1553	995	31	48	46
RTOR Reduction (vph)	0	0	1	0	0	39
Lane Group Flow (vph)	46	1553	1025	0	48	7
Heavy Vehicles (%)	0%	4%	4%	3%	3%	3%
Turn Type	Prot	NA	NA		Prot	pm+ov
Protected Phases	5	2	6		4	5
Permitted Phases						4
Actuated Green, G (s)	7.1	76.1	63.0		5.7	12.8
Effective Green, g (s)	9.1	78.1	65.0		6.7	14.8
Actuated g/C Ratio	0.09	0.78	0.65		0.07	0.15
Clearance Time (s)	6.0	6.0	6.0		5.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	153	2710	2246		117	232
v/s Ratio Prot	0.03	c0.45	0.30		c0.03	0.00
v/s Ratio Perm						0.00
v/c Ratio	0.30	0.57	0.46		0.41	0.03
Uniform Delay, d1	42.5	4.3	8.7		44.8	36.5
Progression Factor	1.00	1.00	0.21		1.00	1.00
Incremental Delay, d2	1.1	0.9	0.4		2.3	0.1
Delay (s)	43.6	5.2	2.2		47.1	36.5
Level of Service	D	A	A		D	D
Approach Delay (s/veh)		6.3	2.2		41.9	
Approach LOS		A	A		D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	49.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	51	1316	61	2	91	872	299	82	29	157	502
Future Volume (vph)	1	51	1316	61	2	91	872	299	82	29	157	502
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97
Frt			0.993					0.850		0.873		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1689	3453	0	0	1805	3471	1531	1745	1590	0	3319
Flt Permitted		0.950				0.950			0.950			0.950
Satd. Flow (perm)	0	1689	3453	0	0	1805	3471	1531	1745	1590	0	3319
Satd. Flow (RTOR)			5					318		194		
Adj. Flow (vph)	1	54	1400	65	2	97	928	318	101	36	194	534
Lane Group Flow (vph)	0	55	1465	0	0	99	928	318	101	230	0	534
Turn Type	Prot	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split
Protected Phases	5	5	2		1	1	6	6 3	4	4		3
Permitted Phases												
Detector Phase	5	5	2		1	1	6	6 3	4	4		3
Switch Phase												
Minimum Initial (s)	6.0	6.0	7.0		6.0	6.0	10.0		6.0	6.0		6.0
Minimum Split (s)	12.0	12.0	13.0		12.0	12.0	16.0		11.0	11.0		11.0
Total Split (s)	12.0	12.0	34.0		12.0	12.0	34.0		11.0	11.0		15.0
Total Split (%)	12.0%	12.0%	34.0%		12.0%	12.0%	34.0%		11.0%	11.0%		15.0%
Maximum Green (s)	6.0	6.0	28.0		6.0	6.0	28.0		6.0	6.0		10.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		3.0	3.0		3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		-2.0	-2.0			-2.0	-2.0		-1.0	-1.0		-2.0
Total Lost Time (s)		4.0	4.0			4.0	4.0		4.0	4.0		3.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lead
Lead-Lag Optimize?									Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Min		None	None	C-Min		None	None		None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.37	1.41			0.61	0.82	0.29	0.53	0.67		0.54
Control Delay (s/veh)		54.0	220.6			60.8	39.2	1.7	54.2	20.7		34.9
Queue Delay		0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0
Total Delay (s/veh)		54.0	220.6			60.8	39.2	1.7	54.2	20.7		34.9
Queue Length 50th (ft)		36	~652			61	296	0	60	21		143
Queue Length 95th (ft)		m71	#787			#140	#411	24	#135	#92		#323
Internal Link Dist (ft)			1089				423			469		
Turn Bay Length (ft)		400				115		200	240			300
Base Capacity (vph)		149	1039			163	1132	1100	189	345		984
Starvation Cap Reductn		0	0			0	0	0	0	0		0
Spillback Cap Reductn		0	0			0	0	0	0	0		0
Storage Cap Reductn		0	0			0	0	0	0	0		0
Reduced v/c Ratio		0.37	1.41			0.61	0.82	0.29	0.53	0.67		0.54

Intersection Summary
Cycle Length: 100

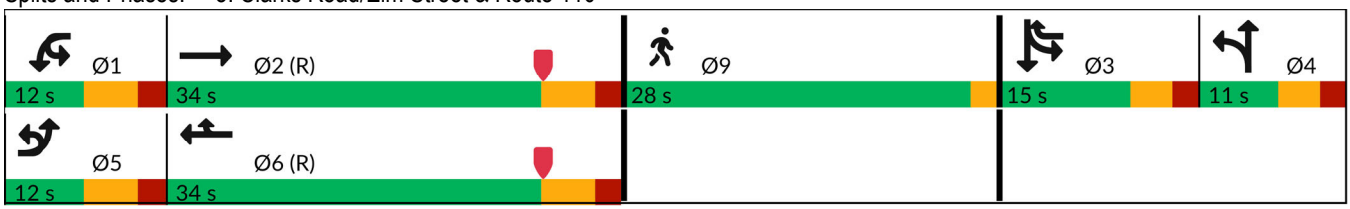


Lane Group	SBT	SBR	Ø9
Lane Configurations			
Traffic Volume (vph)	50	31	
Future Volume (vph)	50	31	
Lane Util. Factor	1.00	1.00	
Frt	0.942		
Flt Protected			
Satd. Flow (prot)	1730	0	
Flt Permitted			
Satd. Flow (perm)	1730	0	
Satd. Flow (RTOR)	25		
Adj. Flow (vph)	53	33	
Lane Group Flow (vph)	86	0	
Turn Type	NA		
Protected Phases	3		9
Permitted Phases			
Detector Phase	3		
Switch Phase			
Minimum Initial (s)	6.0		5.0
Minimum Split (s)	11.0		28.0
Total Split (s)	15.0		28.0
Total Split (%)	15.0%		28%
Maximum Green (s)	10.0		26.0
Yellow Time (s)	3.0		2.0
All-Red Time (s)	2.0		0.0
Lost Time Adjust (s)	-2.0		
Total Lost Time (s)	3.0		
Lead/Lag	Lead		
Lead-Lag Optimize?	Yes		
Vehicle Extension (s)	3.0		3.0
Recall Mode	None		None
Walk Time (s)			7.0
Flash Don't Walk (s)			18.0
Pedestrian Calls (#/hr)			3
v/c Ratio	0.16		
Control Delay (s/veh)	23.6		
Queue Delay	0.0		
Total Delay (s/veh)	23.6		
Queue Length 50th (ft)	28		
Queue Length 95th (ft)	83		
Internal Link Dist (ft)	580		
Turn Bay Length (ft)			
Base Capacity (vph)	531		
Starvation Cap Reductn	0		
Spillback Cap Reductn	0		
Storage Cap Reductn	0		
Reduced v/c Ratio	0.16		

Intersection Summary

Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
Natural Cycle: 140
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Clarks Road/Elm Street & Route 110



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	51	1316	61	2	91	872	299	82	29	157	502
Future Volume (vph)	1	51	1316	61	2	91	872	299	82	29	157	502
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	11	11	11	11	11
Total Lost time (s)		4.0	4.0			4.0	4.0	4.0	4.0	4.0		3.0
Lane Util. Factor		1.00	0.95			1.00	0.95	1.00	1.00	1.00		0.97
Frt		1.00	0.99			1.00	1.00	0.85	1.00	0.87		1.00
Flt Protected		0.95	1.00			0.95	1.00	1.00	0.95	1.00		0.95
Satd. Flow (prot)		1689	3454			1805	3471	1531	1745	1591		3319
Flt Permitted		0.95	1.00			0.95	1.00	1.00	0.95	1.00		0.95
Satd. Flow (perm)		1689	3454			1805	3471	1531	1745	1591		3319
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.81	0.81	0.81	0.94
Adj. Flow (vph)	1	54	1400	65	2	97	928	318	101	36	194	534
RTOR Reduction (vph)	0	0	4	0	0	0	0	129	0	173	0	0
Lane Group Flow (vph)	0	55	1461	0	0	99	928	189	101	57	0	534
Heavy Vehicles (%)	0%	7%	4%	0%	0%	0%	4%	2%	0%	0%	1%	2%
Turn Type	Prot	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split
Protected Phases	5	5	2		1	1	6	6 3	4	4		3
Permitted Phases												
Actuated Green, G (s)		5.7	26.4			7.1	27.8	55.5	9.8	9.8		27.7
Effective Green, g (s)		7.7	28.4			9.1	29.8	59.5	10.8	10.8		29.7
Actuated g/C Ratio		0.08	0.28			0.09	0.30	0.60	0.11	0.11		0.30
Clearance Time (s)		6.0	6.0			6.0	6.0		5.0	5.0		5.0
Vehicle Extension (s)		3.0	3.0			3.0	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)		130	980			164	1034	910	188	171		985
v/s Ratio Prot		0.03	c0.42			c0.05	0.27	0.12	c0.06	0.04		c0.16
v/s Ratio Perm												
v/c Ratio		0.42	1.49			0.60	0.90	0.21	0.54	0.33		0.54
Uniform Delay, d1		44.0	35.8			43.7	33.6	9.4	42.2	41.3		29.5
Progression Factor		1.10	1.07			1.00	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2		1.9	225.8			6.1	12.1	0.1	2.9	1.2		0.6
Delay (s)		50.3	264.0			49.9	45.7	9.5	45.2	42.4		30.1
Level of Service		D	F			D	D	A	D	D		C
Approach Delay (s/veh)			256.3				37.5			43.3		
Approach LOS			F				D			D		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	123.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	82.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	50	31
Future Volume (vph)	50	31
Ideal Flow (vphpl)	1900	1900
Lane Width	11	12
Total Lost time (s)	3.0	
Lane Util. Factor	1.00	
Frt	0.94	
Flt Protected	1.00	
Satd. Flow (prot)	1731	
Flt Permitted	1.00	
Satd. Flow (perm)	1731	
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	53	33
RTOR Reduction (vph)	18	0
Lane Group Flow (vph)	68	0
Heavy Vehicles (%)	0%	0%
Turn Type	NA	
Protected Phases	3	
Permitted Phases		
Actuated Green, G (s)	27.7	
Effective Green, g (s)	29.7	
Actuated g/C Ratio	0.30	
Clearance Time (s)	5.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	514	
v/s Ratio Prot	0.04	
v/s Ratio Perm		
v/c Ratio	0.13	
Uniform Delay, d1	25.7	
Progression Factor	1.00	
Incremental Delay, d2	0.1	
Delay (s)	25.8	
Level of Service	C	
Approach Delay (s/veh)	29.5	
Approach LOS	C	

Intersection Summary

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑	↱	↰		↱			
Traffic Vol, veh/h	0	847	1130	0	1214	199	50	0	149	0	0	0
Future Vol, veh/h	0	847	1130	0	1214	199	50	0	149	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Yield	-	-	None
Storage Length	-	-	300	-	-	0	0	-	350	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	91	91	91	72	72	72	25	25	25
Heavy Vehicles, %	0	3	2	0	4	4	0	0	2	0	0	0
Mvmt Flow	0	901	1202	0	1334	219	69	0	207	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	-	0	-	-	-	0	1568	-	451
Stage 1	-	-	-	-	-	-	901	-	-
Stage 2	-	-	-	-	-	-	667	-	-
Critical Hdwy	-	-	-	-	-	-	6.8	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.8	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.8	-	-
Follow-up Hdwy	-	-	-	-	-	-	3.5	-	3.32
Pot Cap-1 Maneuver	0	-	0	0	-	0	104	0	556
Stage 1	0	-	0	0	-	0	362	0	-
Stage 2	0	-	0	0	-	0	477	0	-
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	-	-	-	-	-	-	104	0	556
Mov Cap-2 Maneuver	-	-	-	-	-	-	104	0	-
Stage 1	-	-	-	-	-	-	362	0	-
Stage 2	-	-	-	-	-	-	477	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	34.51
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	104	556	-	-
HCM Lane V/C Ratio	0.67	0.372	-	-
HCM Control Delay (s/veh)	91.9	15.3	-	-
HCM Lane LOS	F	C	-	-
HCM 95th %tile Q(veh)	3.4	1.7	-	-

Intersection	
Int Delay, s/veh	33.1

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	3	116	877	0	0	857	129	0	0	192	0	0	553
Future Vol, veh/h	3	116	877	0	0	857	129	0	0	192	0	0	553
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	Yield	-	-	Free	-	-	Yield
Storage Length	-	80	-	-	-	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	90	90	90	74	74	74	86	86	86
Heavy Vehicles, %	0	2	2	0	0	3	4	0	0	2	0	0	7
Mvmt Flow	3	126	953	0	0	952	143	0	0	259	0	0	643

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	952	952	0	-	-	-	0	-	-	-	-	-	476
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.4	4.14	-	-	-	-	-	-	-	-	-	-	7.04
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.5	2.22	-	-	-	-	-	-	-	-	-	-	3.37
Pot Cap-1 Maneuver	362	717	-	0	0	-	-	0	0	0	0	0	~ 522
Stage 1	-	-	-	0	0	-	-	0	0	0	0	0	-
Stage 2	-	-	-	0	0	-	-	0	0	0	0	0	-
Platoon blocked, %			-			-	-						
Mov Cap-1 Maneuver	~ -89	~ -89	-	-	-	-	-	-	-	-	-	-	~ 522
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v		0	0	145.15
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	+	-	-	-	522
HCM Lane V/C Ratio	-	-	-	-	-	1.232
HCM Control Delay (s/veh)	0	-	-	-	-	145.1
HCM Lane LOS	A	-	-	-	-	F
HCM 95th %tile Q(veh)	-	-	-	-	-	24.9

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

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	98	664	304	2	107	576	20	317	75	118	55
Future Volume (vph)	3	98	664	304	2	107	576	20	317	75	118	55
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt				0.850			0.995			0.908		
Flt Protected		0.950				0.950			0.950			
Satd. Flow (prot)	0	1619	3421	1531	0	1787	3491	0	1752	1719	0	0
Flt Permitted		0.950				0.950			0.442			
Satd. Flow (perm)	0	1619	3421	1531	0	1787	3491	0	815	1719	0	0
Satd. Flow (RTOR)				349			3			73		
Adj. Flow (vph)	3	113	763	349	2	115	619	22	356	84	133	61
Lane Group Flow (vph)	0	116	763	349	0	117	641	0	356	217	0	0
Turn Type	Prot	Prot	NA	pt+ov	Prot	Prot	NA		pm+pt	NA		Perm
Protected Phases	5	5	2	2 3	1	1	6		3	8		
Permitted Phases									8			4
Detector Phase	5	5	2	2 3	1	1	6		3	8		4
Switch Phase												
Minimum Initial (s)	6.0	6.0	20.0		3.0	3.0	13.0		4.0	6.0		6.0
Minimum Split (s)	12.0	12.0	26.0		9.0	9.0	19.0		10.0	12.0		12.0
Total Split (s)	22.0	22.0	32.0		9.0	9.0	19.0		10.0	32.0		22.0
Total Split (%)	20.8%	20.8%	30.2%		8.5%	8.5%	17.9%		9.4%	30.2%		20.8%
Maximum Green (s)	16.0	16.0	26.0		3.0	3.0	13.0		4.0	26.0		16.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		3.0	3.0		3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		-2.0	-2.0			-2.0	-2.0		-2.0	-2.0		
Total Lost Time (s)		4.0	4.0			4.0	4.0		4.0	4.0		
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lead			Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	Min		None	None	Min		None	None		None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.42	0.63	0.38		0.94	0.73		0.99	0.34		
Control Delay (s/veh)		35.7	25.3	2.7		107.2	34.5		71.1	15.8		
Queue Delay		0.0	0.0	0.0		0.0	0.0		0.0	0.0		
Total Delay (s/veh)		35.7	25.3	2.7		107.2	34.5		71.1	15.8		
Queue Length 50th (ft)		44	131	0		50	125		116	41		
Queue Length 95th (ft)		123	318	26		#222	#412		#487	148		
Internal Link Dist (ft)			409				535			650		
Turn Bay Length (ft)		380				150			270			
Base Capacity (vph)		408	1344	914		125	880		361	719		
Starvation Cap Reductn		0	0	0		0	0		0	0		
Spillback Cap Reductn		0	0	0		0	0		0	0		
Storage Cap Reductn		0	0	0		0	0		0	0		
Reduced v/c Ratio		0.28	0.57	0.38		0.94	0.73		0.99	0.30		

Intersection Summary
Cycle Length: 106

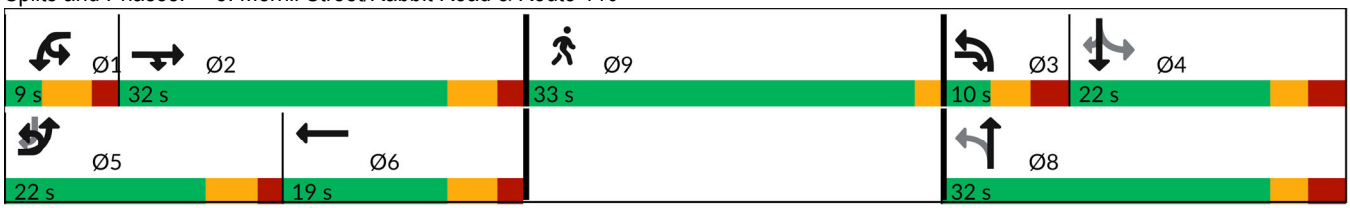


Lane Group	SBT	SBR	Ø9
Lane Configurations			
Traffic Volume (vph)	98	90	
Future Volume (vph)	98	90	
Lane Util. Factor	1.00	1.00	
Frt		0.850	
Flt Protected	0.982		
Satd. Flow (prot)	1808	1419	
Flt Permitted	0.806		
Satd. Flow (perm)	1484	1419	
Satd. Flow (RTOR)		113	
Adj. Flow (vph)	109	100	
Lane Group Flow (vph)	170	100	
Turn Type	NA	custom	
Protected Phases	4		9
Permitted Phases		4 5	
Detector Phase	4	4 5	
Switch Phase			
Minimum Initial (s)	6.0		5.0
Minimum Split (s)	12.0		33.0
Total Split (s)	22.0		33.0
Total Split (%)	20.8%		31%
Maximum Green (s)	16.0		31.0
Yellow Time (s)	3.0		2.0
All-Red Time (s)	3.0		0.0
Lost Time Adjust (s)	-2.0		
Total Lost Time (s)	4.0		
Lead/Lag	Lag		
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0		3.0
Recall Mode	None		None
Walk Time (s)			7.0
Flash Don't Walk (s)			24.0
Pedestrian Calls (#/hr)			3
v/c Ratio	0.56	0.15	
Control Delay (s/veh)	37.3	3.8	
Queue Delay	0.0	0.0	
Total Delay (s/veh)	37.3	3.8	
Queue Length 50th (ft)	63	0	
Queue Length 95th (ft)	#198	28	
Internal Link Dist (ft)	251		
Turn Bay Length (ft)		120	
Base Capacity (vph)	374	766	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.45	0.13	

Intersection Summary

Actuated Cycle Length: 74.2
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Merrill Street/Rabbit Road & Route 110



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	98	664	304	2	107	576	20	317	75	118	55
Future Volume (vph)	3	98	664	304	2	107	576	20	317	75	118	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	12	12	12	12	12	12	12	12
Total Lost time (s)		4.0	4.0	4.0		4.0	4.0		4.0	4.0		
Lane Util. Factor		1.00	0.95	1.00		1.00	0.95		1.00	1.00		
Frt		1.00	1.00	0.85		1.00	0.99		1.00	0.91		
Flt Protected		0.95	1.00	1.00		0.95	1.00		0.95	1.00		
Satd. Flow (prot)		1619	3421	1531		1787	3490		1752	1719		
Flt Permitted		0.95	1.00	1.00		0.95	1.00		0.44	1.00		
Satd. Flow (perm)		1619	3421	1531		1787	3490		816	1719		
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.93	0.93	0.93	0.93	0.89	0.89	0.89	0.90
Adj. Flow (vph)	3	113	763	349	2	115	619	22	356	84	133	61
RTOR Reduction (vph)	0	0	0	199	0	0	2	0	0	48	0	0
Lane Group Flow (vph)	0	116	763	150	0	117	639	0	356	169	0	0
Heavy Vehicles (%)	0%	8%	2%	2%	0%	1%	3%	0%	3%	1%	0%	0%
Turn Type	Prot	Prot	NA	pt+ov	Prot	Prot	NA		pm+pt	NA		Perm
Protected Phases	5	5	2	2 3	1	1	6		3	8		
Permitted Phases									8			4
Actuated Green, G (s)		10.6	24.1	28.3		3.1	16.6		23.7	23.7		
Effective Green, g (s)		12.6	26.1	32.3		5.1	18.6		25.7	25.7		
Actuated g/C Ratio		0.17	0.35	0.43		0.07	0.25		0.34	0.34		
Clearance Time (s)		6.0	6.0			6.0	6.0		6.0	6.0		
Vehicle Extension (s)		3.0	3.0			3.0	3.0		3.0	3.0		
Lane Grp Cap (vph)		271	1187	657		121	863		356	587		
v/s Ratio Prot		0.07	c0.22	0.10		c0.07	c0.18		c0.08	0.10		
v/s Ratio Perm									c0.26			
v/c Ratio		0.43	0.64	0.23		0.97	0.74		1.00	0.29		
Uniform Delay, d1		28.1	20.6	13.6		35.0	26.1		24.5	18.1		
Progression Factor		1.00	1.00	1.00		1.00	1.00		1.00	1.00		
Incremental Delay, d2		1.1	1.2	0.2		70.8	3.4		47.7	0.3		
Delay (s)		29.2	21.8	13.7		105.7	29.5		72.2	18.3		
Level of Service		C	C	B		F	C		E	B		
Approach Delay (s/veh)			20.2				41.3			51.8		
Approach LOS			C				D			D		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	32.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	75.2	Sum of lost time (s)	20.0
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	98	90
Future Volume (vph)	98	90
Ideal Flow (vphpl)	1900	1900
Lane Width	12	11
Total Lost time (s)	4.0	4.0
Lane Util. Factor	1.00	1.00
Frt	1.00	0.85
Flt Protected	0.98	1.00
Satd. Flow (prot)	1809	1419
Flt Permitted	0.81	1.00
Satd. Flow (perm)	1483	1419
Peak-hour factor, PHF	0.90	0.90
Adj. Flow (vph)	109	100
RTOR Reduction (vph)	0	57
Lane Group Flow (vph)	170	43
Heavy Vehicles (%)	5%	10%
Turn Type	NA	custom
Protected Phases	4	
Permitted Phases		4 5
Actuated Green, G (s)	13.5	30.1
Effective Green, g (s)	15.5	32.1
Actuated g/C Ratio	0.21	0.43
Clearance Time (s)	6.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	305	605
v/s Ratio Prot		
v/s Ratio Perm	0.11	0.03
v/c Ratio	0.56	0.07
Uniform Delay, d1	26.8	12.7
Progression Factor	1.00	1.00
Incremental Delay, d2	2.2	0.0
Delay (s)	29.0	12.8
Level of Service	C	B
Approach Delay (s/veh)	23.0	
Approach LOS	C	

Intersection Summary

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	32	39	6	349	601	113
Future Vol, veh/h	32	39	6	349	601	113
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	74	74	83	83	87	87
Heavy Vehicles, %	0	0	0	4	1	0
Mvmt Flow	43	53	7	420	691	130

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1191	756	821	0	-	0
Stage 1	756	-	-	-	-	-
Stage 2	435	-	-	-	-	-
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	209	411	817	-	-	-
Stage 1	467	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	207	411	817	-	-	-
Mov Cap-2 Maneuver	207	-	-	-	-	-
Stage 1	462	-	-	-	-	-
Stage 2	657	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	23.97	0.16	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	30	-	284	-	-
HCM Lane V/C Ratio	0.009	-	0.337	-	-
HCM Control Delay (s/veh)	9.4	0	24	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	1.4	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	18	23	286	580	35
Future Vol, veh/h	22	18	23	286	580	35
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	91	91	90	90	87	87
Heavy Vehicles, %	0	0	4	2	1	0
Mvmt Flow	24	20	26	318	667	40

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1056	687	707	0	-	0
Stage 1	687	-	-	-	-	-
Stage 2	369	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	252	450	882	-	-	-
Stage 1	503	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	243	450	882	-	-	-
Mov Cap-2 Maneuver	243	-	-	-	-	-
Stage 1	486	-	-	-	-	-
Stage 2	704	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	18.7	0.68	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	134	-	307	-	-
HCM Lane V/C Ratio	0.029	-	0.143	-	-
HCM Control Delay (s/veh)	9.2	0	18.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	8	3	382	612	1
Future Vol, veh/h	1	8	3	382	612	1
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	45	45	82	82	81	81
Heavy Vehicles, %	0	0	0	1	5	0
Mvmt Flow	2	18	4	466	756	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1229	756	757	0	-	0
Stage 1	756	-	-	-	-	-
Stage 2	473	-	-	-	-	-
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	198	411	863	-	-	-
Stage 1	467	-	-	-	-	-
Stage 2	631	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	197	411	863	-	-	-
Mov Cap-2 Maneuver	197	-	-	-	-	-
Stage 1	465	-	-	-	-	-
Stage 2	631	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	15.38	0.07	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	14	-	367	-	-
HCM Lane V/C Ratio	0.004	-	0.055	-	-
HCM Control Delay (s/veh)	9.2	0	15.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑↑		↱
Traffic Vol, veh/h	610	0	0	1733	0	893
Future Vol, veh/h	610	0	0	1733	0	893
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	782	0	0	1884	0	971

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-
Pot Cap-1 Maneuver	-	0	0	-	0	0
Stage 1	-	0	0	-	0	0
Stage 2	-	0	0	-	0	0
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s/veh)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

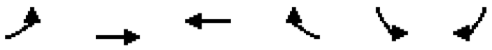
Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↱			↑↑↱				↱			↱
Traffic Vol, veh/h	0	1201	152	0	1607	42	0	0	101	0	0	121
Future Vol, veh/h	0	1201	152	0	1607	42	0	0	101	0	0	121
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	90	90	90	73	73	73	57	57	57
Heavy Vehicles, %	0	1	0	0	1	0	0	0	1	0	0	1
Mvmt Flow	0	1251	158	0	1786	47	0	0	138	0	0	212

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	705	-	-	916
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.92	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.31	-	-	3.31
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	381	0	0	277
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	381	-	-	277
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	19.72	50.74
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	381	-	-	-	-	277
HCM Lane V/C Ratio	0.363	-	-	-	-	0.767
HCM Control Delay (s/veh)	19.7	-	-	-	-	50.7
HCM Lane LOS	C	-	-	-	-	F
HCM 95th %tile Q(veh)	1.6	-	-	-	-	5.8

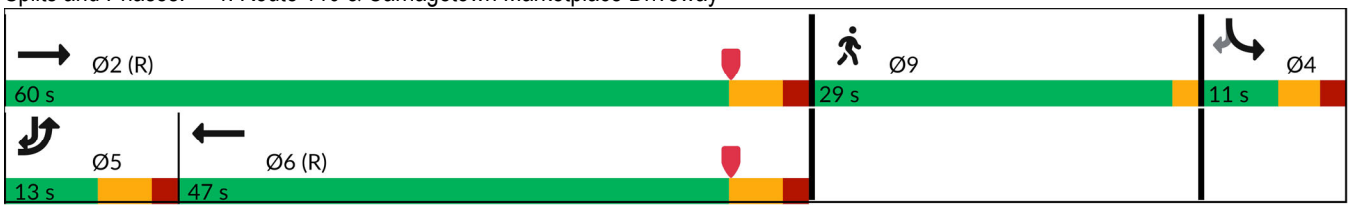


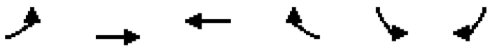
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø9
Lane Configurations							
Traffic Volume (vph)	127	1266	1497	80	84	138	
Future Volume (vph)	127	1266	1497	80	84	138	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	
Frt			0.992			0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1668	3539	3513	0	1787	1599	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	1668	3539	3513	0	1787	1599	
Satd. Flow (RTOR)			7			160	
Adj. Flow (vph)	140	1391	1543	82	98	160	
Lane Group Flow (vph)	140	1391	1625	0	98	160	
Turn Type	Prot	NA	NA		Prot	pm+ov	
Protected Phases	5	2	6		4	5	9
Permitted Phases						4	
Detector Phase	5	2	6		4	5	
Switch Phase							
Minimum Initial (s)	6.0	10.0	10.0		6.0	6.0	5.0
Minimum Split (s)	12.0	16.0	16.0		11.0	12.0	29.0
Total Split (s)	13.0	60.0	47.0		11.0	13.0	29.0
Total Split (%)	13.0%	60.0%	47.0%		11.0%	13.0%	29%
Maximum Green (s)	7.0	54.0	41.0		6.0	7.0	27.0
Yellow Time (s)	4.0	4.0	4.0		3.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	0.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0		-1.0	-1.0	
Total Lost Time (s)	4.0	4.0	4.0		4.0	5.0	
Lead/Lag	Lead		Lag			Lead	
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min		None	None	None
Walk Time (s)							6.0
Flash Don't Walk (s)							20.0
Pedestrian Calls (#/hr)							3
v/c Ratio	0.56	0.52	0.82		0.51	0.28	
Control Delay (s/veh)	50.3	7.6	9.8		52.4	6.4	
Queue Delay	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	50.3	7.6	9.8		52.4	6.4	
Queue Length 50th (ft)	81	123	116		59	0	
Queue Length 95th (ft)	#208	398	m12		#130	46	
Internal Link Dist (ft)		951	1089		381		
Turn Bay Length (ft)	300						
Base Capacity (vph)	250	2671	1986		194	576	
Starvation Cap Reductn	0	0	0		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.56	0.52	0.82		0.51	0.28	

Intersection Summary
Cycle Length: 100

Actuated Cycle Length: 100
Offset: 27 (27%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Route 110 & Carriagetown Marketplace Driveway

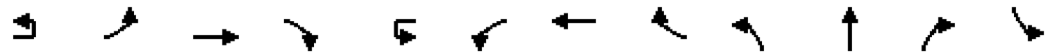




Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	127	1266	1497	80	84	138
Future Volume (vph)	127	1266	1497	80	84	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0		4.0	5.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1668	3539	3514		1787	1599
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1668	3539	3514		1787	1599
Peak-hour factor, PHF	0.91	0.91	0.97	0.97	0.86	0.86
Adj. Flow (vph)	140	1391	1543	82	98	160
RTOR Reduction (vph)	0	0	3	0	0	120
Lane Group Flow (vph)	140	1391	1622	0	98	40
Heavy Vehicles (%)	1%	2%	2%	1%	1%	1%
Turn Type	Prot	NA	NA		Prot	pm+ov
Protected Phases	5	2	6		4	5
Permitted Phases						4
Actuated Green, G (s)	13.0	71.9	52.9		9.9	22.9
Effective Green, g (s)	15.0	73.9	54.9		10.9	24.9
Actuated g/C Ratio	0.15	0.74	0.55		0.11	0.25
Clearance Time (s)	6.0	6.0	6.0		5.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	250	2615	1929		194	398
v/s Ratio Prot	0.08	c0.39	c0.46		c0.05	0.01
v/s Ratio Perm						0.01
v/c Ratio	0.56	0.53	0.84		0.51	0.10
Uniform Delay, d1	39.4	5.6	18.9		42.0	28.9
Progression Factor	1.00	1.00	0.37		1.00	1.00
Incremental Delay, d2	2.9	0.8	0.4		2.1	0.1
Delay (s)	42.3	6.4	7.5		44.1	29.0
Level of Service	D	A	A		D	C
Approach Delay (s/veh)		9.7	7.5		34.7	
Approach LOS		A	A		C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	66.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	103	1251	49	1	108	1480	526	86	69	85	343
Future Volume (vph)	1	103	1251	49	1	108	1480	526	86	69	85	343
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97
Frt			0.994					0.850		0.917		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1805	3521	0	0	1805	3574	1546	1711	1684	0	3351
Flt Permitted		0.950				0.950			0.950			0.950
Satd. Flow (perm)	0	1805	3521	0	0	1805	3574	1546	1711	1684	0	3351
Satd. Flow (RTOR)			4					371		48		
Adj. Flow (vph)	1	110	1331	52	1	113	1542	548	108	86	106	373
Lane Group Flow (vph)	0	111	1383	0	0	114	1542	548	108	192	0	373
Turn Type	Prot	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split
Protected Phases	5	5	2		1	1	6	6 3	4	4		3
Permitted Phases												
Detector Phase	5	5	2		1	1	6	6 3	4	4		3
Switch Phase												
Minimum Initial (s)	6.0	6.0	7.0		6.0	6.0	10.0		6.0	6.0		6.0
Minimum Split (s)	12.0	12.0	13.0		12.0	12.0	16.0		11.0	11.0		11.0
Total Split (s)	12.0	12.0	37.0		12.0	12.0	37.0		11.0	11.0		12.0
Total Split (%)	12.0%	12.0%	37.0%		12.0%	12.0%	37.0%		11.0%	11.0%		12.0%
Maximum Green (s)	6.0	6.0	31.0		6.0	6.0	31.0		6.0	6.0		7.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		3.0	3.0		3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		-2.0	-2.0			-2.0	-2.0		-1.0	-1.0		-2.0
Total Lost Time (s)		4.0	4.0			4.0	4.0		4.0	4.0		3.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lead
Lead-Lag Optimize?									Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Min		None	None	C-Min		None	None		None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.77	1.19			0.79	1.31	0.52	0.42	0.65		0.47
Control Delay (s/veh)		81.3	124.1			81.4	175.1	5.6	46.5	43.0		37.8
Queue Delay		0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0
Total Delay (s/veh)		81.3	124.1			81.4	175.1	5.6	46.5	43.0		37.8
Queue Length 50th (ft)		76	~567			73	~668	45	61	83		102
Queue Length 95th (ft)		#171	#680			#167	#805	94	#146	#214		#234
Internal Link Dist (ft)			1089				423			469		
Turn Bay Length (ft)		400				115		200	240			300
Base Capacity (vph)		144	1164			144	1179	1060	258	295		786
Starvation Cap Reductn		0	0			0	0	0	0	0		0
Spillback Cap Reductn		0	0			0	0	0	0	0		0
Storage Cap Reductn		0	0			0	0	0	0	0		0
Reduced v/c Ratio		0.77	1.19			0.79	1.31	0.52	0.42	0.65		0.47

Intersection Summary
Cycle Length: 100

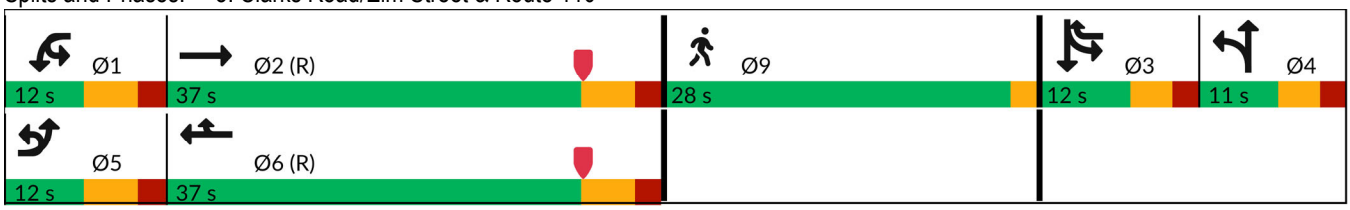


Lane Group	SBT	SBR	Ø9
Lane Configurations			
Traffic Volume (vph)	77	47	
Future Volume (vph)	77	47	
Lane Util. Factor	1.00	1.00	
Frt	0.943		
Flt Protected			
Satd. Flow (prot)	1732	0	
Flt Permitted			
Satd. Flow (perm)	1732	0	
Satd. Flow (RTOR)	24		
Adj. Flow (vph)	84	51	
Lane Group Flow (vph)	135	0	
Turn Type	NA		
Protected Phases	3		9
Permitted Phases			
Detector Phase	3		
Switch Phase			
Minimum Initial (s)	6.0		5.0
Minimum Split (s)	11.0		28.0
Total Split (s)	12.0		28.0
Total Split (%)	12.0%		28%
Maximum Green (s)	7.0		26.0
Yellow Time (s)	3.0		2.0
All-Red Time (s)	2.0		0.0
Lost Time Adjust (s)	-2.0		
Total Lost Time (s)	3.0		
Lead/Lag	Lead		
Lead-Lag Optimize?	Yes		
Vehicle Extension (s)	3.0		3.0
Recall Mode	None		None
Walk Time (s)			7.0
Flash Don't Walk (s)			18.0
Pedestrian Calls (#/hr)			3
v/c Ratio	0.32		
Control Delay (s/veh)	31.1		
Queue Delay	0.0		
Total Delay (s/veh)	31.1		
Queue Length 50th (ft)	56		
Queue Length 95th (ft)	#156		
Internal Link Dist (ft)	580		
Turn Bay Length (ft)			
Base Capacity (vph)	424		
Starvation Cap Reductn	0		
Spillback Cap Reductn	0		
Storage Cap Reductn	0		
Reduced v/c Ratio	0.32		

Intersection Summary

Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
Natural Cycle: 140
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Clarks Road/Elm Street & Route 110



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	103	1251	49	1	108	1480	526	86	69	85	343
Future Volume (vph)	1	103	1251	49	1	108	1480	526	86	69	85	343
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	11	11	11	11	11
Total Lost time (s)		4.0	4.0			4.0	4.0	4.0	4.0	4.0		3.0
Lane Util. Factor		1.00	0.95			1.00	0.95	1.00	1.00	1.00		0.97
Frt		1.00	0.99			1.00	1.00	0.85	1.00	0.92		1.00
Flt Protected		0.95	1.00			0.95	1.00	1.00	0.95	1.00		0.95
Satd. Flow (prot)		1805	3522			1805	3574	1546	1711	1685		3351
Flt Permitted		0.95	1.00			0.95	1.00	1.00	0.95	1.00		0.95
Satd. Flow (perm)		1805	3522			1805	3574	1546	1711	1685		3351
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.96	0.96	0.96	0.96	0.80	0.80	0.80	0.92
Adj. Flow (vph)	1	110	1331	52	1	112	1542	548	108	86	106	373
RTOR Reduction (vph)	0	0	3	0	0	0	0	167	0	41	0	0
Lane Group Flow (vph)	0	111	1380	0	0	114	1542	381	108	151	0	373
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	1%	1%	2%	0%	0%	1%
Turn Type	Prot	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split
Protected Phases	5	5	2		1	1	6	6 3	4	4		3
Permitted Phases												
Actuated Green, G (s)		6.0	29.4			6.0	29.4	50.9	14.1	14.1		21.5
Effective Green, g (s)		8.0	31.4			8.0	31.4	54.9	15.1	15.1		23.5
Actuated g/C Ratio		0.08	0.31			0.08	0.31	0.55	0.15	0.15		0.24
Clearance Time (s)		6.0	6.0			6.0	6.0		5.0	5.0		5.0
Vehicle Extension (s)		3.0	3.0			3.0	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)		144	1105			144	1122	848	258	254		787
v/s Ratio Prot		0.06	0.39			c0.06	c0.43	0.25	0.06	c0.09		c0.11
v/s Ratio Perm												
v/c Ratio		0.77	1.25			0.79	1.37	0.45	0.42	0.60		0.47
Uniform Delay, d1		45.1	34.3			45.2	34.3	13.5	38.5	39.6		32.9
Progression Factor		1.15	1.00			1.00	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2		19.6	118.8			25.0	174.1	0.4	1.1	3.7		0.5
Delay (s)		71.3	153.1			70.2	208.4	13.9	39.6	43.3		33.4
Level of Service		E	F			E	F	B	D	D		C
Approach Delay (s/veh)			147.0				152.9			42.0		
Approach LOS			F				F			D		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	130.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	78.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	77	47
Future Volume (vph)	77	47
Ideal Flow (vphpl)	1900	1900
Lane Width	11	12
Total Lost time (s)	3.0	
Lane Util. Factor	1.00	
Frt	0.94	
Flt Protected	1.00	
Satd. Flow (prot)	1733	
Flt Permitted	1.00	
Satd. Flow (perm)	1733	
Peak-hour factor, PHF	0.92	0.92
Adj. Flow (vph)	84	51
RTOR Reduction (vph)	18	0
Lane Group Flow (vph)	117	0
Heavy Vehicles (%)	0%	0%
Turn Type	NA	
Protected Phases	3	
Permitted Phases		
Actuated Green, G (s)	21.5	
Effective Green, g (s)	23.5	
Actuated g/C Ratio	0.24	
Clearance Time (s)	5.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	407	
v/s Ratio Prot	0.07	
v/s Ratio Perm		
v/c Ratio	0.29	
Uniform Delay, d1	31.4	
Progression Factor	1.00	
Incremental Delay, d2	0.4	
Delay (s)	31.8	
Level of Service	C	
Approach Delay (s/veh)	33.0	
Approach LOS	C	

Intersection Summary

Intersection	
Int Delay, s/veh	25.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑	↱	↰		↱			
Traffic Vol, veh/h	0	1030	650	0	2027	208	88	0	183	0	0	0
Future Vol, veh/h	0	1030	650	0	2027	208	88	0	183	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Yield	-	-	None
Storage Length	-	-	300	-	-	0	0	-	350	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	96	96	96	89	89	89	25	25	25
Heavy Vehicles, %	0	1	1	0	1	2	1	0	1	0	0	0
Mvmt Flow	0	1120	707	0	2111	217	99	0	206	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	-	0	-	-	-	0	2175	-	560
Stage 1	-	-	-	-	-	-	1120	-	-
Stage 2	-	-	-	-	-	-	1056	-	-
Critical Hdwy	-	-	-	-	-	-	6.82	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	5.82	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.82	-	-
Follow-up Hdwy	-	-	-	-	-	-	3.51	-	3.31
Pot Cap-1 Maneuver	0	-	0	0	-	0	~ 40	0	474
Stage 1	0	-	0	0	-	0	276	0	-
Stage 2	0	-	0	0	-	0	298	0	-
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	-	-	-	-	-	-	~ 40	0	474
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 40	0	-
Stage 1	-	-	-	-	-	-	276	0	-
Stage 2	-	-	-	-	-	-	298	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	298.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	40	474	-	-
HCM Lane V/C Ratio	2.465	0.433	-	-
HCM Control Delay (s/veh)	$ 880.7	18.3	-	-
HCM Lane LOS	F	C	-	-
HCM 95th %tile Q(veh)	10.8	2.2	-	-

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

Intersection	
Int Delay, s/veh	225.9

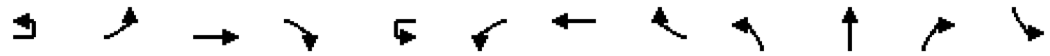
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	4	168	1041	0	0	1178	219	0	0	333	0	0	1053
Future Vol, veh/h	4	168	1041	0	0	1178	219	0	0	333	0	0	1053
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	Yield	-	-	Free	-	-	Yield
Storage Length	-	80	-	-	-	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	96	96	96	81	81	81	91	91	91
Heavy Vehicles, %	0	1	1	0	0	1	1	0	0	1	0	0	2
Mvmt Flow	4	187	1157	0	0	1227	228	0	0	411	0	0	1157

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	1227	1227	0	-	-	-	0	-	-	-	-	-	614
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.4	4.12	-	-	-	-	-	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.5	2.21	-	-	-	-	-	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	242	569	-	0	0	-	-	0	0	0	0	0	~ 435
Stage 1	-	-	-	0	0	-	-	0	0	0	0	0	-
Stage 2	-	-	-	0	0	-	-	0	0	0	0	0	-
Platoon blocked, %			-			-	-						
Mov Cap-1 Maneuver	~ -101	~ -101	-	-	-	-	-	-	-	-	-	-	~ 435
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v		0	0	$ 773.1
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	+	-	-	-	435
HCM Lane V/C Ratio	-	-	-	-	-	2.66
HCM Control Delay (s/veh)	0	-	-	-	-	-$ 773.1
HCM Lane LOS	A	-	-	-	-	F
HCM 95th %tile Q(veh)	-	-	-	-	-	94.8

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



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	6	147	873	348	3	111	808	41	431	139	122	99
Future Volume (vph)	6	147	873	348	3	111	808	41	431	139	122	99
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt				0.850			0.993			0.930		
Flt Protected		0.950				0.950			0.950			
Satd. Flow (prot)	0	1745	3455	1546	0	1805	3551	0	1787	1767	0	0
Flt Permitted		0.950				0.950			0.319			
Satd. Flow (perm)	0	1745	3455	1546	0	1805	3551	0	600	1767	0	0
Satd. Flow (RTOR)				366			4			44		
Adj. Flow (vph)	6	155	919	366	3	113	824	42	474	153	134	115
Lane Group Flow (vph)	0	161	919	366	0	116	866	0	474	287	0	0
Turn Type	Prot	Prot	NA	pt+ov	Prot	Prot	NA		pm+pt	NA		Perm
Protected Phases	5	5	2	2 3	1	1	6		3	8		
Permitted Phases									8			4
Detector Phase	5	5	2	2 3	1	1	6		3	8		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	20.0		3.0	3.0	13.0		4.0	6.0		6.0
Minimum Split (s)	11.0	11.0	26.0		9.0	9.0	19.0		10.0	12.0		12.0
Total Split (s)	11.0	11.0	26.0		9.0	9.0	24.0		15.0	38.0		23.0
Total Split (%)	10.4%	10.4%	24.5%		8.5%	8.5%	22.6%		14.2%	35.8%		21.7%
Maximum Green (s)	5.0	5.0	20.0		3.0	3.0	18.0		9.0	32.0		17.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		3.0	3.0		3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		-2.0	-2.0			-2.0	-2.0		-2.0	-2.0		
Total Lost Time (s)		4.0	4.0			4.0	4.0		4.0	4.0		
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lead			Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	Min		None	None	Min		None	None		None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		1.03	0.94	0.40		1.01	0.95		1.10	0.36		
Control Delay (s/veh)		119.7	47.9	2.8		127.8	50.5		97.3	16.5		
Queue Delay		0.0	0.0	0.0		0.0	0.0		0.0	0.0		
Total Delay (s/veh)		119.7	47.9	2.8		127.8	50.5		97.3	16.5		
Queue Length 50th (ft)		74	206	0		53	195		~157	65		
Queue Length 95th (ft)		#280	#544	30		#219	#523		#648	212		
Internal Link Dist (ft)			409				535			650		
Turn Bay Length (ft)		380				150			270			
Base Capacity (vph)		157	976	918		115	915		429	796		
Starvation Cap Reductn		0	0	0		0	0		0	0		
Spillback Cap Reductn		0	0	0		0	0		0	0		
Storage Cap Reductn		0	0	0		0	0		0	0		
Reduced v/c Ratio		1.03	0.94	0.40		1.01	0.95		1.10	0.36		

Intersection Summary
Cycle Length: 106

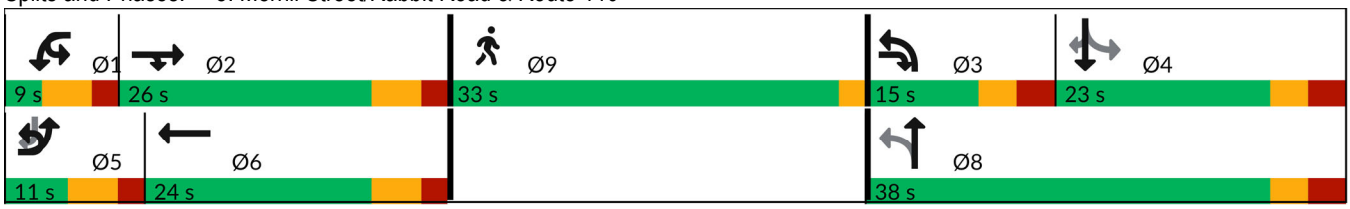


Lane Group	SBT	SBR	Ø9
Lane Configurations			
Traffic Volume (vph)	133	152	
Future Volume (vph)	133	152	
Lane Util. Factor	1.00	1.00	
Frt		0.850	
Flt Protected	0.979		
Satd. Flow (prot)	1852	1531	
Flt Permitted	0.733		
Satd. Flow (perm)	1387	1531	
Satd. Flow (RTOR)		177	
Adj. Flow (vph)	155	177	
Lane Group Flow (vph)	270	177	
Turn Type	NA	custom	
Protected Phases	4		9
Permitted Phases		4 5	
Detector Phase	4	4 5	
Switch Phase			
Minimum Initial (s)	6.0		5.0
Minimum Split (s)	12.0		33.0
Total Split (s)	23.0		33.0
Total Split (%)	21.7%		31%
Maximum Green (s)	17.0		31.0
Yellow Time (s)	3.0		2.0
All-Red Time (s)	3.0		0.0
Lost Time Adjust (s)	-2.0		
Total Lost Time (s)	4.0		
Lead/Lag	Lag		
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0		3.0
Recall Mode	None		None
Walk Time (s)			7.0
Flash Don't Walk (s)			24.0
Pedestrian Calls (#/hr)			3
v/c Ratio	0.80	0.25	
Control Delay (s/veh)	49.6	5.0	
Queue Delay	0.0	0.0	
Total Delay (s/veh)	49.6	5.0	
Queue Length 50th (ft)	112	0	
Queue Length 95th (ft)	#345	44	
Internal Link Dist (ft)	251		
Turn Bay Length (ft)		120	
Base Capacity (vph)	338	698	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.80	0.25	

Intersection Summary

Actuated Cycle Length: 79.6
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Merrill Street/Rabbit Road & Route 110



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	6	147	873	348	3	111	808	41	431	139	122	99
Future Volume (vph)	6	147	873	348	3	111	808	41	431	139	122	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	12	12	12	12	12	12	12	12
Total Lost time (s)		4.0	4.0	4.0		4.0	4.0		4.0	4.0		
Lane Util. Factor		1.00	0.95	1.00		1.00	0.95		1.00	1.00		
Frt		1.00	1.00	0.85		1.00	0.99		1.00	0.93		
Flt Protected		0.95	1.00	1.00		0.95	1.00		0.95	1.00		
Satd. Flow (prot)		1745	3455	1546		1805	3550		1787	1767		
Flt Permitted		0.95	1.00	1.00		0.95	1.00		0.32	1.00		
Satd. Flow (perm)		1745	3455	1546		1805	3550		600	1767		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.98	0.98	0.98	0.98	0.91	0.91	0.91	0.86
Adj. Flow (vph)	6	155	919	366	3	113	824	42	474	153	134	115
RTOR Reduction (vph)	0	0	0	214	0	0	3	0	0	25	0	0
Lane Group Flow (vph)	0	161	919	152	0	116	863	0	474	262	0	0
Heavy Vehicles (%)	0%	0%	1%	1%	0%	0%	1%	0%	1%	0%	0%	1%
Turn Type	Prot	Prot	NA	pt+ov	Prot	Prot	NA		pm+pt	NA		Perm
Protected Phases	5	5	2	2 3	1	1	6		3	8		
Permitted Phases									8			4
Actuated Green, G (s)		5.1	20.5	29.7		3.1	18.5		32.7	32.7		
Effective Green, g (s)		7.1	22.5	33.7		5.1	20.5		34.7	34.7		
Actuated g/C Ratio		0.09	0.28	0.42		0.06	0.25		0.43	0.43		
Clearance Time (s)		6.0	6.0			6.0	6.0		6.0	6.0		
Vehicle Extension (s)		3.0	3.0			3.0	3.0		3.0	3.0		
Lane Grp Cap (vph)		152	959	643		113	898		421	756		
v/s Ratio Prot		c0.09	c0.27	0.10		0.06	0.24		c0.16	0.15		
v/s Ratio Perm									c0.33			
v/c Ratio		1.06	0.96	0.24		1.03	0.96		1.13	0.35		
Uniform Delay, d1		36.9	28.8	15.3		37.9	29.9		20.8	15.5		
Progression Factor		1.00	1.00	1.00		1.00	1.00		1.00	1.00		
Incremental Delay, d2		89.6	19.5	0.2		92.0	21.0		82.8	0.3		
Delay (s)		126.6	48.3	15.5		129.9	50.9		103.6	15.8		
Level of Service		F	D	B		F	D		F	B		
Approach Delay (s/veh)			48.7				60.2			70.5		
Approach LOS			D				E			E		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	54.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	81.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	81.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	133	152
Future Volume (vph)	133	152
Ideal Flow (vphpl)	1900	1900
Lane Width	12	11
Total Lost time (s)	4.0	4.0
Lane Util. Factor	1.00	1.00
Frt	1.00	0.85
Flt Protected	0.98	1.00
Satd. Flow (prot)	1852	1531
Flt Permitted	0.73	1.00
Satd. Flow (perm)	1386	1531
Peak-hour factor, PHF	0.86	0.86
Adj. Flow (vph)	155	177
RTOR Reduction (vph)	0	110
Lane Group Flow (vph)	270	67
Heavy Vehicles (%)	0%	2%
Turn Type	NA	custom
Protected Phases	4	
Permitted Phases		4 5
Actuated Green, G (s)	17.5	28.6
Effective Green, g (s)	19.5	30.6
Actuated g/C Ratio	0.24	0.38
Clearance Time (s)	6.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	333	578
v/s Ratio Prot		
v/s Ratio Perm	0.19	0.04
v/c Ratio	0.81	0.12
Uniform Delay, d1	29.0	16.4
Progression Factor	1.00	1.00
Incremental Delay, d2	13.9	0.1
Delay (s)	42.9	16.5
Level of Service	D	B
Approach Delay (s/veh)	32.4	
Approach LOS	C	

Intersection Summary

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	23	12	757	505	105
Future Vol, veh/h	31	23	12	757	505	105
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	84	84	89	89	88	88
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	37	27	13	851	574	119

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1511	634	693	0	-	0
Stage 1	634	-	-	-	-	-
Stage 2	878	-	-	-	-	-
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	134	483	912	-	-	-
Stage 1	533	-	-	-	-	-
Stage 2	410	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	130	483	912	-	-	-
Mov Cap-2 Maneuver	130	-	-	-	-	-
Stage 1	518	-	-	-	-	-
Stage 2	410	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	33.62	0.14	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	28	-	189	-	-
HCM Lane V/C Ratio	0.015	-	0.341	-	-
HCM Control Delay (s/veh)	9	0	33.6	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	1.4	-	-

Intersection	
Int Delay, s/veh	8.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	105	44	48	624	427	83
Future Vol, veh/h	105	44	48	624	427	83
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	83	83	97	97	90	90
Heavy Vehicles, %	0	0	4	1	1	0
Mvmt Flow	127	53	49	643	474	92

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1263	521	567	0	-	0
Stage 1	521	-	-	-	-	-
Stage 2	742	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	189	560	995	-	-	-
Stage 1	600	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	175	560	995	-	-	-
Mov Cap-2 Maneuver	175	-	-	-	-	-
Stage 1	554	-	-	-	-	-
Stage 2	474	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	68.62	0.63	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	129	-	219	-	-
HCM Lane V/C Ratio	0.05	-	0.819	-	-
HCM Control Delay (s/veh)	8.8	0	68.6	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.2	-	6.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	7	697	502	4
Future Vol, veh/h	1	5	7	697	502	4
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	50	50	89	89	93	93
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	2	10	8	783	540	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1341	542	544	0	-	0
Stage 1	542	-	-	-	-	-
Stage 2	799	-	-	-	-	-
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	170	544	1035	-	-	-
Stage 1	587	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	167	544	1035	-	-	-
Mov Cap-2 Maneuver	167	-	-	-	-	-
Stage 1	579	-	-	-	-	-
Stage 2	446	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.38	0.08	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	18	-	396	-	-
HCM Lane V/C Ratio	0.008	-	0.03	-	-
HCM Control Delay (s/veh)	8.5	0	14.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

2031 Build

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑↑		↱
Traffic Vol, veh/h	591	0	0	1108	0	1214
Future Vol, veh/h	591	0	0	1108	0	1214
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	85	85	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	616	0	0	1304	0	1380

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-
Pot Cap-1 Maneuver	-	0	0	-	0	0
Stage 1	-	0	0	-	0	0
Stage 2	-	0	0	-	0	0
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s/veh)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

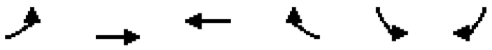
Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↱			↑↑↱				↱			↱
Traffic Vol, veh/h	0	1601	248	0	876	53	0	0	73	0	0	162
Future Vol, veh/h	0	1601	248	0	876	53	0	0	73	0	0	162
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	96	96	96	76	76	76	94	94	94
Heavy Vehicles, %	0	3	1	0	2	0	0	0	0	0	0	0
Mvmt Flow	0	1703	264	0	913	55	0	0	96	0	0	172

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	984	-	-	484
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.9	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	251	0	0	534
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	251	-	-	534
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	27.92	14.91
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	251	-	-	-	-	534
HCM Lane V/C Ratio	0.382	-	-	-	-	0.323
HCM Control Delay (s/veh)	27.9	-	-	-	-	14.9
HCM Lane LOS	D	-	-	-	-	B
HCM 95th %tile Q(veh)	1.7	-	-	-	-	1.4

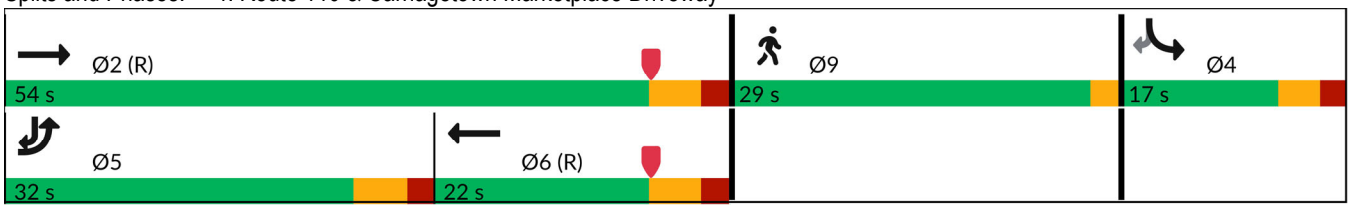


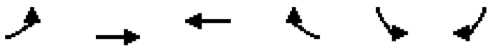
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø9
Lane Configurations							
Traffic Volume (vph)	41	1395	939	29	40	39	
Future Volume (vph)	41	1395	939	29	40	39	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	
Frt			0.996			0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1685	3471	3458	0	1752	1568	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	1685	3471	3458	0	1752	1568	
Satd. Flow (RTOR)			3			46	
Adj. Flow (vph)	46	1567	1010	31	48	46	
Lane Group Flow (vph)	46	1567	1041	0	48	46	
Turn Type	Prot	NA	NA		Prot	pm+ov	
Protected Phases	5	2	6		4	5	9
Permitted Phases						4	
Detector Phase	5	2	6		4	5	
Switch Phase							
Minimum Initial (s)	6.0	10.0	10.0		6.0	6.0	5.0
Minimum Split (s)	12.0	16.0	16.0		11.0	12.0	29.0
Total Split (s)	32.0	54.0	22.0		17.0	32.0	29.0
Total Split (%)	32.0%	54.0%	22.0%		17.0%	32.0%	29%
Maximum Green (s)	26.0	48.0	16.0		12.0	26.0	27.0
Yellow Time (s)	4.0	4.0	4.0		3.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	0.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0		-1.0	-1.0	
Total Lost Time (s)	4.0	4.0	4.0		4.0	5.0	
Lead/Lag	Lead		Lag			Lead	
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min		None	None	None
Walk Time (s)							6.0
Flash Don't Walk (s)							20.0
Pedestrian Calls (#/hr)							3
v/c Ratio	0.27	0.54	0.43		0.30	0.14	
Control Delay (s/veh)	44.6	8.0	3.7		46.4	9.4	
Queue Delay	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	44.6	8.0	3.7		46.4	9.4	
Queue Length 50th (ft)	28	115	4		29	0	
Queue Length 95th (ft)	60	537	#452		59	23	
Internal Link Dist (ft)		951	1089		381		
Turn Bay Length (ft)	300						
Base Capacity (vph)	471	2892	2443		227	588	
Starvation Cap Reductn	0	0	0		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.10	0.54	0.43		0.21	0.08	

Intersection Summary
Cycle Length: 100

Actuated Cycle Length: 100
Offset: 27 (27%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Route 110 & Carriagetown Marketplace Driveway





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	41	1395	939	29	40	39
Future Volume (vph)	41	1395	939	29	40	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0		4.0	5.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frt	1.00	1.00	1.00		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1685	3471	3457		1752	1568
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1685	3471	3457		1752	1568
Peak-hour factor, PHF	0.89	0.89	0.93	0.93	0.84	0.84
Adj. Flow (vph)	46	1567	1010	31	48	46
RTOR Reduction (vph)	0	0	1	0	0	39
Lane Group Flow (vph)	46	1567	1040	0	48	7
Heavy Vehicles (%)	0%	4%	4%	3%	3%	3%
Turn Type	Prot	NA	NA		Prot	pm+ov
Protected Phases	5	2	6		4	5
Permitted Phases						4
Actuated Green, G (s)	7.1	76.1	63.0		5.7	12.8
Effective Green, g (s)	9.1	78.1	65.0		6.7	14.8
Actuated g/C Ratio	0.09	0.78	0.65		0.07	0.15
Clearance Time (s)	6.0	6.0	6.0		5.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	153	2710	2247		117	232
v/s Ratio Prot	0.03	c0.45	0.30		c0.03	0.00
v/s Ratio Perm						0.00
v/c Ratio	0.30	0.58	0.46		0.41	0.03
Uniform Delay, d1	42.5	4.4	8.8		44.8	36.5
Progression Factor	1.00	1.00	0.22		1.00	1.00
Incremental Delay, d2	1.1	0.9	0.4		2.3	0.1
Delay (s)	43.6	5.3	2.3		47.1	36.5
Level of Service	D	A	A		D	D
Approach Delay (s/veh)		6.4	2.3		41.9	
Approach LOS		A	A		D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	50.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	64	1316	61	2	91	872	319	82	30	157	565
Future Volume (vph)	1	64	1316	61	2	91	872	319	82	30	157	565
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97
Frt			0.993					0.850		0.874		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1689	3453	0	0	1805	3471	1531	1745	1592	0	3319
Flt Permitted		0.950				0.950			0.950			0.950
Satd. Flow (perm)	0	1689	3453	0	0	1805	3471	1531	1745	1592	0	3319
Satd. Flow (RTOR)			5					339		194		
Adj. Flow (vph)	1	68	1400	65	2	97	928	339	101	37	194	601
Lane Group Flow (vph)	0	69	1465	0	0	99	928	339	101	231	0	601
Turn Type	Prot	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split
Protected Phases	5	5	2		1	1	6	6 3	4	4		3
Permitted Phases												
Detector Phase	5	5	2		1	1	6	6 3	4	4		3
Switch Phase												
Minimum Initial (s)	6.0	6.0	7.0		6.0	6.0	10.0		6.0	6.0		6.0
Minimum Split (s)	12.0	12.0	13.0		12.0	12.0	16.0		11.0	11.0		11.0
Total Split (s)	12.0	12.0	34.0		12.0	12.0	34.0		11.0	11.0		15.0
Total Split (%)	12.0%	12.0%	34.0%		12.0%	12.0%	34.0%		11.0%	11.0%		15.0%
Maximum Green (s)	6.0	6.0	28.0		6.0	6.0	28.0		6.0	6.0		10.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		3.0	3.0		3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		-2.0	-2.0			-2.0	-2.0		-1.0	-1.0		-2.0
Total Lost Time (s)		4.0	4.0			4.0	4.0		4.0	4.0		3.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lead
Lead-Lag Optimize?									Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Min		None	None	C-Min		None	None		None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.51	1.41			0.69	0.83	0.30	0.62	0.71		0.56
Control Delay (s/veh)		60.7	220.6			69.7	39.6	1.7	61.1	23.6		33.5
Queue Delay		0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0
Total Delay (s/veh)		60.7	220.6			69.7	39.6	1.7	61.1	23.6		33.5
Queue Length 50th (ft)		46	~652			63	296	0	61	22		155
Queue Length 95th (ft)		m89	#787			#140	#411	25	#135	#93		#373
Internal Link Dist (ft)			1089				423			469		
Turn Bay Length (ft)		400				115		200	240			300
Base Capacity (vph)		135	1039			144	1124	1134	164	325		1067
Starvation Cap Reductn		0	0			0	0	0	0	0		0
Spillback Cap Reductn		0	0			0	0	0	0	0		0
Storage Cap Reductn		0	0			0	0	0	0	0		0
Reduced v/c Ratio		0.51	1.41			0.69	0.83	0.30	0.62	0.71		0.56

Intersection Summary
Cycle Length: 100

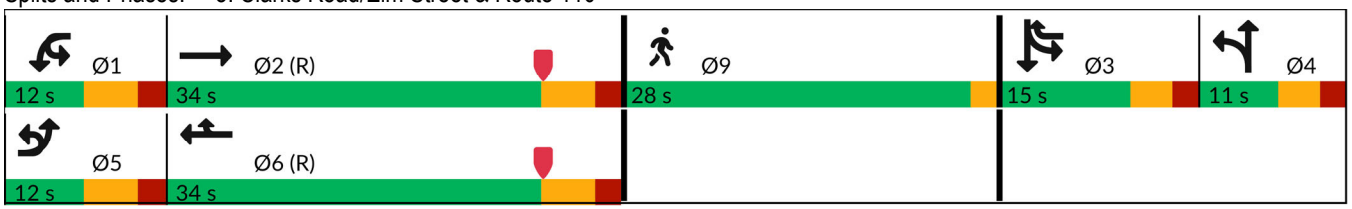


Lane Group	SBT	SBR	Ø9
Lane Configurations			
Traffic Volume (vph)	52	45	
Future Volume (vph)	52	45	
Lane Util. Factor	1.00	1.00	
Frt	0.930		
Flt Protected			
Satd. Flow (prot)	1708	0	
Flt Permitted			
Satd. Flow (perm)	1708	0	
Satd. Flow (RTOR)	36		
Adj. Flow (vph)	55	48	
Lane Group Flow (vph)	103	0	
Turn Type	NA		
Protected Phases	3		9
Permitted Phases			
Detector Phase	3		
Switch Phase			
Minimum Initial (s)	6.0		5.0
Minimum Split (s)	11.0		28.0
Total Split (s)	15.0		28.0
Total Split (%)	15.0%		28%
Maximum Green (s)	10.0		26.0
Yellow Time (s)	3.0		2.0
All-Red Time (s)	2.0		0.0
Lost Time Adjust (s)	-2.0		
Total Lost Time (s)	3.0		
Lead/Lag	Lead		
Lead-Lag Optimize?	Yes		
Vehicle Extension (s)	3.0		3.0
Recall Mode	None		None
Walk Time (s)			7.0
Flash Don't Walk (s)			18.0
Pedestrian Calls (#/hr)			3
v/c Ratio	0.18		
Control Delay (s/veh)	20.9		
Queue Delay	0.0		
Total Delay (s/veh)	20.9		
Queue Length 50th (ft)	29		
Queue Length 95th (ft)	91		
Internal Link Dist (ft)	580		
Turn Bay Length (ft)			
Base Capacity (vph)	574		
Starvation Cap Reductn	0		
Spillback Cap Reductn	0		
Storage Cap Reductn	0		
Reduced v/c Ratio	0.18		

Intersection Summary

Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
Natural Cycle: 150
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Clarks Road/Elm Street & Route 110



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	64	1316	61	2	91	872	319	82	30	157	565
Future Volume (vph)	1	64	1316	61	2	91	872	319	82	30	157	565
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	11	11	11	11	11
Total Lost time (s)		4.0	4.0			4.0	4.0	4.0	4.0	4.0		3.0
Lane Util. Factor		1.00	0.95			1.00	0.95	1.00	1.00	1.00		0.97
Frt		1.00	0.99			1.00	1.00	0.85	1.00	0.87		1.00
Flt Protected		0.95	1.00			0.95	1.00	1.00	0.95	1.00		0.95
Satd. Flow (prot)		1689	3454			1805	3471	1531	1745	1592		3319
Flt Permitted		0.95	1.00			0.95	1.00	1.00	0.95	1.00		0.95
Satd. Flow (perm)		1689	3454			1805	3471	1531	1745	1592		3319
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.81	0.81	0.81	0.94
Adj. Flow (vph)	1	68	1400	65	2	97	928	339	101	37	194	601
RTOR Reduction (vph)	0	0	4	0	0	0	0	129	0	176	0	0
Lane Group Flow (vph)	0	69	1461	0	0	99	928	210	101	55	0	601
Heavy Vehicles (%)	0%	7%	4%	0%	0%	0%	4%	2%	0%	0%	1%	2%
Turn Type	Prot	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split
Protected Phases	5	5	2		1	1	6	6 3	4	4		3
Permitted Phases												
Actuated Green, G (s)		4.8	26.4			6.0	27.6	57.8	8.4	8.4		30.2
Effective Green, g (s)		6.8	28.4			8.0	29.6	61.8	9.4	9.4		32.2
Actuated g/C Ratio		0.07	0.28			0.08	0.30	0.62	0.09	0.09		0.32
Clearance Time (s)		6.0	6.0			6.0	6.0		5.0	5.0		5.0
Vehicle Extension (s)		3.0	3.0			3.0	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)		114	980			144	1027	946	164	149		1068
v/s Ratio Prot		0.04	c0.42			c0.05	0.27	0.14	c0.06	0.03		c0.18
v/s Ratio Perm												
v/c Ratio		0.61	1.49			0.69	0.90	0.22	0.62	0.37		0.56
Uniform Delay, d1		45.3	35.8			44.8	33.8	8.5	43.6	42.5		28.1
Progression Factor		1.10	1.07			1.00	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2		7.6	225.7			12.8	12.7	0.1	6.7	1.6		0.7
Delay (s)		57.4	264.0			57.6	46.5	8.6	50.3	44.1		28.8
Level of Service		E	F			E	D	A	D	D		C
Approach Delay (s/veh)			254.7				37.9			46.0		
Approach LOS			F				D			D		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	121.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	84.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	52	45
Future Volume (vph)	52	45
Ideal Flow (vphpl)	1900	1900
Lane Width	11	12
Total Lost time (s)	3.0	
Lane Util. Factor	1.00	
Frt	0.93	
Flt Protected	1.00	
Satd. Flow (prot)	1708	
Flt Permitted	1.00	
Satd. Flow (perm)	1708	
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	55	48
RTOR Reduction (vph)	24	0
Lane Group Flow (vph)	79	0
Heavy Vehicles (%)	0%	0%
Turn Type	NA	
Protected Phases	3	
Permitted Phases		
Actuated Green, G (s)	30.2	
Effective Green, g (s)	32.2	
Actuated g/C Ratio	0.32	
Clearance Time (s)	5.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	549	
v/s Ratio Prot	0.05	
v/s Ratio Perm		
v/c Ratio	0.14	
Uniform Delay, d1	24.1	
Progression Factor	1.00	
Incremental Delay, d2	0.1	
Delay (s)	24.2	
Level of Service	C	
Approach Delay (s/veh)	28.1	
Approach LOS	C	

Intersection Summary

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑	↱	↰		↱			
Traffic Vol, veh/h	0	873	1167	0	1232	199	52	0	149	0	0	0
Future Vol, veh/h	0	873	1167	0	1232	199	52	0	149	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Yield	-	-	None
Storage Length	-	-	300	-	-	0	0	-	350	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	91	91	91	72	72	72	25	25	25
Heavy Vehicles, %	0	3	2	0	4	4	0	0	2	0	0	0
Mvmt Flow	0	929	1241	0	1354	219	72	0	207	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	-	0	-	-	-	0	1606	-	464
Stage 1	-	-	-	-	-	-	929	-	-
Stage 2	-	-	-	-	-	-	677	-	-
Critical Hdwy	-	-	-	-	-	-	6.8	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.8	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.8	-	-
Follow-up Hdwy	-	-	-	-	-	-	3.5	-	3.32
Pot Cap-1 Maneuver	0	-	0	0	-	0	98	0	545
Stage 1	0	-	0	0	-	0	350	0	-
Stage 2	0	-	0	0	-	0	472	0	-
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	-	-	-	-	-	-	98	0	545
Mov Cap-2 Maneuver	-	-	-	-	-	-	98	0	-
Stage 1	-	-	-	-	-	-	350	0	-
Stage 2	-	-	-	-	-	-	472	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	39.51
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	98	545	-	-
HCM Lane V/C Ratio	0.738	0.38	-	-
HCM Control Delay (s/veh)	108	15.6	-	-
HCM Lane LOS	F	C	-	-
HCM 95th %tile Q(veh)	3.8	1.8	-	-

Intersection	
Int Delay, s/veh	36.2

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	3	122	897	0	0	863	129	0	0	192	0	0	565
Future Vol, veh/h	3	122	897	0	0	863	129	0	0	192	0	0	565
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	Yield	-	-	Free	-	-	Yield
Storage Length	-	80	-	-	-	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	90	90	90	74	74	74	86	86	86
Heavy Vehicles, %	0	2	2	0	0	3	4	0	0	2	0	0	7
Mvmt Flow	3	133	975	0	0	959	143	0	0	259	0	0	657

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	959	959	0	-	-	-	0	-	-	-	-	-	479
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.4	4.14	-	-	-	-	-	-	-	-	-	-	7.04
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.5	2.22	-	-	-	-	-	-	-	-	-	-	3.37
Pot Cap-1 Maneuver	359	713	-	0	0	-	-	0	0	0	0	0	~ 519
Stage 1	-	-	-	0	0	-	-	0	0	0	0	0	-
Stage 2	-	-	-	0	0	-	-	0	0	0	0	0	-
Platoon blocked, %			-			-	-						
Mov Cap-1 Maneuver	~ -94	~ -94	-	-	-	-	-	-	-	-	-	-	~ 519
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v		0	0	158.35
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	+	-	-	-	519
HCM Lane V/C Ratio	-	-	-	-	-	1.265
HCM Control Delay (s/veh)	0	-	-	-	-	158.4
HCM Lane LOS	A	-	-	-	-	F
HCM 95th %tile Q(veh)	-	-	-	-	-	26.5

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

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	101	676	309	2	107	580	20	318	75	118	55
Future Volume (vph)	3	101	676	309	2	107	580	20	318	75	118	55
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt				0.850			0.995			0.908		
Flt Protected		0.950				0.950			0.950			
Satd. Flow (prot)	0	1619	3421	1531	0	1787	3491	0	1752	1719	0	0
Flt Permitted		0.950				0.950			0.440			
Satd. Flow (perm)	0	1619	3421	1531	0	1787	3491	0	812	1719	0	0
Satd. Flow (RTOR)				355			3			73		
Adj. Flow (vph)	3	116	777	355	2	115	624	22	357	84	133	61
Lane Group Flow (vph)	0	119	777	355	0	117	646	0	357	217	0	0
Turn Type	Prot	Prot	NA	pt+ov	Prot	Prot	NA		pm+pt	NA		Perm
Protected Phases	5	5	2	2 3	1	1	6		3	8		
Permitted Phases									8			4
Detector Phase	5	5	2	2 3	1	1	6		3	8		4
Switch Phase												
Minimum Initial (s)	6.0	6.0	20.0		3.0	3.0	13.0		4.0	6.0		6.0
Minimum Split (s)	12.0	12.0	26.0		9.0	9.0	19.0		10.0	12.0		12.0
Total Split (s)	22.0	22.0	32.0		9.0	9.0	19.0		10.0	32.0		22.0
Total Split (%)	20.8%	20.8%	30.2%		8.5%	8.5%	17.9%		9.4%	30.2%		20.8%
Maximum Green (s)	16.0	16.0	26.0		3.0	3.0	13.0		4.0	26.0		16.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		3.0	3.0		3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		-2.0	-2.0			-2.0	-2.0		-2.0	-2.0		
Total Lost Time (s)		4.0	4.0			4.0	4.0		4.0	4.0		
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lead			Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	Min		None	None	Min		None	None		None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.43	0.64	0.38		0.94	0.73		0.99	0.34		
Control Delay (s/veh)		35.9	25.5	2.7		108.1	34.6		73.5	15.9		
Queue Delay		0.0	0.0	0.0		0.0	0.0		0.0	0.0		
Total Delay (s/veh)		35.9	25.5	2.7		108.1	34.6		73.5	15.9		
Queue Length 50th (ft)		46	134	0		51	126		118	41		
Queue Length 95th (ft)		126	#327	26		#222	#415		#489	148		
Internal Link Dist (ft)			409				535			650		
Turn Bay Length (ft)		380				150			270			
Base Capacity (vph)		407	1339	917		124	883		359	717		
Starvation Cap Reductn		0	0	0		0	0		0	0		
Spillback Cap Reductn		0	0	0		0	0		0	0		
Storage Cap Reductn		0	0	0		0	0		0	0		
Reduced v/c Ratio		0.29	0.58	0.39		0.94	0.73		0.99	0.30		

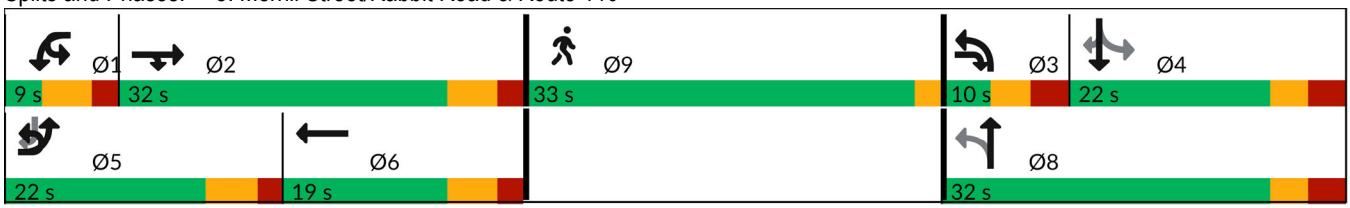
Intersection Summary
Cycle Length: 106

Lane Group	SBT	SBR	Ø9
Lane Configurations			
Traffic Volume (vph)	98	91	
Future Volume (vph)	98	91	
Lane Util. Factor	1.00	1.00	
Frt		0.850	
Flt Protected	0.982		
Satd. Flow (prot)	1808	1419	
Flt Permitted	0.805		
Satd. Flow (perm)	1482	1419	
Satd. Flow (RTOR)		113	
Adj. Flow (vph)	109	101	
Lane Group Flow (vph)	170	101	
Turn Type	NA	custom	
Protected Phases	4		9
Permitted Phases		4 5	
Detector Phase	4	4 5	
Switch Phase			
Minimum Initial (s)	6.0		5.0
Minimum Split (s)	12.0		33.0
Total Split (s)	22.0		33.0
Total Split (%)	20.8%		31%
Maximum Green (s)	16.0		31.0
Yellow Time (s)	3.0		2.0
All-Red Time (s)	3.0		0.0
Lost Time Adjust (s)	-2.0		
Total Lost Time (s)	4.0		
Lead/Lag	Lag		
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0		3.0
Recall Mode	None		None
Walk Time (s)			7.0
Flash Don't Walk (s)			24.0
Pedestrian Calls (#/hr)			3
v/c Ratio	0.56	0.15	
Control Delay (s/veh)	37.6	3.8	
Queue Delay	0.0	0.0	
Total Delay (s/veh)	37.6	3.8	
Queue Length 50th (ft)	64	0	
Queue Length 95th (ft)	#199	28	
Internal Link Dist (ft)	251		
Turn Bay Length (ft)		120	
Base Capacity (vph)	373	764	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.46	0.13	

Intersection Summary

Actuated Cycle Length: 74.4
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Merrill Street/Rabbit Road & Route 110



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	101	676	309	2	107	580	20	318	75	118	55
Future Volume (vph)	3	101	676	309	2	107	580	20	318	75	118	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	12	12	12	12	12	12	12	12
Total Lost time (s)		4.0	4.0	4.0		4.0	4.0		4.0	4.0		
Lane Util. Factor		1.00	0.95	1.00		1.00	0.95		1.00	1.00		
Frt		1.00	1.00	0.85		1.00	0.99		1.00	0.91		
Flt Protected		0.95	1.00	1.00		0.95	1.00		0.95	1.00		
Satd. Flow (prot)		1619	3421	1531		1787	3490		1752	1719		
Flt Permitted		0.95	1.00	1.00		0.95	1.00		0.44	1.00		
Satd. Flow (perm)		1619	3421	1531		1787	3490		812	1719		
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.93	0.93	0.93	0.93	0.89	0.89	0.89	0.90
Adj. Flow (vph)	3	116	777	355	2	115	624	22	357	84	133	61
RTOR Reduction (vph)	0	0	0	202	0	0	2	0	0	48	0	0
Lane Group Flow (vph)	0	119	777	153	0	117	644	0	357	169	0	0
Heavy Vehicles (%)	0%	8%	2%	2%	0%	1%	3%	0%	3%	1%	0%	0%
Turn Type	Prot	Prot	NA	pt+ov	Prot	Prot	NA		pm+pt	NA		Perm
Protected Phases	5	5	2	2 3	1	1	6		3	8		
Permitted Phases									8			4
Actuated Green, G (s)		10.7	24.3	28.5		3.1	16.7		23.6	23.6		
Effective Green, g (s)		12.7	26.3	32.5		5.1	18.7		25.6	25.6		
Actuated g/C Ratio		0.17	0.35	0.43		0.07	0.25		0.34	0.34		
Clearance Time (s)		6.0	6.0			6.0	6.0		6.0	6.0		
Vehicle Extension (s)		3.0	3.0			3.0	3.0		3.0	3.0		
Lane Grp Cap (vph)		272	1193	659		120	865		352	583		
v/s Ratio Prot		0.07	c0.23	0.10		c0.07	c0.18		c0.08	0.10		
v/s Ratio Perm									c0.26			
v/c Ratio		0.44	0.65	0.23		0.98	0.74		1.01	0.29		
Uniform Delay, d1		28.1	20.7	13.6		35.1	26.1		24.6	18.2		
Progression Factor		1.00	1.00	1.00		1.00	1.00		1.00	1.00		
Incremental Delay, d2		1.1	1.3	0.2		73.7	3.5		51.6	0.3		
Delay (s)		29.3	22.0	13.7		108.8	29.6		76.2	18.5		
Level of Service		C	C	B		F	C		E	B		
Approach Delay (s/veh)			20.3				41.8			54.4		
Approach LOS			C				D			D		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	33.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	75.4	Sum of lost time (s)	20.0
Intersection Capacity Utilization	63.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	98	91
Future Volume (vph)	98	91
Ideal Flow (vphpl)	1900	1900
Lane Width	12	11
Total Lost time (s)	4.0	4.0
Lane Util. Factor	1.00	1.00
Frt	1.00	0.85
Flt Protected	0.98	1.00
Satd. Flow (prot)	1809	1419
Flt Permitted	0.81	1.00
Satd. Flow (perm)	1482	1419
Peak-hour factor, PHF	0.90	0.90
Adj. Flow (vph)	109	101
RTOR Reduction (vph)	0	58
Lane Group Flow (vph)	170	43
Heavy Vehicles (%)	5%	10%
Turn Type	NA	custom
Protected Phases	4	
Permitted Phases		4 5
Actuated Green, G (s)	13.4	30.1
Effective Green, g (s)	15.4	32.1
Actuated g/C Ratio	0.20	0.43
Clearance Time (s)	6.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	302	604
v/s Ratio Prot		
v/s Ratio Perm	0.11	0.03
v/c Ratio	0.56	0.07
Uniform Delay, d1	27.0	12.8
Progression Factor	1.00	1.00
Incremental Delay, d2	2.4	0.1
Delay (s)	29.4	12.9
Level of Service	C	B
Approach Delay (s/veh)	23.2	
Approach LOS	C	

Intersection Summary

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	32	39	6	364	606	113
Future Vol, veh/h	32	39	6	364	606	113
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	74	74	83	83	87	87
Heavy Vehicles, %	0	0	0	4	1	0
Mvmt Flow	43	53	7	439	697	130

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1215	761	826	0	-	0
Stage 1	761	-	-	-	-	-
Stage 2	453	-	-	-	-	-
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	202	408	813	-	-	-
Stage 1	465	-	-	-	-	-
Stage 2	645	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	200	408	813	-	-	-
Mov Cap-2 Maneuver	200	-	-	-	-	-
Stage 1	459	-	-	-	-	-
Stage 2	645	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	24.64	0.15	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	29	-	278	-	-
HCM Lane V/C Ratio	0.009	-	0.345	-	-
HCM Control Delay (s/veh)	9.5	0	24.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	1.5	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	18	23	331	585	35
Future Vol, veh/h	22	18	23	331	585	35
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	91	91	90	90	87	87
Heavy Vehicles, %	0	0	4	2	1	0
Mvmt Flow	24	20	26	368	672	40

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1111	693	713	0	-	0
Stage 1	693	-	-	-	-	-
Stage 2	419	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	233	447	878	-	-	-
Stage 1	500	-	-	-	-	-
Stage 2	668	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	225	447	878	-	-	-
Mov Cap-2 Maneuver	225	-	-	-	-	-
Stage 1	482	-	-	-	-	-
Stage 2	668	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	19.65	0.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	117	-	290	-	-
HCM Lane V/C Ratio	0.029	-	0.152	-	-
HCM Control Delay (s/veh)	9.2	0	19.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	0	8	79	0	45	3	382	34	5	612	1
Future Vol, veh/h	1	0	8	79	0	45	3	382	34	5	612	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	45	92	45	92	92	92	82	82	92	92	81	81
Heavy Vehicles, %	0	2	0	2	2	2	0	1	2	2	5	0
Mvmt Flow	2	0	18	86	0	49	4	466	37	5	756	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1240	1277	756	1258	1259	484	757	0	0	503	0	0
Stage 1	767	767	-	492	492	-	-	-	-	-	-	-
Stage 2	473	510	-	766	768	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	153	166	411	148	171	583	863	-	-	1062	-	-
Stage 1	398	411	-	559	548	-	-	-	-	-	-	-
Stage 2	576	537	-	395	411	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	138	164	411	139	168	583	863	-	-	1062	-	-
Mov Cap-2 Maneuver	138	164	-	139	168	-	-	-	-	-	-	-
Stage 1	394	408	-	555	545	-	-	-	-	-	-	-
Stage 2	524	534	-	375	407	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	16.34	58.53	0.07	0.06
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	13	-	-	337	192	13	-	-
HCM Lane V/C Ratio	0.004	-	-	0.059	0.701	0.005	-	-
HCM Control Delay (s/veh)	9.2	0	-	16.3	58.5	8.4	0	-
HCM Lane LOS	A	A	-	C	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	4.4	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑↑		↱
Traffic Vol, veh/h	632	0	0	1761	0	915
Future Vol, veh/h	632	0	0	1761	0	915
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	810	0	0	1914	0	995

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-
Pot Cap-1 Maneuver	-	0	0	-	0	0
Stage 1	-	0	0	-	0	0
Stage 2	-	0	0	-	0	0
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s/veh)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

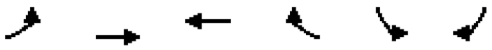
Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1245	152	0	1616	42	0	0	101	0	0	140
Future Vol, veh/h	0	1245	152	0	1616	42	0	0	101	0	0	140
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	90	90	90	73	73	73	57	57	57
Heavy Vehicles, %	0	1	0	0	1	0	0	0	1	0	0	1
Mvmt Flow	0	1297	158	0	1796	47	0	0	138	0	0	246

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	728	-	-	921
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.92	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.31	-	-	3.31
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	368	0	0	274
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	368	-	-	274
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	20.53	70.88
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	368	-	-	-	-	274
HCM Lane V/C Ratio	0.376	-	-	-	-	0.895
HCM Control Delay (s/veh)	20.5	-	-	-	-	70.9
HCM Lane LOS	C	-	-	-	-	F
HCM 95th %tile Q(veh)	1.7	-	-	-	-	8

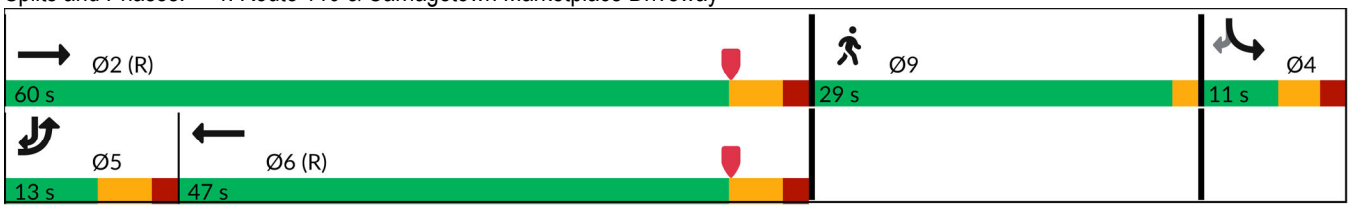


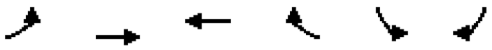
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø9
Lane Configurations							
Traffic Volume (vph)	127	1310	1506	80	84	138	
Future Volume (vph)	127	1310	1506	80	84	138	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	
Frt			0.992			0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1668	3539	3513	0	1787	1599	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	1668	3539	3513	0	1787	1599	
Satd. Flow (RTOR)			7			160	
Adj. Flow (vph)	140	1440	1553	82	98	160	
Lane Group Flow (vph)	140	1440	1635	0	98	160	
Turn Type	Prot	NA	NA		Prot	pm+ov	
Protected Phases	5	2	6		4	5	9
Permitted Phases						4	
Detector Phase	5	2	6		4	5	
Switch Phase							
Minimum Initial (s)	6.0	10.0	10.0		6.0	6.0	5.0
Minimum Split (s)	12.0	16.0	16.0		11.0	12.0	29.0
Total Split (s)	13.0	60.0	47.0		11.0	13.0	29.0
Total Split (%)	13.0%	60.0%	47.0%		11.0%	13.0%	29%
Maximum Green (s)	7.0	54.0	41.0		6.0	7.0	27.0
Yellow Time (s)	4.0	4.0	4.0		3.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	0.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0		-1.0	-1.0	
Total Lost Time (s)	4.0	4.0	4.0		4.0	5.0	
Lead/Lag	Lead		Lag			Lead	
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min		None	None	None
Walk Time (s)							6.0
Flash Don't Walk (s)							20.0
Pedestrian Calls (#/hr)							3
v/c Ratio	0.56	0.54	0.82		0.51	0.28	
Control Delay (s/veh)	50.3	7.9	9.8		52.4	6.4	
Queue Delay	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	50.3	7.9	9.8		52.4	6.4	
Queue Length 50th (ft)	81	131	117		59	0	
Queue Length 95th (ft)	#208	422	m45		#130	46	
Internal Link Dist (ft)		951	1089		381		
Turn Bay Length (ft)	300						
Base Capacity (vph)	250	2671	1986		194	576	
Starvation Cap Reductn	0	0	0		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.56	0.54	0.82		0.51	0.28	

Intersection Summary
Cycle Length: 100

Actuated Cycle Length: 100
Offset: 27 (27%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Route 110 & Carriagetown Marketplace Driveway





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	127	1310	1506	80	84	138
Future Volume (vph)	127	1310	1506	80	84	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0		4.0	5.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1668	3539	3514		1787	1599
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1668	3539	3514		1787	1599
Peak-hour factor, PHF	0.91	0.91	0.97	0.97	0.86	0.86
Adj. Flow (vph)	140	1440	1553	82	98	160
RTOR Reduction (vph)	0	0	3	0	0	120
Lane Group Flow (vph)	140	1440	1632	0	98	40
Heavy Vehicles (%)	1%	2%	2%	1%	1%	1%
Turn Type	Prot	NA	NA		Prot	pm+ov
Protected Phases	5	2	6		4	5
Permitted Phases						4
Actuated Green, G (s)	13.0	71.9	52.9		9.9	22.9
Effective Green, g (s)	15.0	73.9	54.9		10.9	24.9
Actuated g/C Ratio	0.15	0.74	0.55		0.11	0.25
Clearance Time (s)	6.0	6.0	6.0		5.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	250	2615	1929		194	398
v/s Ratio Prot	0.08	c0.41	c0.46		c0.05	0.01
v/s Ratio Perm						0.01
v/c Ratio	0.56	0.55	0.85		0.51	0.10
Uniform Delay, d1	39.4	5.7	19.0		42.0	28.9
Progression Factor	1.00	1.00	0.37		1.00	1.00
Incremental Delay, d2	2.9	0.8	0.5		2.1	0.1
Delay (s)	42.3	6.6	7.5		44.1	29.0
Level of Service	D	A	A		D	C
Approach Delay (s/veh)		9.7	7.5		34.7	
Approach LOS		A	A		C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	147	1251	49	1	108	1480	592	86	73	85	383
Future Volume (vph)	1	147	1251	49	1	108	1480	592	86	73	85	383
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97
Frt			0.994					0.850		0.919		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1805	3521	0	0	1805	3574	1546	1711	1688	0	3351
Flt Permitted		0.950				0.950			0.950			0.950
Satd. Flow (perm)	0	1805	3521	0	0	1805	3574	1546	1711	1688	0	3351
Satd. Flow (RTOR)			4					417		45		
Adj. Flow (vph)	1	156	1331	52	1	113	1542	617	108	91	106	416
Lane Group Flow (vph)	0	157	1383	0	0	114	1542	617	108	197	0	416
Turn Type	Prot	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split
Protected Phases	5	5	2		1	1	6	6 3	4	4		3
Permitted Phases												
Detector Phase	5	5	2		1	1	6	6 3	4	4		3
Switch Phase												
Minimum Initial (s)	6.0	6.0	7.0		6.0	6.0	10.0		6.0	6.0		6.0
Minimum Split (s)	12.0	12.0	13.0		12.0	12.0	16.0		11.0	11.0		11.0
Total Split (s)	12.0	12.0	37.0		12.0	12.0	37.0		11.0	11.0		12.0
Total Split (%)	12.0%	12.0%	37.0%		12.0%	12.0%	37.0%		11.0%	11.0%		12.0%
Maximum Green (s)	6.0	6.0	31.0		6.0	6.0	31.0		6.0	6.0		7.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		3.0	3.0		3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		-2.0	-2.0			-2.0	-2.0		-1.0	-1.0		-2.0
Total Lost Time (s)		4.0	4.0			4.0	4.0		4.0	4.0		3.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lead
Lead-Lag Optimize?									Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Min		None	None	C-Min		None	None		None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		1.09	1.19			0.79	1.31	0.55	0.55	0.85		0.46
Control Delay (s/veh)		145.3	124.0			81.4	175.1	5.7	54.7	64.7		35.3
Queue Delay		0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0
Total Delay (s/veh)		145.3	124.0			81.4	175.1	5.7	54.7	64.7		35.3
Queue Length 50th (ft)		~118	~334			73	~668	45	64	93		109
Queue Length 95th (ft)		#251	#625			#167	#805	130	#146	#226		#266
Internal Link Dist (ft)			1089				423			469		
Turn Bay Length (ft)		400				115		200	240			300
Base Capacity (vph)		144	1164			144	1179	1120	196	233		909
Starvation Cap Reductn		0	0			0	0	0	0	0		0
Spillback Cap Reductn		0	0			0	0	0	0	0		0
Storage Cap Reductn		0	0			0	0	0	0	0		0
Reduced v/c Ratio		1.09	1.19			0.79	1.31	0.55	0.55	0.85		0.46

Intersection Summary
Cycle Length: 100

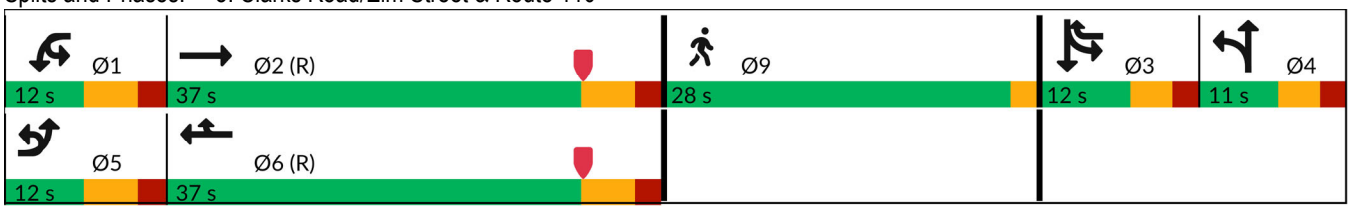


Lane Group	SBT	SBR	Ø9
Lane Configurations			
Traffic Volume (vph)	78	56	
Future Volume (vph)	78	56	
Lane Util. Factor	1.00	1.00	
Frt	0.937		
Flt Protected			
Satd. Flow (prot)	1721	0	
Flt Permitted			
Satd. Flow (perm)	1721	0	
Satd. Flow (RTOR)	28		
Adj. Flow (vph)	85	61	
Lane Group Flow (vph)	146	0	
Turn Type	NA		
Protected Phases	3		9
Permitted Phases			
Detector Phase	3		
Switch Phase			
Minimum Initial (s)	6.0		5.0
Minimum Split (s)	11.0		28.0
Total Split (s)	12.0		28.0
Total Split (%)	12.0%		28%
Maximum Green (s)	7.0		26.0
Yellow Time (s)	3.0		2.0
All-Red Time (s)	2.0		0.0
Lost Time Adjust (s)	-2.0		
Total Lost Time (s)	3.0		
Lead/Lag	Lead		
Lead-Lag Optimize?	Yes		
Vehicle Extension (s)	3.0		3.0
Recall Mode	None		None
Walk Time (s)			7.0
Flash Don't Walk (s)			18.0
Pedestrian Calls (#/hr)			3
v/c Ratio	0.30		
Control Delay (s/veh)	28.9		
Queue Delay	0.0		
Total Delay (s/veh)	28.9		
Queue Length 50th (ft)	57		
Queue Length 95th (ft)	#171		
Internal Link Dist (ft)	580		
Turn Bay Length (ft)			
Base Capacity (vph)	487		
Starvation Cap Reductn	0		
Spillback Cap Reductn	0		
Storage Cap Reductn	0		
Reduced v/c Ratio	0.30		

Intersection Summary

Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
Natural Cycle: 150
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Clarks Road/Elm Street & Route 110



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	147	1251	49	1	108	1480	592	86	73	85	383
Future Volume (vph)	1	147	1251	49	1	108	1480	592	86	73	85	383
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	11	11	11	11	11
Total Lost time (s)		4.0	4.0			4.0	4.0	4.0	4.0	4.0		3.0
Lane Util. Factor		1.00	0.95			1.00	0.95	1.00	1.00	1.00		0.97
Frt		1.00	0.99			1.00	1.00	0.85	1.00	0.92		1.00
Flt Protected		0.95	1.00			0.95	1.00	1.00	0.95	1.00		0.95
Satd. Flow (prot)		1805	3522			1805	3574	1546	1711	1688		3351
Flt Permitted		0.95	1.00			0.95	1.00	1.00	0.95	1.00		0.95
Satd. Flow (perm)		1805	3522			1805	3574	1546	1711	1688		3351
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.96	0.96	0.96	0.96	0.80	0.80	0.80	0.92
Adj. Flow (vph)	1	156	1331	52	1	112	1542	617	108	91	106	416
RTOR Reduction (vph)	0	0	3	0	0	0	0	173	0	40	0	0
Lane Group Flow (vph)	0	157	1380	0	0	114	1542	444	108	157	0	416
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	1%	1%	2%	0%	0%	1%
Turn Type	Prot	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split
Protected Phases	5	5	2		1	1	6	6 3	4	4		3
Permitted Phases												
Actuated Green, G (s)		6.0	29.4			6.0	29.4	54.5	10.5	10.5		25.1
Effective Green, g (s)		8.0	31.4			8.0	31.4	58.5	11.5	11.5		27.1
Actuated g/C Ratio		0.08	0.31			0.08	0.31	0.59	0.12	0.12		0.27
Clearance Time (s)		6.0	6.0			6.0	6.0		5.0	5.0		5.0
Vehicle Extension (s)		3.0	3.0			3.0	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)		144	1105			144	1122	904	196	194		908
v/s Ratio Prot		c0.09	0.39			0.06	c0.43	c0.29	0.06	c0.09		0.12
v/s Ratio Perm												
v/c Ratio		1.09	1.25			0.79	1.37	0.49	0.55	0.81		0.46
Uniform Delay, d1		46.0	34.3			45.2	34.3	12.1	41.8	43.2		30.3
Progression Factor		1.16	1.00			1.00	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2		95.5	118.7			25.0	174.1	0.4	3.3	21.9		0.4
Delay (s)		148.6	152.9			70.2	208.4	12.5	45.1	65.1		30.7
Level of Service		F	F			E	F	B	D	E		C
Approach Delay (s/veh)			152.5				148.3			58.0		
Approach LOS			F				F			E		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	129.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	82.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	78	56
Future Volume (vph)	78	56
Ideal Flow (vphpl)	1900	1900
Lane Width	11	12
Total Lost time (s)	3.0	
Lane Util. Factor	1.00	
Frt	0.94	
Flt Protected	1.00	
Satd. Flow (prot)	1722	
Flt Permitted	1.00	
Satd. Flow (perm)	1722	
Peak-hour factor, PHF	0.92	0.92
Adj. Flow (vph)	85	61
RTOR Reduction (vph)	20	0
Lane Group Flow (vph)	126	0
Heavy Vehicles (%)	0%	0%
Turn Type	NA	
Protected Phases	3	
Permitted Phases		
Actuated Green, G (s)	25.1	
Effective Green, g (s)	27.1	
Actuated g/C Ratio	0.27	
Clearance Time (s)	5.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	466	
v/s Ratio Prot	0.07	
v/s Ratio Perm		
v/c Ratio	0.27	
Uniform Delay, d1	28.7	
Progression Factor	1.00	
Incremental Delay, d2	0.3	
Delay (s)	29.0	
Level of Service	C	
Approach Delay (s/veh)	30.3	
Approach LOS	C	

Intersection Summary

Intersection	
Int Delay, s/veh	32

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑	↱	↰		↱			
Traffic Vol, veh/h	0	1047	673	0	2087	208	94	0	183	0	0	0
Future Vol, veh/h	0	1047	673	0	2087	208	94	0	183	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Yield	-	-	None
Storage Length	-	-	300	-	-	0	0	-	350	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	96	96	96	89	89	89	25	25	25
Heavy Vehicles, %	0	1	1	0	1	2	1	0	1	0	0	0
Mvmt Flow	0	1138	732	0	2174	217	106	0	206	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	-	0	-	-	-	0	2225	-	569
Stage 1	-	-	-	-	-	-	1138	-	-
Stage 2	-	-	-	-	-	-	1087	-	-
Critical Hdwy	-	-	-	-	-	-	6.82	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	5.82	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.82	-	-
Follow-up Hdwy	-	-	-	-	-	-	3.51	-	3.31
Pot Cap-1 Maneuver	0	-	0	0	-	0	~ 37	0	468
Stage 1	0	-	0	0	-	0	270	0	-
Stage 2	0	-	0	0	-	0	287	0	-
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	-	-	-	-	-	-	~ 37	0	468
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 37	0	-
Stage 1	-	-	-	-	-	-	270	0	-
Stage 2	-	-	-	-	-	-	287	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	$ 372.83
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	37	468	-	-
HCM Lane V/C Ratio	2.847	0.439	-	-
HCM Control Delay (s/veh)	$ 1062.5	18.6	-	-
HCM Lane LOS	F	C	-	-
HCM 95th %tile Q(veh)	11.9	2.2	-	-

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

Intersection	
Int Delay, s/veh	248.7

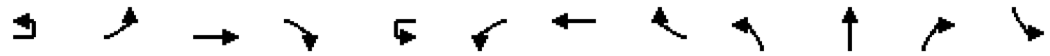
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	4	173	1053	0	0	1199	219	0	0	333	0	0	1092
Future Vol, veh/h	4	173	1053	0	0	1199	219	0	0	333	0	0	1092
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	Yield	-	-	Free	-	-	Yield
Storage Length	-	80	-	-	-	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	96	96	96	81	81	81	91	91	91
Heavy Vehicles, %	0	1	1	0	0	1	1	0	0	1	0	0	2
Mvmt Flow	4	192	1170	0	0	1249	228	0	0	411	0	0	1200

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	1249	1249	0	-	-	-	0	-	-	-	-	-	624
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.4	4.12	-	-	-	-	-	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.5	2.21	-	-	-	-	-	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	234	559	-	0	0	-	-	0	0	0	0	0	~ 428
Stage 1	-	-	-	0	0	-	-	0	0	0	0	0	-
Stage 2	-	-	-	0	0	-	-	0	0	0	0	0	-
Platoon blocked, %			-			-	-						
Mov Cap-1 Maneuver	~ -105	~ -105	-	-	-	-	-	-	-	-	-	-	~ 428
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v		0	0	$ 838.07
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	+	-	-	-	428
HCM Lane V/C Ratio	-	-	-	-	-	2.804
HCM Control Delay (s/veh)	0	-	-	-	-	-$ 838.1
HCM Lane LOS	A	-	-	-	-	F
HCM 95th %tile Q(veh)	-	-	-	-	-	101

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



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	6	148	881	351	3	111	821	41	436	139	122	99
Future Volume (vph)	6	148	881	351	3	111	821	41	436	139	122	99
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt				0.850			0.993			0.930		
Flt Protected		0.950				0.950			0.950			
Satd. Flow (prot)	0	1745	3455	1546	0	1805	3551	0	1787	1767	0	0
Flt Permitted		0.950				0.950			0.319			
Satd. Flow (perm)	0	1745	3455	1546	0	1805	3551	0	600	1767	0	0
Satd. Flow (RTOR)				369			4			44		
Adj. Flow (vph)	6	156	927	369	3	113	838	42	479	153	134	115
Lane Group Flow (vph)	0	162	927	369	0	116	880	0	479	287	0	0
Turn Type	Prot	Prot	NA	pt+ov	Prot	Prot	NA		pm+pt	NA		Perm
Protected Phases	5	5	2	2 3	1	1	6		3	8		
Permitted Phases									8			4
Detector Phase	5	5	2	2 3	1	1	6		3	8		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	20.0		3.0	3.0	13.0		4.0	6.0		6.0
Minimum Split (s)	11.0	11.0	26.0		9.0	9.0	19.0		10.0	12.0		12.0
Total Split (s)	11.0	11.0	26.0		9.0	9.0	24.0		15.0	38.0		23.0
Total Split (%)	10.4%	10.4%	24.5%		8.5%	8.5%	22.6%		14.2%	35.8%		21.7%
Maximum Green (s)	5.0	5.0	20.0		3.0	3.0	18.0		9.0	32.0		17.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		3.0	3.0		3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		-2.0	-2.0			-2.0	-2.0		-2.0	-2.0		
Total Lost Time (s)		4.0	4.0			4.0	4.0		4.0	4.0		
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lead			Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	Min		None	None	Min		None	None		None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		1.03	0.95	0.40		1.01	0.96		1.12	0.36		
Control Delay (s/veh)		121.3	49.2	2.8		127.8	53.2		101.3	16.5		
Queue Delay		0.0	0.0	0.0		0.0	0.0		0.0	0.0		
Total Delay (s/veh)		121.3	49.2	2.8		127.8	53.2		101.3	16.5		
Queue Length 50th (ft)		74	208	0		53	200		~162	65		
Queue Length 95th (ft)		#281	#551	30		#219	#534		#655	212		
Internal Link Dist (ft)			409				535			650		
Turn Bay Length (ft)		380				150			270			
Base Capacity (vph)		157	976	919		115	915		429	796		
Starvation Cap Reductn		0	0	0		0	0		0	0		
Spillback Cap Reductn		0	0	0		0	0		0	0		
Storage Cap Reductn		0	0	0		0	0		0	0		
Reduced v/c Ratio		1.03	0.95	0.40		1.01	0.96		1.12	0.36		

Intersection Summary
Cycle Length: 106

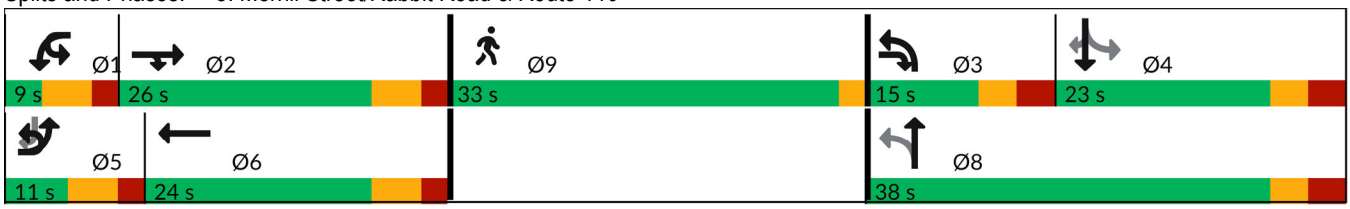


Lane Group	SBT	SBR	Ø9
Lane Configurations			
Traffic Volume (vph)	133	155	
Future Volume (vph)	133	155	
Lane Util. Factor	1.00	1.00	
Frt		0.850	
Flt Protected	0.979		
Satd. Flow (prot)	1852	1531	
Flt Permitted	0.733		
Satd. Flow (perm)	1387	1531	
Satd. Flow (RTOR)		180	
Adj. Flow (vph)	155	180	
Lane Group Flow (vph)	270	180	
Turn Type	NA	custom	
Protected Phases	4		9
Permitted Phases		4 5	
Detector Phase	4	4 5	
Switch Phase			
Minimum Initial (s)	6.0		5.0
Minimum Split (s)	12.0		33.0
Total Split (s)	23.0		33.0
Total Split (%)	21.7%		31%
Maximum Green (s)	17.0		31.0
Yellow Time (s)	3.0		2.0
All-Red Time (s)	3.0		0.0
Lost Time Adjust (s)	-2.0		
Total Lost Time (s)	4.0		
Lead/Lag	Lag		
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0		3.0
Recall Mode	None		None
Walk Time (s)			7.0
Flash Don't Walk (s)			24.0
Pedestrian Calls (#/hr)			3
v/c Ratio	0.80	0.26	
Control Delay (s/veh)	49.6	5.0	
Queue Delay	0.0	0.0	
Total Delay (s/veh)	49.6	5.0	
Queue Length 50th (ft)	112	0	
Queue Length 95th (ft)	#345	44	
Internal Link Dist (ft)	251		
Turn Bay Length (ft)		120	
Base Capacity (vph)	338	700	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.80	0.26	

Intersection Summary

Actuated Cycle Length: 79.6
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Merrill Street/Rabbit Road & Route 110



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	6	148	881	351	3	111	821	41	436	139	122	99
Future Volume (vph)	6	148	881	351	3	111	821	41	436	139	122	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	12	12	12	12	12	12	12	12
Total Lost time (s)		4.0	4.0	4.0		4.0	4.0		4.0	4.0		
Lane Util. Factor		1.00	0.95	1.00		1.00	0.95		1.00	1.00		
Frt		1.00	1.00	0.85		1.00	0.99		1.00	0.93		
Flt Protected		0.95	1.00	1.00		0.95	1.00		0.95	1.00		
Satd. Flow (prot)		1745	3455	1546		1805	3550		1787	1767		
Flt Permitted		0.95	1.00	1.00		0.95	1.00		0.32	1.00		
Satd. Flow (perm)		1745	3455	1546		1805	3550		600	1767		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.98	0.98	0.98	0.98	0.91	0.91	0.91	0.86
Adj. Flow (vph)	6	156	927	369	3	113	838	42	479	153	134	115
RTOR Reduction (vph)	0	0	0	215	0	0	3	0	0	25	0	0
Lane Group Flow (vph)	0	162	927	154	0	116	877	0	479	262	0	0
Heavy Vehicles (%)	0%	0%	1%	1%	0%	0%	1%	0%	1%	0%	0%	1%
Turn Type	Prot	Prot	NA	pt+ov	Prot	Prot	NA		pm+pt	NA		Perm
Protected Phases	5	5	2	2 3	1	1	6		3	8		
Permitted Phases									8			4
Actuated Green, G (s)		5.1	20.5	29.7		3.1	18.5		32.7	32.7		
Effective Green, g (s)		7.1	22.5	33.7		5.1	20.5		34.7	34.7		
Actuated g/C Ratio		0.09	0.28	0.42		0.06	0.25		0.43	0.43		
Clearance Time (s)		6.0	6.0			6.0	6.0		6.0	6.0		
Vehicle Extension (s)		3.0	3.0			3.0	3.0		3.0	3.0		
Lane Grp Cap (vph)		152	959	643		113	898		421	756		
v/s Ratio Prot		c0.09	c0.27	0.10		0.06	0.25		c0.16	0.15		
v/s Ratio Perm									c0.33			
v/c Ratio		1.07	0.97	0.24		1.03	0.98		1.14	0.35		
Uniform Delay, d1		36.9	28.9	15.3		37.9	30.0		20.8	15.5		
Progression Factor		1.00	1.00	1.00		1.00	1.00		1.00	1.00		
Incremental Delay, d2		91.6	21.1	0.2		92.0	24.2		87.1	0.3		
Delay (s)		128.6	50.0	15.5		129.9	54.2		107.9	15.8		
Level of Service		F	D	B		F	D		F	B		
Approach Delay (s/veh)			50.0				63.0			73.4		
Approach LOS			D				E			E		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	56.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	81.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	82.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	133	155
Future Volume (vph)	133	155
Ideal Flow (vphpl)	1900	1900
Lane Width	12	11
Total Lost time (s)	4.0	4.0
Lane Util. Factor	1.00	1.00
Frt	1.00	0.85
Flt Protected	0.98	1.00
Satd. Flow (prot)	1852	1531
Flt Permitted	0.73	1.00
Satd. Flow (perm)	1386	1531
Peak-hour factor, PHF	0.86	0.86
Adj. Flow (vph)	155	180
RTOR Reduction (vph)	0	112
Lane Group Flow (vph)	270	68
Heavy Vehicles (%)	0%	2%
Turn Type	NA	custom
Protected Phases	4	
Permitted Phases		4 5
Actuated Green, G (s)	17.5	28.6
Effective Green, g (s)	19.5	30.6
Actuated g/C Ratio	0.24	0.38
Clearance Time (s)	6.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	333	578
v/s Ratio Prot		
v/s Ratio Perm	0.19	0.04
v/c Ratio	0.81	0.12
Uniform Delay, d1	29.0	16.4
Progression Factor	1.00	1.00
Incremental Delay, d2	13.9	0.1
Delay (s)	42.9	16.5
Level of Service	D	B
Approach Delay (s/veh)	32.3	
Approach LOS	C	

Intersection Summary

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	23	31	766	521	105
Future Vol, veh/h	31	23	31	766	521	105
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	84	84	89	89	88	88
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	37	27	35	861	592	119

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1582	652	711	0	-	0
Stage 1	652	-	-	-	-	-
Stage 2	930	-	-	-	-	-
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	121	472	897	-	-	-
Stage 1	522	-	-	-	-	-
Stage 2	387	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	112	472	897	-	-	-
Mov Cap-2 Maneuver	112	-	-	-	-	-
Stage 1	484	-	-	-	-	-
Stage 2	387	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	39.81	0.36	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	70	-	166	-	-
HCM Lane V/C Ratio	0.039	-	0.388	-	-
HCM Control Delay (s/veh)	9.2	0	39.8	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	1.7	-	-

Intersection	
Int Delay, s/veh	10.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	105	44	48	652	443	83
Future Vol, veh/h	105	44	48	652	443	83
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	83	83	97	97	90	90
Heavy Vehicles, %	0	0	4	1	1	0
Mvmt Flow	127	53	49	672	492	92

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1309	538	584	0	-	0
Stage 1	538	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	177	547	980	-	-	-
Stage 1	589	-	-	-	-	-
Stage 2	460	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	163	547	980	-	-	-
Mov Cap-2 Maneuver	163	-	-	-	-	-
Stage 1	542	-	-	-	-	-
Stage 2	460	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	81.63	0.61	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	123	-	206	-	-
HCM Lane V/C Ratio	0.05	-	0.873	-	-
HCM Control Delay (s/veh)	8.9	0	81.6	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.2	-	6.7	-	-

Intersection	
Int Delay, s/veh	3.7

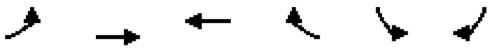
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	5	50	0	28	7	697	114	16	502	4
Future Vol, veh/h	1	0	5	50	0	28	7	697	114	16	502	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	92	50	92	92	92	89	89	92	92	93	93
Heavy Vehicles, %	0	2	0	2	2	2	0	1	2	2	1	0
Mvmt Flow	2	0	10	54	0	30	8	783	124	17	540	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1376	1500	542	1435	1440	845	544	0	0	907	0	0
Stage 1	577	577	-	861	861	-	-	-	-	-	-	-
Stage 2	799	923	-	575	579	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	124	122	544	111	133	363	1035	-	-	750	-	-
Stage 1	506	502	-	350	372	-	-	-	-	-	-	-
Stage 2	382	349	-	504	501	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	108	116	544	104	126	363	1035	-	-	750	-	-
Mov Cap-2 Maneuver	108	116	-	104	126	-	-	-	-	-	-	-
Stage 1	489	485	-	345	367	-	-	-	-	-	-	-
Stage 2	344	343	-	478	484	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	16.5	64.15	0.07	0.31
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	15	-	-	325	140	56	-	-
HCM Lane V/C Ratio	0.008	-	-	0.037	0.607	0.023	-	-
HCM Control Delay (s/veh)	8.5	0	-	16.5	64.2	9.9	0	-
HCM Lane LOS	A	A	-	C	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	3.2	0.1	-	-

2031 Build (Mitigated)

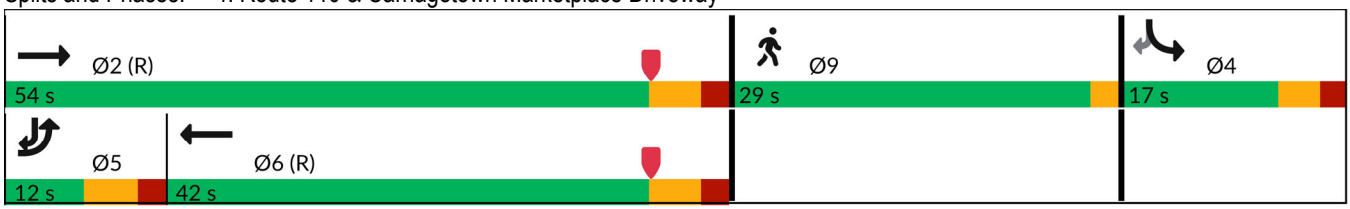


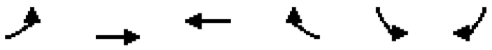
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø9
Lane Configurations							
Traffic Volume (vph)	41	1395	939	29	40	39	
Future Volume (vph)	41	1395	939	29	40	39	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	
Frt			0.996			0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1685	3471	3458	0	1752	1568	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	1685	3471	3458	0	1752	1568	
Satd. Flow (RTOR)			3			46	
Adj. Flow (vph)	46	1567	1010	31	48	46	
Lane Group Flow (vph)	46	1567	1041	0	48	46	
Turn Type	Prot	NA	NA		Prot	pm+ov	
Protected Phases	5	2	6		4	5	9
Permitted Phases						4	
Detector Phase	5	2	6		4	5	
Switch Phase							
Minimum Initial (s)	6.0	10.0	10.0		6.0	6.0	5.0
Minimum Split (s)	12.0	16.0	16.0		11.0	12.0	29.0
Total Split (s)	12.0	54.0	42.0		17.0	12.0	29.0
Total Split (%)	12.0%	54.0%	42.0%		17.0%	12.0%	29%
Maximum Green (s)	6.0	48.0	36.0		12.0	6.0	27.0
Yellow Time (s)	4.0	4.0	4.0		3.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	0.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0		-1.0	-1.0	
Total Lost Time (s)	4.0	4.0	4.0		4.0	5.0	
Lead/Lag	Lead		Lag			Lead	
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min		None	None	None
Walk Time (s)							6.0
Flash Don't Walk (s)							20.0
Pedestrian Calls (#/hr)							3
v/c Ratio	0.28	0.54	0.42		0.30	0.15	
Control Delay (s/veh)	46.4	8.0	5.5		46.4	10.0	
Queue Delay	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	46.4	8.0	5.5		46.4	10.0	
Queue Length 50th (ft)	28	115	87		29	0	
Queue Length 95th (ft)	63	537	446		59	24	
Internal Link Dist (ft)		951	1089		381		
Turn Bay Length (ft)	300						
Base Capacity (vph)	162	2892	2465		227	309	
Starvation Cap Reductn	0	0	0		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.28	0.54	0.42		0.21	0.15	

Intersection Summary
Cycle Length: 100

Actuated Cycle Length: 100
Offset: 30 (30%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 4: Route 110 & Carriagetown Marketplace Driveway

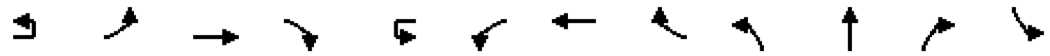




Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	41	1395	939	29	40	39
Future Volume (vph)	41	1395	939	29	40	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0		4.0	5.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frt	1.00	1.00	1.00		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1685	3471	3457		1752	1568
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1685	3471	3457		1752	1568
Peak-hour factor, PHF	0.89	0.89	0.93	0.93	0.84	0.84
Adj. Flow (vph)	46	1567	1010	31	48	46
RTOR Reduction (vph)	0	0	1	0	0	39
Lane Group Flow (vph)	46	1567	1040	0	48	7
Heavy Vehicles (%)	0%	4%	4%	3%	3%	3%
Turn Type	Prot	NA	NA		Prot	pm+ov
Protected Phases	5	2	6		4	5
Permitted Phases						4
Actuated Green, G (s)	6.5	76.1	63.6		5.7	12.2
Effective Green, g (s)	8.5	78.1	65.6		6.7	14.2
Actuated g/C Ratio	0.09	0.78	0.66		0.07	0.14
Clearance Time (s)	6.0	6.0	6.0		5.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	143	2710	2267		117	222
v/s Ratio Prot	0.03	c0.45	0.30		c0.03	0.00
v/s Ratio Perm						0.00
v/c Ratio	0.32	0.58	0.46		0.41	0.03
Uniform Delay, d1	43.0	4.4	8.5		44.8	37.0
Progression Factor	1.00	1.00	0.46		1.00	1.00
Incremental Delay, d2	1.3	0.9	0.5		2.3	0.1
Delay (s)	44.3	5.3	4.4		47.1	37.0
Level of Service	D	A	A		D	D
Approach Delay (s/veh)		6.4	4.4		42.2	
Approach LOS		A	A		D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	50.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	64	1316	61	2	91	872	319	82	30	157	565
Future Volume (vph)	1	64	1316	61	2	91	872	319	82	30	157	565
Lane Util. Factor	0.95	1.00	0.95	0.95	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.97
Frt			0.993					0.850		0.874		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1689	3453	0	0	1805	4988	1531	1745	1592	0	3319
Flt Permitted		0.950				0.950			0.950			0.950
Satd. Flow (perm)	0	1689	3453	0	0	1805	4988	1531	1745	1592	0	3319
Satd. Flow (RTOR)			5					339		194		
Adj. Flow (vph)	1	68	1400	65	2	97	928	339	101	37	194	601
Lane Group Flow (vph)	0	69	1465	0	0	99	928	339	101	231	0	601
Turn Type	Prot	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split
Protected Phases	5	5	2		1	1	6	6 3	4	4		3
Permitted Phases												
Detector Phase	5	5	2		1	1	6	6 3	4	4		3
Switch Phase												
Minimum Initial (s)	6.0	6.0	7.0		6.0	6.0	10.0		6.0	6.0		6.0
Minimum Split (s)	12.0	12.0	13.0		12.0	12.0	16.0		11.0	11.0		11.0
Total Split (s)	13.0	13.0	31.0		12.0	12.0	30.0		11.0	11.0		18.0
Total Split (%)	13.0%	13.0%	31.0%		12.0%	12.0%	30.0%		11.0%	11.0%		18.0%
Maximum Green (s)	7.0	7.0	25.0		6.0	6.0	24.0		6.0	6.0		13.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		3.0	3.0		3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		-2.0	-2.0			-2.0	-2.0		-1.0	-1.0		-2.0
Total Lost Time (s)		4.0	4.0			4.0	4.0		4.0	4.0		3.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lead
Lead-Lag Optimize?									Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Min		None	None	C-Min		None	None		None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.42	1.54			0.55	0.62	0.31	0.52	0.66		0.58
Control Delay (s/veh)		50.0	278.3			56.2	33.2	1.8	53.1	20.3		34.3
Queue Delay		0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0
Total Delay (s/veh)		50.0	278.3			56.2	33.2	1.8	53.1	20.3		34.3
Queue Length 50th (ft)		35	~644			60	193	0	60	21		160
Queue Length 95th (ft)		m89	#846			#140	245	25	#135	#93		#339
Internal Link Dist (ft)			1089				423			469		
Turn Bay Length (ft)		400				115		200	240			300
Base Capacity (vph)		168	950			179	1499	1092	195	350		1028
Starvation Cap Reductn		0	0			0	0	0	0	0		0
Spillback Cap Reductn		0	0			0	0	0	0	0		0
Storage Cap Reductn		0	0			0	0	0	0	0		0
Reduced v/c Ratio		0.41	1.54			0.55	0.62	0.31	0.52	0.66		0.58

Intersection Summary
Cycle Length: 100

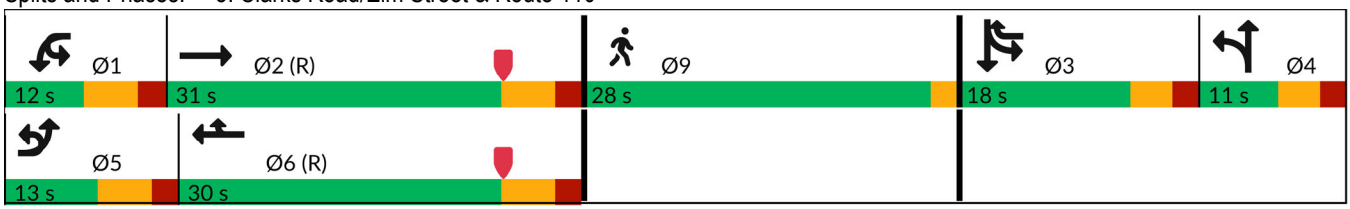


Lane Group	SBT	SBR	Ø9
Lane Configurations			
Traffic Volume (vph)	52	45	
Future Volume (vph)	52	45	
Lane Util. Factor	1.00	1.00	
Frt	0.930		
Flt Protected			
Satd. Flow (prot)	1708	0	
Flt Permitted			
Satd. Flow (perm)	1708	0	
Satd. Flow (RTOR)	37		
Adj. Flow (vph)	55	48	
Lane Group Flow (vph)	103	0	
Turn Type	NA		
Protected Phases	3		9
Permitted Phases			
Detector Phase	3		
Switch Phase			
Minimum Initial (s)	6.0		5.0
Minimum Split (s)	11.0		28.0
Total Split (s)	18.0		28.0
Total Split (%)	18.0%		28%
Maximum Green (s)	13.0		26.0
Yellow Time (s)	3.0		2.0
All-Red Time (s)	2.0		0.0
Lost Time Adjust (s)	-2.0		
Total Lost Time (s)	3.0		
Lead/Lag	Lead		
Lead-Lag Optimize?	Yes		
Vehicle Extension (s)	3.0		3.0
Recall Mode	None		None
Walk Time (s)			7.0
Flash Don't Walk (s)			18.0
Pedestrian Calls (#/hr)			3
v/c Ratio	0.19		
Control Delay (s/veh)	20.5		
Queue Delay	0.0		
Total Delay (s/veh)	20.5		
Queue Length 50th (ft)	29		
Queue Length 95th (ft)	87		
Internal Link Dist (ft)	580		
Turn Bay Length (ft)			
Base Capacity (vph)	554		
Starvation Cap Reductn	0		
Spillback Cap Reductn	0		
Storage Cap Reductn	0		
Reduced v/c Ratio	0.19		

Intersection Summary

Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
Natural Cycle: 150
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Clarks Road/Elm Street & Route 110



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	64	1316	61	2	91	872	319	82	30	157	565
Future Volume (vph)	1	64	1316	61	2	91	872	319	82	30	157	565
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	11	11	11	11	11
Total Lost time (s)		4.0	4.0			4.0	4.0	4.0	4.0	4.0		3.0
Lane Util. Factor		1.00	0.95			1.00	0.91	1.00	1.00	1.00		0.97
Frt		1.00	0.99			1.00	1.00	0.85	1.00	0.87		1.00
Flt Protected		0.95	1.00			0.95	1.00	1.00	0.95	1.00		0.95
Satd. Flow (prot)		1689	3454			1805	4988	1531	1745	1592		3319
Flt Permitted		0.95	1.00			0.95	1.00	1.00	0.95	1.00		0.95
Satd. Flow (perm)		1689	3454			1805	4988	1531	1745	1592		3319
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.81	0.81	0.81	0.94
Adj. Flow (vph)	1	68	1400	65	2	97	928	339	101	37	194	601
RTOR Reduction (vph)	0	0	4	0	0	0	0	141	0	172	0	0
Lane Group Flow (vph)	0	69	1461	0	0	99	928	198	101	59	0	601
Heavy Vehicles (%)	0%	7%	4%	0%	0%	0%	4%	2%	0%	0%	1%	2%
Turn Type	Prot	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split
Protected Phases	5	5	2		1	1	6	6 3	4	4		3
Permitted Phases												
Actuated Green, G (s)		6.5	23.8			8.0	25.3	54.3	10.2	10.2		29.0
Effective Green, g (s)		8.5	25.8			10.0	27.3	58.3	11.2	11.2		31.0
Actuated g/C Ratio		0.09	0.26			0.10	0.27	0.58	0.11	0.11		0.31
Clearance Time (s)		6.0	6.0			6.0	6.0		5.0	5.0		5.0
Vehicle Extension (s)		3.0	3.0			3.0	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)		143	891			180	1361	892	195	178		1028
v/s Ratio Prot		0.04	c0.42			c0.05	0.19	0.13	c0.06	0.04		c0.18
v/s Ratio Perm												
v/c Ratio		0.48	1.64			0.55	0.68	0.22	0.52	0.33		0.58
Uniform Delay, d1		43.7	37.1			42.9	32.5	10.0	41.9	40.9		29.1
Progression Factor		1.01	1.08			1.00	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2		2.2	292.4			3.6	2.8	0.1	2.3	1.1		0.9
Delay (s)		46.1	332.6			46.5	35.3	10.1	44.2	42.0		29.9
Level of Service		D	F			D	D	B	D	D		C
Approach Delay (s/veh)			319.7				29.8			42.7		
Approach LOS			F				C			D		

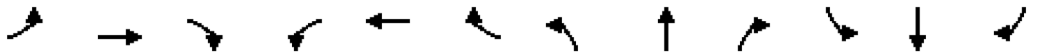
Intersection Summary			
HCM 2000 Control Delay (s/veh)	143.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	84.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	52	45
Future Volume (vph)	52	45
Ideal Flow (vphpl)	1900	1900
Lane Width	11	12
Total Lost time (s)	3.0	
Lane Util. Factor	1.00	
Frt	0.93	
Flt Protected	1.00	
Satd. Flow (prot)	1708	
Flt Permitted	1.00	
Satd. Flow (perm)	1708	
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	55	48
RTOR Reduction (vph)	26	0
Lane Group Flow (vph)	77	0
Heavy Vehicles (%)	0%	0%
Turn Type	NA	
Protected Phases	3	
Permitted Phases		
Actuated Green, G (s)	29.0	
Effective Green, g (s)	31.0	
Actuated g/C Ratio	0.31	
Clearance Time (s)	5.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	529	
v/s Ratio Prot	0.05	
v/s Ratio Perm		
v/c Ratio	0.15	
Uniform Delay, d1	24.9	
Progression Factor	1.00	
Incremental Delay, d2	0.1	
Delay (s)	25.1	
Level of Service	C	
Approach Delay (s/veh)	29.2	
Approach LOS	C	

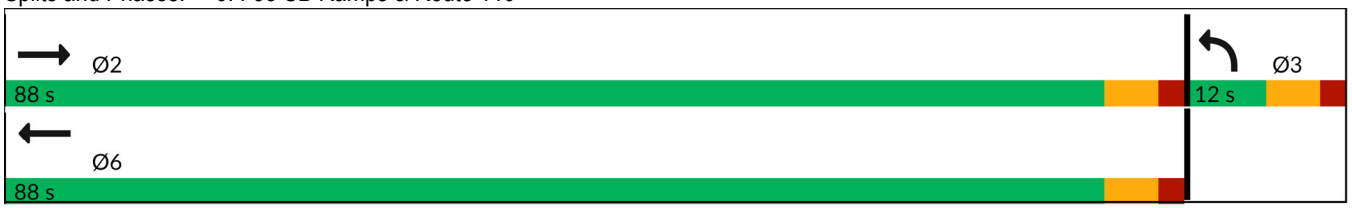
Intersection Summary

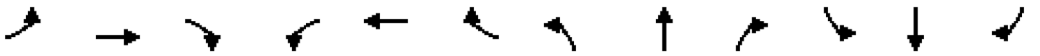


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	873	1167	0	1232	199	52	0	149	0	0	0
Future Volume (vph)	0	873	1167	0	1232	199	52	0	149	0	0	0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	3505	1583	0	3471	1553	1805	0	1583	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	3505	1583	0	3471	1553	1805	0	1583	0	0	0
Satd. Flow (RTOR)			1091			122			207			
Adj. Flow (vph)	0	929	1241	0	1354	219	72	0	207	0	0	0
Lane Group Flow (vph)	0	929	1241	0	1354	219	72	0	207	0	0	0
Turn Type		NA	Free		NA	Free	Prot		Free			
Protected Phases		2			6		3					
Permitted Phases			Free			Free			Free			
Detector Phase		2			6		3					
Switch Phase												
Minimum Initial (s)		10.0			10.0		6.0					
Minimum Split (s)		16.0			16.0		12.0					
Total Split (s)		88.0			88.0		12.0					
Total Split (%)		88.0%			88.0%		12.0%					
Maximum Green (s)		82.0			82.0		6.0					
Yellow Time (s)		4.0			4.0		4.0					
All-Red Time (s)		2.0			2.0		2.0					
Lost Time Adjust (s)		-2.0			-2.0		-2.0					
Total Lost Time (s)		4.0			4.0		4.0					
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0		3.0					
Recall Mode		Min			Min		None					
v/c Ratio		0.32	0.78		0.47	0.14	0.24		0.13			
Control Delay (s/veh)		2.7	4.2		3.4	0.2	23.0		0.2			
Queue Delay		0.0	0.0		0.0	0.0	0.0		0.0			
Total Delay (s/veh)		2.7	4.2		3.4	0.2	23.0		0.2			
Queue Length 50th (ft)		46	0		81	0	23		0			
Queue Length 95th (ft)		66	0		116	0	41		0			
Internal Link Dist (ft)		423			423			419			248	
Turn Bay Length (ft)			300						350			
Base Capacity (vph)		3505	1583		3471	1553	305		1583			
Starvation Cap Reductn		359	0		0	0	0		0			
Spillback Cap Reductn		0	0		0	0	0		0			
Storage Cap Reductn		0	0		0	0	0		0			
Reduced v/c Ratio		0.30	0.78		0.39	0.14	0.24		0.13			

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 49.1
Natural Cycle: 40
Control Type: Actuated-Uncoordinated

Splits and Phases: 6: I-95 SB Ramps & Route 110





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑	↱	↰		↱			
Traffic Volume (vph)	0	873	1167	0	1232	199	52	0	149	0	0	0
Future Volume (vph)	0	873	1167	0	1232	199	52	0	149	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0		4.0			
Lane Util. Factor		0.95	1.00		0.95	1.00	1.00		1.00			
Frt		1.00	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		3505	1583		3471	1553	1805		1583			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		3505	1583		3471	1553	1805		1583			
Peak-hour factor, PHF	0.94	0.94	0.94	0.91	0.91	0.91	0.72	0.72	0.72	0.25	0.25	0.25
Adj. Flow (vph)	0	929	1241	0	1354	219	72	0	207	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	929	1241	0	1354	219	72	0	207	0	0	0
Heavy Vehicles (%)	0%	3%	2%	0%	4%	4%	0%	0%	2%	0%	0%	0%
Turn Type		NA	Free		NA	Free	Prot		Free			
Protected Phases		2			6		3					
Permitted Phases			Free			Free			Free			
Actuated Green, G (s)		36.5	51.7		36.5	51.7	3.2		51.7			
Effective Green, g (s)		38.5	51.7		38.5	51.7	5.2		51.7			
Actuated g/C Ratio		0.74	1.00		0.74	1.00	0.10		1.00			
Clearance Time (s)		6.0			6.0		6.0					
Vehicle Extension (s)		3.0			3.0		3.0					
Lane Grp Cap (vph)		2610	1583		2584	1553	181		1583			
v/s Ratio Prot		0.27			0.39		0.04					
v/s Ratio Perm			c0.78			0.14			0.13			
v/c Ratio		0.36	0.78		0.52	0.14	0.40		0.13			
Uniform Delay, d1		2.3	0.0		2.8	0.0	21.8		0.0			
Progression Factor		1.00	1.00		1.00	1.00	1.00		1.00			
Incremental Delay, d2		0.1	4.0		0.2	0.2	1.4		0.2			
Delay (s)		2.4	4.0		3.0	0.2	23.2		0.2			
Level of Service		A	A		A	A	C		A			
Approach Delay (s/veh)		3.3			2.6			6.1			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	3.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	51.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	44.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.7

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	3	122	897	0	0	863	129	0	0	192	0	0	565
Future Vol, veh/h	3	122	897	0	0	863	129	0	0	192	0	0	565
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	Yield	-	-	Free	-	-	Free
Storage Length	-	80	-	-	-	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	90	90	90	74	74	74	86	86	86
Heavy Vehicles, %	0	2	2	0	0	3	4	0	0	2	0	0	7
Mvmt Flow	3	133	975	0	0	959	143	0	0	259	0	0	657

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	959	959	0	-	-	-	0	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.4	4.14	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.5	2.22	-	-	-	-	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	359	713	-	0	0	-	-	0	0	0	0	0	0
Stage 1	-	-	-	0	0	-	-	0	0	0	0	0	0
Stage 2	-	-	-	0	0	-	-	0	0	0	0	0	0
Platoon blocked, %			-			-	-						
Mov Cap-1 Maneuver	697	697	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.4	0	0	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	697	-	-	-	-
HCM Lane V/C Ratio	-	0.195	-	-	-	-
HCM Control Delay (s/veh)	0	11.4	-	-	-	0
HCM Lane LOS	A	B	-	-	-	A
HCM 95th %tile Q(veh)	-	0.7	-	-	-	-

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	101	676	309	2	107	580	20	318	75	118	55
Future Volume (vph)	3	101	676	309	2	107	580	20	318	75	118	55
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt				0.850			0.995			0.908		
Flt Protected		0.950				0.950			0.950			
Satd. Flow (prot)	0	1619	3421	1531	0	1787	3491	0	1752	1719	0	0
Flt Permitted		0.950				0.950			0.348			
Satd. Flow (perm)	0	1619	3421	1531	0	1787	3491	0	642	1719	0	0
Satd. Flow (RTOR)				355			3			73		
Adj. Flow (vph)	3	116	777	355	2	115	624	22	357	84	133	61
Lane Group Flow (vph)	0	119	777	355	0	117	646	0	357	217	0	0
Turn Type	Prot	Prot	NA	pt+ov	Prot	Prot	NA		pm+pt	NA		Perm
Protected Phases	5	5	2	2 3	1	1	6		3	8		
Permitted Phases									8			4
Detector Phase	5	5	2	2 3	1	1	6		3	8		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	20.0		3.0	3.0	13.0		4.0	6.0		6.0
Minimum Split (s)	11.0	11.0	26.0		9.0	9.0	19.0		10.0	12.0		12.0
Total Split (s)	13.0	13.0	29.0		12.0	12.0	28.0		20.0	36.0		16.0
Total Split (%)	11.8%	11.8%	26.4%		10.9%	10.9%	25.5%		18.2%	32.7%		14.5%
Maximum Green (s)	7.0	7.0	23.0		6.0	6.0	22.0		14.0	30.0		10.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		3.0	3.0		3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		-2.0	-2.0			-2.0	-2.0		-2.0	-2.0		
Total Lost Time (s)		4.0	4.0			4.0	4.0		4.0	4.0		
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lead			Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	Min		None	None	Min		None	None		None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.67	0.74	0.36		0.67	0.63		0.76	0.30		
Control Delay (s/veh)		58.1	33.3	2.3		59.2	30.7		35.1	14.9		
Queue Delay		0.0	0.0	0.0		0.0	0.0		0.0	0.0		
Total Delay (s/veh)		58.1	33.3	2.3		59.2	30.7		35.1	14.9		
Queue Length 50th (ft)		55	168	0		55	135		122	43		
Queue Length 95th (ft)		#187	#399	25		#194	#321		#374	146		
Internal Link Dist (ft)			409				535			650		
Turn Bay Length (ft)		380				150			270			
Base Capacity (vph)		178	1043	992		174	1025		467	716		
Starvation Cap Reductn		0	0	0		0	0		0	0		
Spillback Cap Reductn		0	0	0		0	0		0	0		
Storage Cap Reductn		0	0	0		0	0		0	0		
Reduced v/c Ratio		0.67	0.74	0.36		0.67	0.63		0.76	0.30		

Intersection Summary
Cycle Length: 110

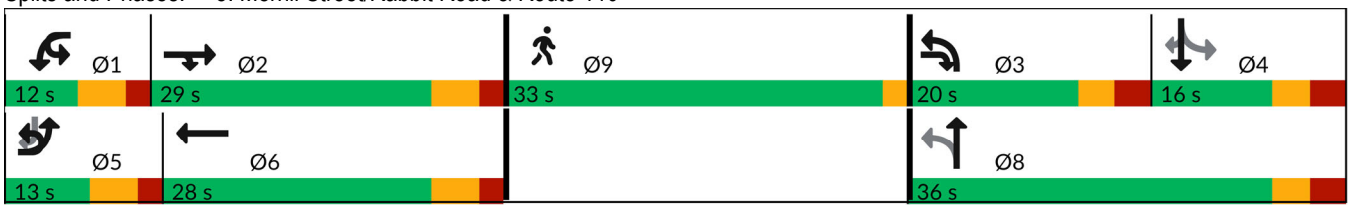


Lane Group	SBT	SBR	Ø9
Lane Configurations			
Traffic Volume (vph)	98	91	
Future Volume (vph)	98	91	
Lane Util. Factor	1.00	1.00	
Frt		0.850	
Flt Protected	0.982		
Satd. Flow (prot)	1808	1419	
Flt Permitted	0.793		
Satd. Flow (perm)	1460	1419	
Satd. Flow (RTOR)		109	
Adj. Flow (vph)	109	101	
Lane Group Flow (vph)	170	101	
Turn Type	NA	custom	
Protected Phases	4		9
Permitted Phases		4 5	
Detector Phase	4	4 5	
Switch Phase			
Minimum Initial (s)	6.0		5.0
Minimum Split (s)	12.0		33.0
Total Split (s)	16.0		33.0
Total Split (%)	14.5%		30%
Maximum Green (s)	10.0		31.0
Yellow Time (s)	3.0		2.0
All-Red Time (s)	3.0		0.0
Lost Time Adjust (s)	-2.0		
Total Lost Time (s)	4.0		
Lead/Lag	Lag		
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0		3.0
Recall Mode	None		None
Walk Time (s)			7.0
Flash Don't Walk (s)			24.0
Pedestrian Calls (#/hr)			3
v/c Ratio	0.80	0.20	
Control Delay (s/veh)	63.9	6.5	
Queue Delay	0.0	0.0	
Total Delay (s/veh)	63.9	6.5	
Queue Length 50th (ft)	79	0	
Queue Length 95th (ft)	#272	39	
Internal Link Dist (ft)	251		
Turn Bay Length (ft)		120	
Base Capacity (vph)	213	508	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.80	0.20	

Intersection Summary

Actuated Cycle Length: 83.6
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Merrill Street/Rabbit Road & Route 110



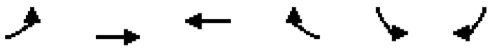
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	101	676	309	2	107	580	20	318	75	118	55
Future Volume (vph)	3	101	676	309	2	107	580	20	318	75	118	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	12	12	12	12	12	12	12	12
Total Lost time (s)		4.0	4.0	4.0		4.0	4.0		4.0	4.0		
Lane Util. Factor		1.00	0.95	1.00		1.00	0.95		1.00	1.00		
Frt		1.00	1.00	0.85		1.00	0.99		1.00	0.91		
Flt Protected		0.95	1.00	1.00		0.95	1.00		0.95	1.00		
Satd. Flow (prot)		1619	3421	1531		1787	3490		1752	1719		
Flt Permitted		0.95	1.00	1.00		0.95	1.00		0.35	1.00		
Satd. Flow (perm)		1619	3421	1531		1787	3490		642	1719		
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.93	0.93	0.93	0.93	0.89	0.89	0.89	0.90
Adj. Flow (vph)	3	116	777	355	2	115	624	22	357	84	133	61
RTOR Reduction (vph)	0	0	0	180	0	0	2	0	0	45	0	0
Lane Group Flow (vph)	0	119	777	175	0	117	644	0	357	172	0	0
Heavy Vehicles (%)	0%	8%	2%	2%	0%	1%	3%	0%	3%	1%	0%	0%
Turn Type	Prot	Prot	NA	pt+ov	Prot	Prot	NA		pm+pt	NA		Perm
Protected Phases	5	5	2	2 3	1	1	6		3	8		
Permitted Phases									8			4
Actuated Green, G (s)		7.1	23.5	37.8		6.1	22.5		30.6	30.6		
Effective Green, g (s)		9.1	25.5	41.8		8.1	24.5		32.6	32.6		
Actuated g/C Ratio		0.11	0.30	0.49		0.10	0.29		0.38	0.38		
Clearance Time (s)		6.0	6.0			6.0	6.0		6.0	6.0		
Vehicle Extension (s)		3.0	3.0			3.0	3.0		3.0	3.0		
Lane Grp Cap (vph)		173	1027	753		170	1007		459	660		
v/s Ratio Prot		c0.07	c0.23	0.11		0.07	0.18		c0.15	0.10		
v/s Ratio Perm									c0.15			
v/c Ratio		0.69	0.76	0.23		0.69	0.64		0.78	0.26		
Uniform Delay, d1		36.5	26.9	12.4		37.2	26.3		20.7	17.9		
Progression Factor		1.00	1.00	1.00		1.00	1.00		1.00	1.00		
Incremental Delay, d2		10.8	3.2	0.2		11.0	1.3		8.1	0.2		
Delay (s)		47.3	30.1	12.5		48.2	27.7		28.8	18.1		
Level of Service		D	C	B		D	C		C	B		
Approach Delay (s/veh)			26.8				30.8			24.8		
Approach LOS			C				C			C		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	28.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	84.9	Sum of lost time (s)	20.0
Intersection Capacity Utilization	63.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	98	91
Future Volume (vph)	98	91
Ideal Flow (vphpl)	1900	1900
Lane Width	12	11
Total Lost time (s)	4.0	4.0
Lane Util. Factor	1.00	1.00
Frt	1.00	0.85
Flt Protected	0.98	1.00
Satd. Flow (prot)	1809	1419
Flt Permitted	0.79	1.00
Satd. Flow (perm)	1460	1419
Peak-hour factor, PHF	0.90	0.90
Adj. Flow (vph)	109	101
RTOR Reduction (vph)	0	71
Lane Group Flow (vph)	170	30
Heavy Vehicles (%)	5%	10%
Turn Type	NA	custom
Protected Phases	4	
Permitted Phases		4 5
Actuated Green, G (s)	10.3	23.4
Effective Green, g (s)	12.3	25.4
Actuated g/C Ratio	0.14	0.30
Clearance Time (s)	6.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	211	424
v/s Ratio Prot		
v/s Ratio Perm	0.12	0.02
v/c Ratio	0.81	0.07
Uniform Delay, d1	35.1	21.3
Progression Factor	1.00	1.00
Incremental Delay, d2	19.6	0.1
Delay (s)	54.8	21.4
Level of Service	D	C
Approach Delay (s/veh)	42.3	
Approach LOS	D	

Intersection Summary

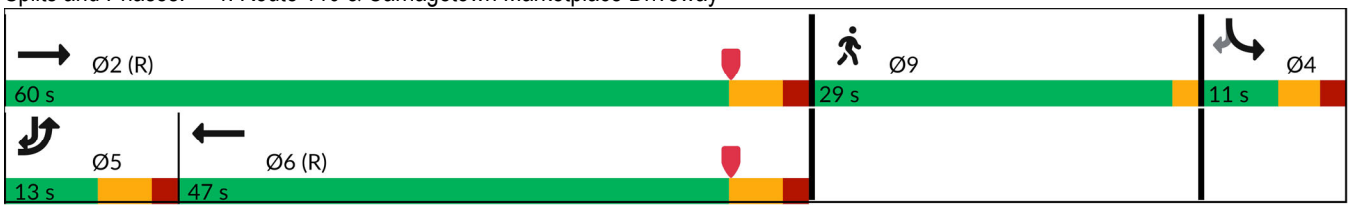


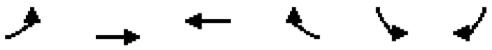
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø9
Lane Configurations							
Traffic Volume (vph)	127	1310	1506	80	84	138	
Future Volume (vph)	127	1310	1506	80	84	138	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	
Frt			0.992			0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1668	3539	3513	0	1787	1599	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	1668	3539	3513	0	1787	1599	
Satd. Flow (RTOR)			7			160	
Adj. Flow (vph)	140	1440	1553	82	98	160	
Lane Group Flow (vph)	140	1440	1635	0	98	160	
Turn Type	Prot	NA	NA		Prot	pm+ov	
Protected Phases	5	2	6		4	5	9
Permitted Phases						4	
Detector Phase	5	2	6		4	5	
Switch Phase							
Minimum Initial (s)	6.0	10.0	10.0		6.0	6.0	5.0
Minimum Split (s)	12.0	16.0	16.0		11.0	12.0	29.0
Total Split (s)	13.0	60.0	47.0		11.0	13.0	29.0
Total Split (%)	13.0%	60.0%	47.0%		11.0%	13.0%	29%
Maximum Green (s)	7.0	54.0	41.0		6.0	7.0	27.0
Yellow Time (s)	4.0	4.0	4.0		3.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	0.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0		-1.0	-1.0	
Total Lost Time (s)	4.0	4.0	4.0		4.0	5.0	
Lead/Lag	Lead		Lag			Lead	
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min		None	None	None
Walk Time (s)							6.0
Flash Don't Walk (s)							20.0
Pedestrian Calls (#/hr)							3
v/c Ratio	0.56	0.54	0.82		0.51	0.28	
Control Delay (s/veh)	50.3	7.9	12.1		52.4	6.4	
Queue Delay	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	50.3	7.9	12.1		52.4	6.4	
Queue Length 50th (ft)	81	131	175		59	0	
Queue Length 95th (ft)	#208	422	#784		#130	46	
Internal Link Dist (ft)		951	1089		381		
Turn Bay Length (ft)	300						
Base Capacity (vph)	250	2671	1986		194	576	
Starvation Cap Reductn	0	0	0		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.56	0.54	0.82		0.51	0.28	

Intersection Summary
Cycle Length: 100

Actuated Cycle Length: 100
Offset: 29 (29%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Route 110 & Carriagetown Marketplace Driveway





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	127	1310	1506	80	84	138
Future Volume (vph)	127	1310	1506	80	84	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0		4.0	5.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1668	3539	3514		1787	1599
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1668	3539	3514		1787	1599
Peak-hour factor, PHF	0.91	0.91	0.97	0.97	0.86	0.86
Adj. Flow (vph)	140	1440	1553	82	98	160
RTOR Reduction (vph)	0	0	3	0	0	120
Lane Group Flow (vph)	140	1440	1632	0	98	40
Heavy Vehicles (%)	1%	2%	2%	1%	1%	1%
Turn Type	Prot	NA	NA		Prot	pm+ov
Protected Phases	5	2	6		4	5
Permitted Phases						4
Actuated Green, G (s)	13.0	71.9	52.9		9.9	22.9
Effective Green, g (s)	15.0	73.9	54.9		10.9	24.9
Actuated g/C Ratio	0.15	0.74	0.55		0.11	0.25
Clearance Time (s)	6.0	6.0	6.0		5.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	250	2615	1929		194	398
v/s Ratio Prot	0.08	c0.41	c0.46		c0.05	0.01
v/s Ratio Perm						0.01
v/c Ratio	0.56	0.55	0.85		0.51	0.10
Uniform Delay, d1	39.4	5.7	19.0		42.0	28.9
Progression Factor	1.00	1.00	0.40		1.00	1.00
Incremental Delay, d2	2.9	0.8	2.5		2.1	0.1
Delay (s)	42.3	6.6	10.2		44.1	29.0
Level of Service	D	A	B		D	C
Approach Delay (s/veh)		9.7	10.2		34.7	
Approach LOS		A	B		C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	147	1251	49	1	108	1480	592	86	73	85	383
Future Volume (vph)	1	147	1251	49	1	108	1480	592	86	73	85	383
Lane Util. Factor	0.95	1.00	0.95	0.95	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.97
Frt			0.994					0.850		0.919		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1805	3521	0	0	1805	5136	1546	1711	1688	0	3351
Flt Permitted		0.950				0.950			0.950			0.950
Satd. Flow (perm)	0	1805	3521	0	0	1805	5136	1546	1711	1688	0	3351
Satd. Flow (RTOR)			4					600		45		
Adj. Flow (vph)	1	156	1331	52	1	113	1542	617	108	91	106	416
Lane Group Flow (vph)	0	157	1383	0	0	114	1542	617	108	197	0	416
Turn Type	Prot	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split
Protected Phases	5	5	2		1	1	6	6 3	4	4		3
Permitted Phases												
Detector Phase	5	5	2		1	1	6	6 3	4	4		3
Switch Phase												
Minimum Initial (s)	6.0	6.0	7.0		6.0	6.0	10.0		6.0	6.0		6.0
Minimum Split (s)	12.0	12.0	13.0		12.0	12.0	16.0		11.0	11.0		11.0
Total Split (s)	12.0	12.0	38.0		12.0	12.0	38.0		11.0	11.0		11.0
Total Split (%)	12.0%	12.0%	38.0%		12.0%	12.0%	38.0%		11.0%	11.0%		11.0%
Maximum Green (s)	6.0	6.0	32.0		6.0	6.0	32.0		6.0	6.0		6.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		3.0	3.0		3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		-2.0	-2.0			-2.0	-2.0		-1.0	-1.0		-2.0
Total Lost Time (s)		4.0	4.0			4.0	4.0		4.0	4.0		3.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lead
Lead-Lag Optimize?									Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Min		None	None	C-Min		None	None		None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		1.09	1.15			0.79	0.88	0.51	0.63	0.94		0.45
Control Delay (s/veh)		143.2	109.6			78.4	33.3	2.3	61.2	83.8		35.2
Queue Delay		0.0	0.0			0.0	0.1	0.3	0.0	0.0		0.0
Total Delay (s/veh)		143.2	109.6			78.4	33.4	2.6	61.2	83.8		35.2
Queue Length 50th (ft)		~118	~331			70	335	19	65	95		108
Queue Length 95th (ft)		#251	#669			m#113	375	45	#146	#226		#277
Internal Link Dist (ft)			1089				423			469		
Turn Bay Length (ft)		400				115		200	240			300
Base Capacity (vph)		144	1199			144	1746	1202	172	210		922
Starvation Cap Reductn		0	0			0	11	163	0	0		0
Spillback Cap Reductn		0	0			0	0	0	0	0		0
Storage Cap Reductn		0	0			0	0	0	0	0		0
Reduced v/c Ratio		1.09	1.15			0.79	0.89	0.59	0.63	0.94		0.45

Intersection Summary
Cycle Length: 100

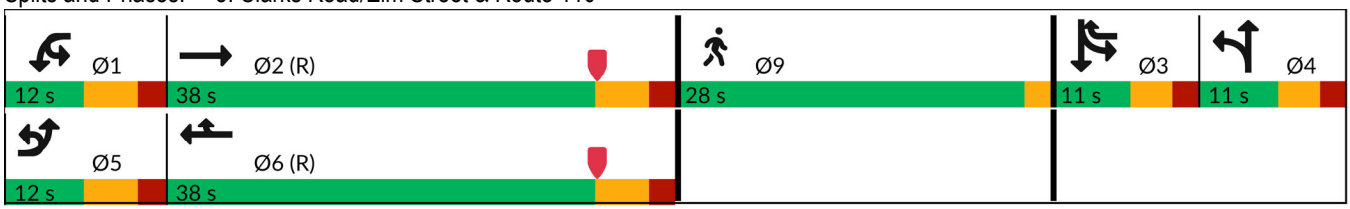


Lane Group	SBT	SBR	Ø9
Lane Configurations			
Traffic Volume (vph)	78	56	
Future Volume (vph)	78	56	
Lane Util. Factor	1.00	1.00	
Frt	0.937		
Flt Protected			
Satd. Flow (prot)	1721	0	
Flt Permitted			
Satd. Flow (perm)	1721	0	
Satd. Flow (RTOR)	28		
Adj. Flow (vph)	85	61	
Lane Group Flow (vph)	146	0	
Turn Type	NA		
Protected Phases	3		9
Permitted Phases			
Detector Phase	3		
Switch Phase			
Minimum Initial (s)	6.0		5.0
Minimum Split (s)	11.0		28.0
Total Split (s)	11.0		28.0
Total Split (%)	11.0%		28%
Maximum Green (s)	6.0		26.0
Yellow Time (s)	3.0		2.0
All-Red Time (s)	2.0		0.0
Lost Time Adjust (s)	-2.0		
Total Lost Time (s)	3.0		
Lead/Lag	Lead		
Lead-Lag Optimize?	Yes		
Vehicle Extension (s)	3.0		3.0
Recall Mode	None		None
Walk Time (s)			7.0
Flash Don't Walk (s)			18.0
Pedestrian Calls (#/hr)			3
v/c Ratio	0.30		
Control Delay (s/veh)	29.1		
Queue Delay	0.0		
Total Delay (s/veh)	29.1		
Queue Length 50th (ft)	56		
Queue Length 95th (ft)	#182		
Internal Link Dist (ft)	580		
Turn Bay Length (ft)			
Base Capacity (vph)	494		
Starvation Cap Reductn	0		
Spillback Cap Reductn	0		
Storage Cap Reductn	0		
Reduced v/c Ratio	0.30		

Intersection Summary

Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
Natural Cycle: 130
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Clarks Road/Elm Street & Route 110



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	147	1251	49	1	108	1480	592	86	73	85	383
Future Volume (vph)	1	147	1251	49	1	108	1480	592	86	73	85	383
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	11	11	11	11	11
Total Lost time (s)		4.0	4.0			4.0	4.0	4.0	4.0	4.0		3.0
Lane Util. Factor		1.00	0.95			1.00	0.91	1.00	1.00	1.00		0.97
Frt		1.00	0.99			1.00	1.00	0.85	1.00	0.92		1.00
Flt Protected		0.95	1.00			0.95	1.00	1.00	0.95	1.00		0.95
Satd. Flow (prot)		1805	3522			1805	5136	1546	1711	1688		3351
Flt Permitted		0.95	1.00			0.95	1.00	1.00	0.95	1.00		0.95
Satd. Flow (perm)		1805	3522			1805	5136	1546	1711	1688		3351
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.96	0.96	0.96	0.96	0.80	0.80	0.80	0.92
Adj. Flow (vph)	1	156	1331	52	1	112	1542	617	108	91	106	416
RTOR Reduction (vph)	0	0	3	0	0	0	0	241	0	40	0	0
Lane Group Flow (vph)	0	157	1380	0	0	114	1542	376	108	157	0	416
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	1%	1%	2%	0%	0%	1%
Turn Type	Prot	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split
Protected Phases	5	5	2		1	1	6	6 3	4	4		3
Permitted Phases												
Actuated Green, G (s)		6.0	30.4			6.0	30.4	55.9	9.1	9.1		25.5
Effective Green, g (s)		8.0	32.4			8.0	32.4	59.9	10.1	10.1		27.5
Actuated g/C Ratio		0.08	0.32			0.08	0.32	0.60	0.10	0.10		0.28
Clearance Time (s)		6.0	6.0			6.0	6.0		5.0	5.0		5.0
Vehicle Extension (s)		3.0	3.0			3.0	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)		144	1141			144	1664	926	172	170		921
v/s Ratio Prot		c0.09	c0.39			0.06	0.30	0.24	0.06	c0.09		c0.12
v/s Ratio Perm												
v/c Ratio		1.09	1.21			0.79	0.93	0.41	0.63	0.92		0.45
Uniform Delay, d1		46.0	33.8			45.2	32.7	10.6	43.1	44.6		30.0
Progression Factor		1.09	1.01			1.17	0.90	1.29	1.00	1.00		1.00
Incremental Delay, d2		95.5	101.6			17.5	7.4	0.2	7.0	46.6		0.4
Delay (s)		145.7	135.6			70.3	36.9	13.9	50.1	91.1		30.4
Level of Service		F	F			E	D	B	D	F		C
Approach Delay (s/veh)			136.7				32.3			76.6		
Approach LOS			F				C			E		

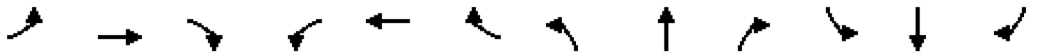
Intersection Summary			
HCM 2000 Control Delay (s/veh)	69.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	75.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	78	56
Future Volume (vph)	78	56
Ideal Flow (vphpl)	1900	1900
Lane Width	11	12
Total Lost time (s)	3.0	
Lane Util. Factor	1.00	
Frt	0.94	
Flt Protected	1.00	
Satd. Flow (prot)	1722	
Flt Permitted	1.00	
Satd. Flow (perm)	1722	
Peak-hour factor, PHF	0.92	0.92
Adj. Flow (vph)	85	61
RTOR Reduction (vph)	20	0
Lane Group Flow (vph)	126	0
Heavy Vehicles (%)	0%	0%
Turn Type	NA	
Protected Phases	3	
Permitted Phases		
Actuated Green, G (s)	25.5	
Effective Green, g (s)	27.5	
Actuated g/C Ratio	0.28	
Clearance Time (s)	5.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	473	
v/s Ratio Prot	0.07	
v/s Ratio Perm		
v/c Ratio	0.27	
Uniform Delay, d1	28.4	
Progression Factor	1.00	
Incremental Delay, d2	0.3	
Delay (s)	28.7	
Level of Service	C	
Approach Delay (s/veh)	29.9	
Approach LOS	C	

Intersection Summary



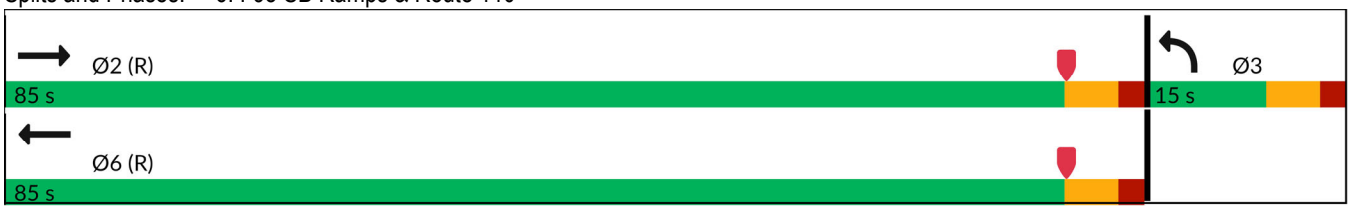
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑	↱	↰		↱			
Traffic Volume (vph)	0	1047	673	0	2087	208	94	0	183	0	0	0
Future Volume (vph)	0	1047	673	0	2087	208	94	0	183	0	0	0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	3574	1599	0	3574	1583	1787	0	1599	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	3574	1599	0	3574	1583	1787	0	1599	0	0	0
Satd. Flow (RTOR)			572			98			206			
Adj. Flow (vph)	0	1138	732	0	2174	217	106	0	206	0	0	0
Lane Group Flow (vph)	0	1138	732	0	2174	217	106	0	206	0	0	0
Turn Type		NA	Free		NA	Free	Prot		Free			
Protected Phases		2			6		3					
Permitted Phases			Free			Free			Free			
Detector Phase		2			6		3					
Switch Phase												
Minimum Initial (s)		10.0			10.0		6.0					
Minimum Split (s)		16.0			16.0		12.0					
Total Split (s)		85.0			85.0		15.0					
Total Split (%)		85.0%			85.0%		15.0%					
Maximum Green (s)		79.0			79.0		9.0					
Yellow Time (s)		4.0			4.0		4.0					
All-Red Time (s)		2.0			2.0		2.0					
Lost Time Adjust (s)		-2.0			-2.0		-2.0					
Total Lost Time (s)		4.0			4.0		4.0					
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0		3.0					
Recall Mode		C-Min			C-Min		None					
v/c Ratio		0.39	0.46		0.75	0.14	0.54		0.13			
Control Delay (s/veh)		2.7	1.4		6.9	0.2	52.4		0.2			
Queue Delay		0.3	0.0		0.1	0.0	0.0		0.0			
Total Delay (s/veh)		2.9	1.4		6.9	0.2	52.4		0.2			
Queue Length 50th (ft)		17	0		309	0	63		0			
Queue Length 95th (ft)		m96	m4		335	0	119		0			
Internal Link Dist (ft)		423			423			419			248	
Turn Bay Length (ft)			300						350			
Base Capacity (vph)		2909	1599		2909	1583	206		1599			
Starvation Cap Reductn		961	0		0	0	0		0			
Spillback Cap Reductn		0	0		51	0	0		0			
Storage Cap Reductn		0	0		0	0	0		0			
Reduced v/c Ratio		0.58	0.46		0.76	0.14	0.51		0.13			

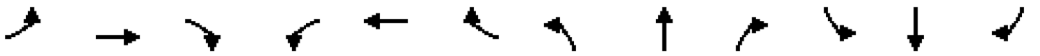
Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 34 (34%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 60

Control Type: Actuated-Coordinated

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

Splits and Phases: 6: I-95 SB Ramps & Route 110





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1047	673	0	2087	208	94	0	183	0	0	0
Future Volume (vph)	0	1047	673	0	2087	208	94	0	183	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0		4.0			
Lane Util. Factor		0.95	1.00		0.95	1.00	1.00		1.00			
Frt		1.00	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		3574	1599		3574	1583	1787		1599			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		3574	1599		3574	1583	1787		1599			
Peak-hour factor, PHF	0.92	0.92	0.92	0.96	0.96	0.96	0.89	0.89	0.89	0.25	0.25	0.25
Adj. Flow (vph)	0	1138	732	0	2174	217	106	0	206	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1138	732	0	2174	217	106	0	206	0	0	0
Heavy Vehicles (%)	0%	1%	1%	0%	1%	2%	1%	0%	1%	0%	0%	0%
Turn Type		NA	Free		NA	Free	Prot		Free			
Protected Phases		2			6		3					
Permitted Phases			Free			Free			Free			
Actuated Green, G (s)		78.9	100.0		78.9	100.0	9.1		100.0			
Effective Green, g (s)		80.9	100.0		80.9	100.0	11.1		100.0			
Actuated g/C Ratio		0.81	1.00		0.81	1.00	0.11		1.00			
Clearance Time (s)		6.0			6.0		6.0					
Vehicle Extension (s)		3.0			3.0		3.0					
Lane Grp Cap (vph)		2891	1599		2891	1583	198		1599			
v/s Ratio Prot		0.32			c0.61		0.06					
v/s Ratio Perm			c0.46			0.14			0.13			
v/c Ratio		0.39	0.46		0.75	0.14	0.54		0.13			
Uniform Delay, d1		2.7	0.0		4.7	0.0	42.0		0.0			
Progression Factor		0.93	1.00		1.00	1.00	1.00		1.00			
Incremental Delay, d2		0.1	0.3		1.9	0.2	2.8		0.2			
Delay (s)		2.6	0.3		6.5	0.2	44.8		0.2			
Level of Service		A	A		A	A	D		A			
Approach Delay (s/veh)		1.7			5.9			15.3			0.0	
Approach LOS		A			A			B			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	4.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	69.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	1.1

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	4	173	1053	0	0	1199	219	0	0	333	0	0	1092
Future Vol, veh/h	4	173	1053	0	0	1199	219	0	0	333	0	0	1092
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	Yield	-	-	Free	-	-	Free
Storage Length	-	80	-	-	-	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	96	96	96	81	81	81	91	91	91
Heavy Vehicles, %	0	1	1	0	0	1	1	0	0	1	0	0	2
Mvmt Flow	4	192	1170	0	0	1249	228	0	0	411	0	0	1200

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	1249	1249	0	-	-	-	0	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.4	4.12	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.5	2.21	-	-	-	-	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	234	559	-	0	0	-	-	0	0	0	0	0	0
Stage 1	-	-	-	0	0	-	-	0	0	0	0	0	0
Stage 2	-	-	-	0	0	-	-	0	0	0	0	0	0
Platoon blocked, %			-			-	-						
Mov Cap-1 Maneuver	542	542	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.21	0	0	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	542	-	-	-	-
HCM Lane V/C Ratio	-	0.363	-	-	-	-
HCM Control Delay (s/veh)	0	15.4	-	-	-	0
HCM Lane LOS	A	C	-	-	-	A
HCM 95th %tile Q(veh)	-	1.6	-	-	-	-



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	6	148	881	351	3	111	821	41	436	139	122	99
Future Volume (vph)	6	148	881	351	3	111	821	41	436	139	122	99
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt				0.850			0.993			0.930		
Flt Protected		0.950				0.950			0.950			
Satd. Flow (prot)	0	1745	3455	1546	0	1805	3551	0	1787	1767	0	0
Flt Permitted		0.950				0.950			0.235			
Satd. Flow (perm)	0	1745	3455	1546	0	1805	3551	0	442	1767	0	0
Satd. Flow (RTOR)				369			3			34		
Adj. Flow (vph)	6	156	927	369	3	113	838	42	479	153	134	115
Lane Group Flow (vph)	0	162	927	369	0	116	880	0	479	287	0	0
Turn Type	Prot	Prot	NA	pt+ov	Prot	Prot	NA		pm+pt	NA		Perm
Protected Phases	5	5	2	2 3	1	1	6		3	8		
Permitted Phases									8			4
Detector Phase	5	5	2	2 3	1	1	6		3	8		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	20.0		3.0	3.0	13.0		4.0	6.0		6.0
Minimum Split (s)	11.0	11.0	26.0		9.0	9.0	19.0		10.0	12.0		12.0
Total Split (s)	16.0	16.0	45.0		11.0	11.0	40.0		32.0	61.0		29.0
Total Split (%)	10.7%	10.7%	30.0%		7.3%	7.3%	26.7%		21.3%	40.7%		19.3%
Maximum Green (s)	10.0	10.0	39.0		5.0	5.0	34.0		26.0	55.0		23.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		3.0	3.0		3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		-2.0	-2.0			-2.0	-2.0		-2.0	-2.0		
Total Lost Time (s)		4.0	4.0			4.0	4.0		4.0	4.0		
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lead			Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	Min		None	None	Min		None	None		None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.95	0.80	0.35		1.14	0.84		0.93	0.34		
Control Delay (s/veh)		113.1	44.5	2.0		180.7	49.9		54.6	21.5		
Queue Delay		0.0	0.0	0.0		0.0	0.0		0.0	0.0		
Total Delay (s/veh)		113.1	44.5	2.0		180.7	49.9		54.6	21.5		
Queue Length 50th (ft)		123	324	0		~97	319		255	112		
Queue Length 95th (ft)		#343	#622	29		#286	#620		#687	267		
Internal Link Dist (ft)			409				535			650		
Turn Bay Length (ft)		380				150			270			
Base Capacity (vph)		170	1157	1064		102	1046		513	841		
Starvation Cap Reductn		0	0	0		0	0		0	0		
Spillback Cap Reductn		0	0	0		0	0		0	0		
Storage Cap Reductn		0	0	0		0	0		0	0		
Reduced v/c Ratio		0.95	0.80	0.35		1.14	0.84		0.93	0.34		

Intersection Summary
Cycle Length: 150

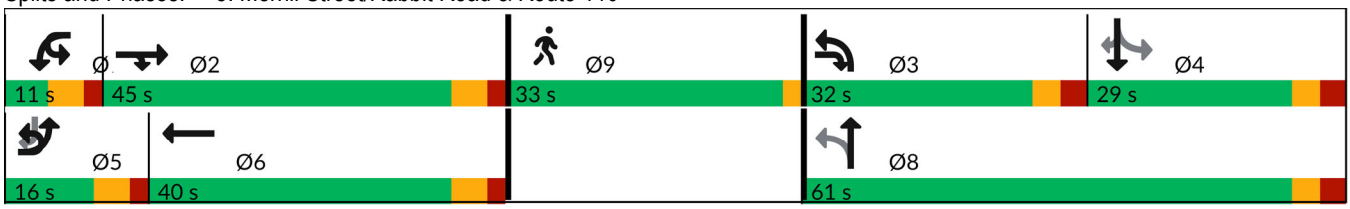


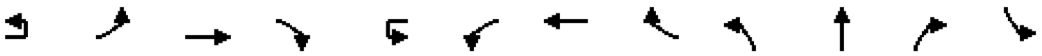
Lane Group	SBT	SBR	Ø9
Lane Configurations			
Traffic Volume (vph)	133	155	
Future Volume (vph)	133	155	
Lane Util. Factor	1.00	1.00	
Frt		0.850	
Flt Protected	0.979		
Satd. Flow (prot)	1852	1531	
Flt Permitted	0.733		
Satd. Flow (perm)	1387	1531	
Satd. Flow (RTOR)		128	
Adj. Flow (vph)	155	180	
Lane Group Flow (vph)	270	180	
Turn Type	NA	custom	
Protected Phases	4		9
Permitted Phases		4 5	
Detector Phase	4	4 5	
Switch Phase			
Minimum Initial (s)	6.0		5.0
Minimum Split (s)	12.0		33.0
Total Split (s)	29.0		33.0
Total Split (%)	19.3%		22%
Maximum Green (s)	23.0		31.0
Yellow Time (s)	3.0		2.0
All-Red Time (s)	3.0		0.0
Lost Time Adjust (s)	-2.0		
Total Lost Time (s)	4.0		
Lead/Lag	Lag		
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0		3.0
Recall Mode	None		None
Walk Time (s)			7.0
Flash Don't Walk (s)			24.0
Pedestrian Calls (#/hr)			3
v/c Ratio	0.95	0.30	
Control Delay (s/veh)	92.2	12.6	
Queue Delay	0.0	0.0	
Total Delay (s/veh)	92.2	12.6	
Queue Length 50th (ft)	200	26	
Queue Length 95th (ft)	#467	96	
Internal Link Dist (ft)	251		
Turn Bay Length (ft)		120	
Base Capacity (vph)	283	597	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.95	0.30	

Intersection Summary

Actuated Cycle Length: 123.6
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Merrill Street/Rabbit Road & Route 110





Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	6	148	881	351	3	111	821	41	436	139	122	99
Future Volume (vph)	6	148	881	351	3	111	821	41	436	139	122	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	12	12	12	12	12	12	12	12
Total Lost time (s)		4.0	4.0	4.0		4.0	4.0		4.0	4.0		
Lane Util. Factor		1.00	0.95	1.00		1.00	0.95		1.00	1.00		
Frt		1.00	1.00	0.85		1.00	0.99		1.00	0.93		
Flt Protected		0.95	1.00	1.00		0.95	1.00		0.95	1.00		
Satd. Flow (prot)		1745	3455	1546		1805	3550		1787	1767		
Flt Permitted		0.95	1.00	1.00		0.95	1.00		0.24	1.00		
Satd. Flow (perm)		1745	3455	1546		1805	3550		443	1767		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.98	0.98	0.98	0.98	0.91	0.91	0.91	0.86
Adj. Flow (vph)	6	156	927	369	3	113	838	42	479	153	134	115
RTOR Reduction (vph)	0	0	0	163	0	0	2	0	0	18	0	0
Lane Group Flow (vph)	0	162	927	206	0	116	878	0	479	269	0	0
Heavy Vehicles (%)	0%	0%	1%	1%	0%	0%	1%	0%	1%	0%	0%	1%
Turn Type	Prot	Prot	NA	pt+ov	Prot	Prot	NA		pm+pt	NA		Perm
Protected Phases	5	5	2	2 3	1	1	6		3	8		
Permitted Phases									8			4
Actuated Green, G (s)		10.1	39.4	65.7		5.0	34.3		55.5	55.5		
Effective Green, g (s)		12.1	41.4	69.7		7.0	36.3		57.5	57.5		
Actuated g/C Ratio		0.10	0.33	0.56		0.06	0.29		0.46	0.46		
Clearance Time (s)		6.0	6.0			6.0	6.0		6.0	6.0		
Vehicle Extension (s)		3.0	3.0			3.0	3.0		3.0	3.0		
Lane Grp Cap (vph)		168	1144	862		101	1030		508	812		
v/s Ratio Prot		c0.09	c0.27	0.13		0.06	0.25		c0.21	0.15		
v/s Ratio Perm									c0.22			
v/c Ratio		0.96	0.81	0.24		1.15	0.85		0.94	0.33		
Uniform Delay, d1		56.2	38.2	14.1		59.0	41.8		28.7	21.5		
Progression Factor		1.00	1.00	1.00		1.00	1.00		1.00	1.00		
Incremental Delay, d2		58.4	4.4	0.1		135.0	6.9		26.2	0.2		
Delay (s)		114.7	42.7	14.3		194.0	48.8		54.9	21.7		
Level of Service		F	D	B		F	D		D	C		
Approach Delay (s/veh)			43.5				65.7			42.5		
Approach LOS			D				E			D		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	52.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	125.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	82.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	133	155
Future Volume (vph)	133	155
Ideal Flow (vphpl)	1900	1900
Lane Width	12	11
Total Lost time (s)	4.0	4.0
Lane Util. Factor	1.00	1.00
Frt	1.00	0.85
Flt Protected	0.98	1.00
Satd. Flow (prot)	1852	1531
Flt Permitted	0.73	1.00
Satd. Flow (perm)	1386	1531
Peak-hour factor, PHF	0.86	0.86
Adj. Flow (vph)	155	180
RTOR Reduction (vph)	0	86
Lane Group Flow (vph)	270	94
Heavy Vehicles (%)	0%	2%
Turn Type	NA	custom
Protected Phases	4	
Permitted Phases		4 5
Actuated Green, G (s)	23.2	39.3
Effective Green, g (s)	25.2	41.3
Actuated g/C Ratio	0.20	0.33
Clearance Time (s)	6.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	279	505
v/s Ratio Prot		
v/s Ratio Perm	0.19	0.06
v/c Ratio	0.97	0.19
Uniform Delay, d1	49.5	29.9
Progression Factor	1.00	1.00
Incremental Delay, d2	44.5	0.2
Delay (s)	94.0	30.0
Level of Service	F	C
Approach Delay (s/veh)	68.4	
Approach LOS	E	

Intersection Summary

MODERN ROUNDABOUT CONTROL ALTERNATIVE

MOVEMENT SUMMARY

Site: 101 [Weekday Morning Peak-Hour (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Route 110 at the I-95 SB Ramps
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: I-95 SB On and Off-Ramp															
3	L2	All MCs	72	0.0	72	0.0	0.115	7.0	LOS A	0.4	9.9	0.60	0.59	0.60	30.1
Approach			72	0.0	72	0.0	0.115	7.0	LOS A	0.4	9.9	0.60	0.59	0.60	30.1
East: Route 110															
6	T1	All MCs	1354	4.0	1354	4.0	0.630	10.1	LOS B	5.4	140.2	0.39	0.15	0.39	31.0
16	R2	All MCs	219	4.0	219	4.0	0.630	9.9	LOS A	5.3	136.8	0.38	0.15	0.38	30.8
Approach			1573	4.0	1573	4.0	0.630	10.1	LOS B	5.4	140.2	0.39	0.15	0.39	31.0
West: Route 110															
2	T1	All MCs	929	3.0	929	3.0	0.706	6.3	LOS A	0.0	0.0	0.00	0.00	0.00	36.1
12	R2	All MCs	1241	2.0	1241	2.0	0.891	7.0	LOS A	0.0	0.0	0.00	0.00	0.00	35.7
Approach			2170	2.4	2170	2.4	0.891	6.7	LOS A	0.0	0.0	0.00	0.00	0.00	35.8
All Vehicles			3815	3.0	3815	3.0	0.891	8.1	LOS A	5.4	140.2	0.17	0.07	0.17	33.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101 [Weekday Evening Peak-Hour (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Route 110 at the I-95 SB Ramps
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: I-95 SB On and Off-Ramp															
3	L2	All MCs	106	1.0	106	1.0	0.204	9.7	LOS A	0.7	17.4	0.68	0.68	0.68	29.0
Approach			106	1.0	106	1.0	0.204	9.7	LOS A	0.7	17.4	0.68	0.68	0.68	29.0
East: Route 110															
6	T1	All MCs	2174	1.0	2174	1.0	0.959	29.5	LOS D	48.2	1215.1	1.00	1.01	1.50	24.5
16	R2	All MCs	217	2.0	217	2.0	0.959	29.0	LOS D	46.6	1175.9	1.00	0.97	1.46	24.5
Approach			2391	1.1	2391	1.1	0.959	29.4	LOS D	48.2	1215.1	1.00	1.00	1.50	24.5
West: Route 110															
2	T1	All MCs	1138	1.0	1138	1.0	0.681	6.1	LOS A	0.0	0.0	0.00	0.00	0.00	36.1
12	R2	All MCs	732	1.0	732	1.0	0.681	6.0	LOS A	0.0	0.0	0.00	0.00	0.00	35.7
Approach			1870	1.0	1870	1.0	0.681	6.0	LOS A	0.0	0.0	0.00	0.00	0.00	36.0
All Vehicles			4366	1.0	4366	1.0	0.959	18.9	LOS C	48.2	1215.1	0.56	0.57	0.84	28.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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VEHICLE QUEUE DIAGRAMS



Figure Q-1

2024 Existing
Weekday Morning
Peak-Hour Vehicle Queue Summary
Route 110 at the
I-495 Southbound On-Ramp

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R:\9526\Graphics\Queues\9526 Existing Queues.dwg, 10/24/2024 3:31:11 PM

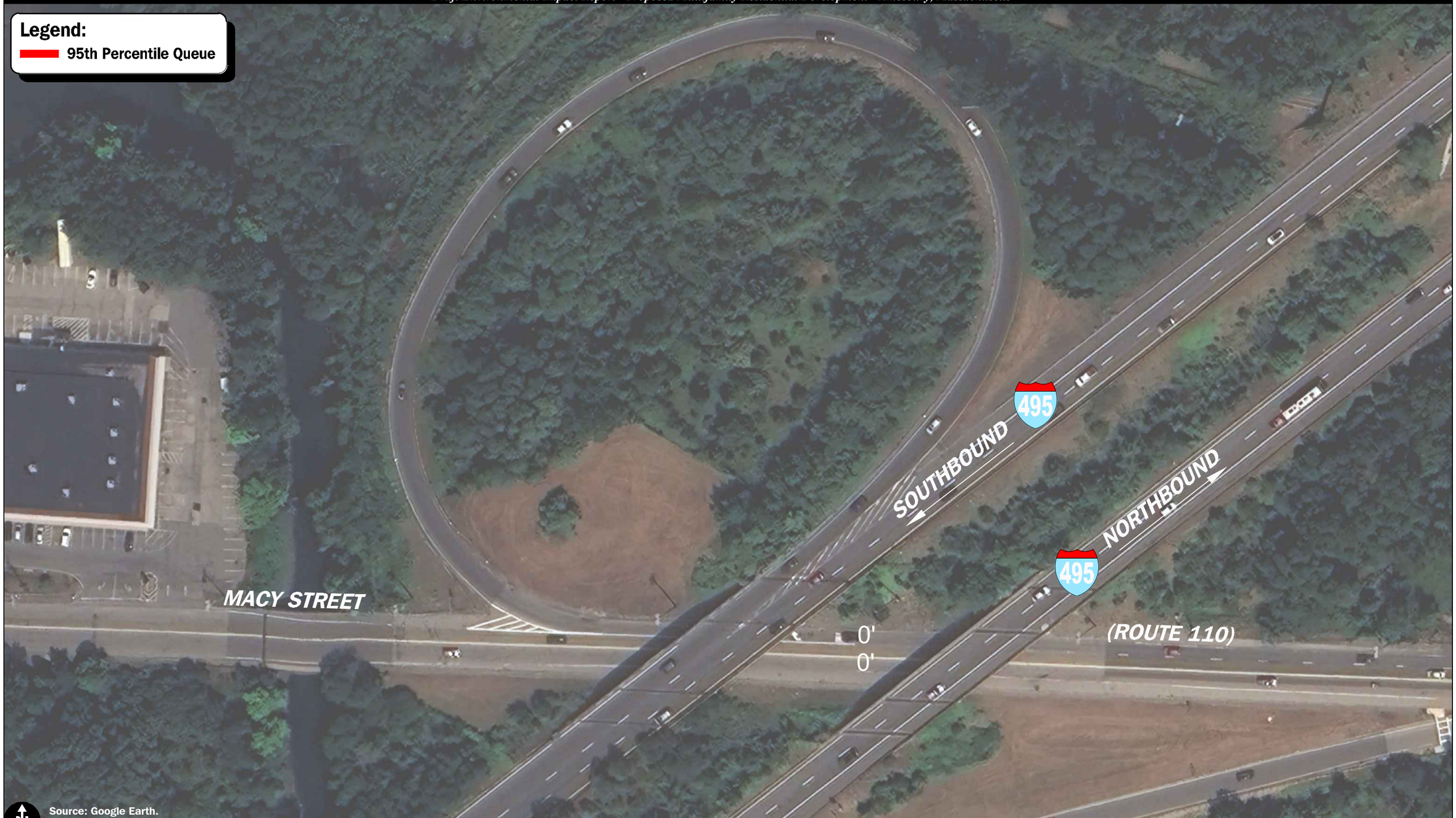


Figure Q-2

2024 Existing
Weekday Evening
Peak-Hour Vehicle Queue Summary
Route 110 at the
I-495 Southbound On-Ramp

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R:\9526\Graphics\Queues\9526 Existing Queues.dwg, 10/24/2024 3:31:41 PM



Figure Q-3

2024 Existing
Weekday Morning
Peak-Hour Vehicle Queue Summary
Route 110 at the
I-495 Northbound Off-Ramp

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R:\9526\Graphics\Queues\9526 Existing Queues.dwg, 10/24/2024 3:33:22 PM



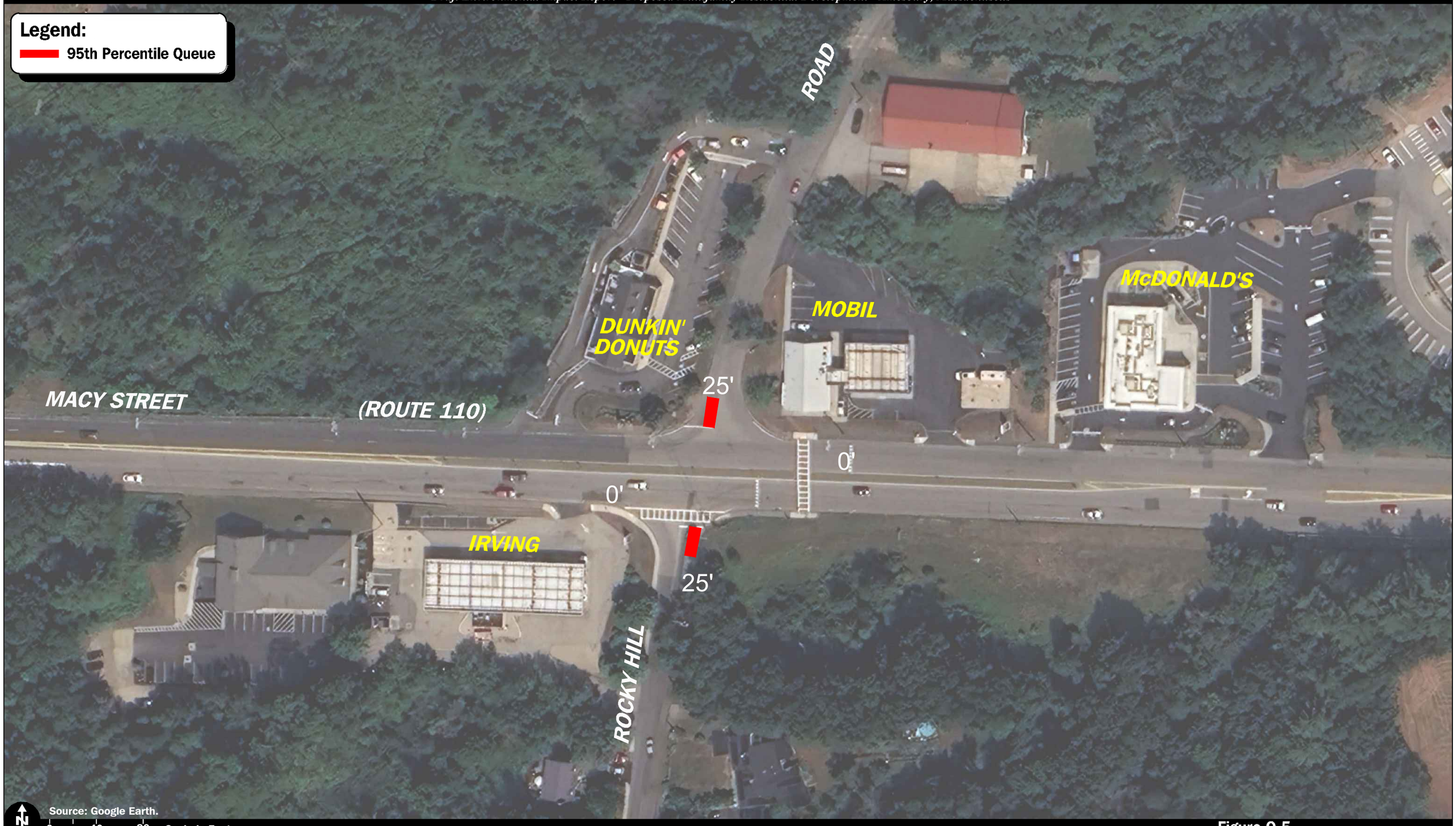
Figure Q-4

2024 Existing
Weekday Evening
Peak-Hour Vehicle Queue Summary
Route 110 at the
I-495 Northbound Off-Ramp

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 Existing Queues.dwg, 10/24/2024 3:33:47 PM



Source: Google Earth.

Figure Q-5

2024 Existing
Weekday Morning
Peak-Hour Vehicle Queue Summary
Macy Street (Route 110) at
Rocky Hill Road

Vanasse & Associates inc

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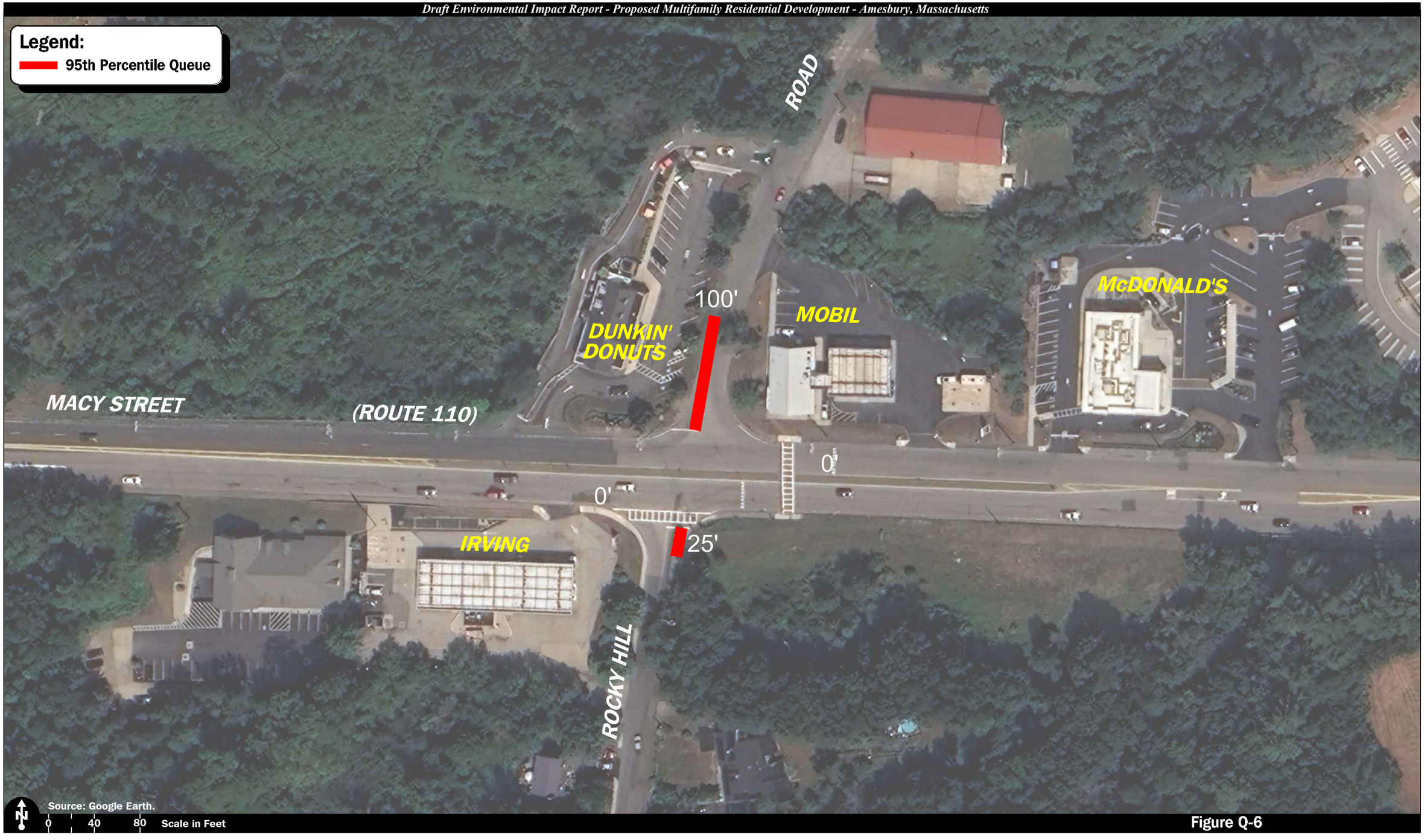


Figure Q-6

2024 Existing
Weekday Evening
Peak-Hour Vehicle Queue Summary
Macy Street (Route 110) at
Rocky Hill Road

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 Existing Queues.dwg, 10/24/2024 3:34:44 PM

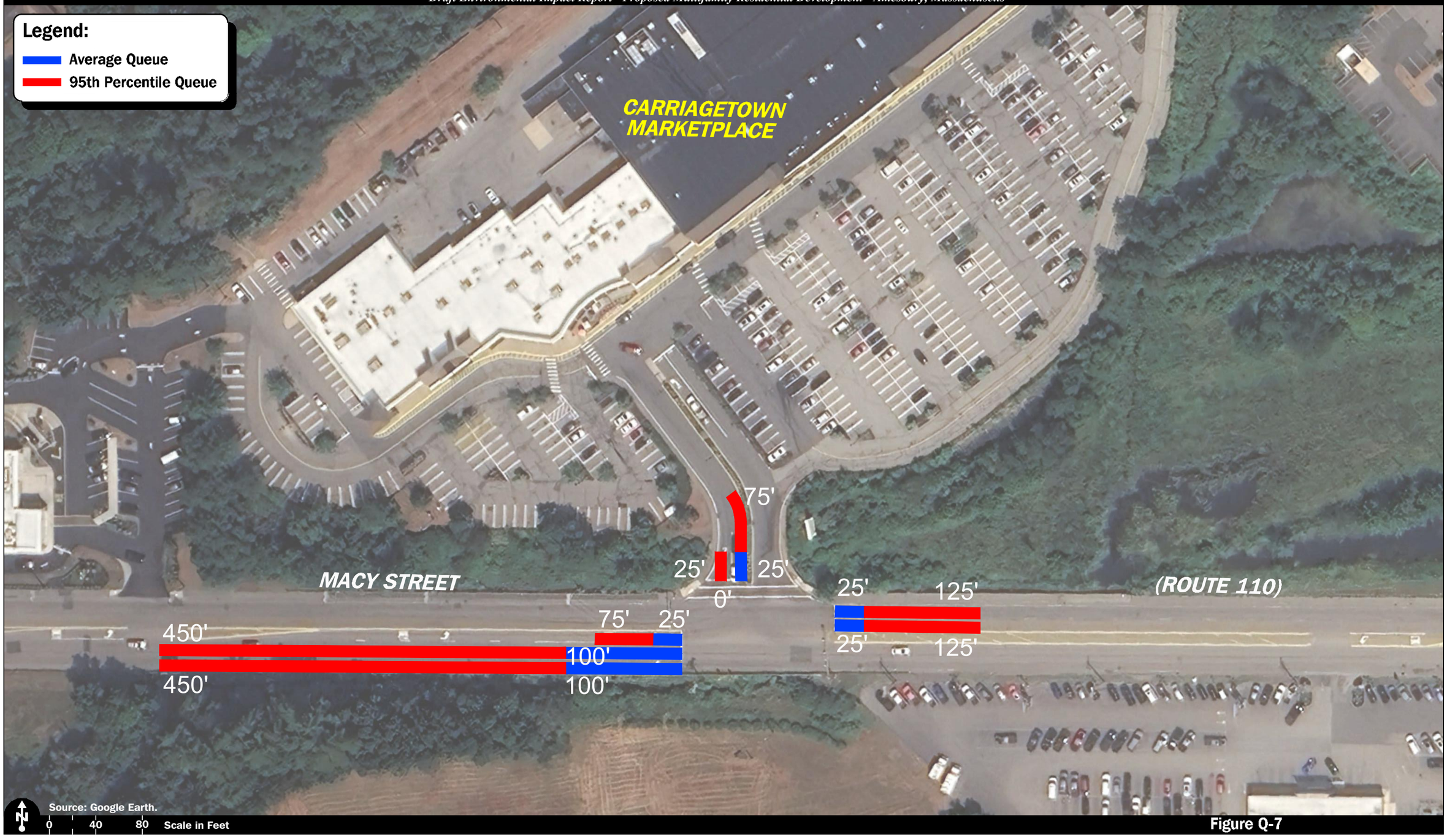


Figure Q-7

2024 Existing
Weekday Morning
Peak-Hour Vehicle Queue Summary
Route 110 at
Carriagetown Marketplace

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 Existing Queues.dwg, 10/24/2024 3:35:13 PM

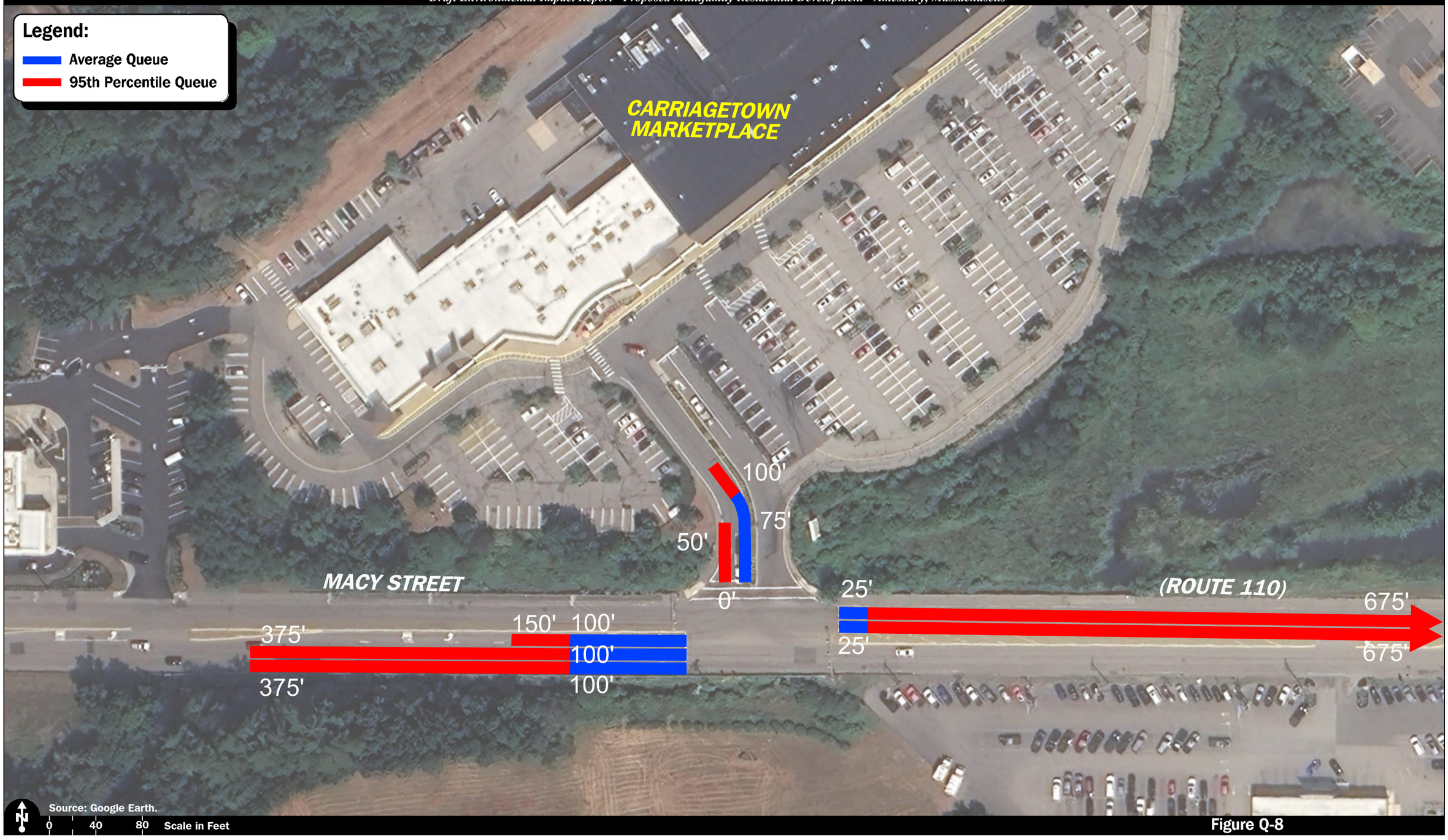


Figure Q-8

2024 Existing
Weekday Evening
Peak-Hour Vehicle Queue Summary
Route 110 at
Carriagetown Marketplace

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 Existing Queues.dwg, 10/24/2024 3:35:44 PM

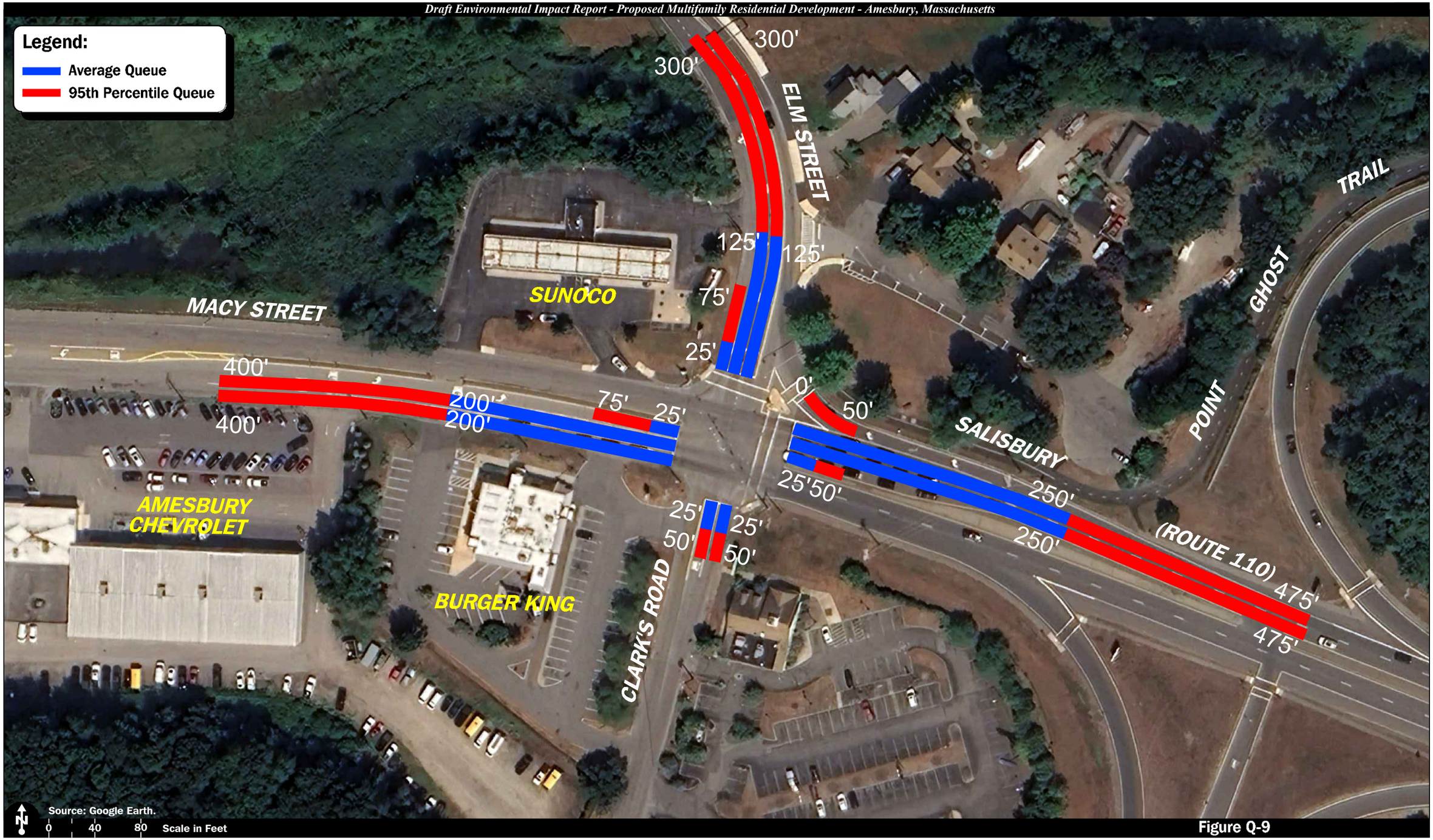


Figure Q-9

2024 Existing
Weekday Morning
Peak-Hour Vehicle Queue Summary
Route 110 at
Clark's Road and Elm Street

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 Existing Queues.dwg, 10/29/2024 8:17:30 AM

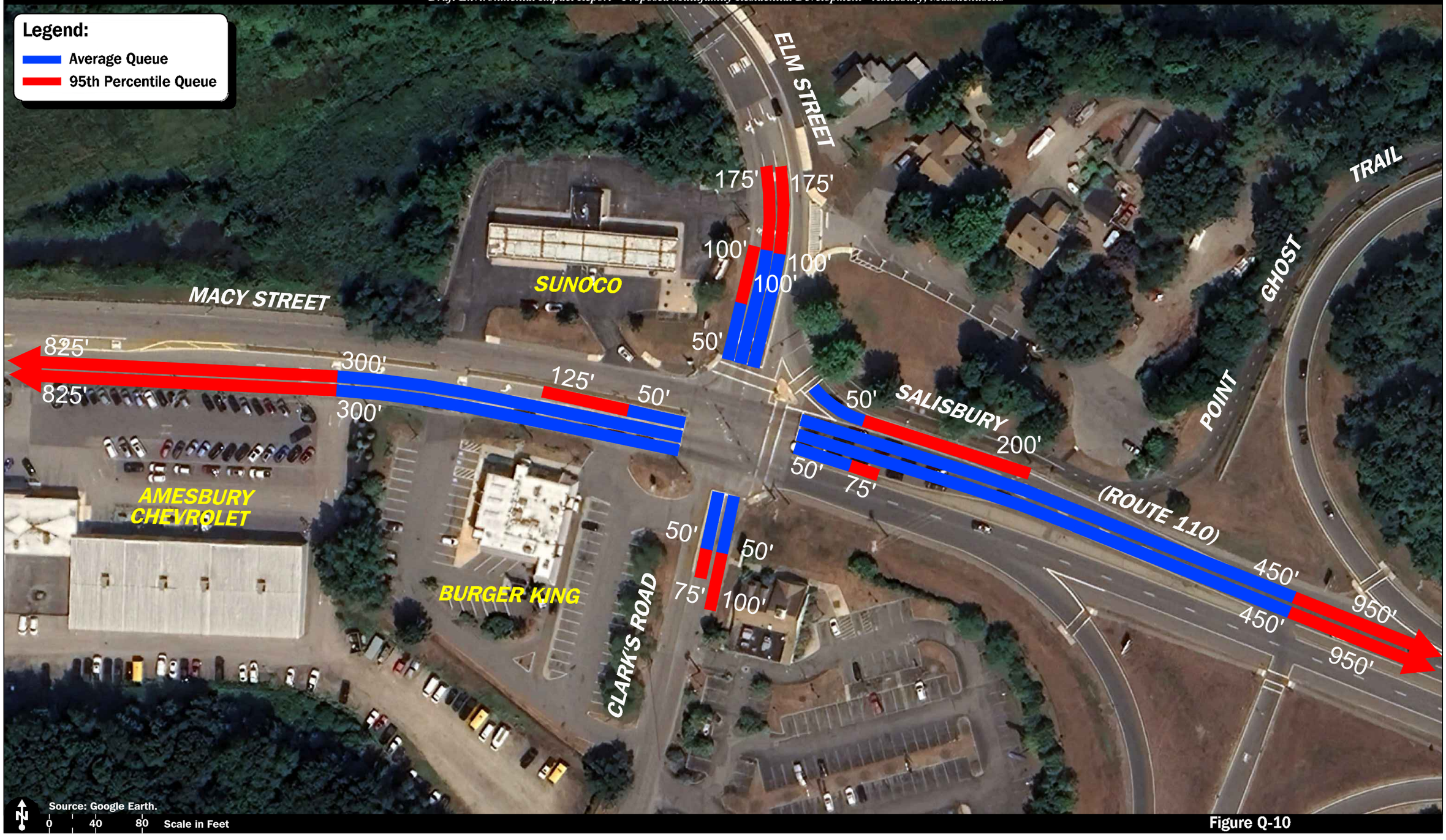


Figure Q-10

2024 Existing
Weekday Evening
Peak-Hour Vehicle Queue Summary
Route 110 at
Clark's Road and Elm Street

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 Existing Queues.dwg, 10/29/2024 8:18:00 AM

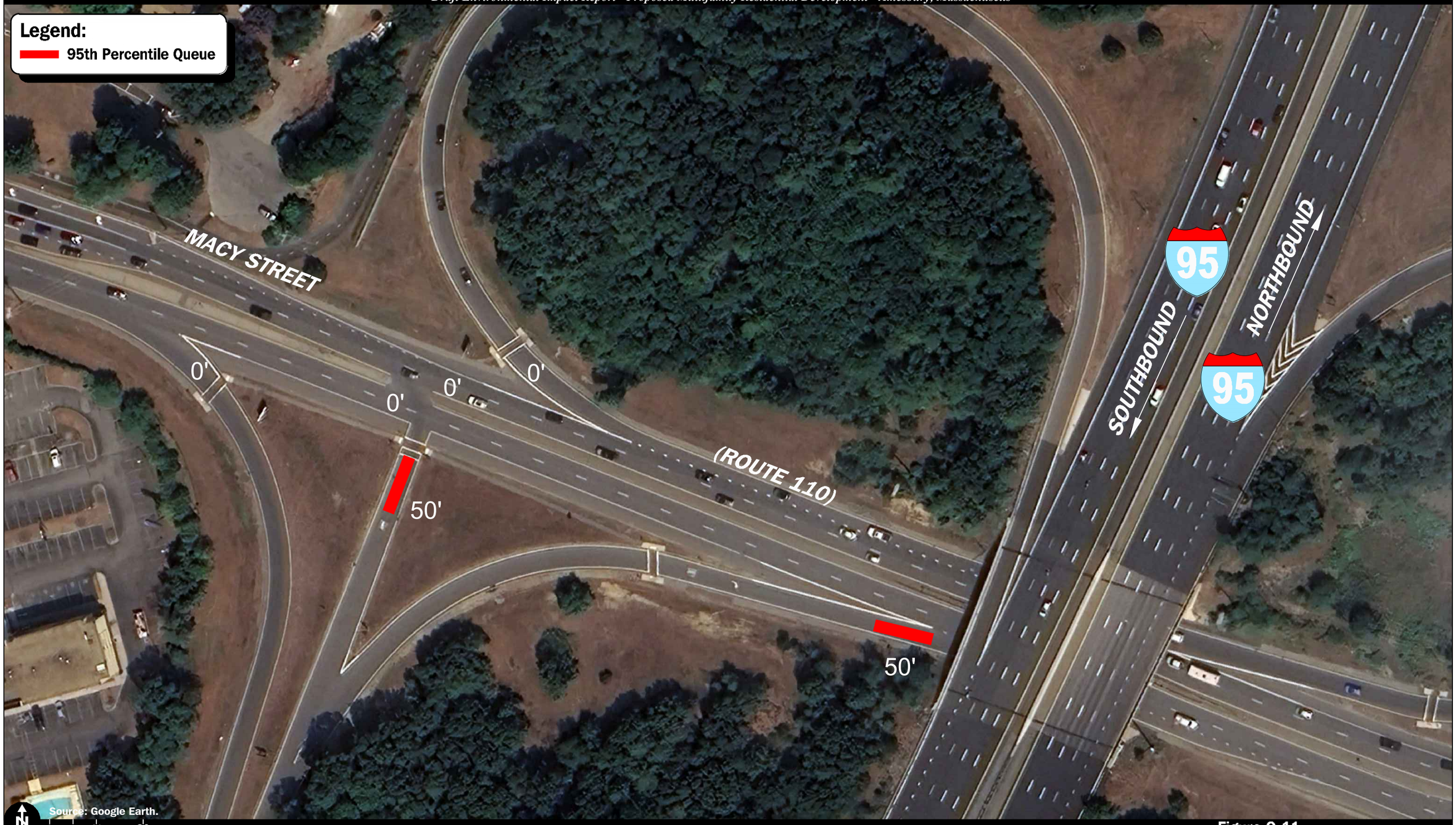


Figure Q-11

2024 Existing
Weekday Morning
Peak-Hour Vehicle Queue Summary
Route 110 at
I-95 Southbound Ramps

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 Existing Queues.dwg, 10/24/2024 3:38:54 PM

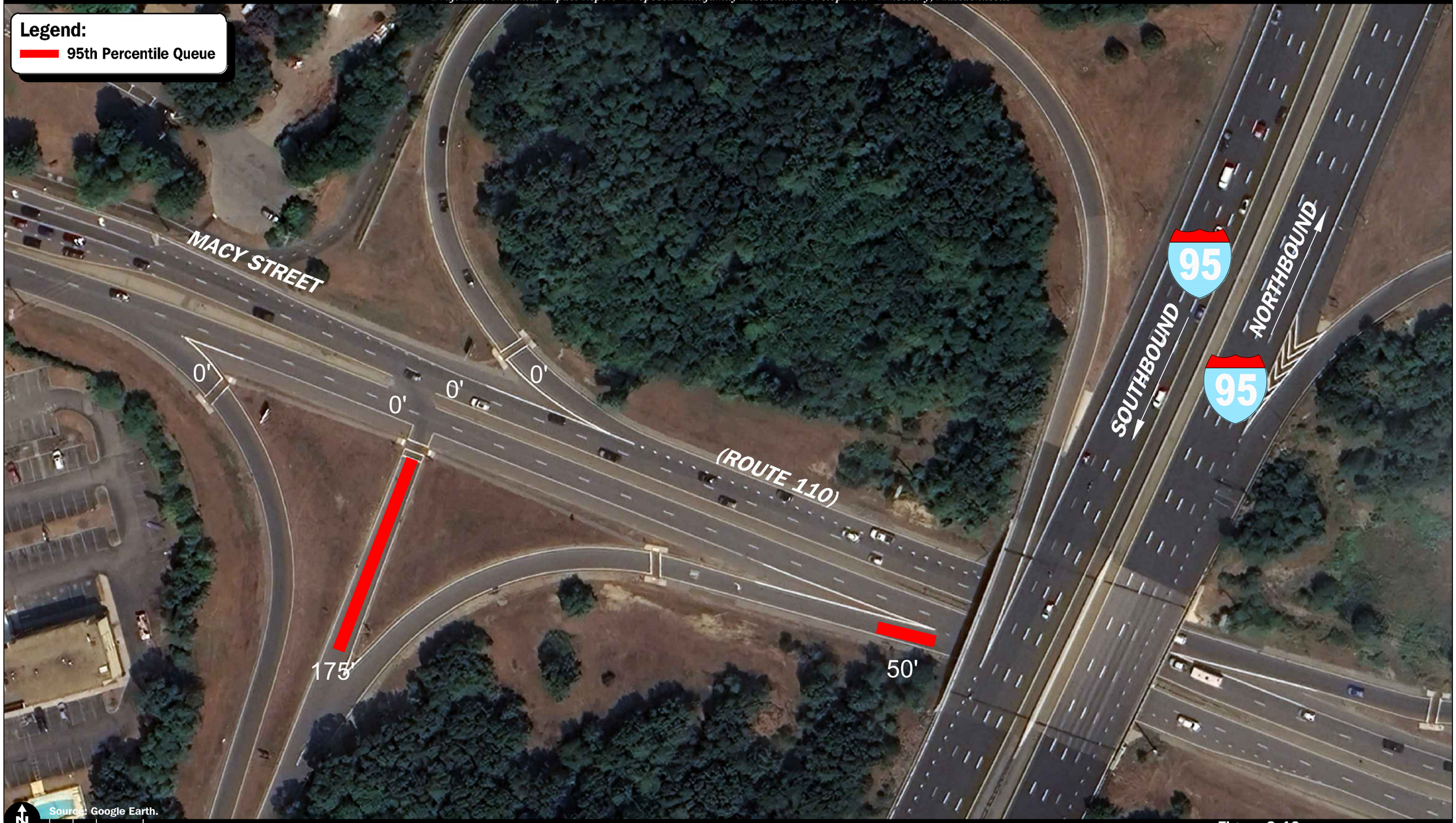


Figure Q-12

2024 Existing
Weekday Evening
Peak-Hour Vehicle Queue Summary
Route 110 at
I-95 Southbound Ramps

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 Existing Queues.dwg, 10/29/2024 8:18:31 AM

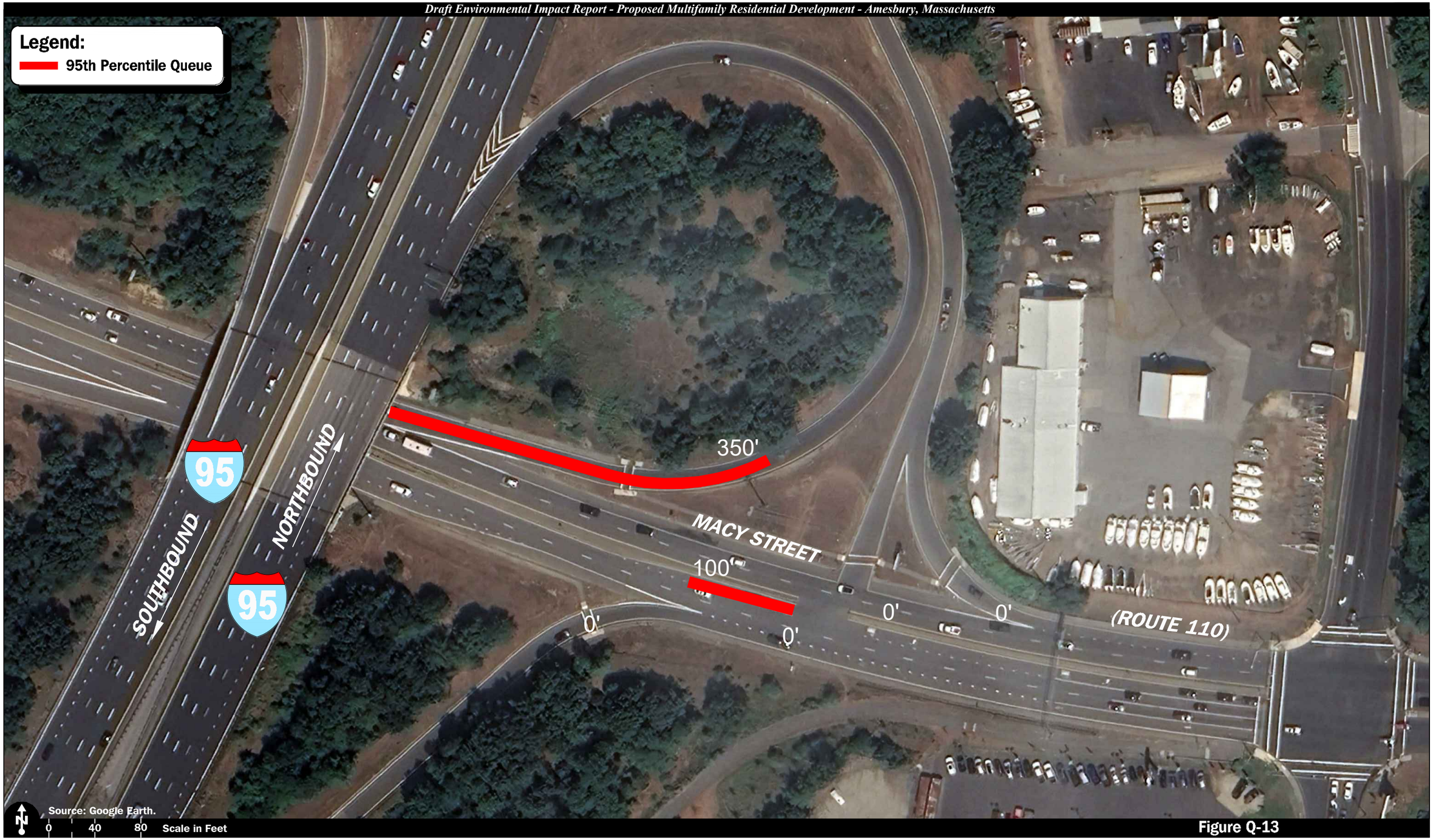


Figure Q-13

2024 Existing
Weekday Morning
Peak-Hour Vehicle Queue Summary
Route 110 at
I-95 Northbound Ramps

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R:\9526\Graphics\Queues\9526 Existing Queues.dwg, 10/24/2024 3:39:58 PM



Figure Q-14

2024 Existing
Weekday Evening
Peak-Hour Vehicle Queue Summary
Route 110 at
I-95 Northbound Ramps

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R:\9526\Graphics\Queues\9526 Existing Queues.dwg, 10/24/2024 3:40:22 PM

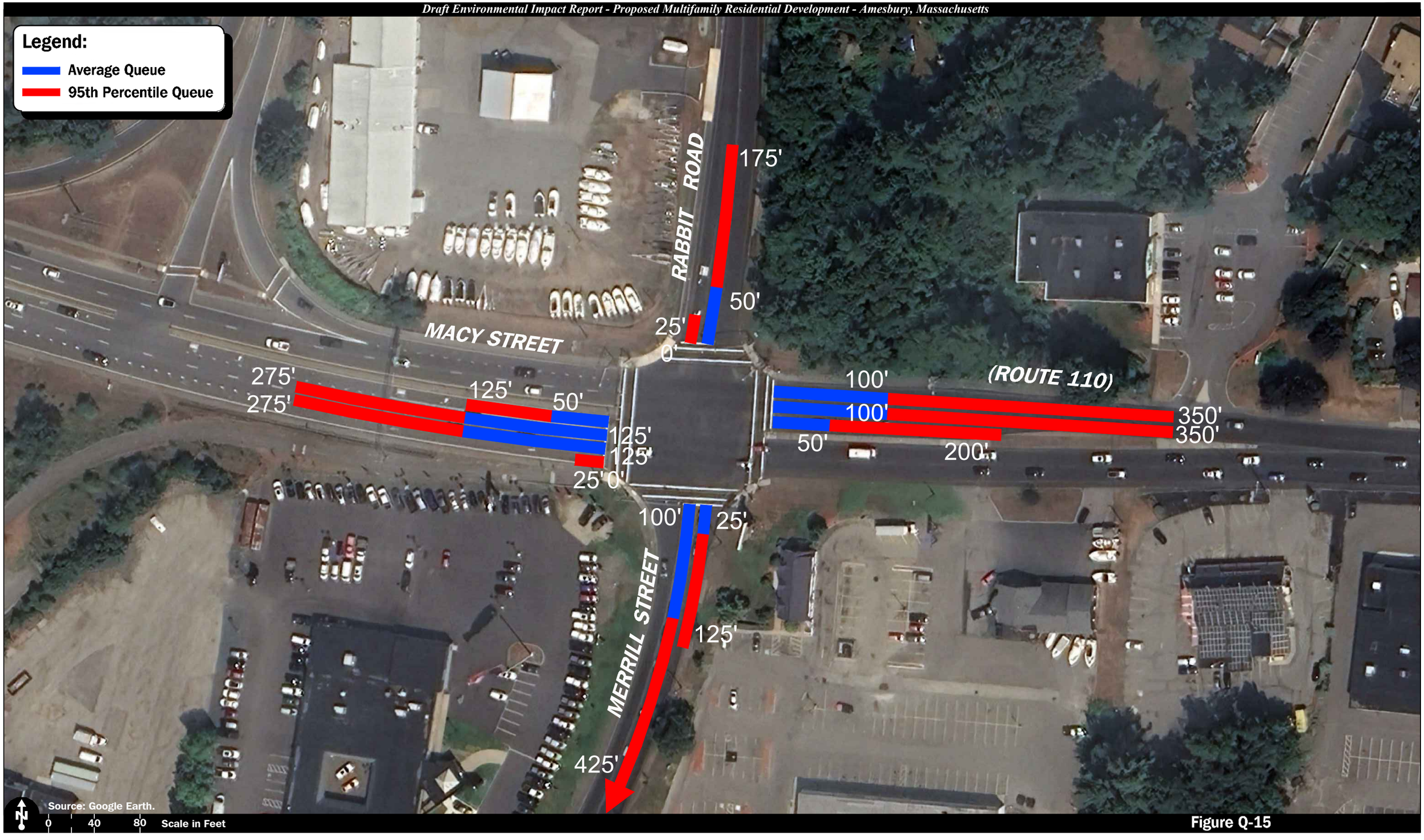


Figure Q-15

2024 Existing
Weekday Morning
Peak-Hour Vehicle Queue Summary
Route 110 at Merrill Street and
Rabbit Road

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 Existing Queues.dwg, 10/24/2024 3:40:44 PM

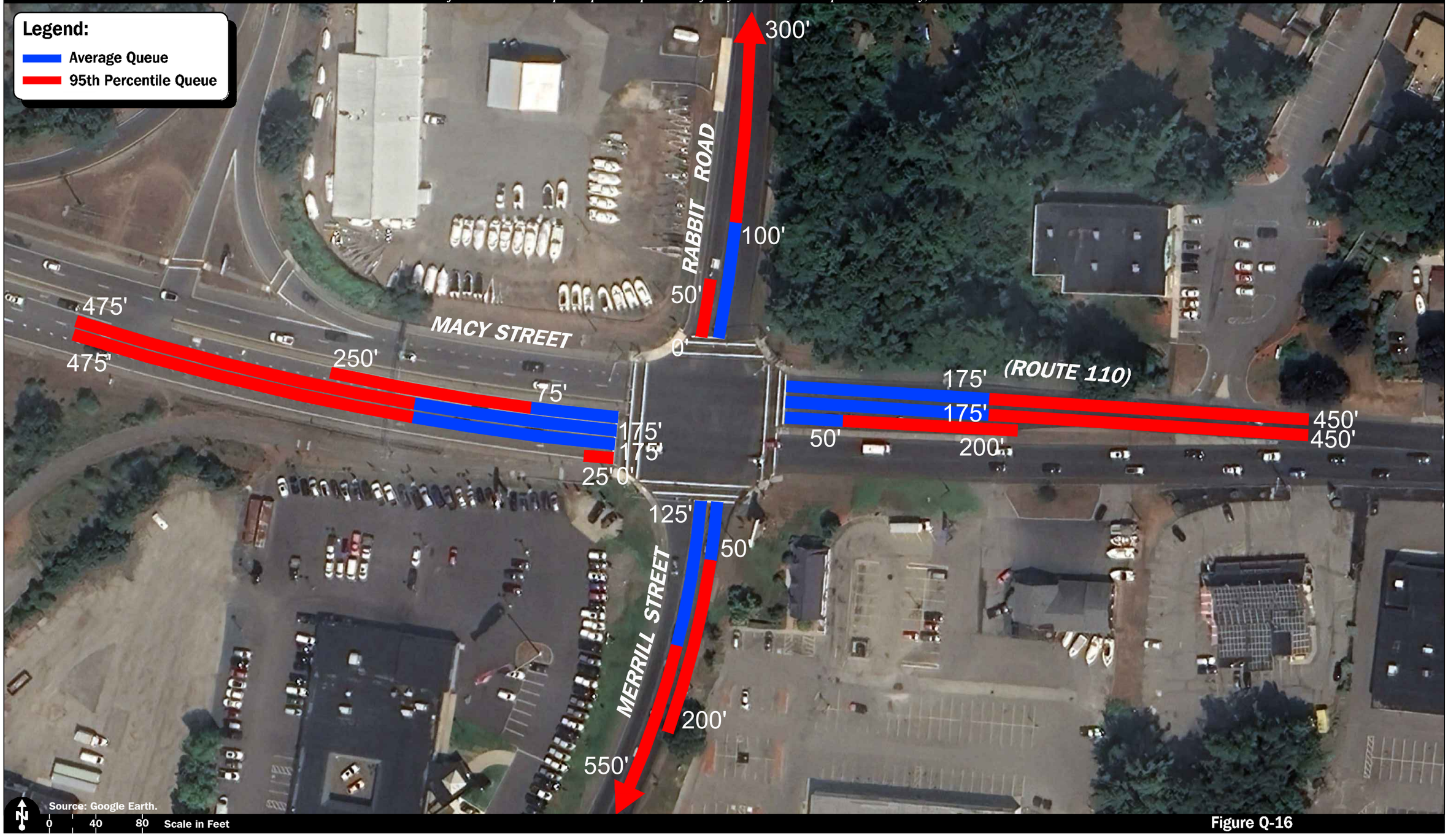


Figure Q-16

2024 Existing
Weekday Evening
Peak-Hour Vehicle Queue Summary
Route 110 at Merrill Street and
Rabbit Road

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 Existing Queues.dwg, 10/24/2024 3:41:12 PM

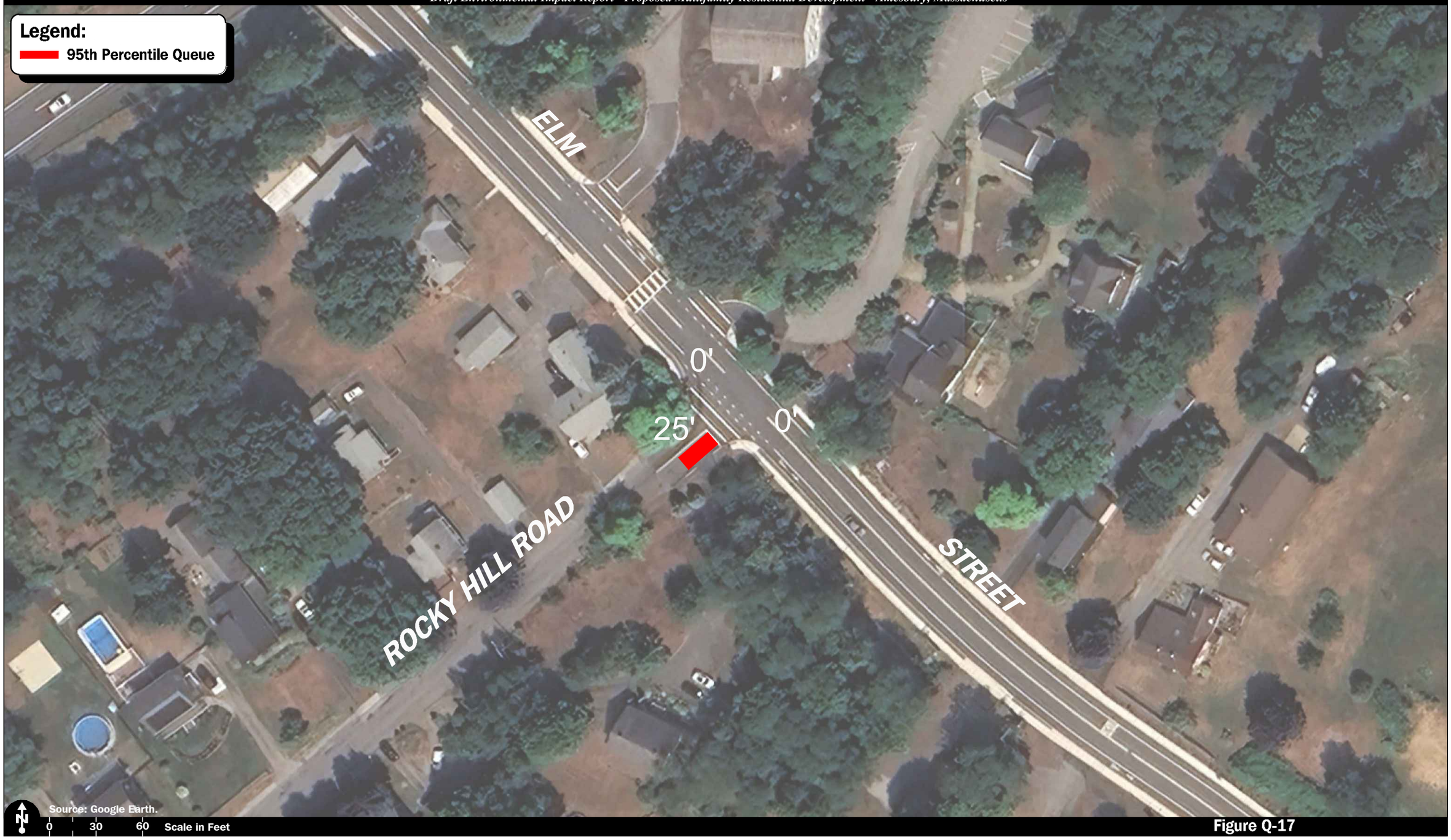


Figure Q-17

2024 Existing
Weekday Morning
Peak-Hour Vehicle Queue Summary
Elm Street at Rocky Hill Road

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 Existing Queues.dwg, 10/24/2024 3:41:39 PM

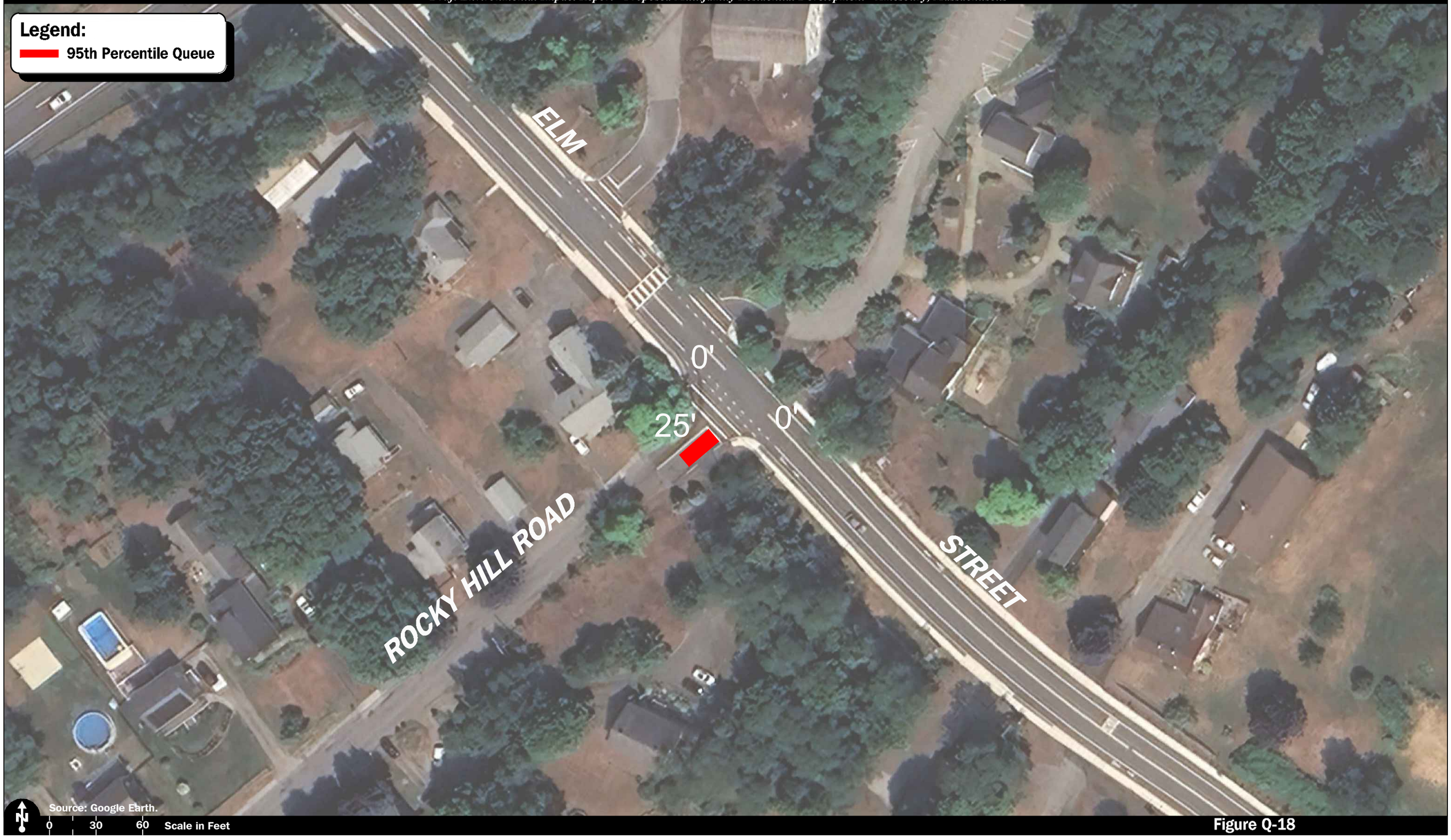


Figure Q-18

2024 Existing
Weekday Evening
Peak-Hour Vehicle Queue Summary
Elm Street at Rocky Hill Road

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 Existing Queues.dwg, 10/24/2024 3:42:28 PM

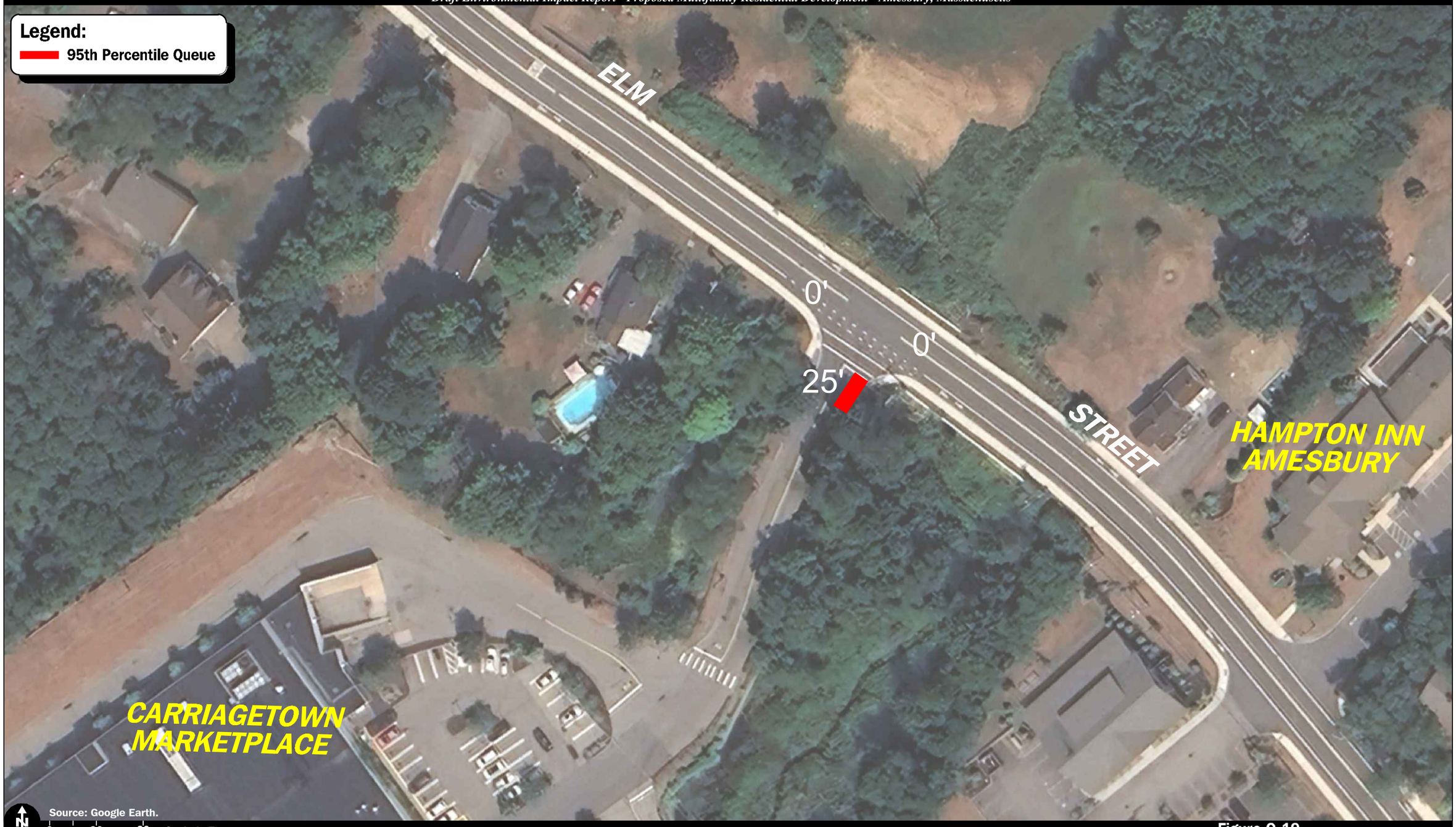


Figure Q-19

2024 Existing
Weekday Morning
Peak-Hour Vehicle Queue Summary
Elm Street at
Carriagetown Marketplace

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 Existing Queues.dwg, 10/24/2024 3:42:58 PM



Figure Q-20

2024 Existing
Weekday Evening
Peak-Hour Vehicle Queue Summary
Elm Street at
Carriagetown Marketplace

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 Existing Queues.dwg, 10/24/2024 3:52:01 PM



Figure Q-21

2024 Existing
Weekday Morning
Peak-Hour Vehicle Queue Summary
Elm Street at Project Site Drive and
Hampton Inn Amesbury

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R:\9526\Graphics\Queues\9526 Existing Queues.dwg, 10/24/2024 3:52:47 PM



Figure Q-22

2024 Existing
Weekday Evening
Peak-Hour Vehicle Queue Summary
Elm Street at Project Site Drive and
Hampton Inn Amesbury

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R:\9526\Graphics\Queues\9526 Existing Queues.dwg, 10/24/2024 4:03:29 PM



Figure Q-23

2031 No-Build
Weekday Morning
Peak-Hour Vehicle Queue Summary
Route 110 at the
I-495 Southbound On-Ramp

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R:\9526\Graphics\Queues\9526 No-Build Queues.dwg, 10/25/2024 10:26:09 AM

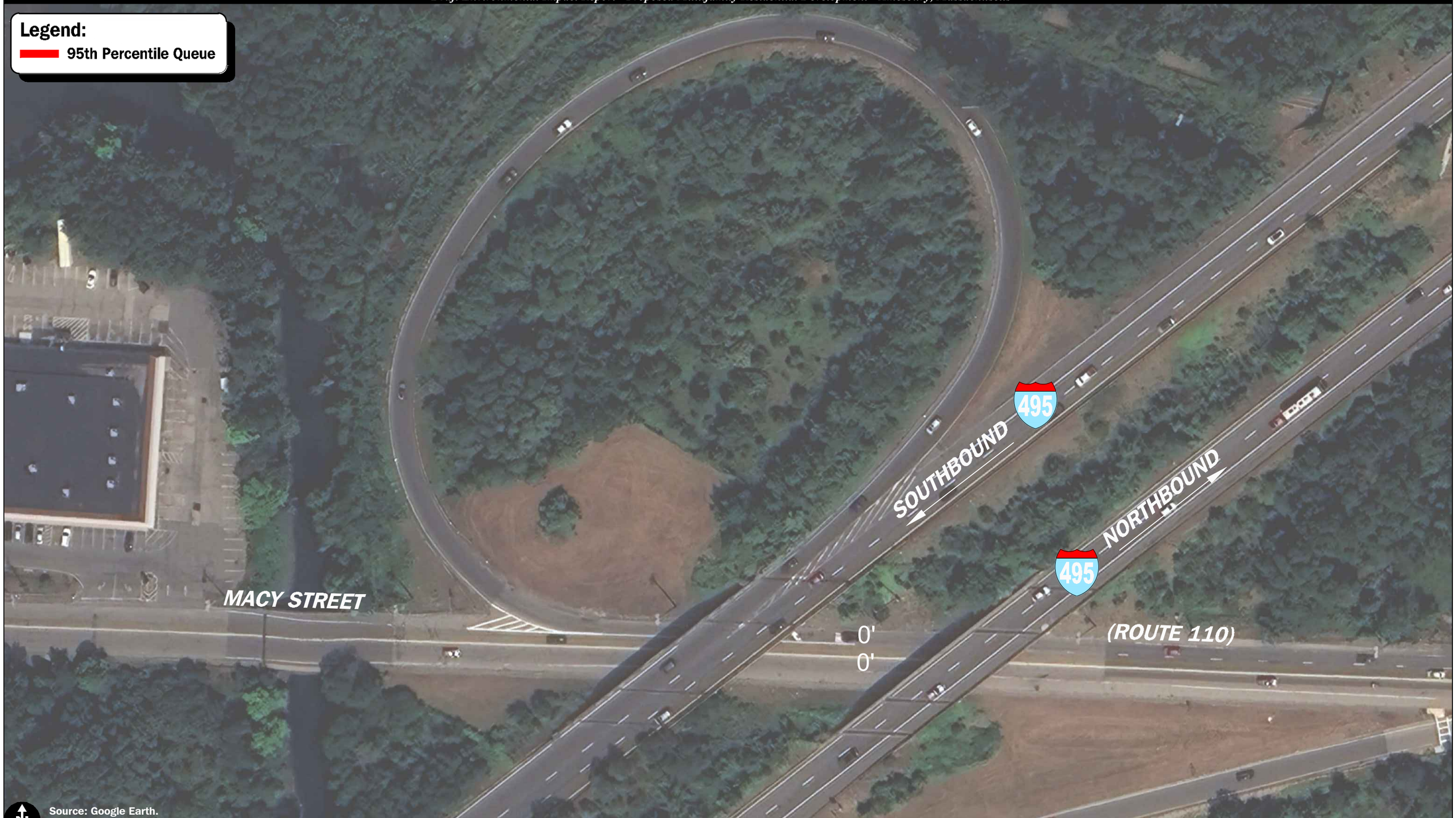


Figure Q-24

2031 No-Build
Weekday Evening
Peak-Hour Vehicle Queue Summary
Route 110 at the
I-495 Southbound On-Ramp

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 No-Build Queues.dwg, 10/25/2024 10:26:37 AM



Figure Q-25

2031 No-Build
Weekday Morning
Peak-Hour Vehicle Queue Summary
Route 110 at the
I-495 Northbound Off-Ramp

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R:\9526\Graphics\Queues\9526 No-Build Queues.dwg, 10/25/2024 10:26:58 AM



Figure Q-26

2031 No-Build
Weekday Evening
Peak-Hour Vehicle Queue Summary
Route 110 at the
I-495 Northbound Off-Ramp

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R:\9526\Graphics\Queues\9526 No-Build Queues.dwg, 10/25/2024 10:27:19 AM

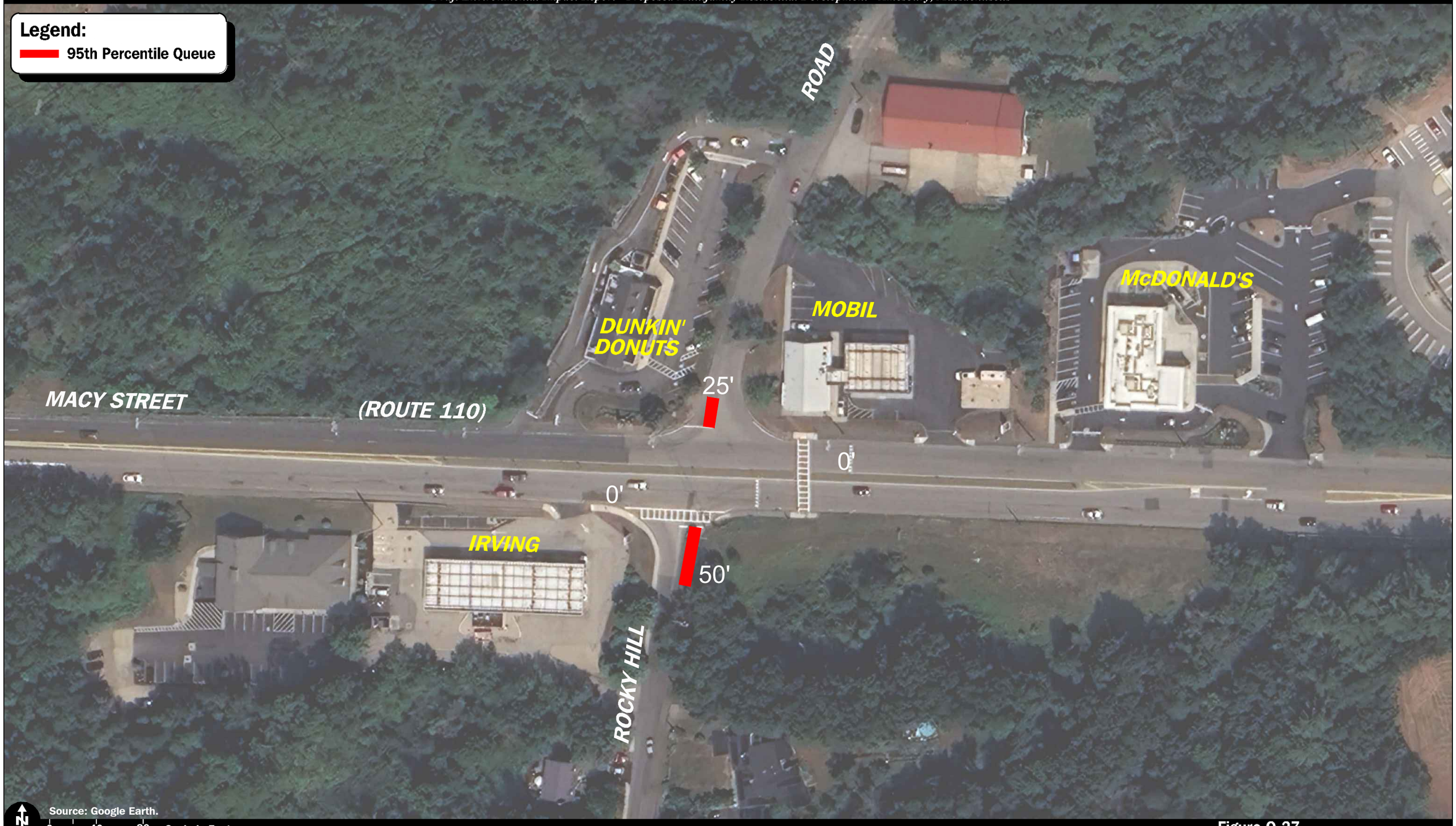


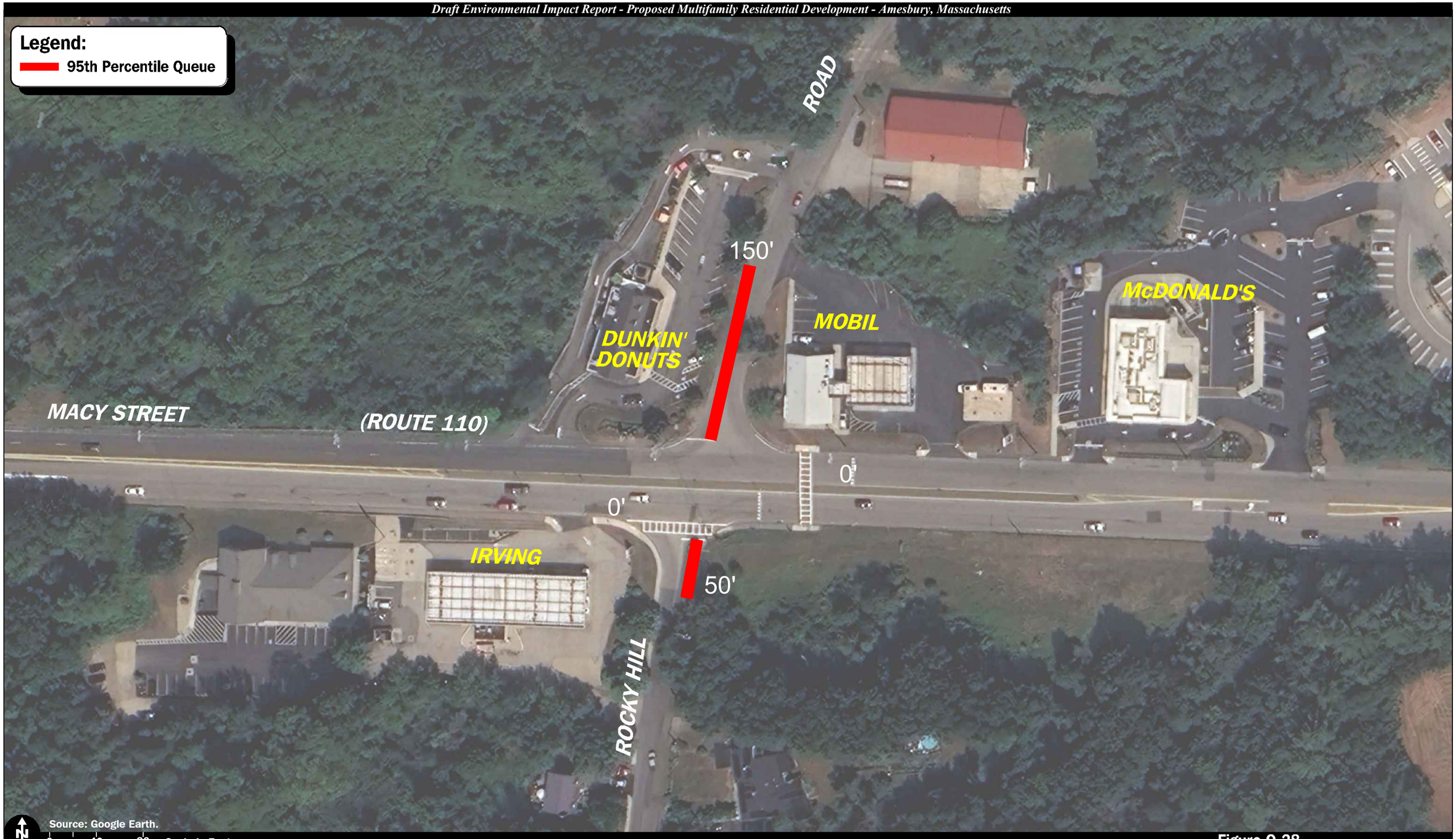
Figure Q-27

2031 No-Build
Weekday Morning
Peak-Hour Vehicle Queue Summary
Macy Street (Route 110) at
Rocky Hill Road

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 No-Build Queues.dwg, 10/25/2024 10:27:46 AM



Source: Google Earth.

Figure Q-28

2031 No-Build
Weekday Evening
Peak-Hour Vehicle Queue Summary
Macy Street (Route 110) at
Rocky Hill Road

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 No-Build Queues.dwg, 10/25/2024 10:28:11 AM

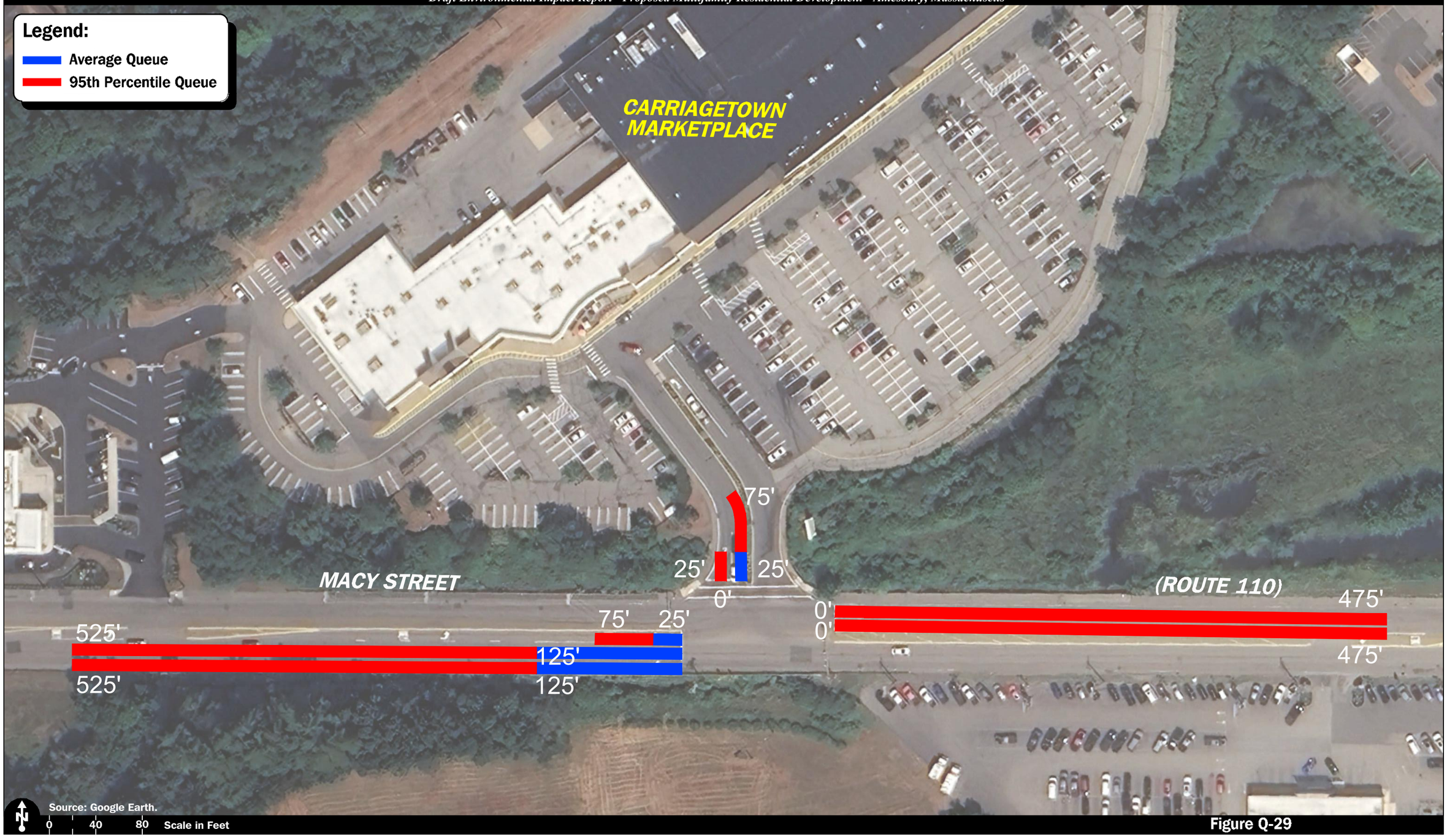


Figure Q-29

2031 No-Build
Weekday Morning
Peak-Hour Vehicle Queue Summary
Route 110 at
Carriagetown Marketplace

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 No-Build Queues.dwg, 10/25/2024 10:28:40 AM

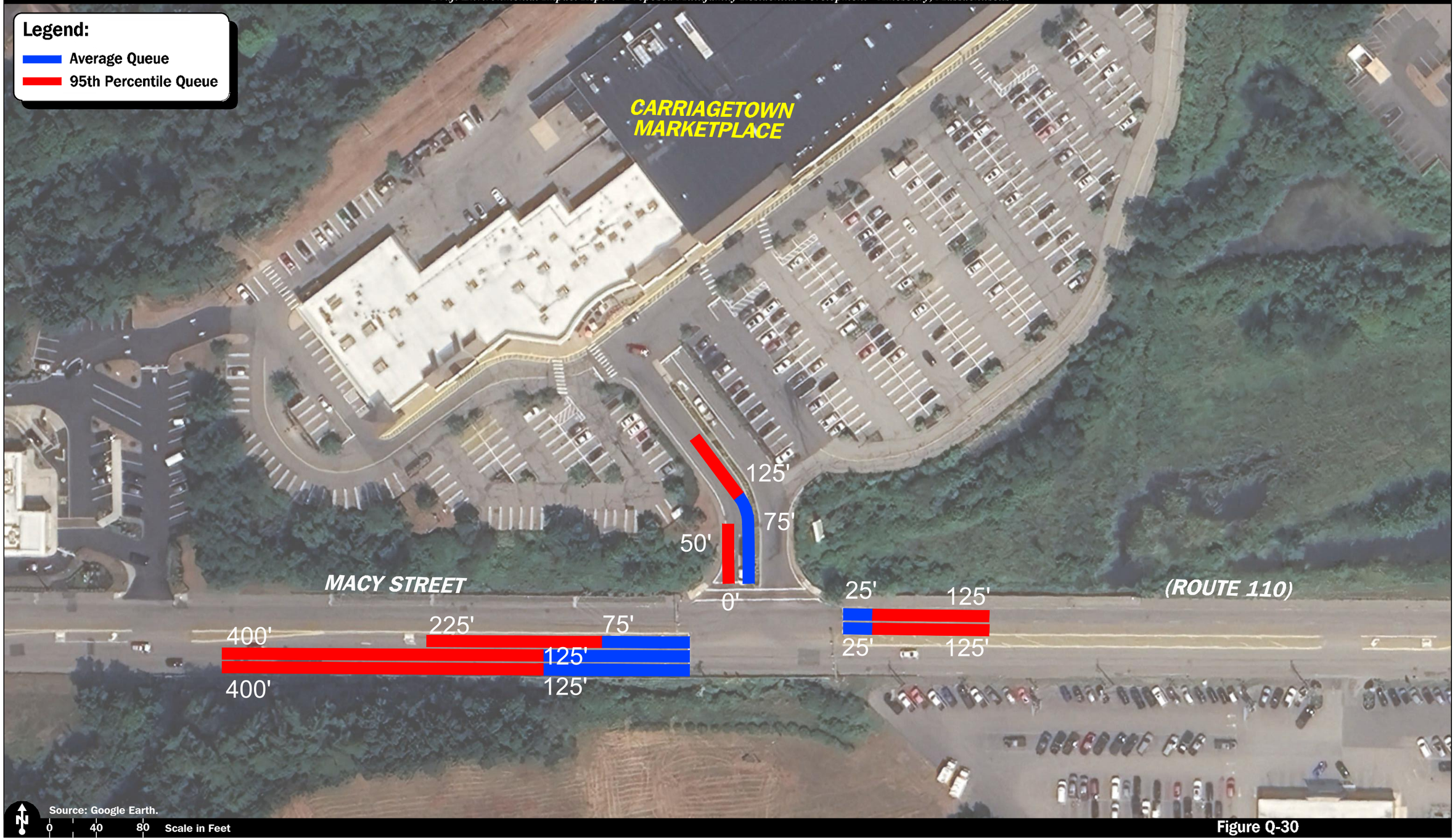


Figure Q-30

2031 No-Build
Weekday Evening
Peak-Hour Vehicle Queue Summary
Route 110 at
Carriagetown Marketplace

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 No-Build Queues.dwg, 10/25/2024 10:29:10 AM

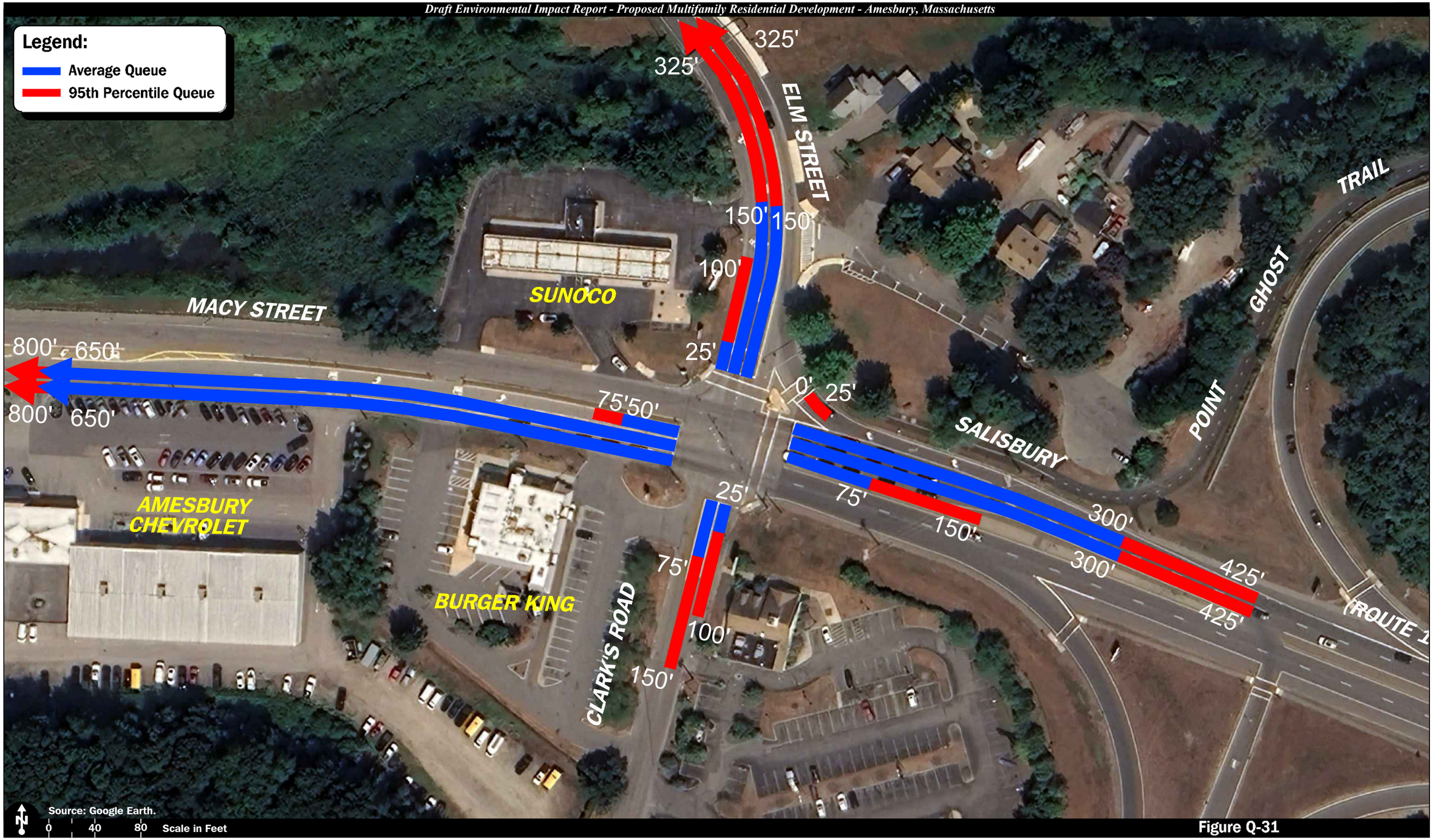


Figure Q-31

2031 No-Build
Weekday Morning
Peak-Hour Vehicle Queue Summary
Route 110 at
Clark's Road and Elm Street

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 No-Build Queues.dwg, 11/1/2024 9:30:25 AM

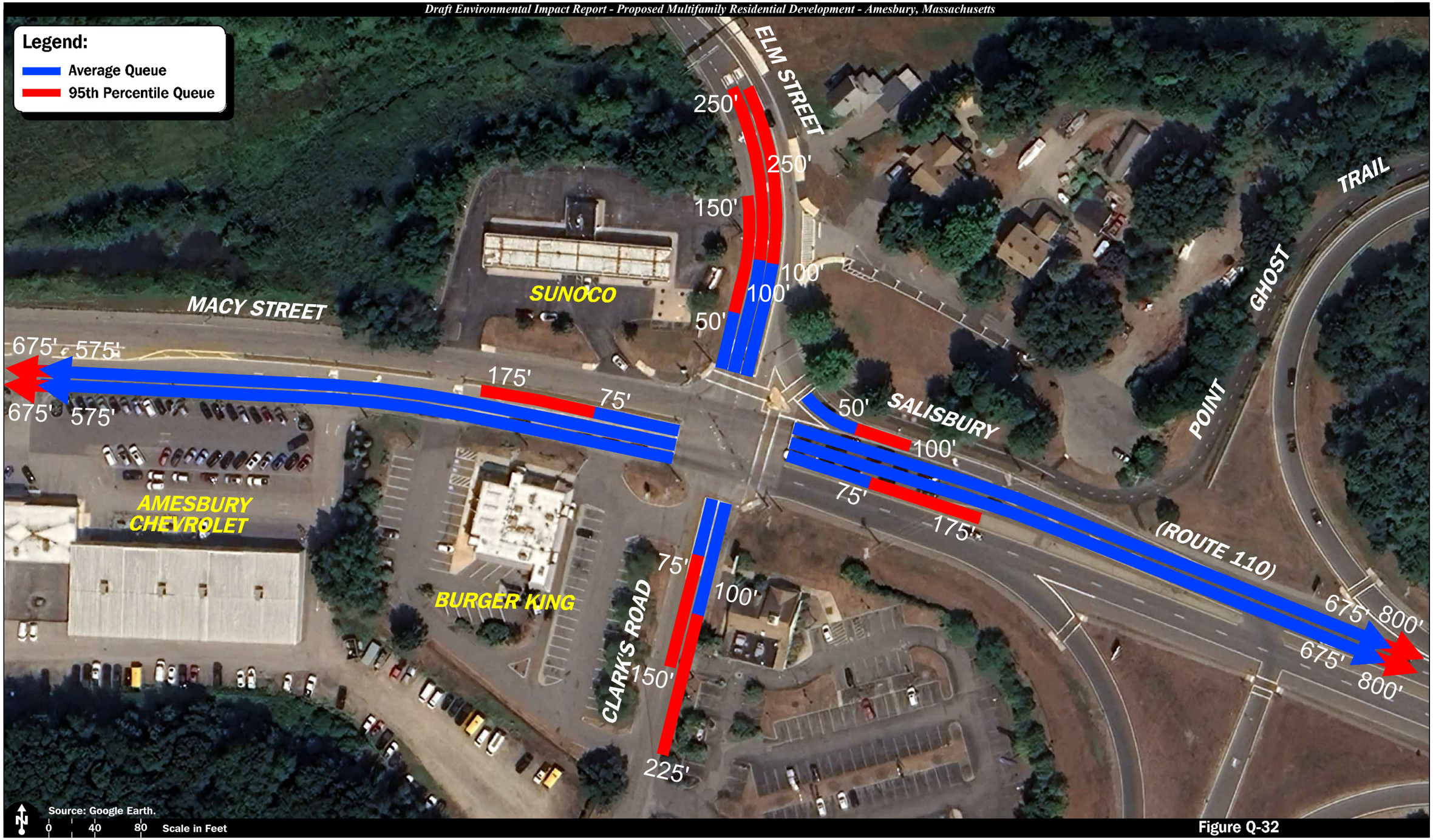


Figure Q-32

2031 No-Build
Weekday Evening
Peak-Hour Vehicle Queue Summary
Route 110 at
Clark's Road and Elm Street

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 No-Build Queues.dwg, 11/1/2024 9:31:04 AM

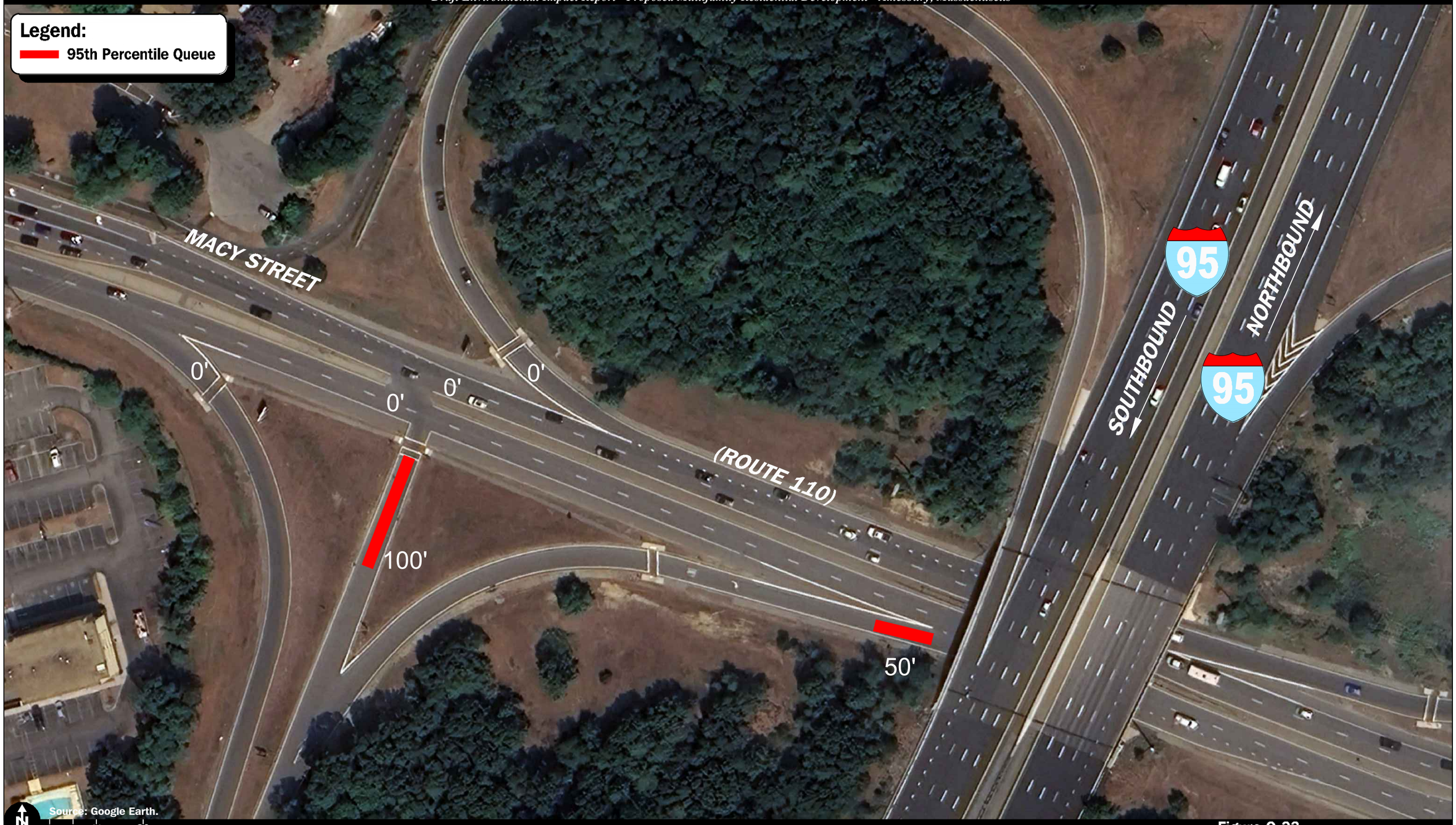


Figure Q-33

2031 No-Build
Weekday Morning
Peak-Hour Vehicle Queue Summary
Route 110 at
I-95 Southbound Ramps

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 No-Build Queues.dwg, 10/25/2024 10:34:17 AM

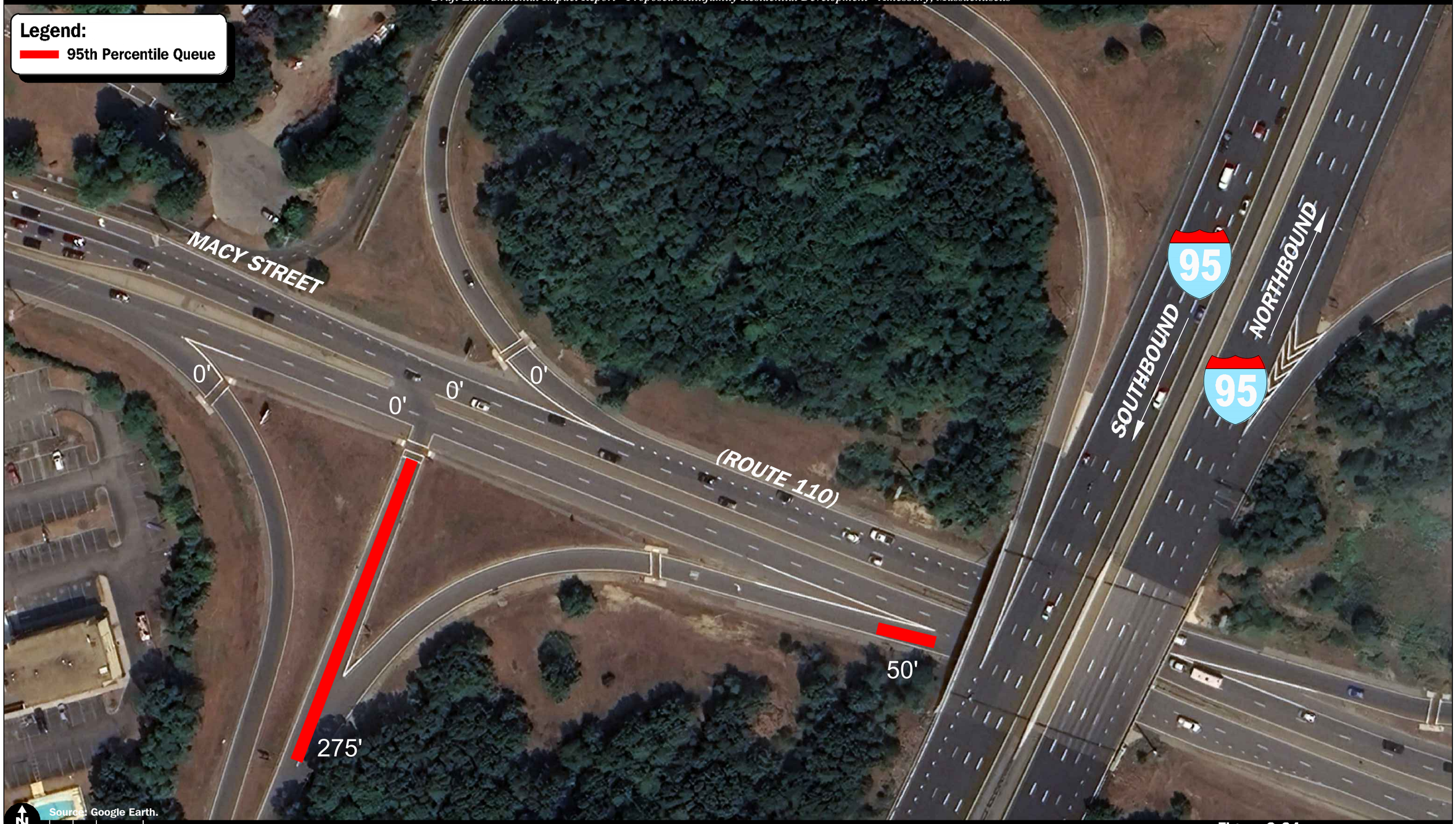


Figure Q-34

2031 No-Build
Weekday Evening
Peak-Hour Vehicle Queue Summary
Route 110 at
I-95 Southbound Ramps

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 No-Build Queues.dwg, 10/25/2024 10:34:46 AM

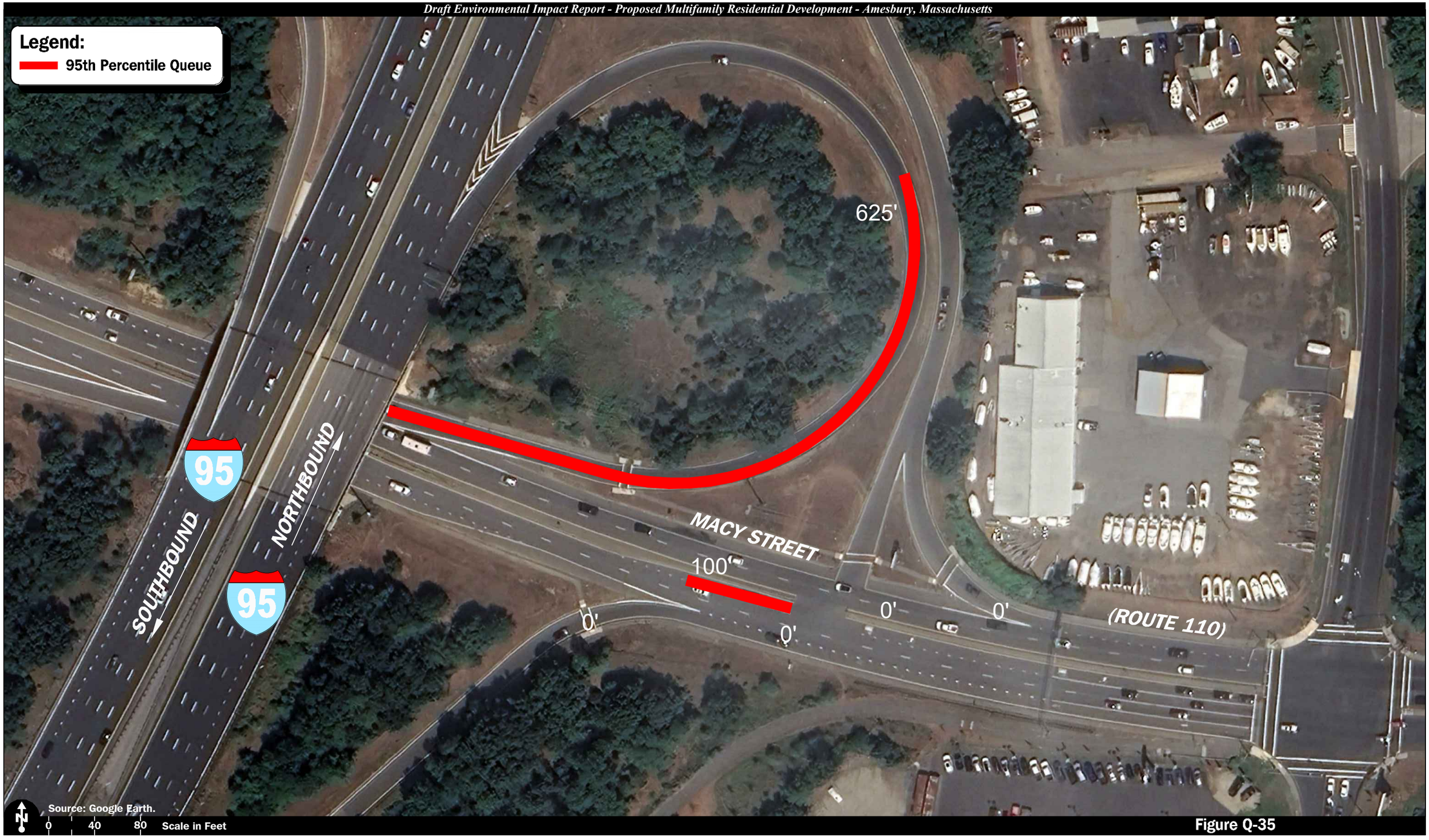


Figure Q-35

2031 No-Build
Weekday Morning
Peak-Hour Vehicle Queue Summary
Route 110 at
I-95 Northbound Ramps

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 No-Build Queues.dwg, 10/25/2024 10:35:07 AM



Figure Q-36

2031 No-Build
Weekday Evening
Peak-Hour Vehicle Queue Summary
Route 110 at
I-95 Northbound Ramps

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 No-Build Queues.dwg, 10/25/2024 10:35:29 AM

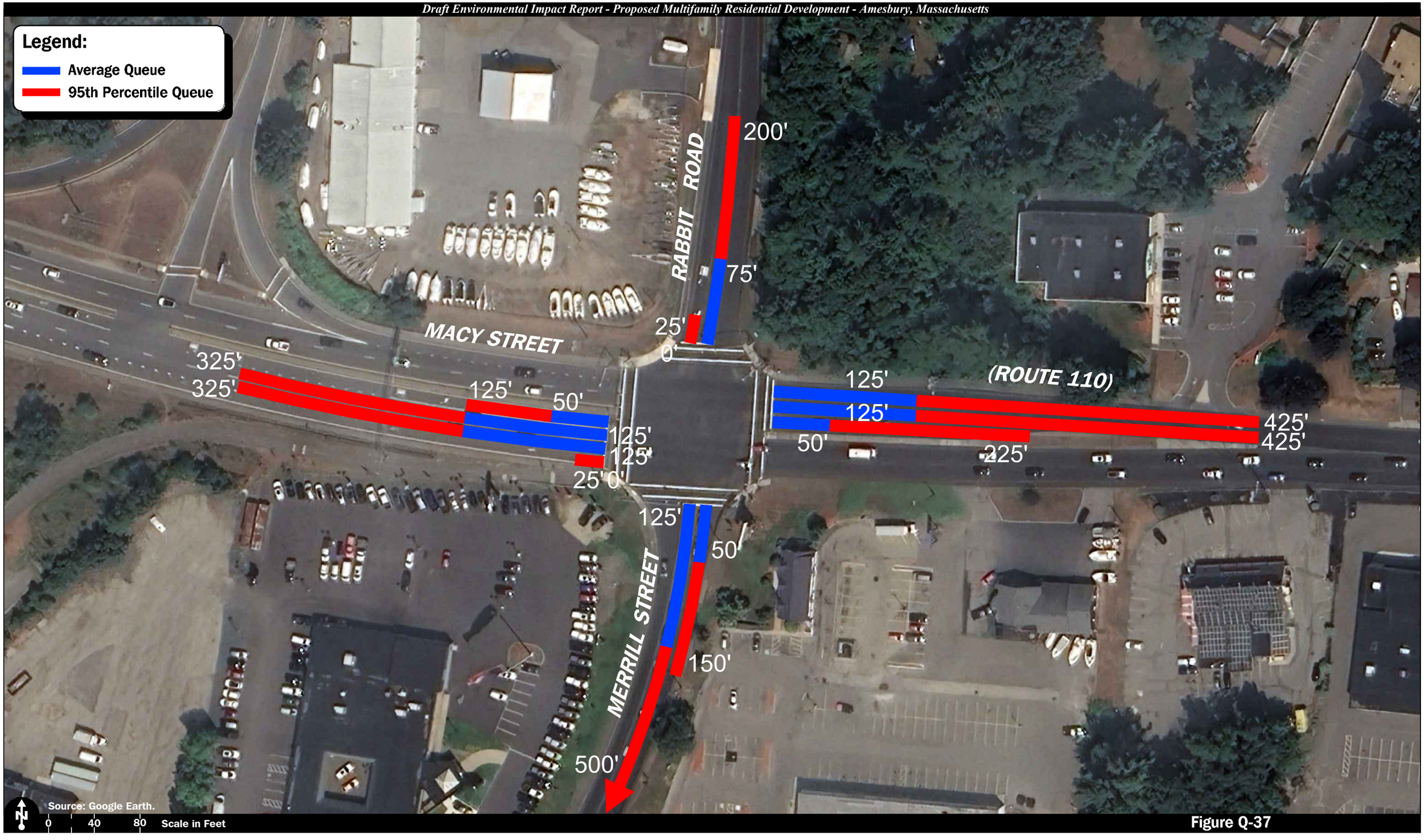


Figure Q-37

2031 No-Build
Weekday Morning
Peak-Hour Vehicle Queue Summary
Route 110 at Merrill Street and
Rabbit Road

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 No-Build Queues.dwg, 10/25/2024 10:35:49 AM

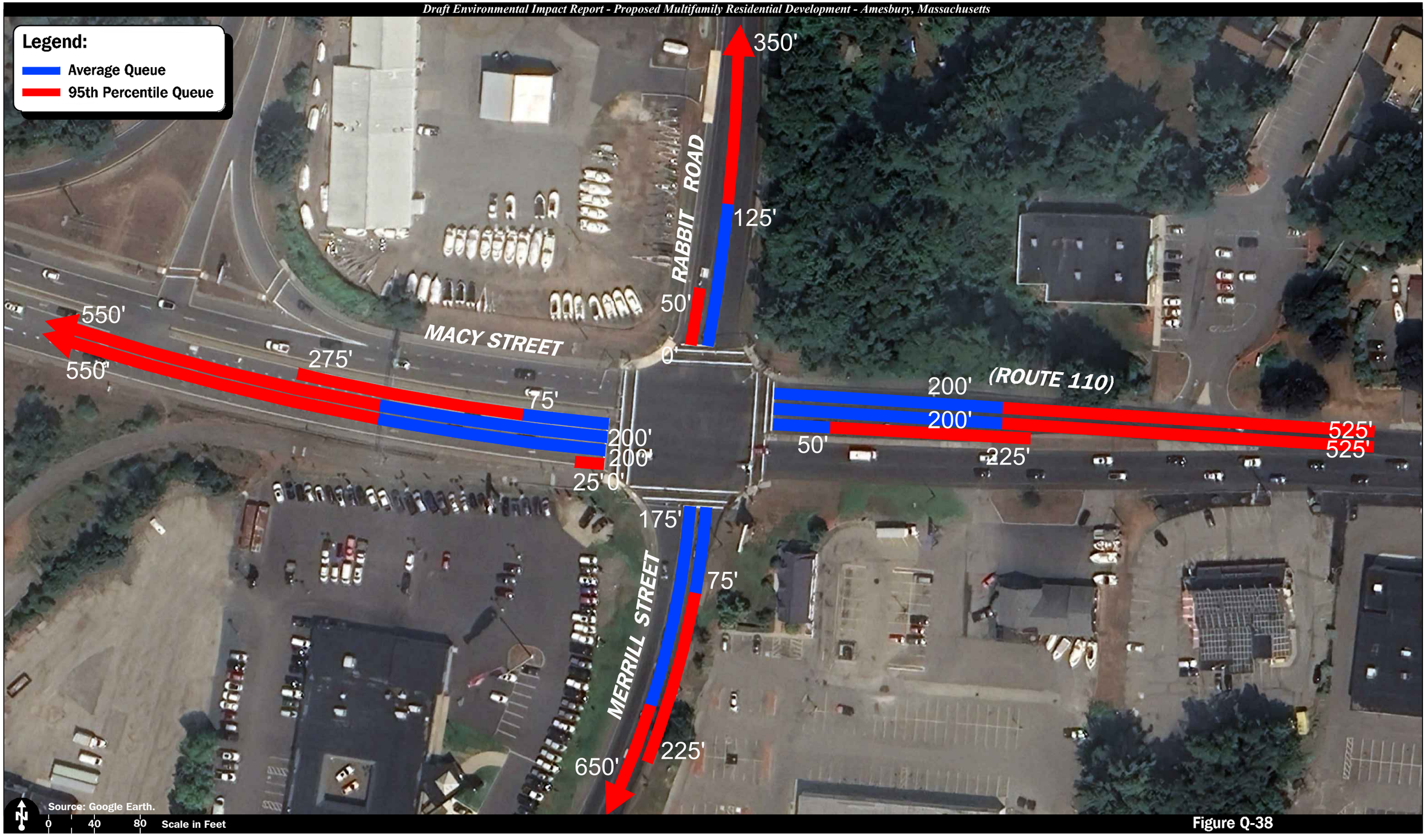


Figure Q-38

2031 No-Build
Weekday Evening
Peak-Hour Vehicle Queue Summary
Route 110 at Merrill Street and
Rabbit Road

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 No-Build Queues.dwg, 10/25/2024 10:36:12 AM

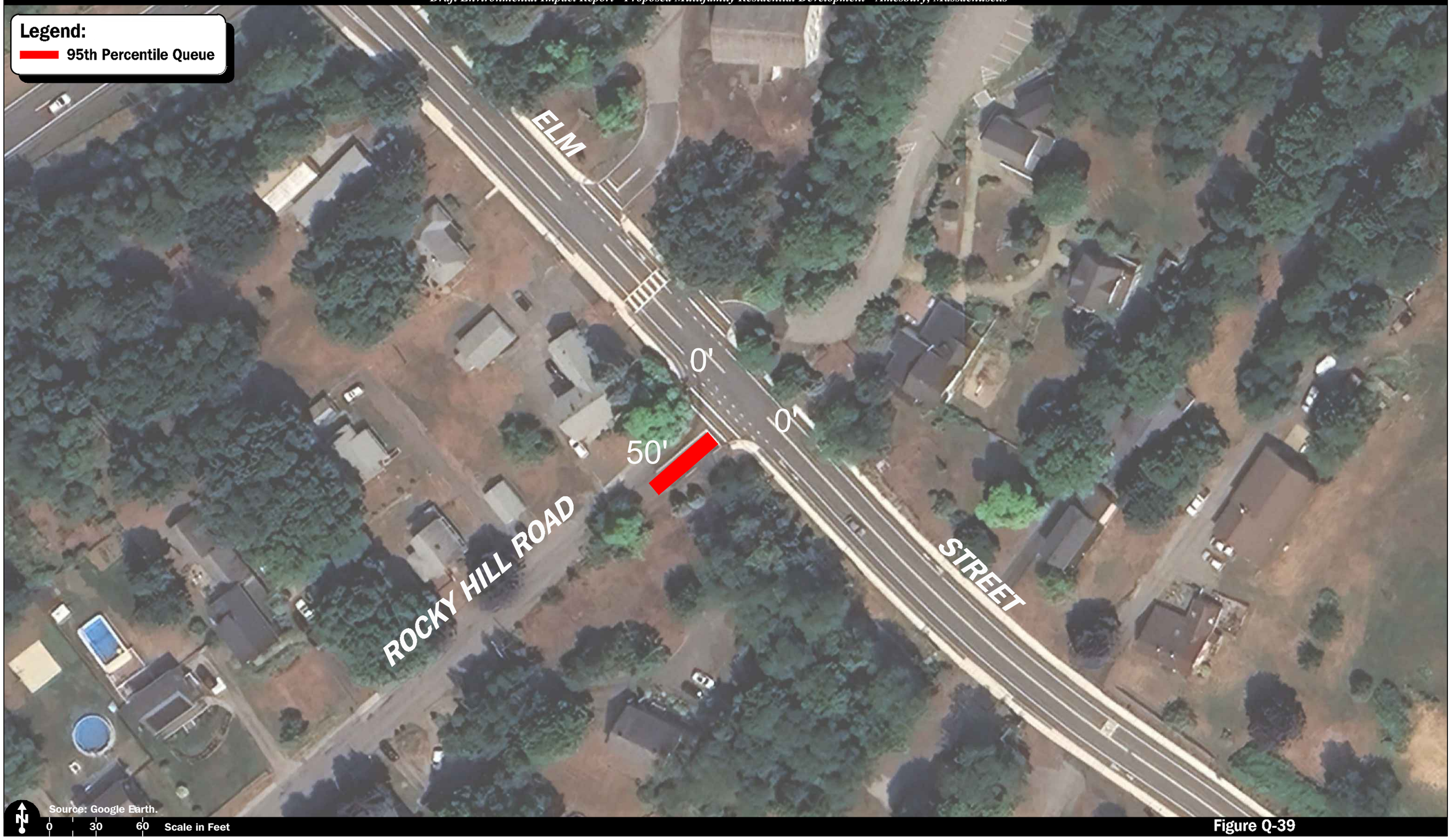


Figure Q-39

2031 No-Build
Weekday Morning
Peak-Hour Vehicle Queue Summary
Elm Street at Rocky Hill Road

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 No-Build Queues.dwg, 10/25/2024 10:36:34 AM

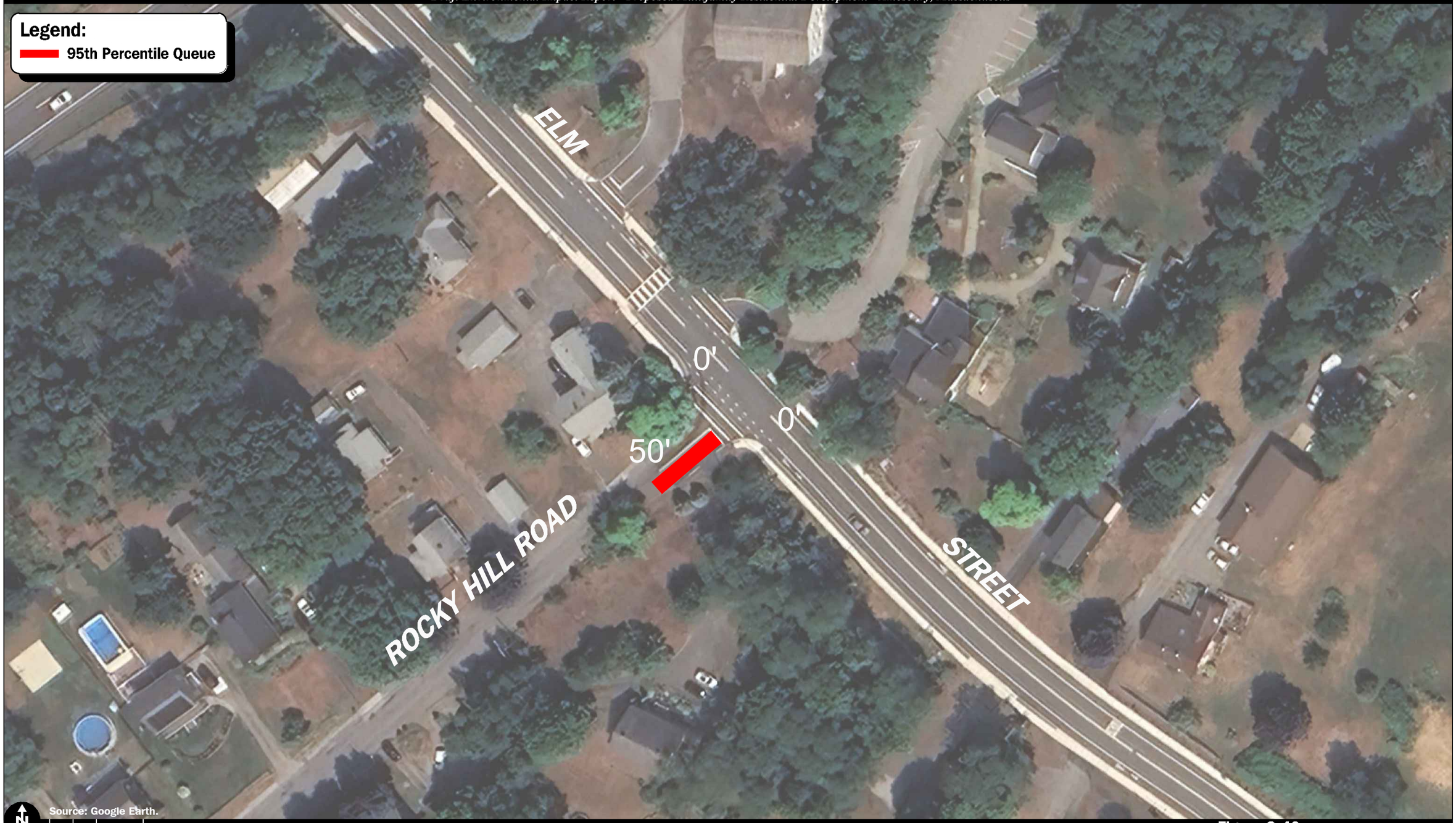


Figure Q-40

2031 No-Build
Weekday Evening
Peak-Hour Vehicle Queue Summary
Elm Street at Rocky Hill Road

Vanasse & Associates inc

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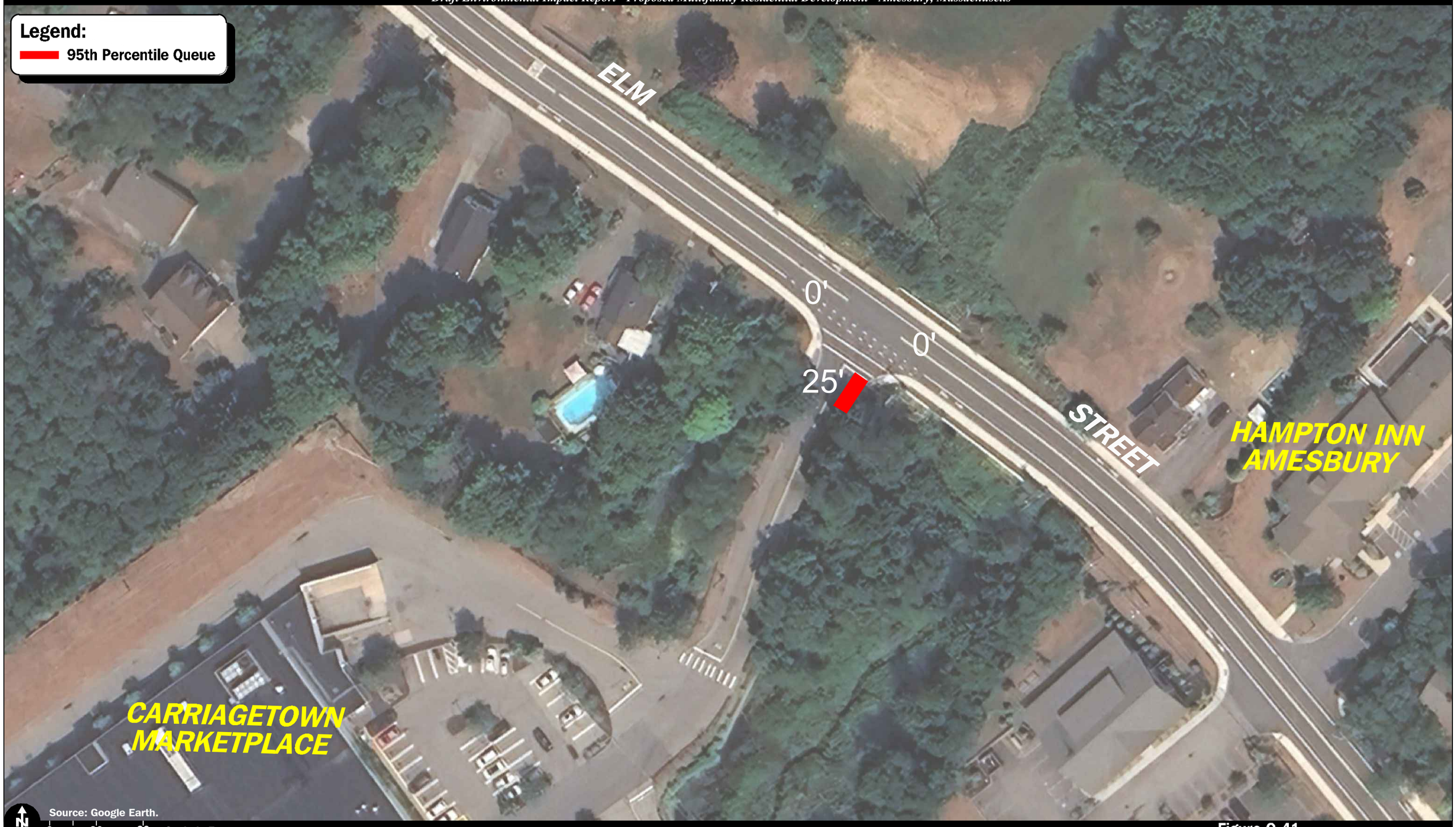


Figure Q-41

2031 No-Build
Weekday Morning
Peak-Hour Vehicle Queue Summary
Elm Street at
Carriagetown Marketplace

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 No-Build Queues.dwg, 10/25/2024 10:37:21 AM



Figure Q-42

2031 No-Build
Weekday Evening
Peak-Hour Vehicle Queue Summary
Elm Street at
Carriagetown Marketplace

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 No-Build Queues.dwg, 10/25/2024 10:37:49 AM



Figure Q-43

2031 No-Build
Weekday Morning
Peak-Hour Vehicle Queue Summary
Elm Street at Project Site Drive and
Hampton Inn Amesbury

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 No-Build Queues.dwg, 10/25/2024 10:38:15 AM



Figure Q-44

2031 No-Build
Weekday Evening
Peak-Hour Vehicle Queue Summary
Elm Street at Project Site Drive and
Hampton Inn Amesbury

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 No-Build Queues.dwg, 10/25/2024 10:38:43 AM



Figure Q-45

2031 Build
Weekday Morning
Peak-Hour Vehicle Queue Summary
Route 110 at the
I-495 Southbound On-Ramp

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 Build Queues.dwg, 10/25/2024 12:00:10 PM

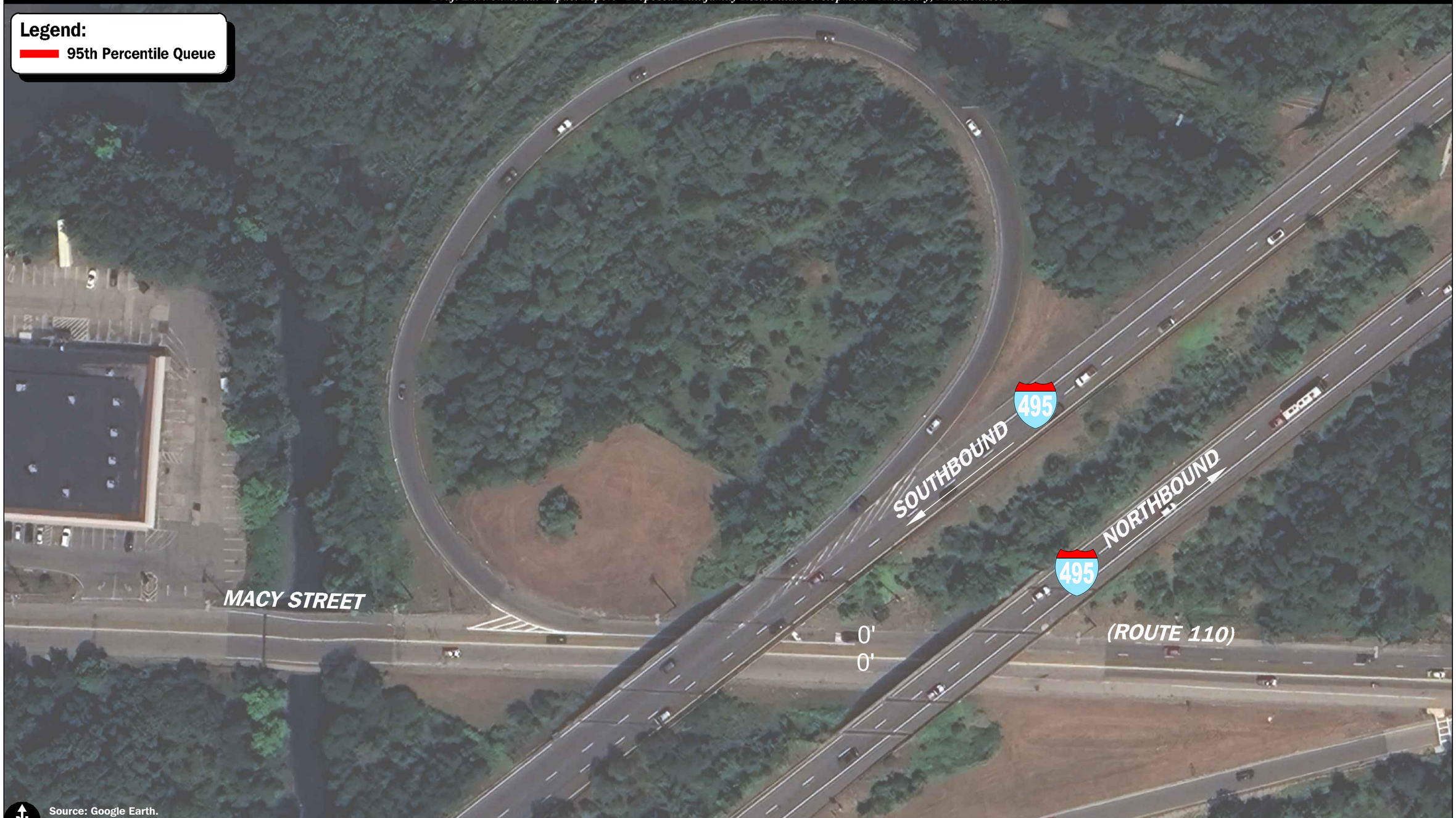


Figure Q-46

2031 Build
Weekday Evening
Peak-Hour Vehicle Queue Summary
Route 110 at the
I-495 Southbound On-Ramp

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 Build Queues.dwg, 10/25/2024 12:00:42 PM



Figure Q-47

2031 Build
Weekday Morning
Peak-Hour Vehicle Queue Summary
Route 110 at the
I-495 Northbound Off-Ramp

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 Build Queues.dwg, 10/25/2024 12:01:17 PM



Figure Q-48

2031 Build
Weekday Evening
Peak-Hour Vehicle Queue Summary
Route 110 at the
I-495 Northbound Off-Ramp

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 Build Queues.dwg, 10/25/2024 12:01:38 PM

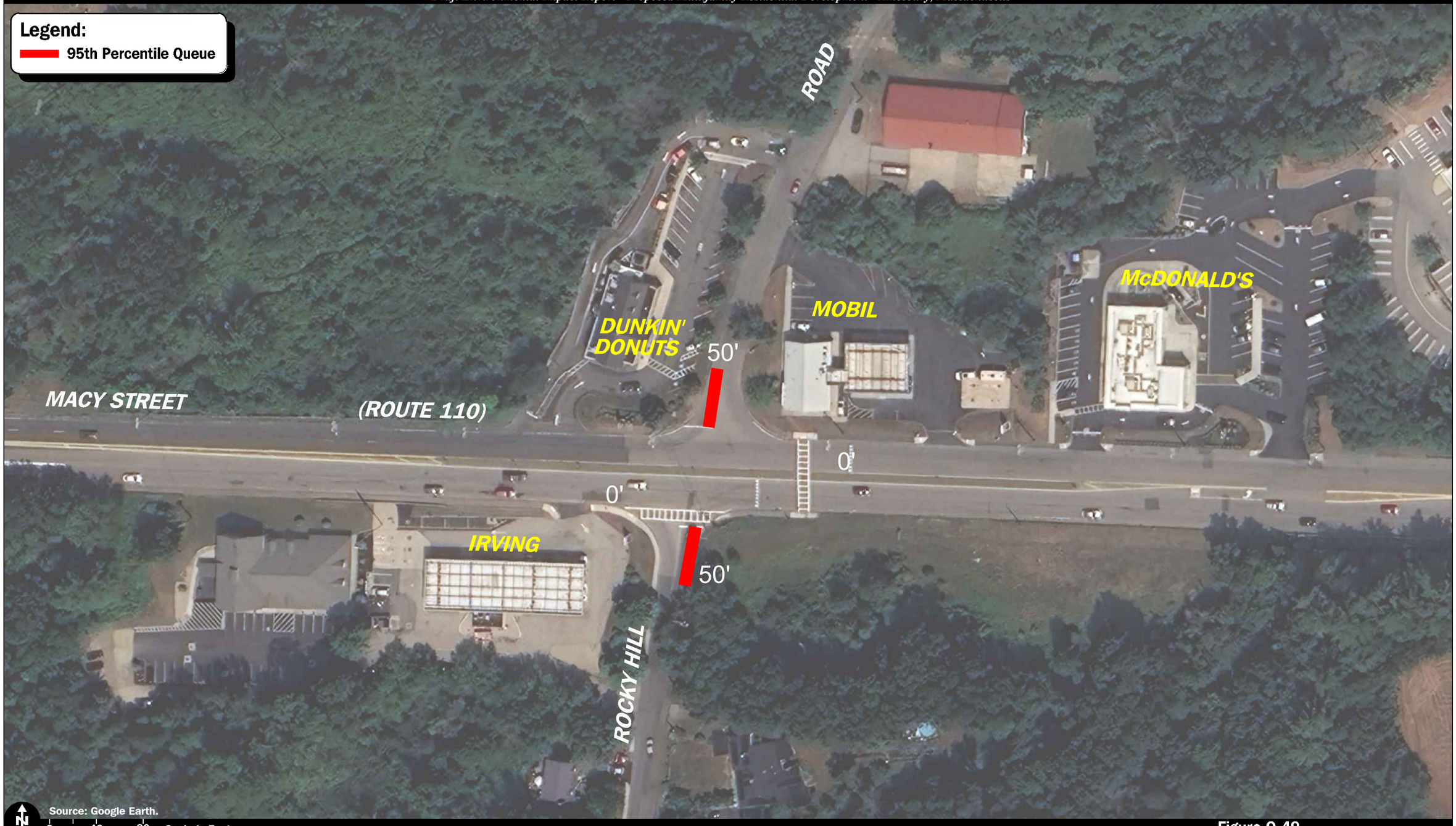


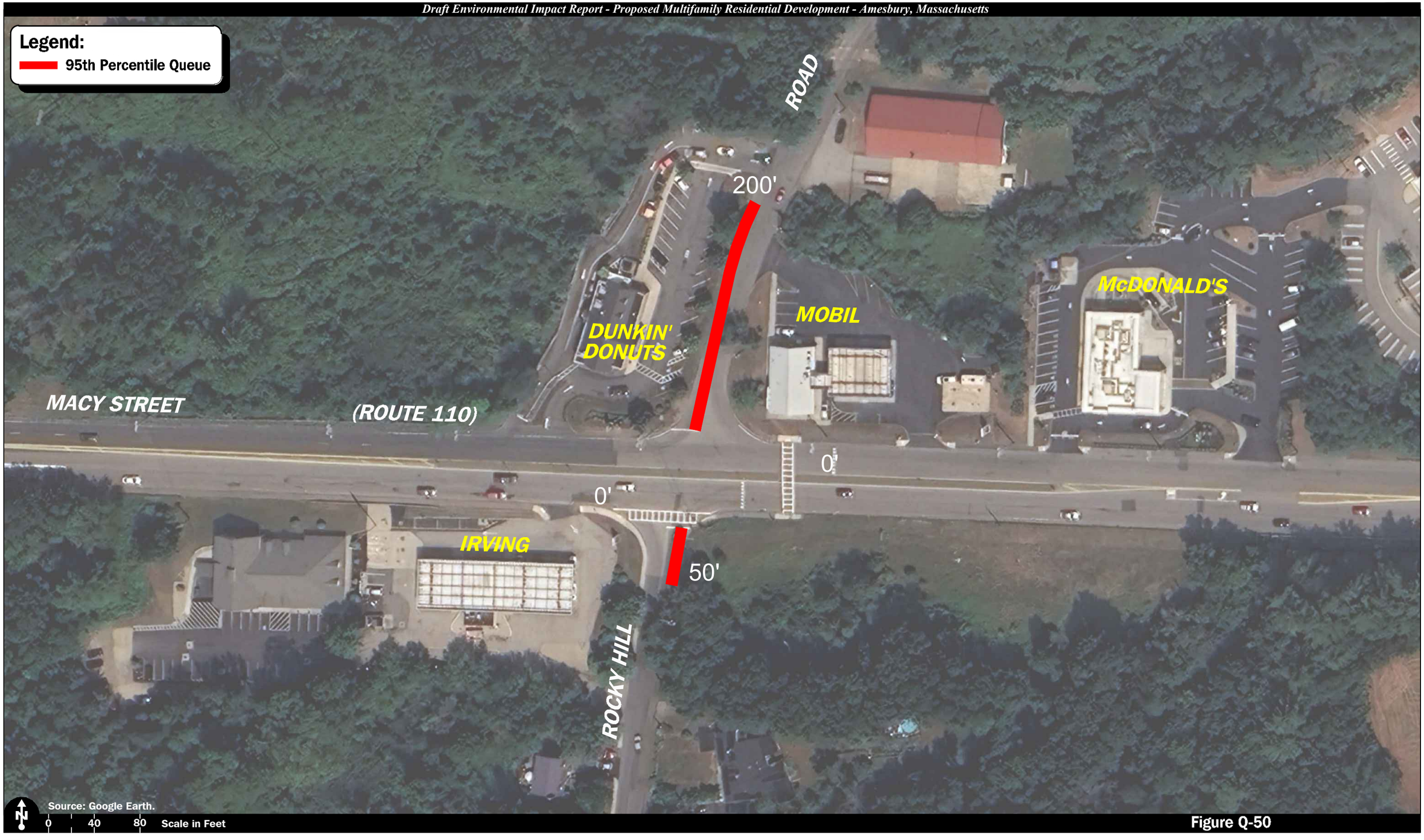
Figure Q-49

2031 Build
Weekday Morning
Peak-Hour Vehicle Queue Summary
Macy Street (Route 110) at
Rocky Hill Road

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 Build Queues.dwg, 10/25/2024 12:02:05 PM



Source: Google Earth.

Figure Q-50

2031 Build
Weekday Evening
Peak-Hour Vehicle Queue Summary
Macy Street (Route 110) at
Rocky Hill Road

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 Build Queues.dwg, 10/25/2024 12:02:39 PM

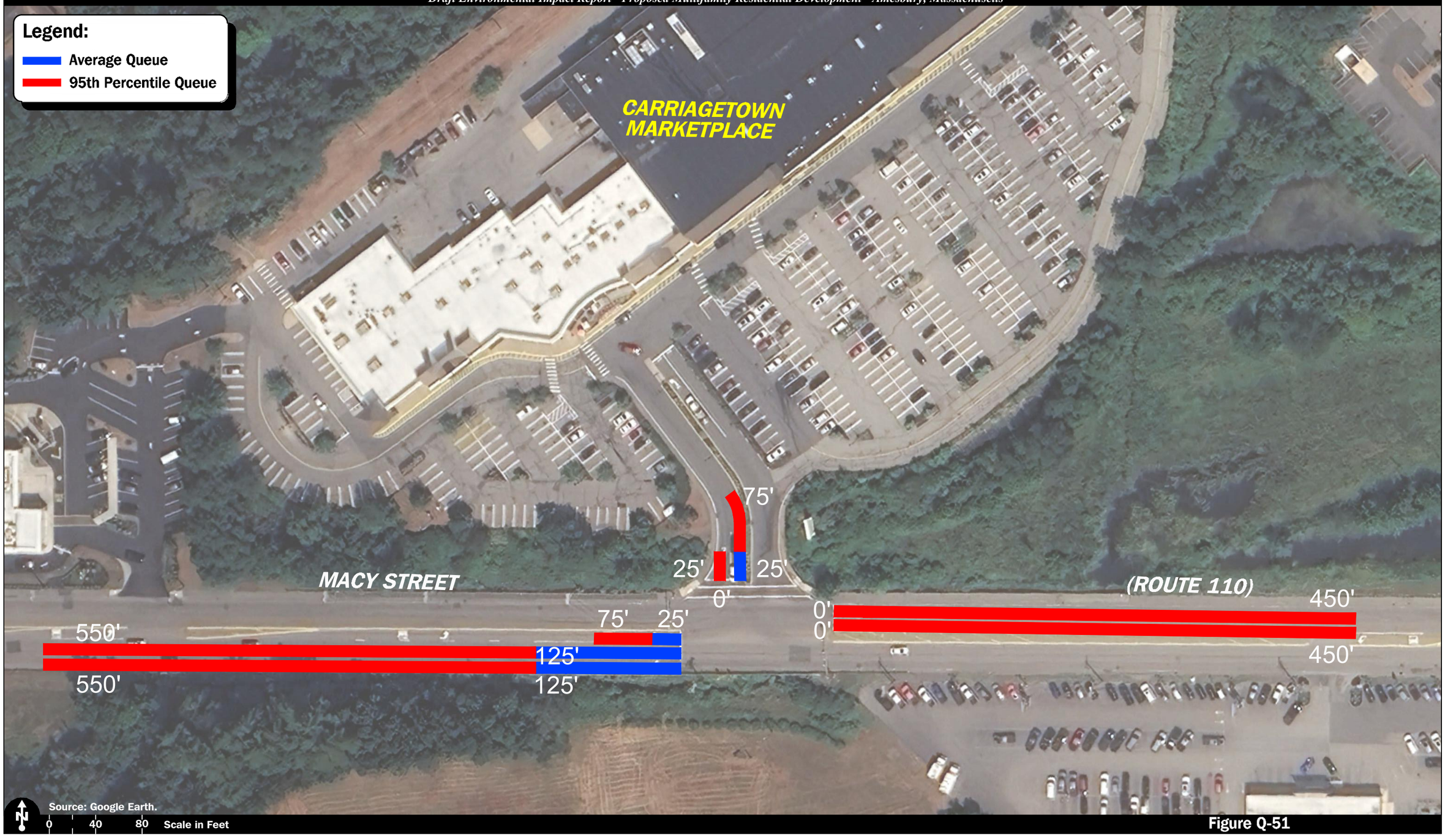


Figure Q-51

2031 Build
Weekday Morning
Peak-Hour Vehicle Queue Summary
Route 110 at
Carriagetown Marketplace

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 Build Queues.dwg, 10/25/2024 12:03:11 PM

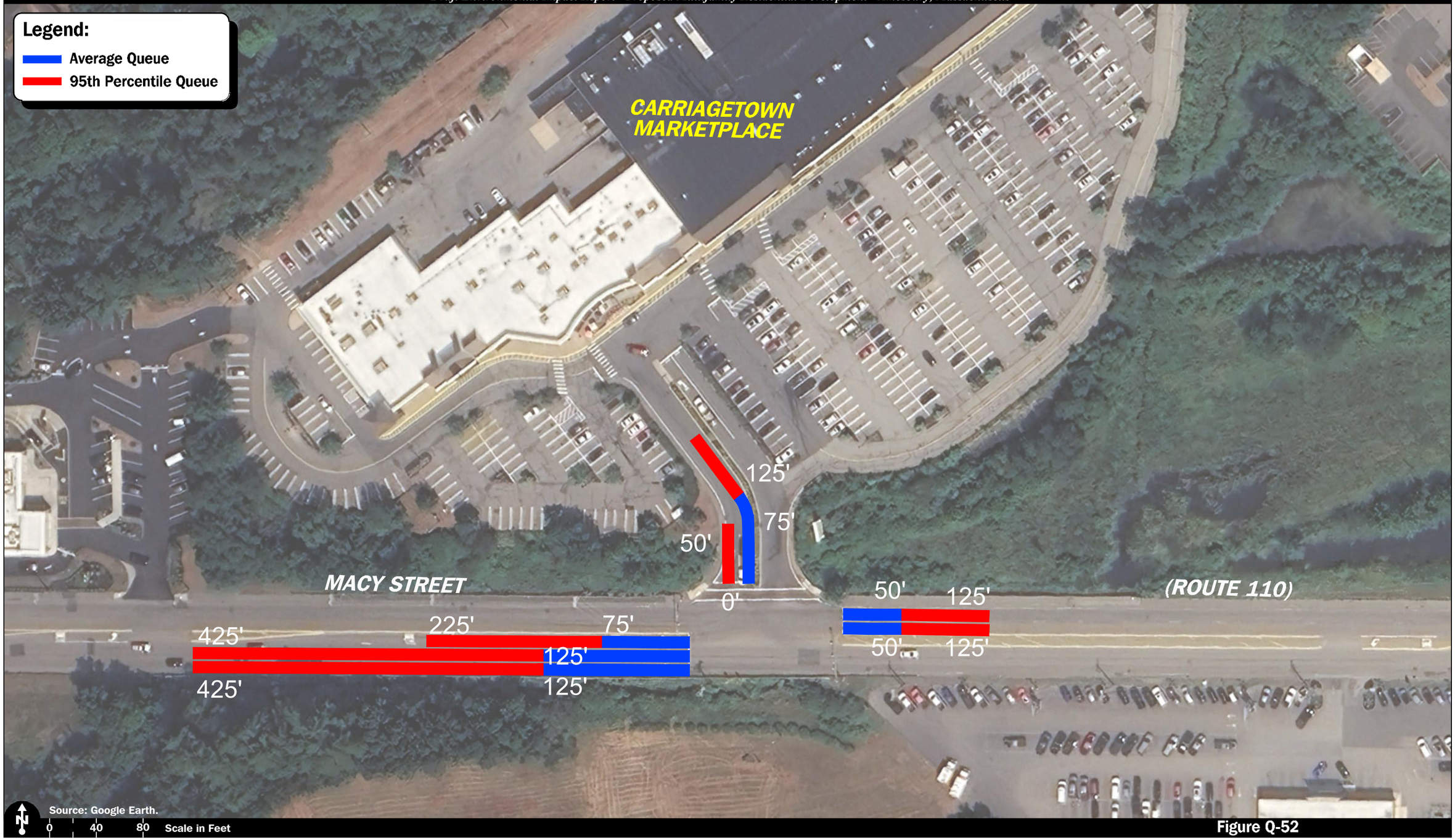


Figure Q-52

2031 Build
Weekday Evening
Peak-Hour Vehicle Queue Summary
Route 110 at
Carriagetown Marketplace

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 Build Queues.dwg, 10/25/2024 12:03:40 PM

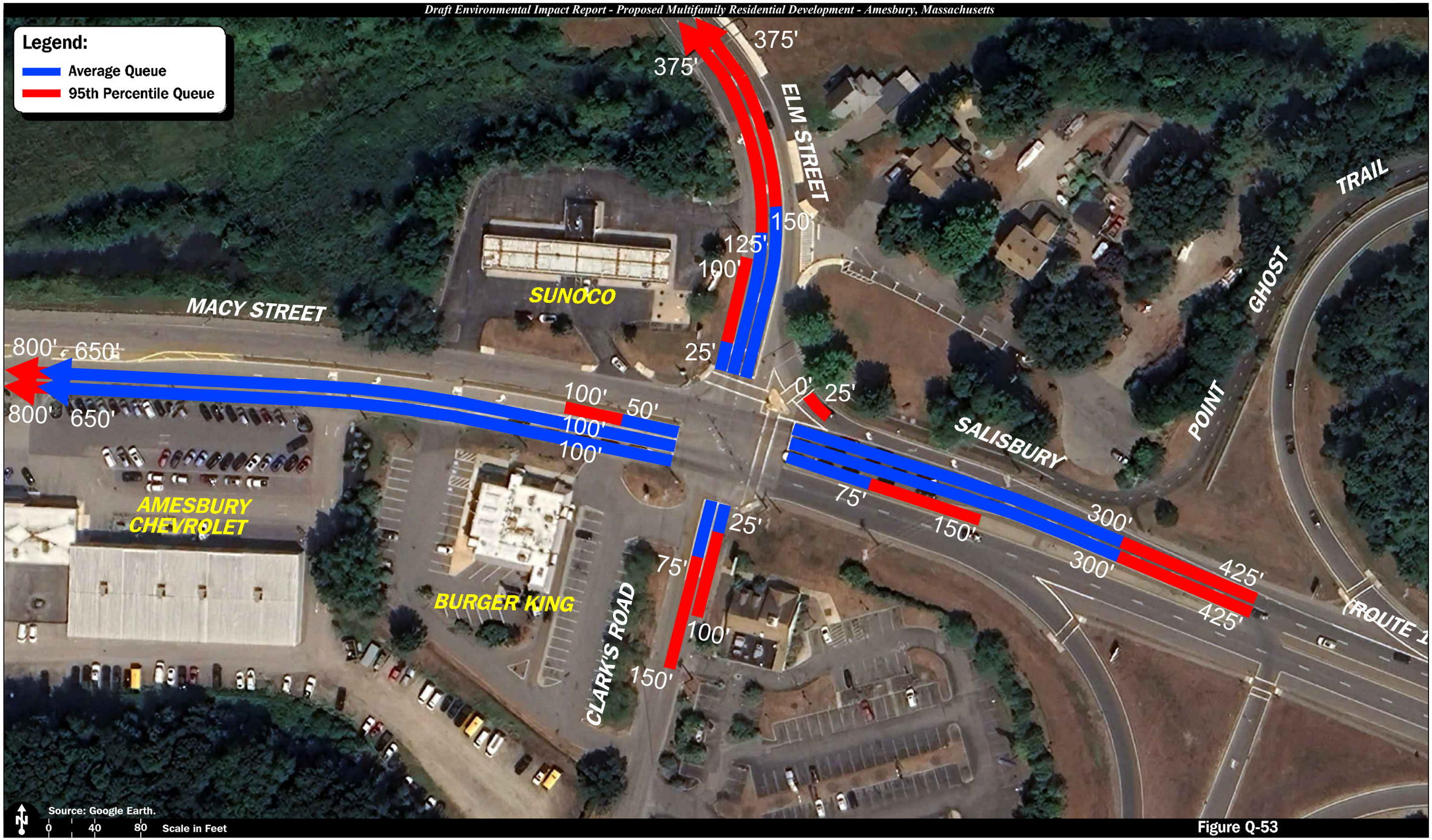


Figure Q-53

2031 Build
Weekday Morning
Peak-Hour Vehicle Queue Summary
Route 110 at
Clark's Road and Elm Street

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 Build Queues.dwg, 11/1/2024 9:33:25 AM

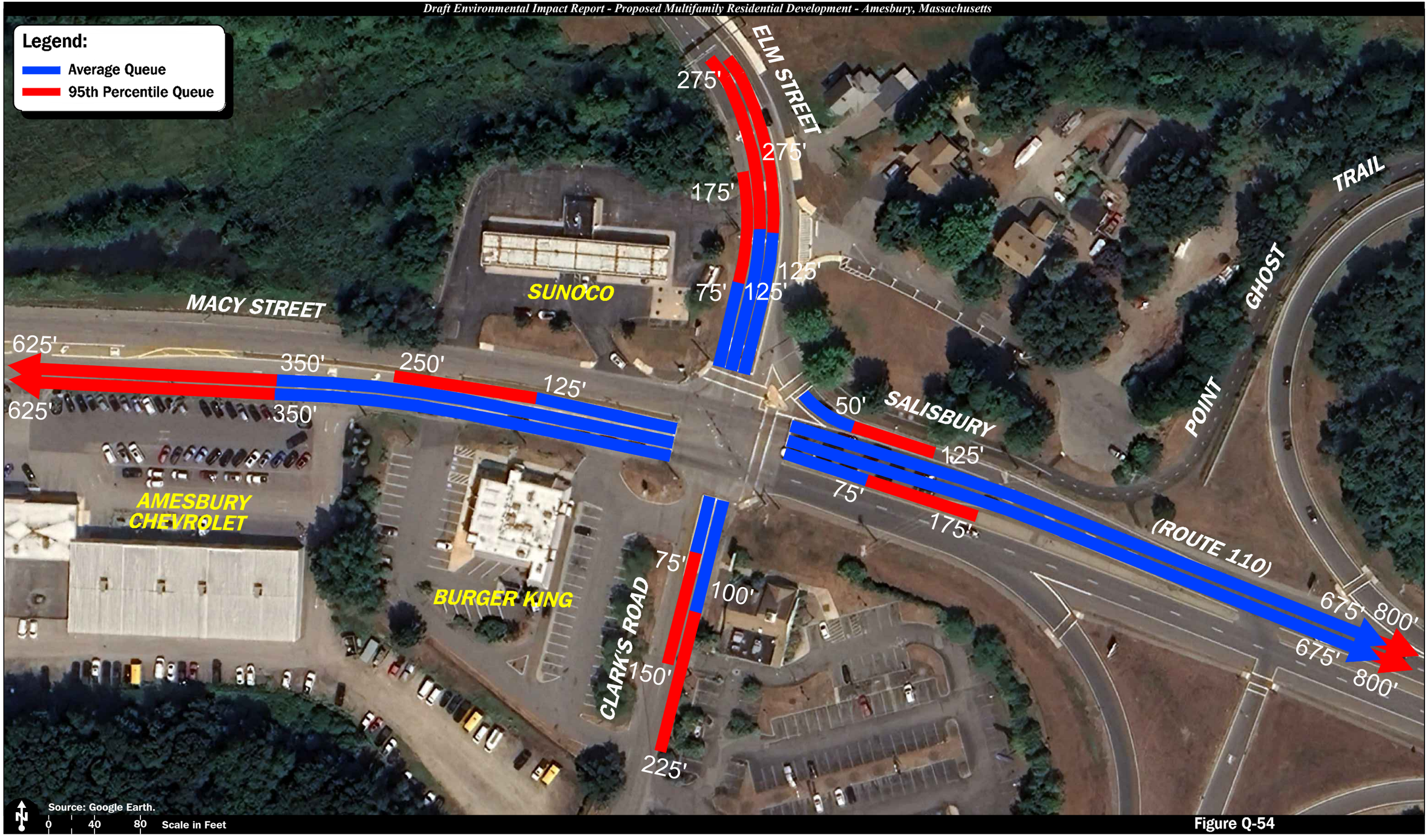


Figure Q-54

2031 Build
Weekday Evening
Peak-Hour Vehicle Queue Summary
Route 110 at
Clark's Road and Elm Street

Vanasse & Associates inc

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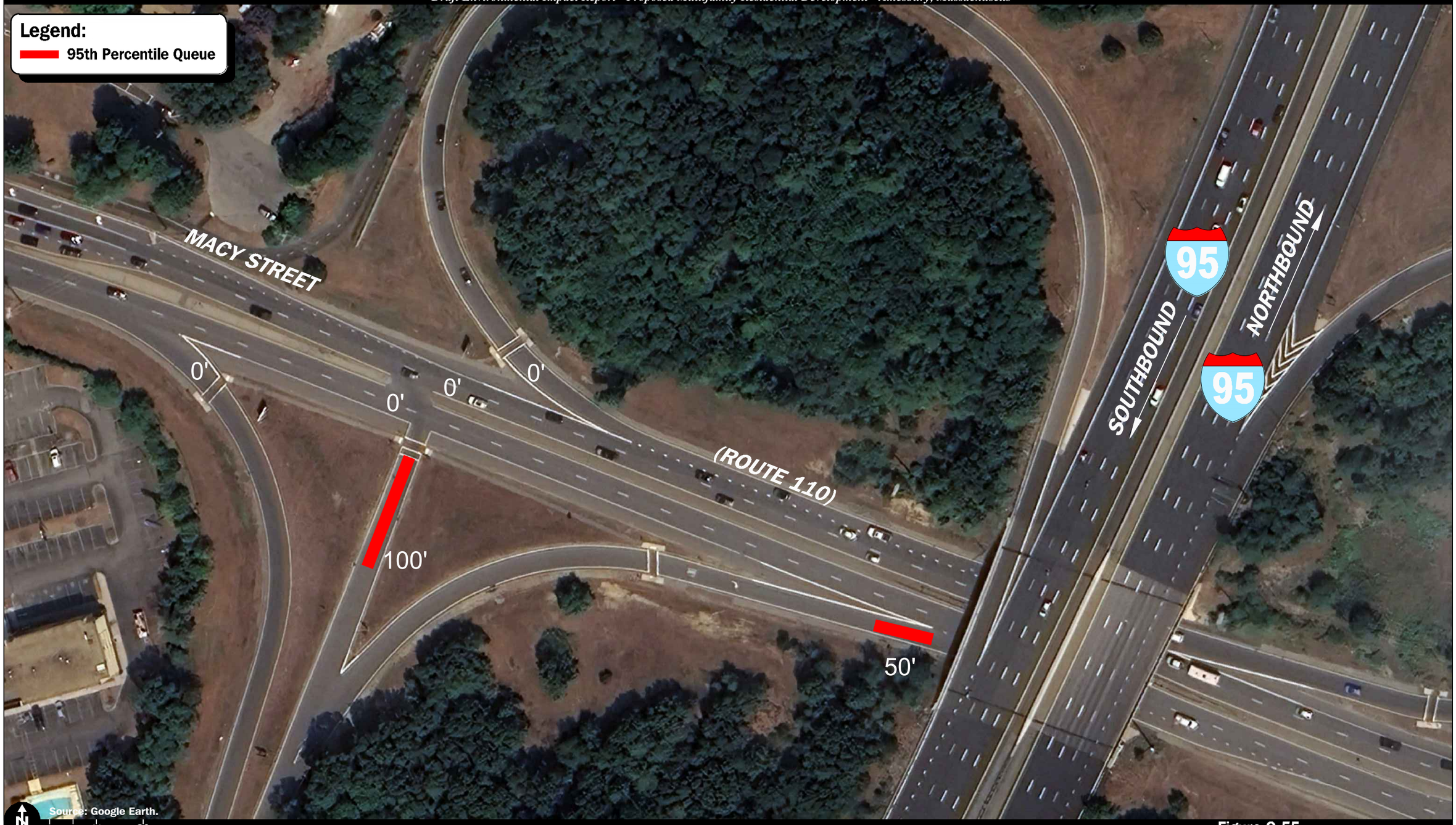


Figure Q-55

2031 Build
Weekday Morning
Peak-Hour Vehicle Queue Summary
Route 110 at
I-95 Southbound Ramps

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 Build Queues.dwg, 10/25/2024 12:05:03 PM

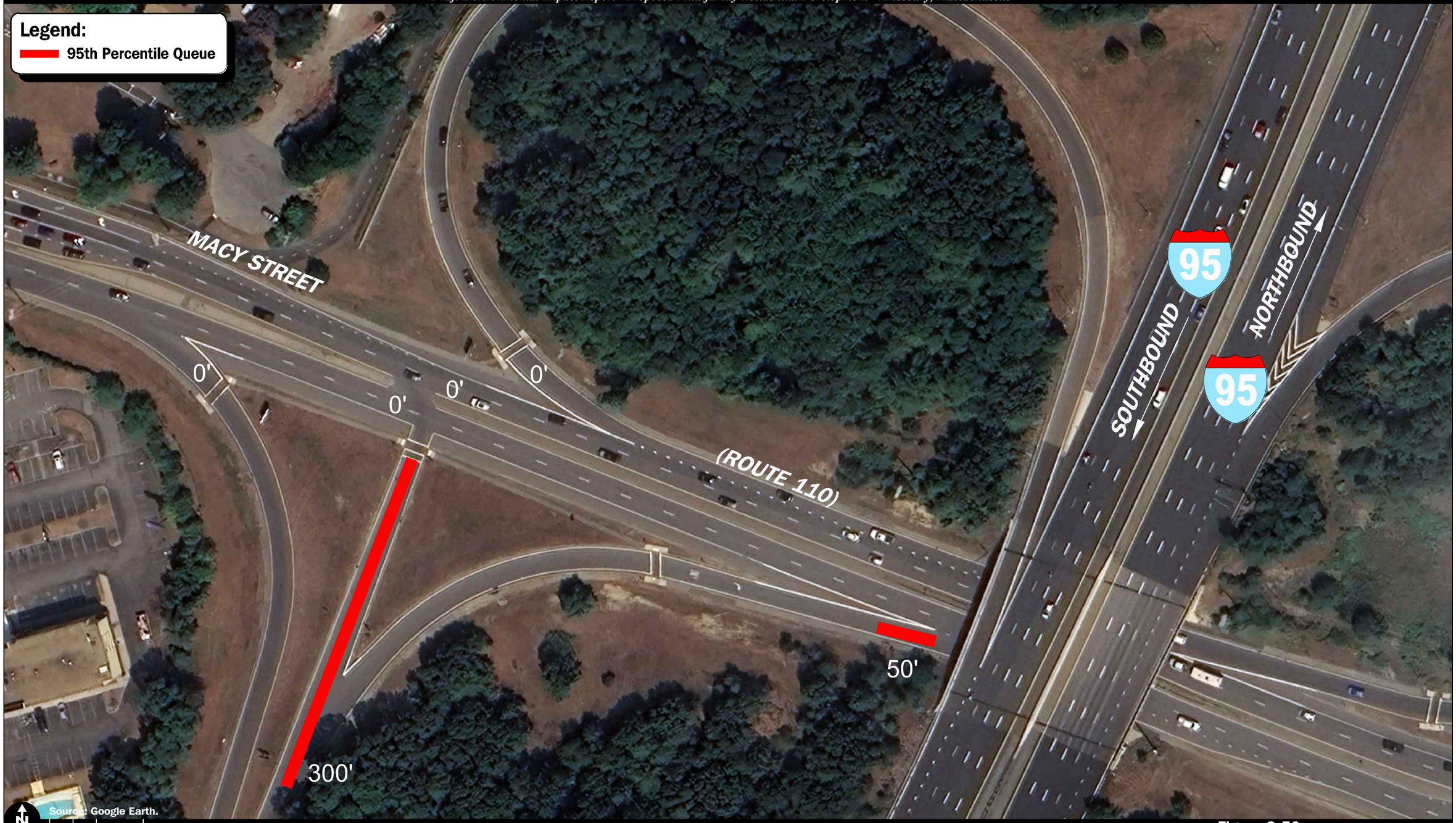


Figure Q-56

2031 Build
Weekday Evening
Peak-Hour Vehicle Queue Summary
Route 110 at
I-95 Southbound Ramps

Vanasse & Associates inc

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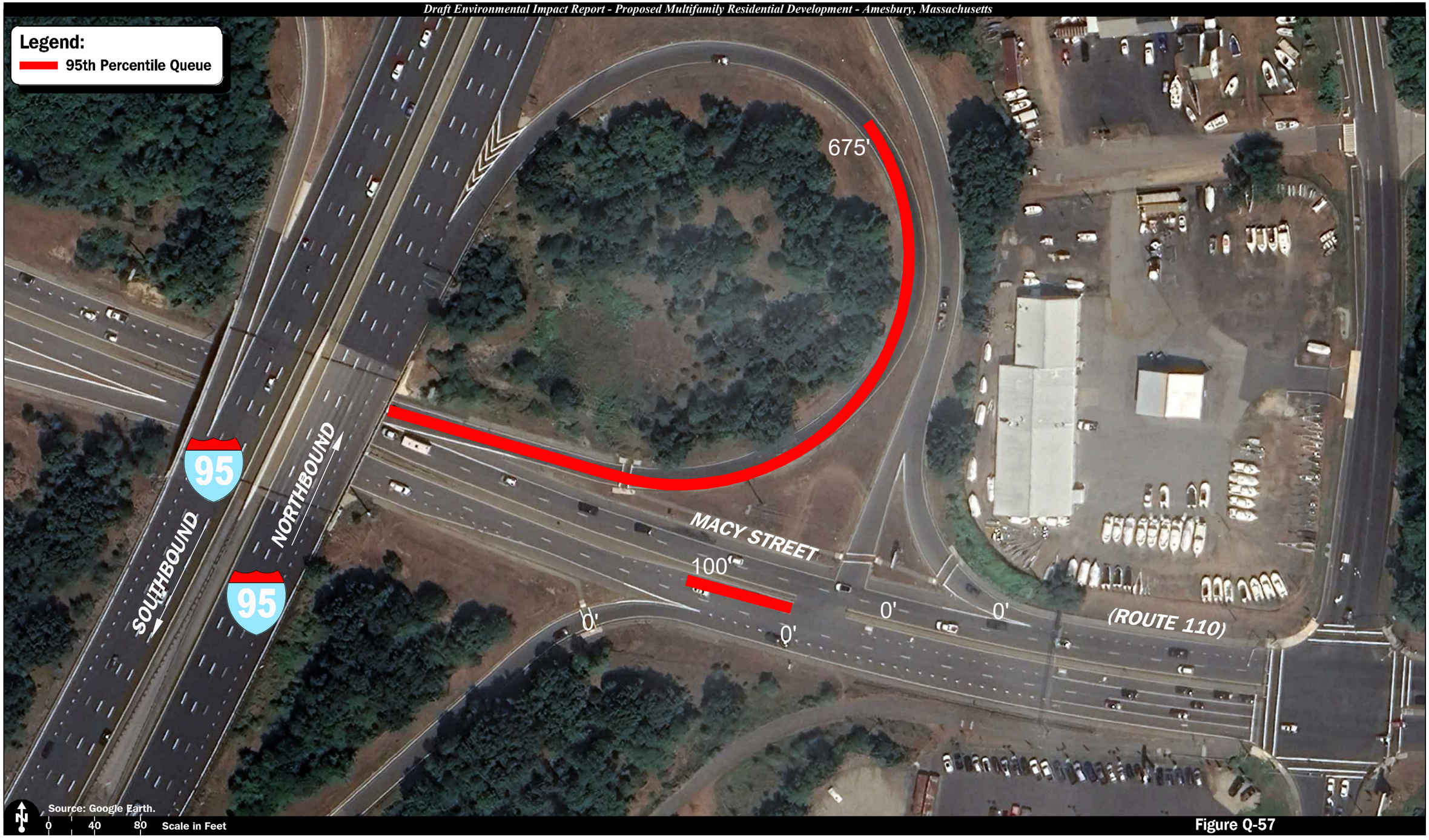


Figure Q-57

2031 Build
Weekday Morning
Peak-Hour Vehicle Queue Summary
Route 110 at
I-95 Northbound Ramps

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 Build Queues.dwg, 10/25/2024 12:07:25 PM



Figure Q-58

2031 Build
Weekday Evening
Peak-Hour Vehicle Queue Summary
Route 110 at
I-95 Northbound Ramps

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 Build Queues.dwg, 10/25/2024 12:07:48 PM

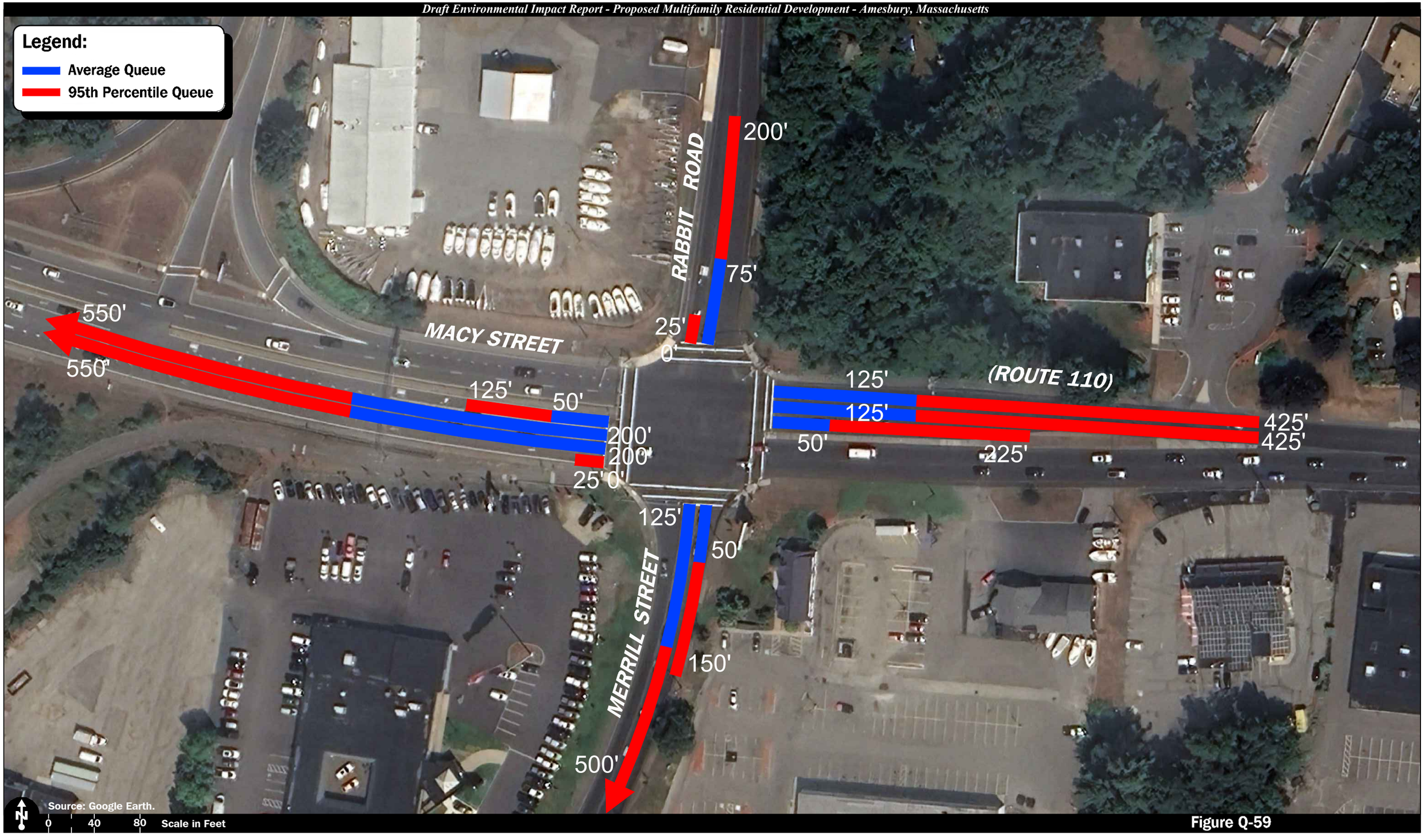


Figure Q-59

2031 Build
Weekday Morning
Peak-Hour Vehicle Queue Summary
Route 110 at Merrill Street and Rabbit Road

Vanasse & Associates inc

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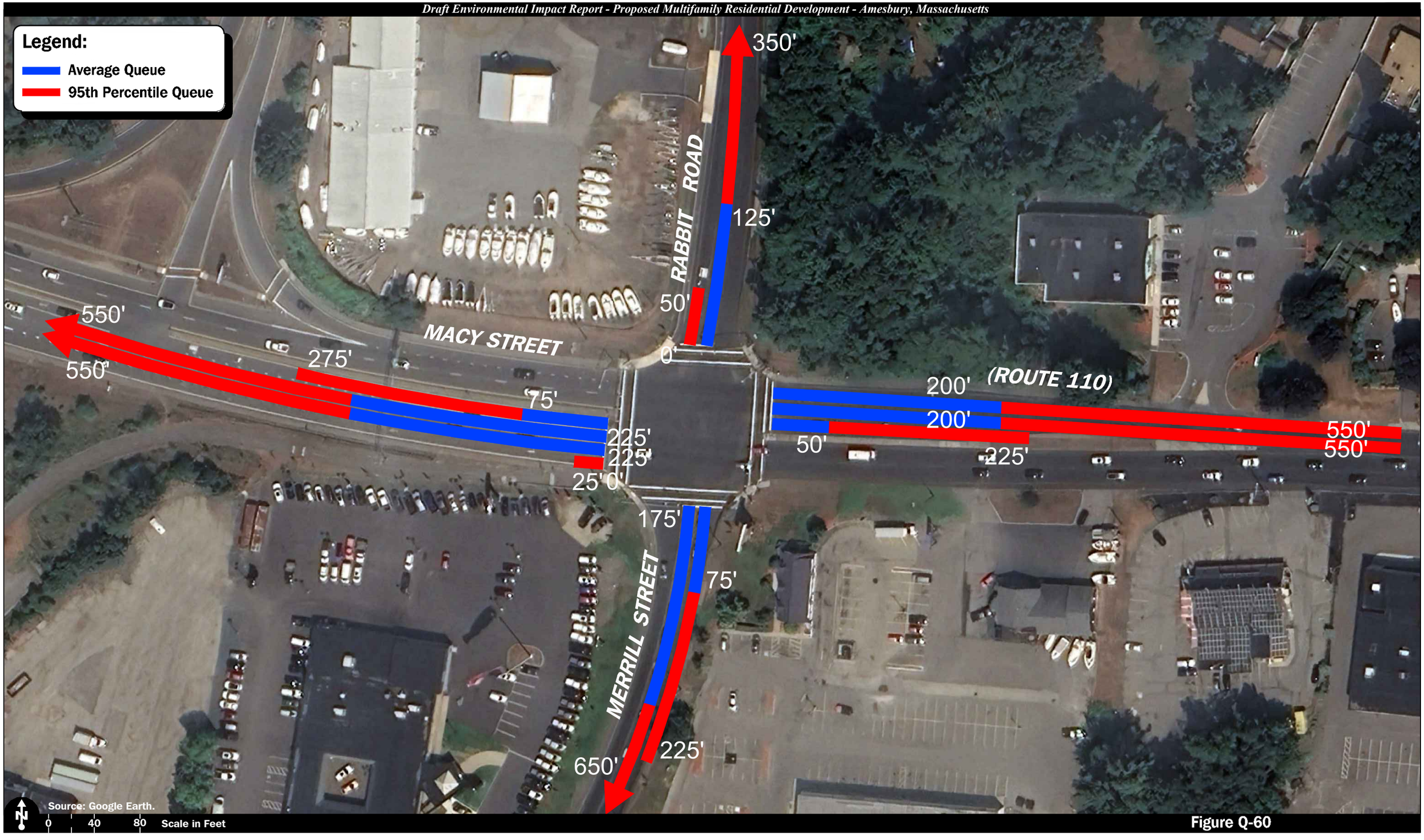


Figure Q-60

2031 Build
Weekday Evening
Peak-Hour Vehicle Queue Summary
Route 110 at Merrill Street and
Rabbit Road

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 Build Queues.dwg, 10/25/2024 12:11:31 PM

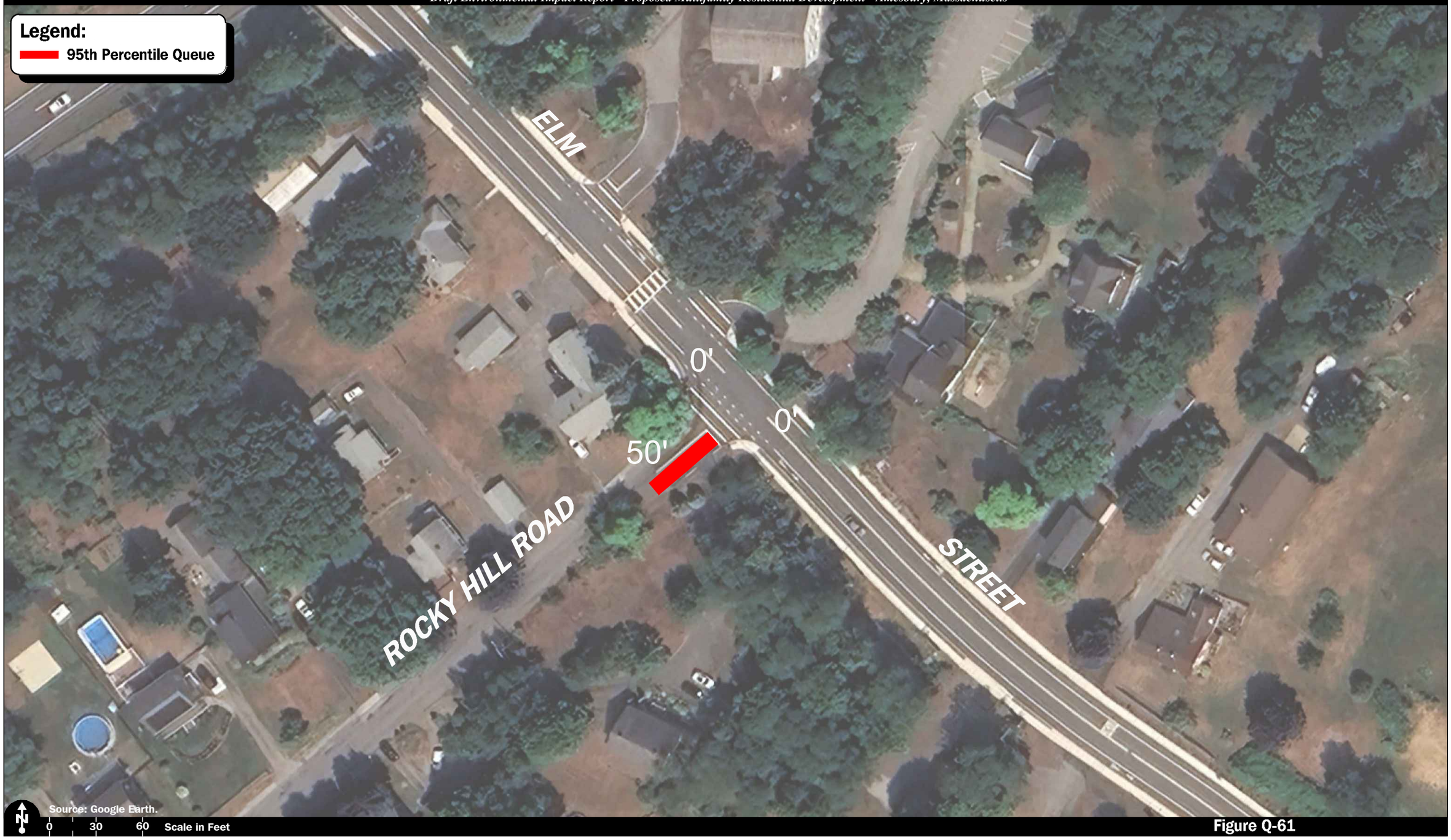


Figure Q-61

2031 Build
Weekday Morning
Peak-Hour Vehicle Queue Summary
Elm Street at Rocky Hill Road

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 Build Queues.dwg, 10/25/2024 12:11:55 PM

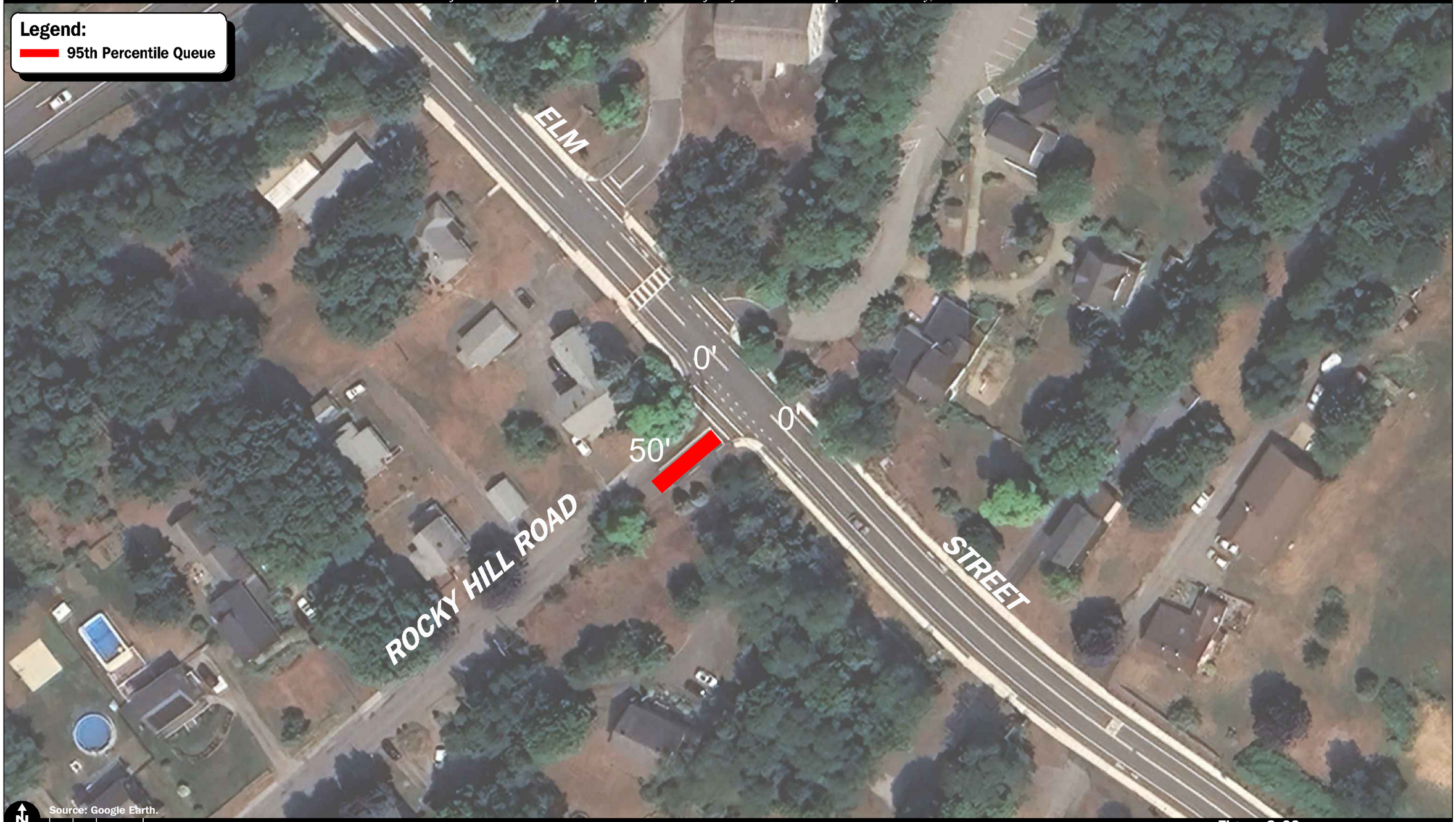


Figure Q-62

2031 Build
Weekday Evening
Peak-Hour Vehicle Queue Summary
Elm Street at Rocky Hill Road

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 Build Queues.dwg, 10/25/2024 12:12:17 PM

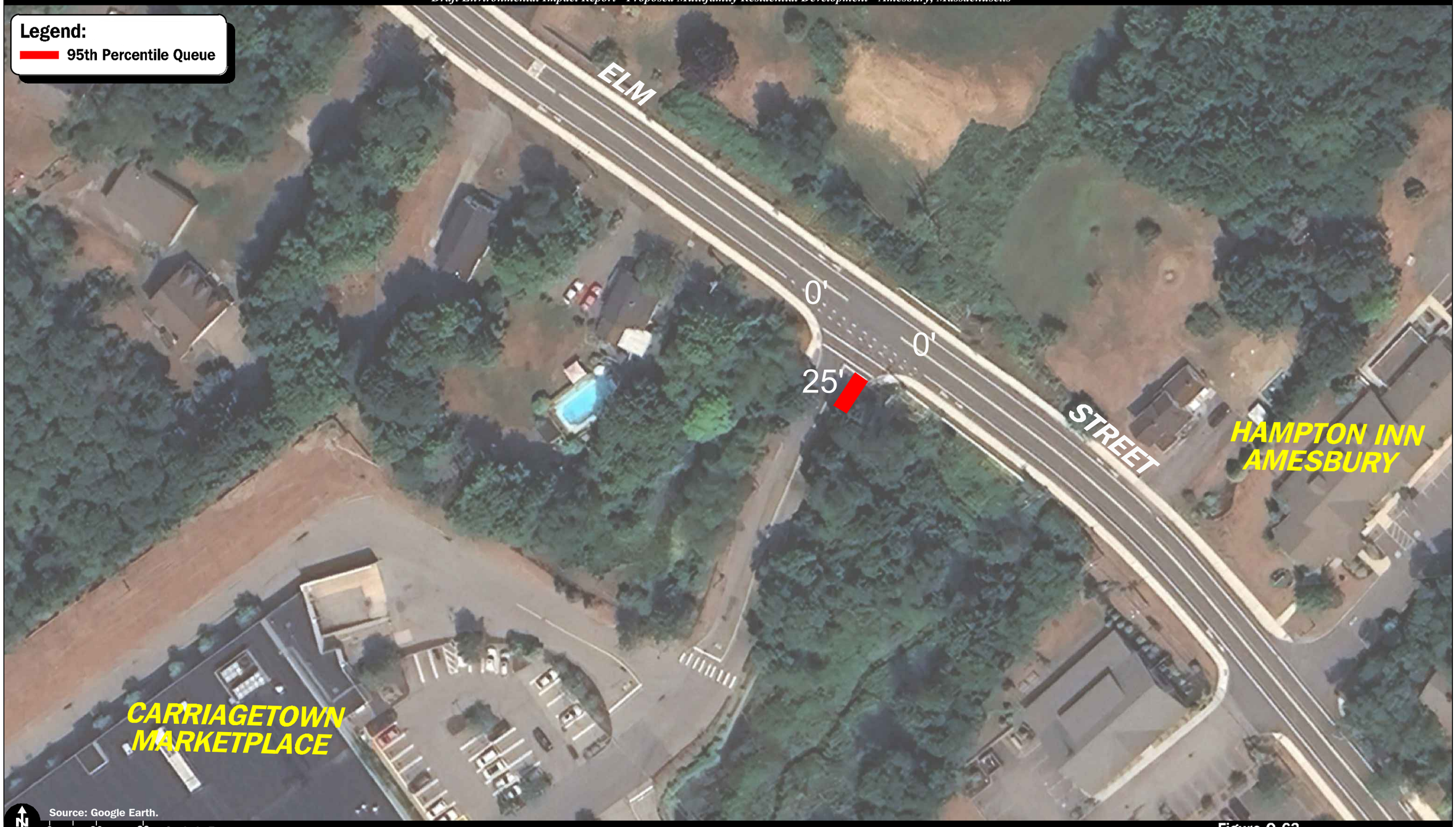


Figure Q-63

2031 Build
Weekday Morning
Peak-Hour Vehicle Queue Summary
Elm Street at
Carriagetown Marketplace

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 Build Queues.dwg, 10/25/2024 12:12:48 PM

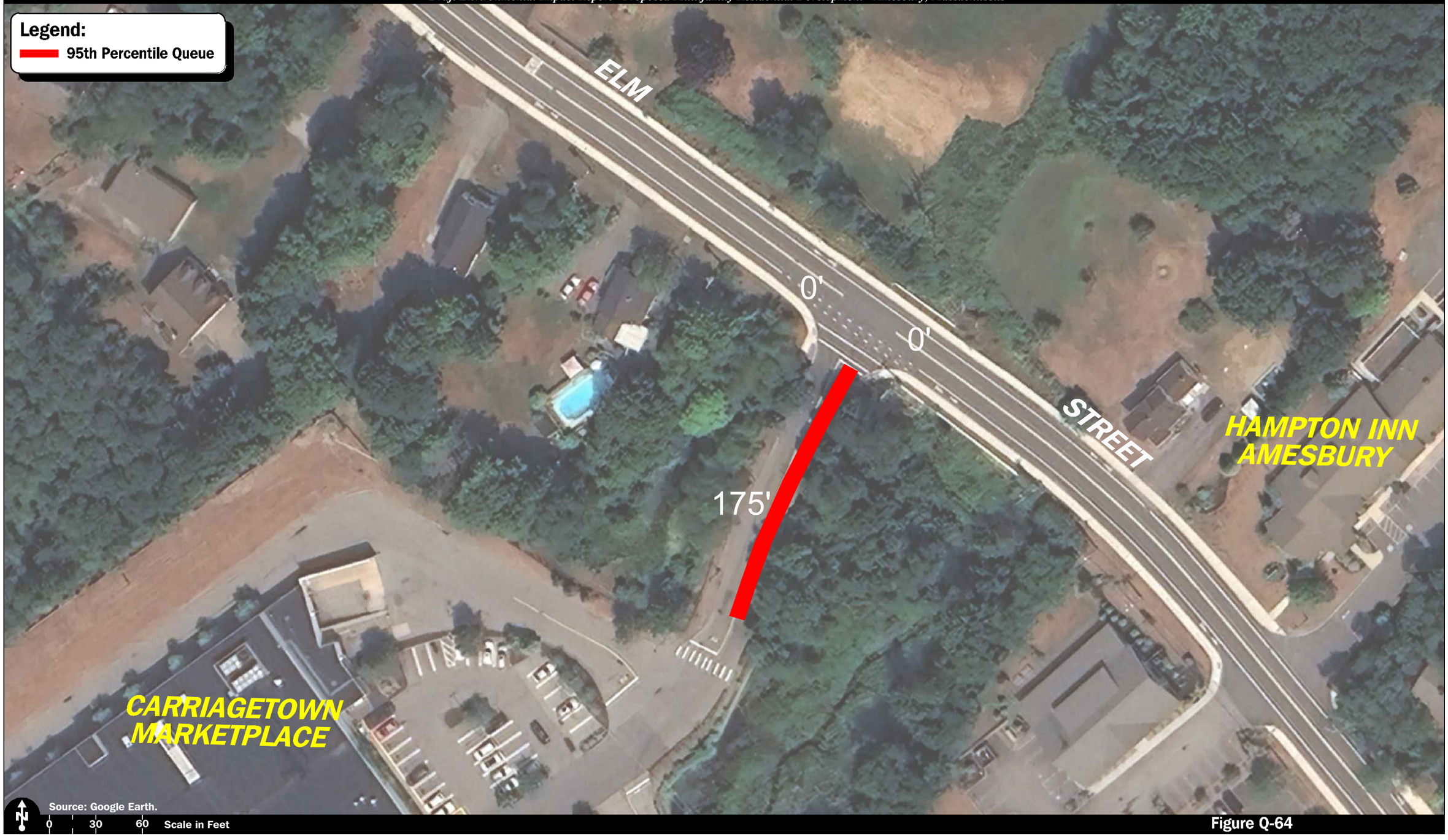


Figure Q-64

2031 Build
Weekday Evening
Peak-Hour Vehicle Queue Summary
Elm Street at
Carriagetown Marketplace

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 Build Queues.dwg, 10/25/2024 12:14:25 PM



Figure Q-65

2031 Build
Weekday Morning
Peak-Hour Vehicle Queue Summary
Elm Street at Project Site Drive and
Hampton Inn Amesbury

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 Build Queues.dwg, 11/5/2024 12:00:44 PM



Figure Q-66

2031 Build
Weekday Evening
Peak-Hour Vehicle Queue Summary
Elm Street at Project Site Drive and
Hampton Inn Amesbury

Vanasse & Associates inc

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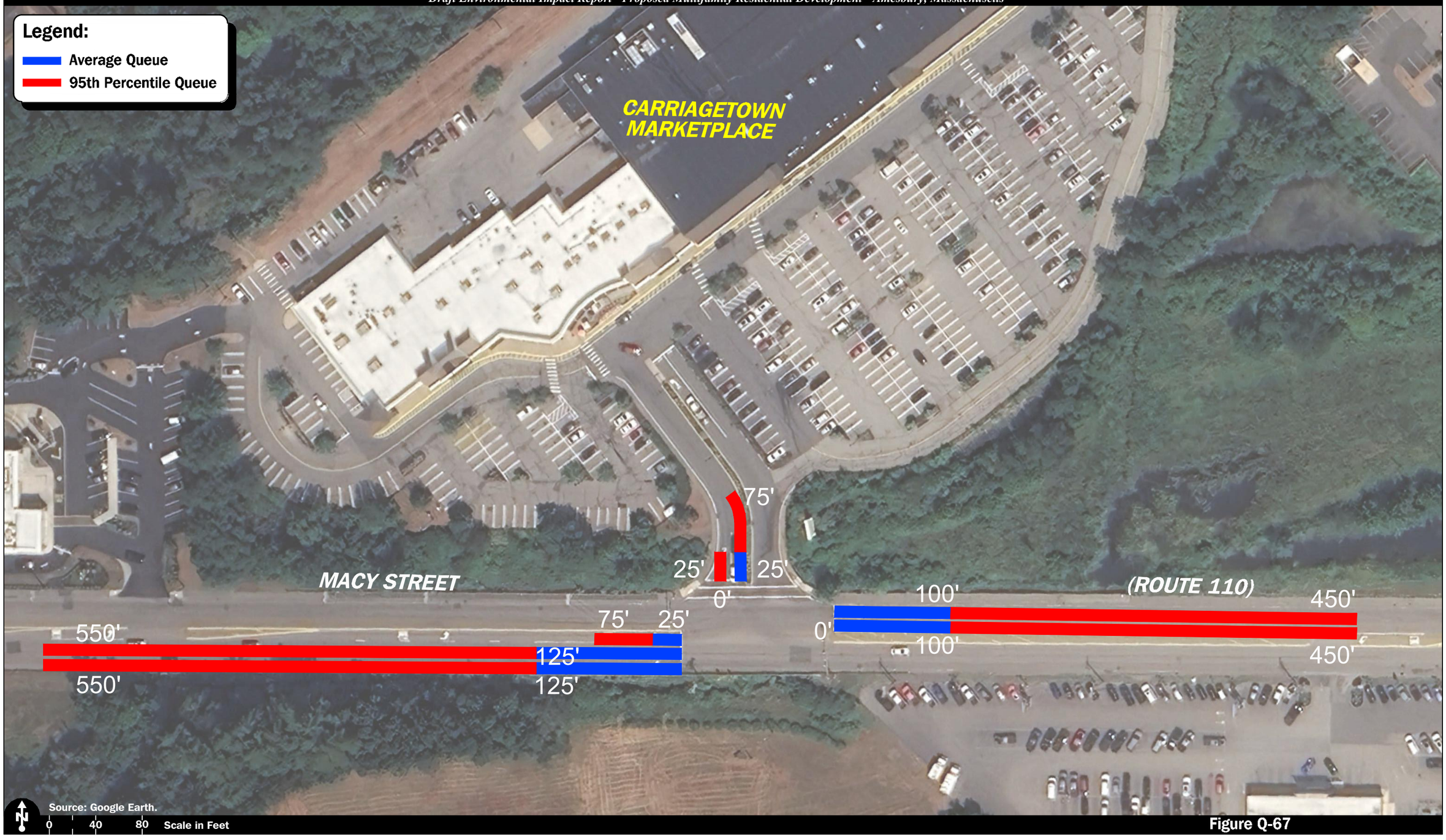


Figure Q-67

2031 Build Mitigated Mitigated
Weekday Morning
Peak-Hour Vehicle Queue Summary
Route 110 at
Carriagetown Marketplace

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 BuildMitigated Queues.dwg, 10/25/2024 2:11:46 PM

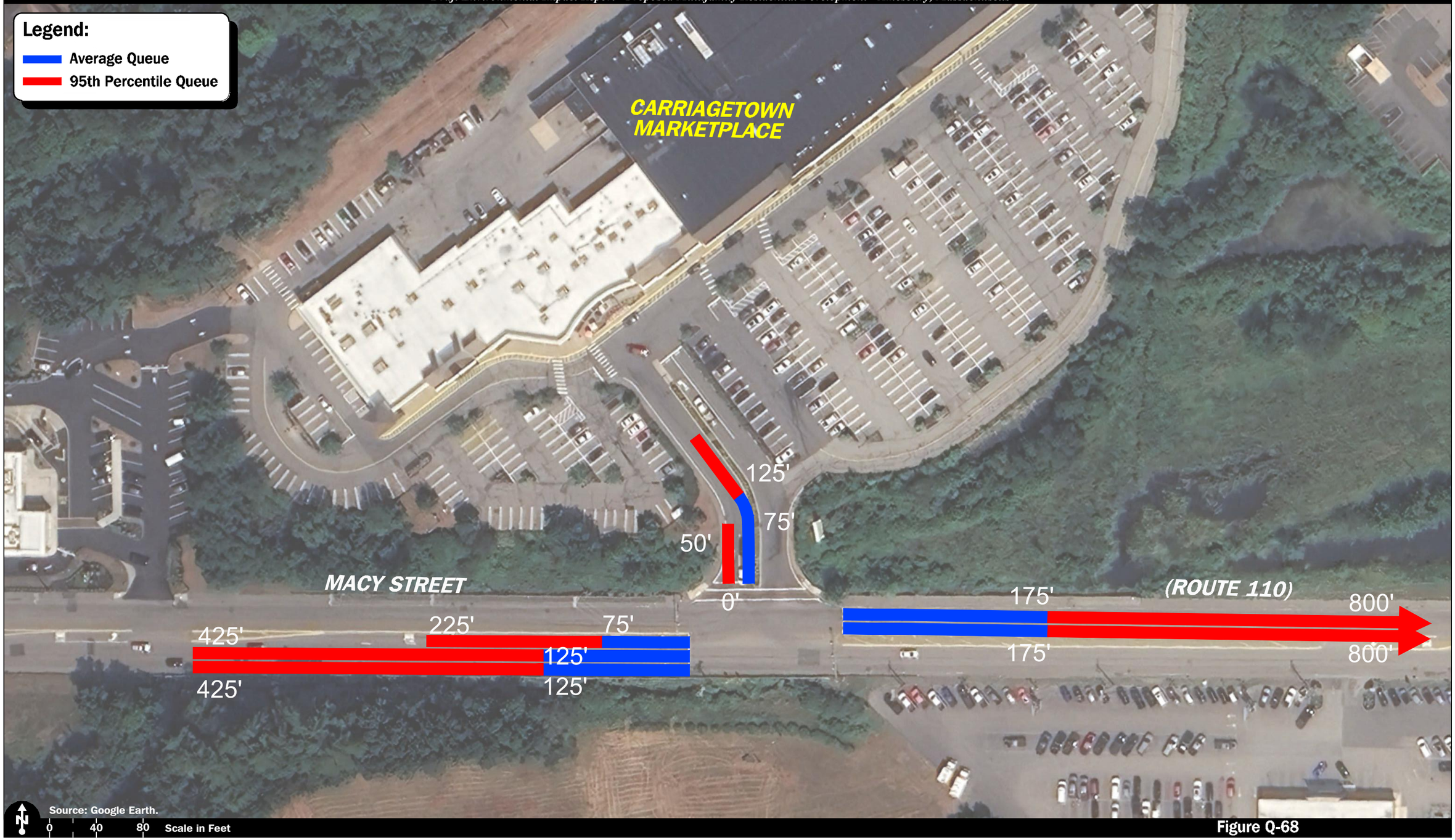


Figure Q-68

2031 Build Mitigated Mitigated
Weekday Evening
Peak-Hour Vehicle Queue Summary
Route 110 at
Carriagetown Marketplace

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 BuildMitigated Queues.dwg, 10/25/2024 2:12:21 PM

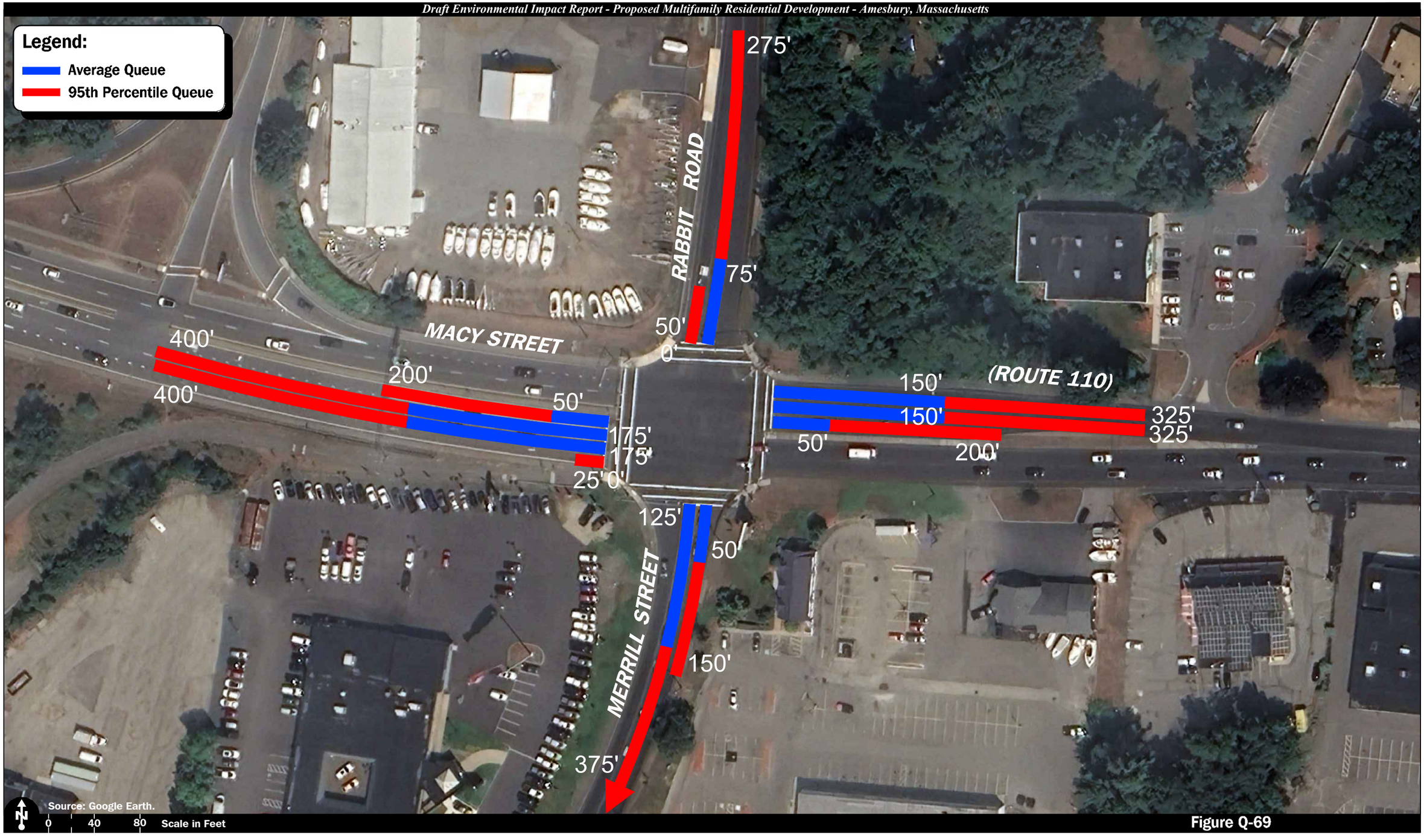


Figure Q-69

2031 Build Mitigated
Weekday Morning
Peak-Hour Vehicle Queue Summary
Route 110 at Merrill Street and
Rabbit Road

Vanasse & Associates inc

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R:\9526\Graphics\Queues\9526 BuildMitigated Queues.dwg, 10/25/2024 2:12:52 PM

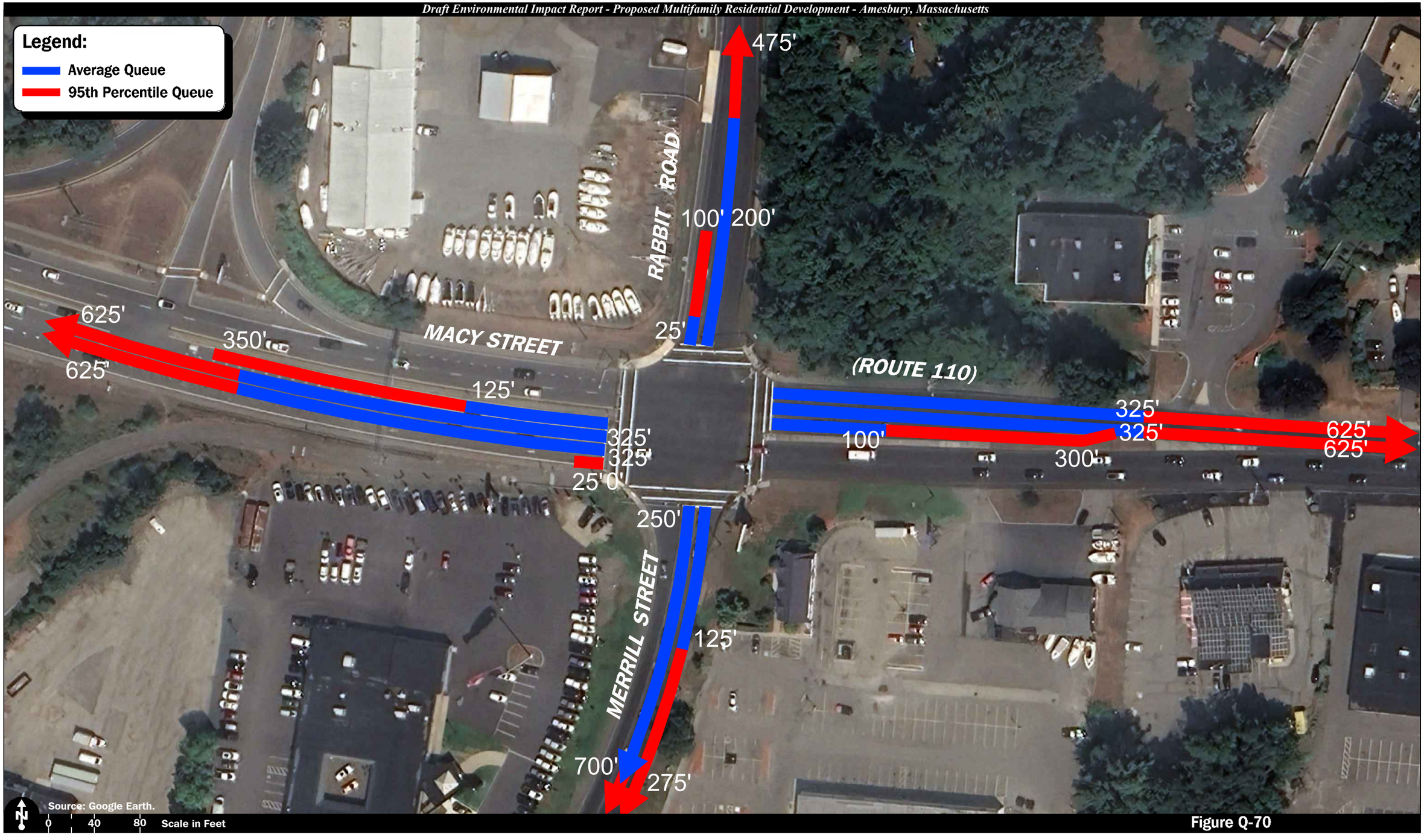


Figure Q-70

2031 Build Mitigated
Weekday Evening
Peak-Hour Vehicle Queue Summary
Route 110 at Merrill Street and
Rabbit Road

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R:\9526\Graphics\Queues\9526 BuildMitigated Queues.dwg, 10/25/2024 2:13:28 PM



Figure Q-71

2031 Build Mitigated
Weekday Morning
Peak-Hour Vehicle Queue Summary
Route 110 at
I-95 Northbound Ramps

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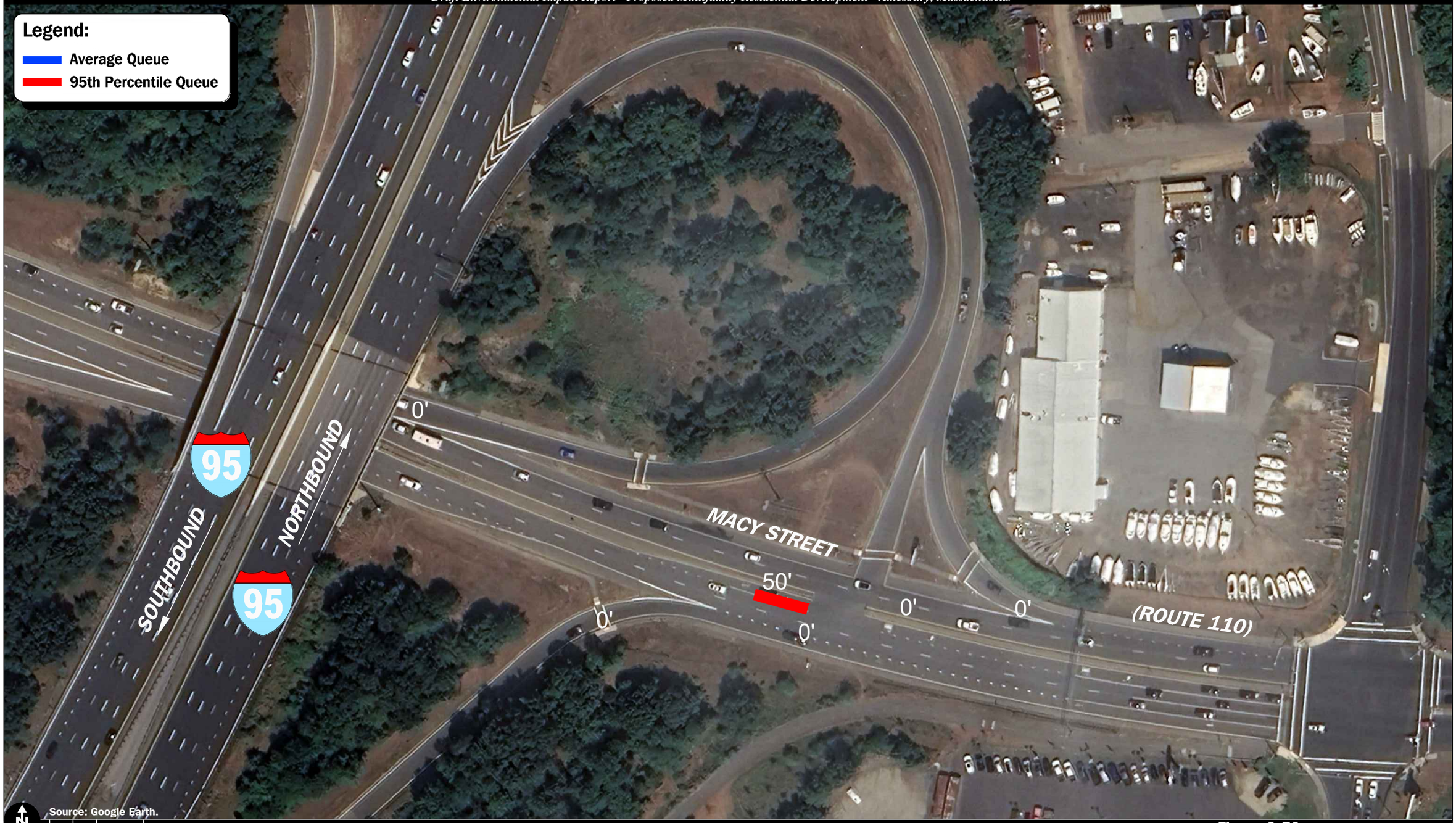


Figure Q-72

2031 Build Mitigated
Weekday Evening
Peak-Hour Vehicle Queue Summary
Route 110 at
I-95 Northbound Ramps

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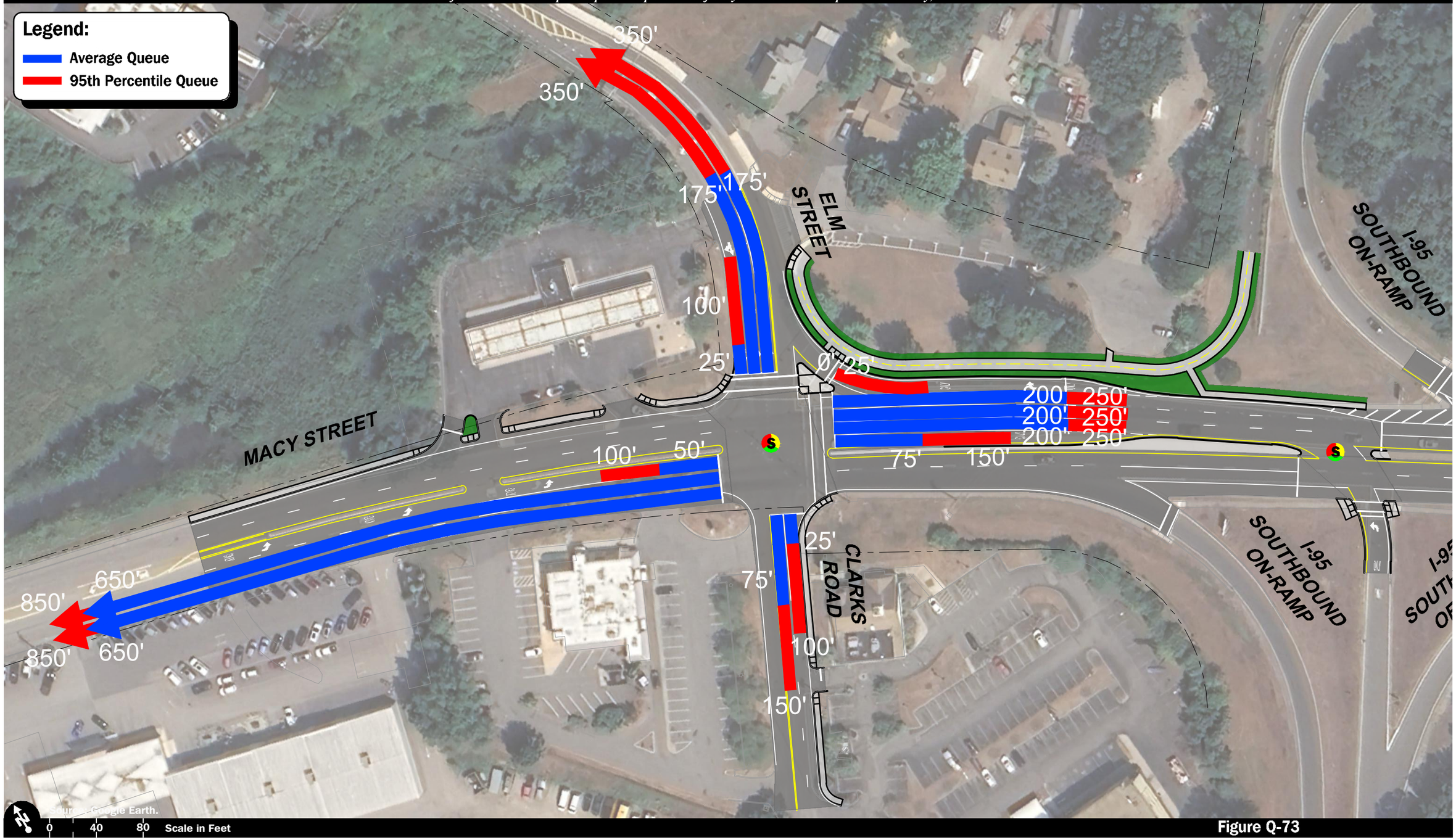


Figure Q-73

2031 Build Mitigated
Weekday Morning
Peak-Hour Vehicle Queue Summary
Route 110 at
Clark's Road and Elm Street

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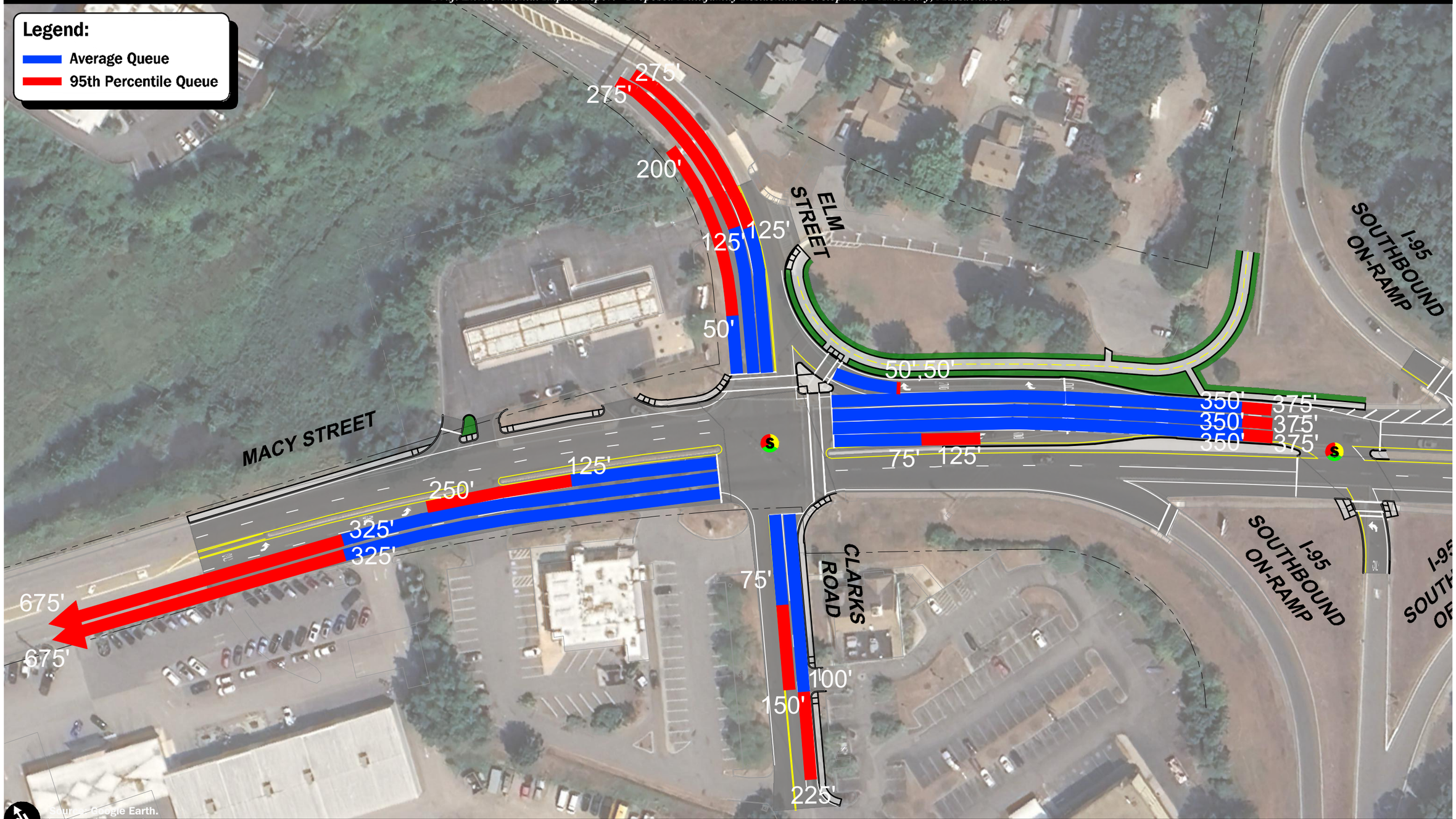


Figure Q-74

2031 Build Mitigated
Weekday Evening
Peak-Hour Vehicle Queue Summary
Route 110 at
Clark's Road and Elm Street

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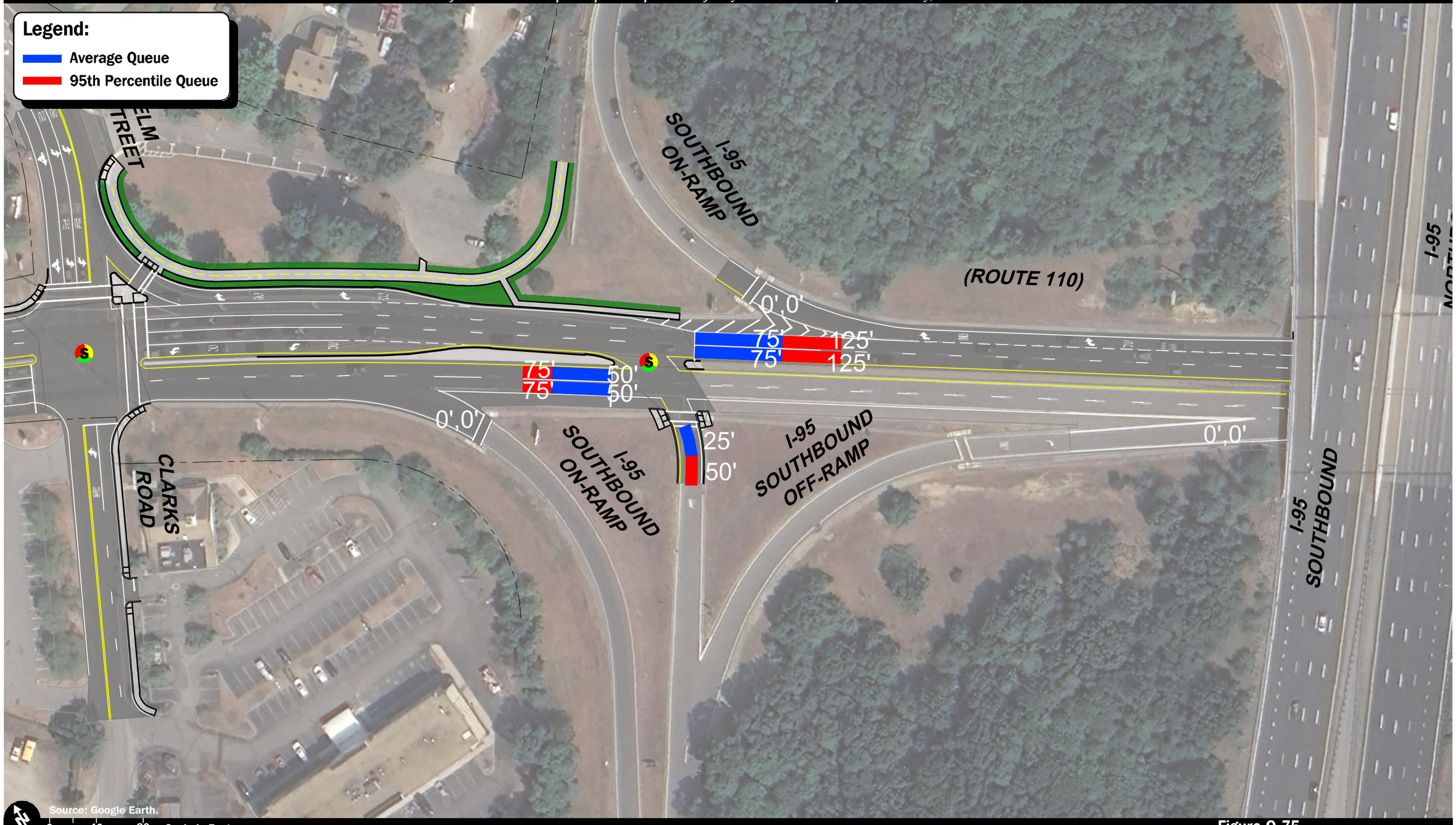


Figure Q-75

2031 Build Mitigated
Weekday Morning
Peak-Hour Vehicle Queue Summary
Route 110 at
I-95 Southbound Ramps

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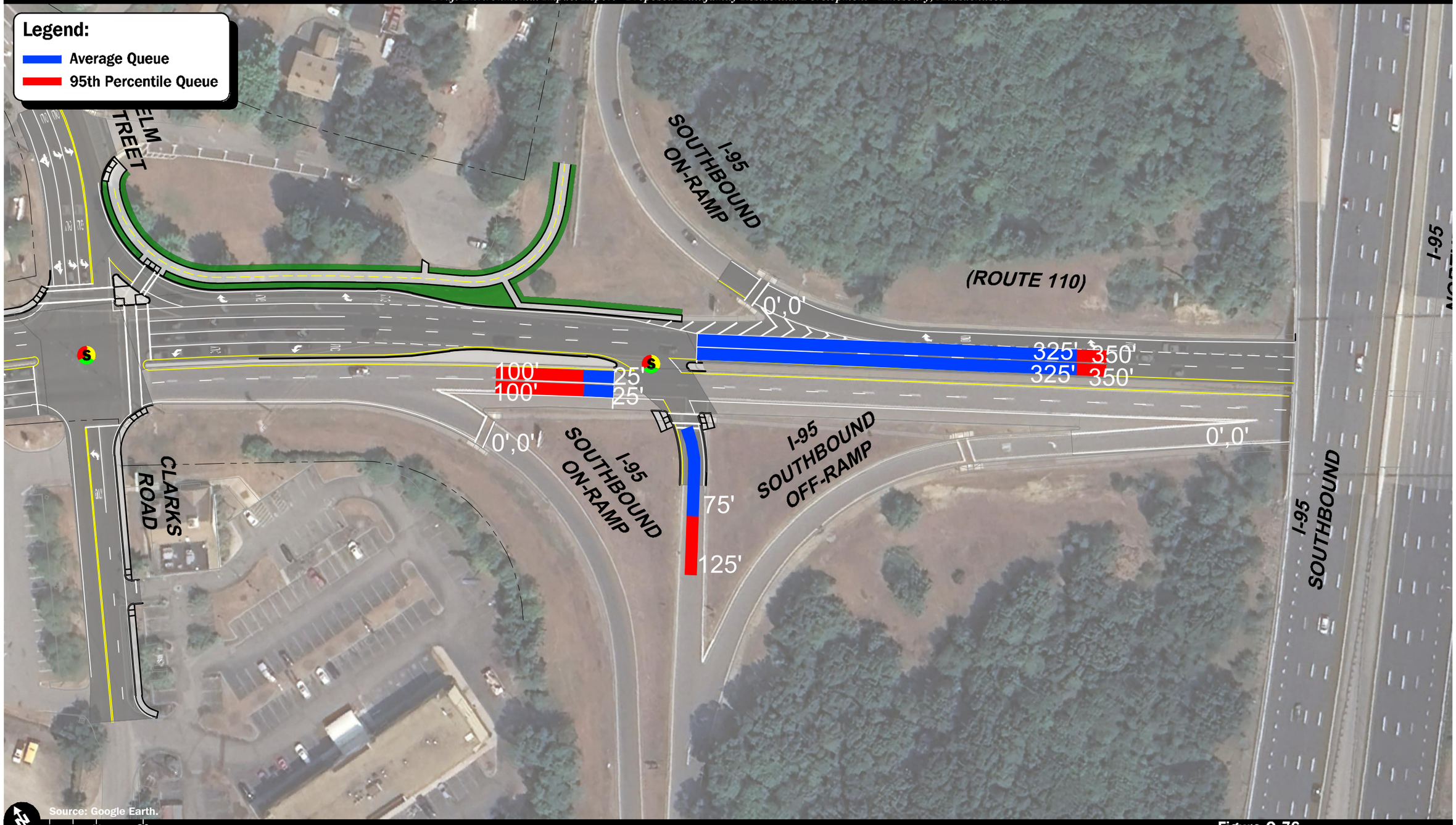


Figure Q-76

2031 Build Mitigated
Weekday Evening
Peak-Hour Vehicle Queue Summary
Route 110 at
I-95 Southbound Ramps

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