APPENDIX

TRAFFIC COUNT DATA
ADJUSTMENT FACTORS
VEHICLE SPEED DATA
CRASH DATA
TRAFFIC GROWTH DATA
SEGMENT ANALYSIS
TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS
LEVEL OF SERVICE ANALYSIS

TRAFFIC COUNT DATA

STATE OF NEW HAMPSHIRE

-INTRA-DEPARTMENT COMMUNICATION-

FROM: Robert E. Bollinger, P.E., PTOE
Traffic Operations Engineer

DATE: July 27, 2011

AT OFFICE:
Department of Transportation
Bureau of Traffic

SUBJECT: Traffic Data

TO: Michael J. Dugas, P.E.
Bureau of Highway Design

The following traffic data is provided per your request of: July 15, 2011

I. PROJECT INFORMATION

A. Town: Loudon

B. Project No. 16188

C. Locations: NH 106 at Staniels Rd. & Josiah Bartlett Rd.

D. Growth Rate: 1.0% per year

II. TRAFFIC INFORMATION

A. [X] See attached sheet(s)

B. Mean Year ADL =

530 at Location = NH 106 at Staniels & Josiah Bartlett Rds. # Lanes = 2

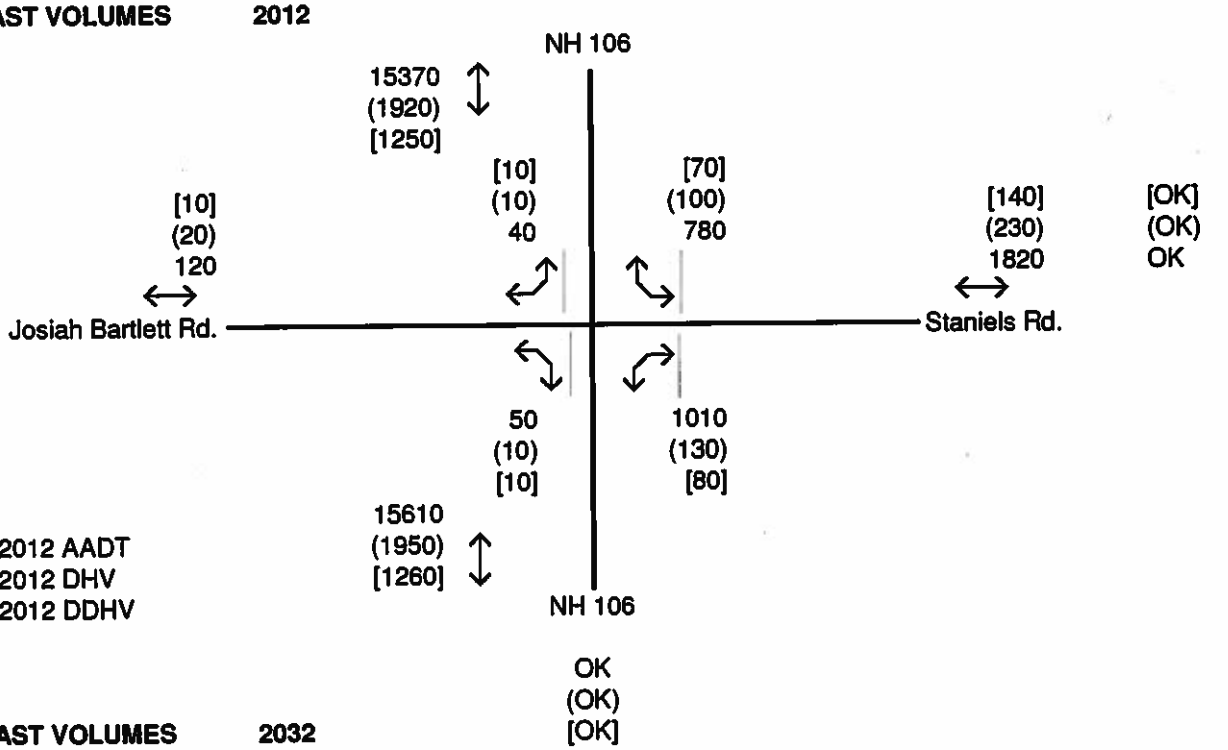
C. Percent Trucks:

1.5 % DHV; 8.5 % AADT at Location NH 106 at Staniels & Josiah Bartlett Rds.

Calculations by: REB
Checked by: _____

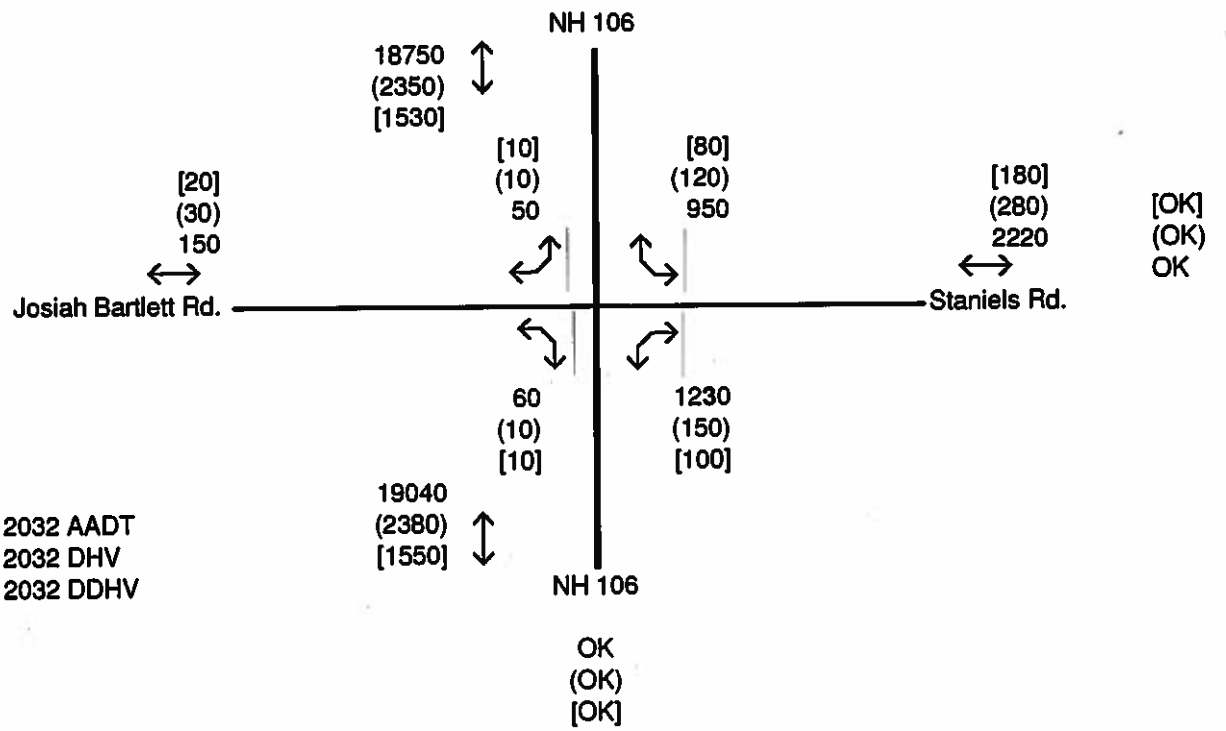
Loudon - 16188

FORECAST VOLUMES **2012**



xxx 2012 AADT
(xxx) 2012 DHV
[xxx] 2012 DDHV

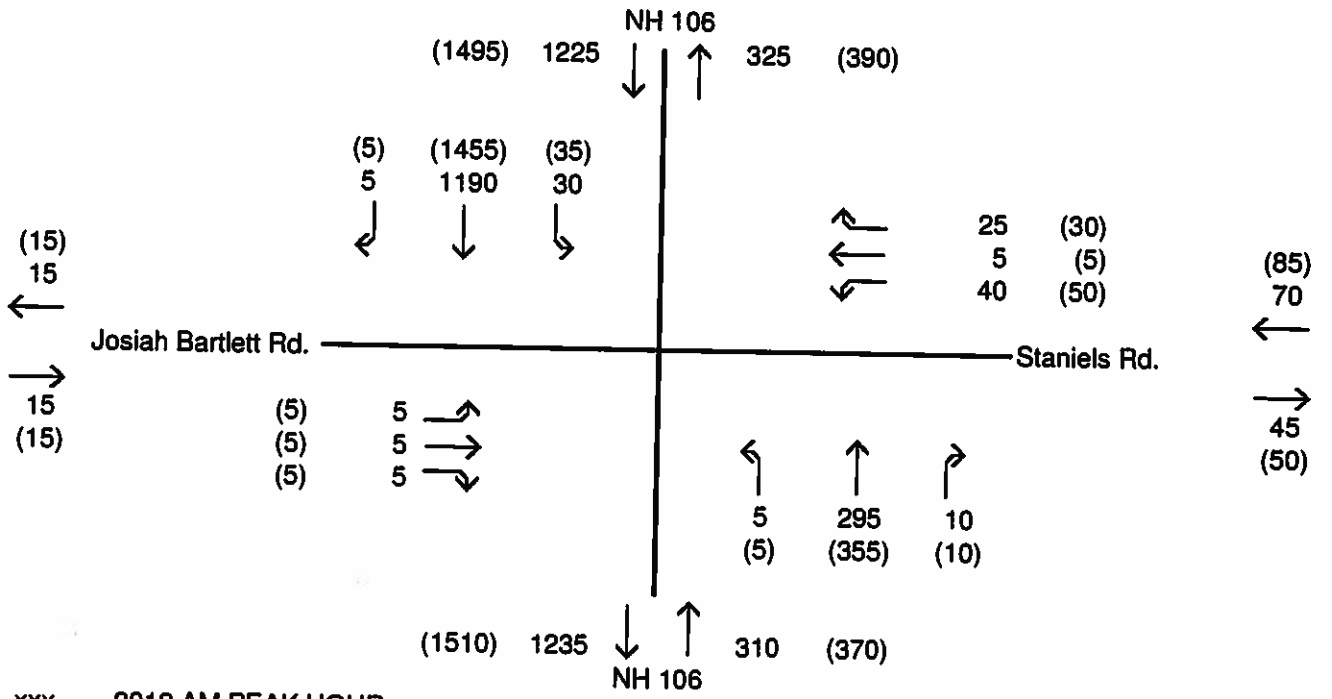
FORECAST VOLUMES **2032**



xxx 2032 AADT
(xxx) 2032 DHV
[xxx] 2032 DDHV

Loudon - 16188

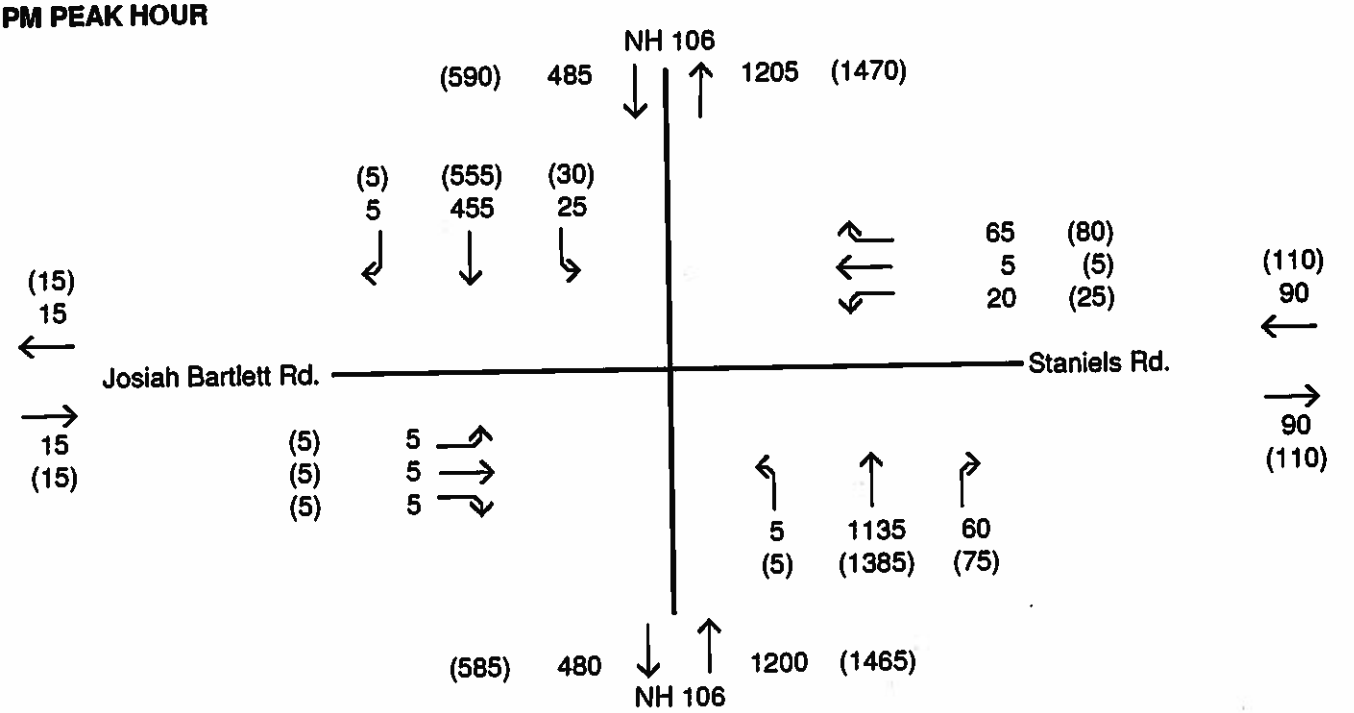
AM PEAK HOUR



xxx 2012 AM PEAK HOUR
(xxx) 2032 AM PEAK HOUR

Loudon - 16188

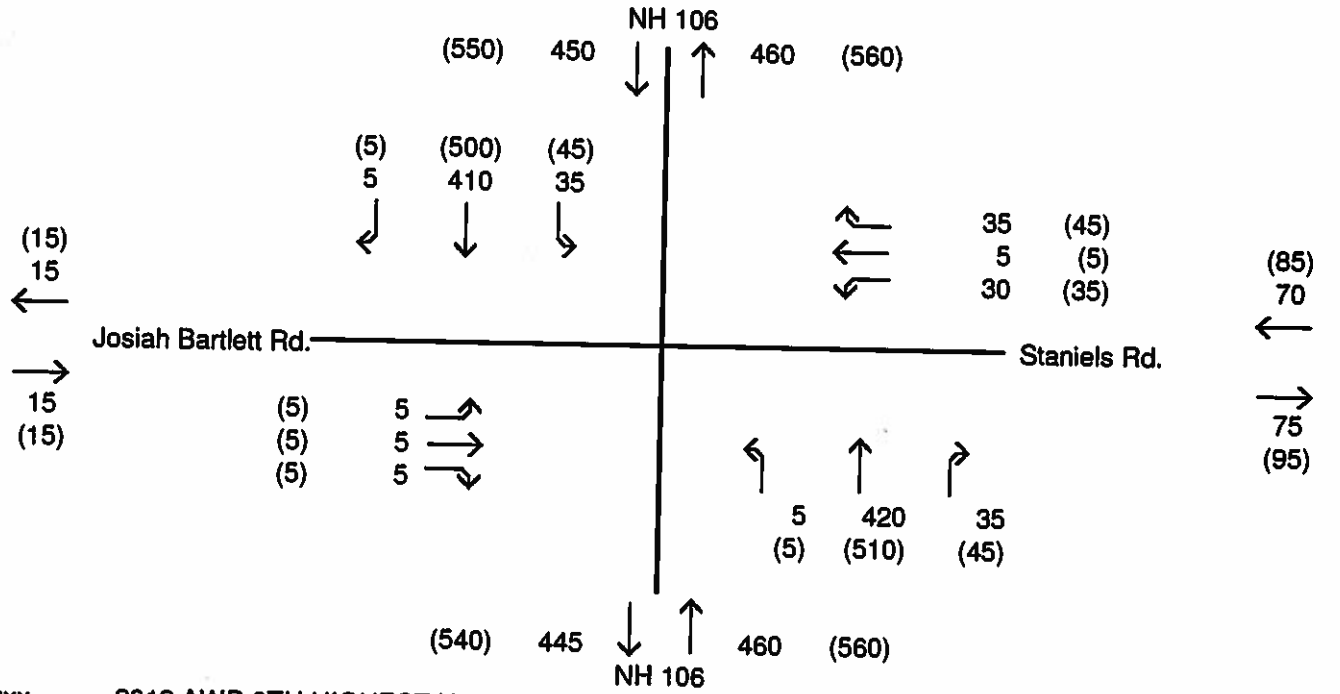
PM PEAK HOUR



xxx 2012 PM PEAK HOUR
(xxx) 2032 PM PEAK HOUR

Loudon - 16188

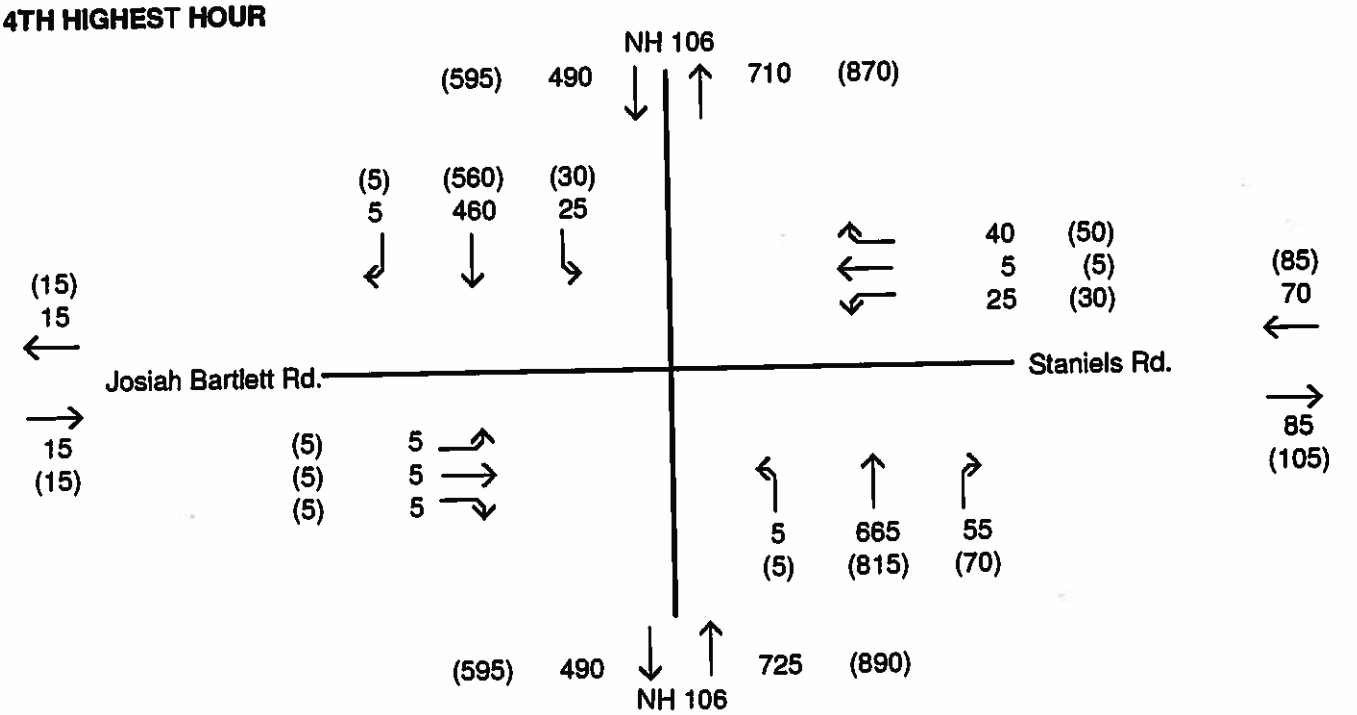
8TH HIGHEST HOUR



xxx 2012 AWD 8TH HIGHEST HOUR
(xxx) 2032 AWD 8TH HIGHEST HOUR

Loudon - 16188

4TH HIGHEST HOUR



xxx 2012 AWD 4TH HIGHEST HOUR
(xxx) 2032 AWD 4TH HIGHEST HOUR

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 75530001
Site Code : 75530001
Start Date : 5/25/2011
Page No : 1

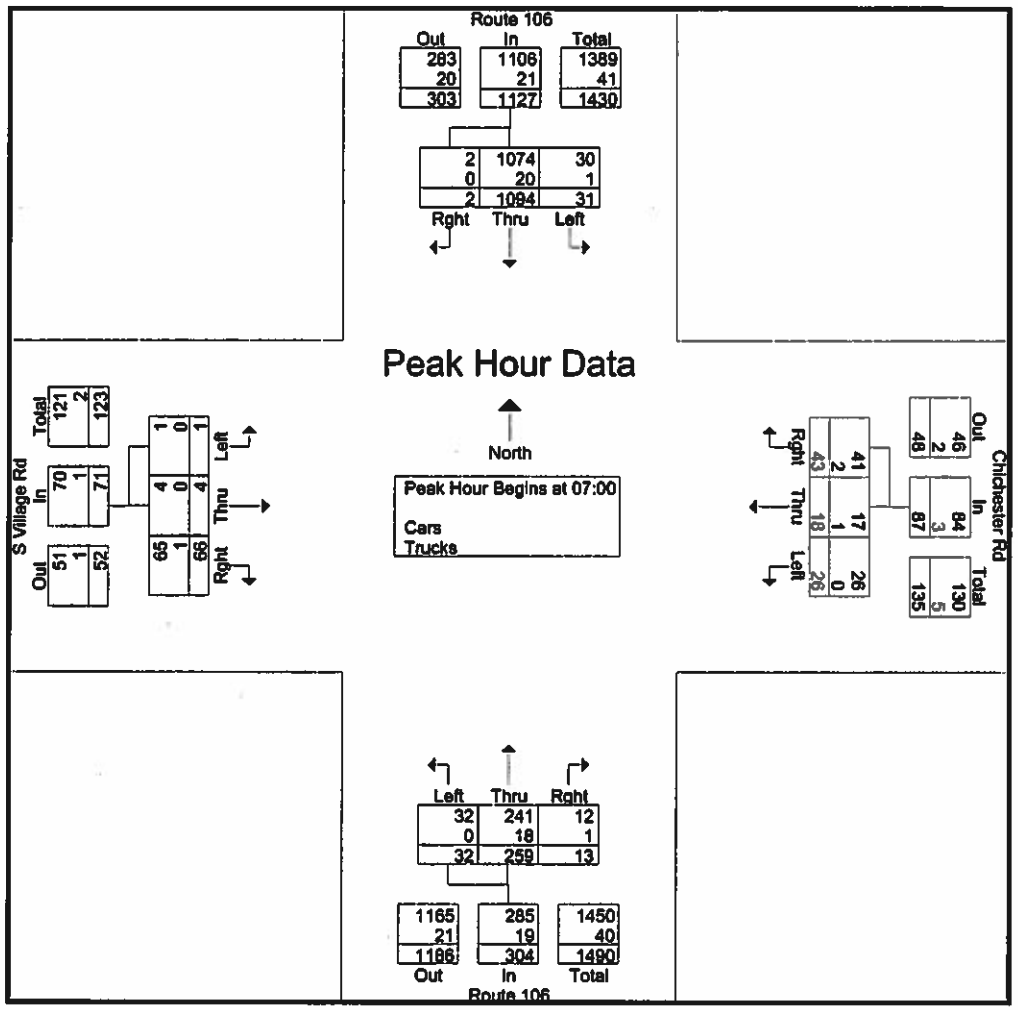
Groups Printed- Cars - Trucks

	Route 106 From North			Chichester Rd From East			Route 106 From South			S Village Rd From West			
Start Time	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Int. Total
07:00	8	223	0	4	8	12	12	66	2	0	0	19	354
07:15	10	287	0	9	6	8	7	67	6	0	2	9	411
07:30	6	304	2	3	1	10	4	69	2	1	1	23	426
07:45	7	280	0	10	3	13	9	57	3	0	1	15	398
Total	31	1094	2	26	18	43	32	259	13	1	4	66	1589
08:00	2	194	2	10	4	9	7	74	3	0	1	17	323
08:15	7	170	2	6	3	9	8	74	3	0	1	16	299
08:30	3	174	0	12	2	4	8	52	3	0	0	18	276
08:45	5	143	0	10	0	3	12	56	3	0	5	22	259
Total	17	681	4	38	9	25	35	256	12	0	7	73	1157
Grand Total	48	1775	6	64	27	68	67	515	25	1	11	139	2746
Apprch %	2.6	97	0.3	40.3	17	42.8	11	84.8	4.1	0.7	7.3	92.1	
Total %	1.7	64.6	0.2	2.3	1	2.5	2.4	18.8	0.9	0	0.4	5.1	
Cars	47	1736	6	63	26	64	67	479	24	1	10	138	2661
% Cars	97.9	97.8	100	98.4	96.3	94.1	100	93	96	100	90.9	99.3	96.9
Trucks	1	39	0	1	1	4	0	36	1	0	1	1	85
% Trucks	2.1	2.2	0	1.6	3.7	5.9	0	7	4	0	9.1	0.7	3.1

	Route 106 From North				Chichester Rd From East				Route 106 From South				S Village Rd From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	8	223	0	231	4	8	12	24	12	66	2	80	0	0	19	19	354
07:15	10	287	0	297	9	6	8	23	7	67	6	80	0	2	9	11	411
07:30	6	304	2	312	3	1	10	14	4	69	2	75	1	1	23	25	426
07:45	7	280	0	287	10	3	13	26	9	57	3	69	0	1	15	16	398
Total Volume	31	1094	2	1127	26	18	43	87	32	259	13	304	1	4	66	71	1589
% App. Total	2.8	97.1	0.2		29.9	20.7	49.4		10.5	85.2	4.3		1.4	5.6	93		
PHF	.775	.900	.250	.903	.650	.563	.827	.837	.667	.938	.542	.950	.250	.500	.717	.710	.933
Cars	30	1074	2	1106	26	17	41	84	32	241	12	285	1	4	65	70	1545
% Cars	96.8	98.2	100	98.1	100	94.4	95.3	96.6	100	93.1	92.3	93.8	100	100	98.5	98.6	97.2
Trucks	1	20	0	21	0	1	2	3	0	18	1	19	0	0	1	1	44
% Trucks	3.2	1.8	0	1.9	0	5.6	4.7	3.4	0	6.9	7.7	6.3	0	0	1.5	1.4	2.8

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 2



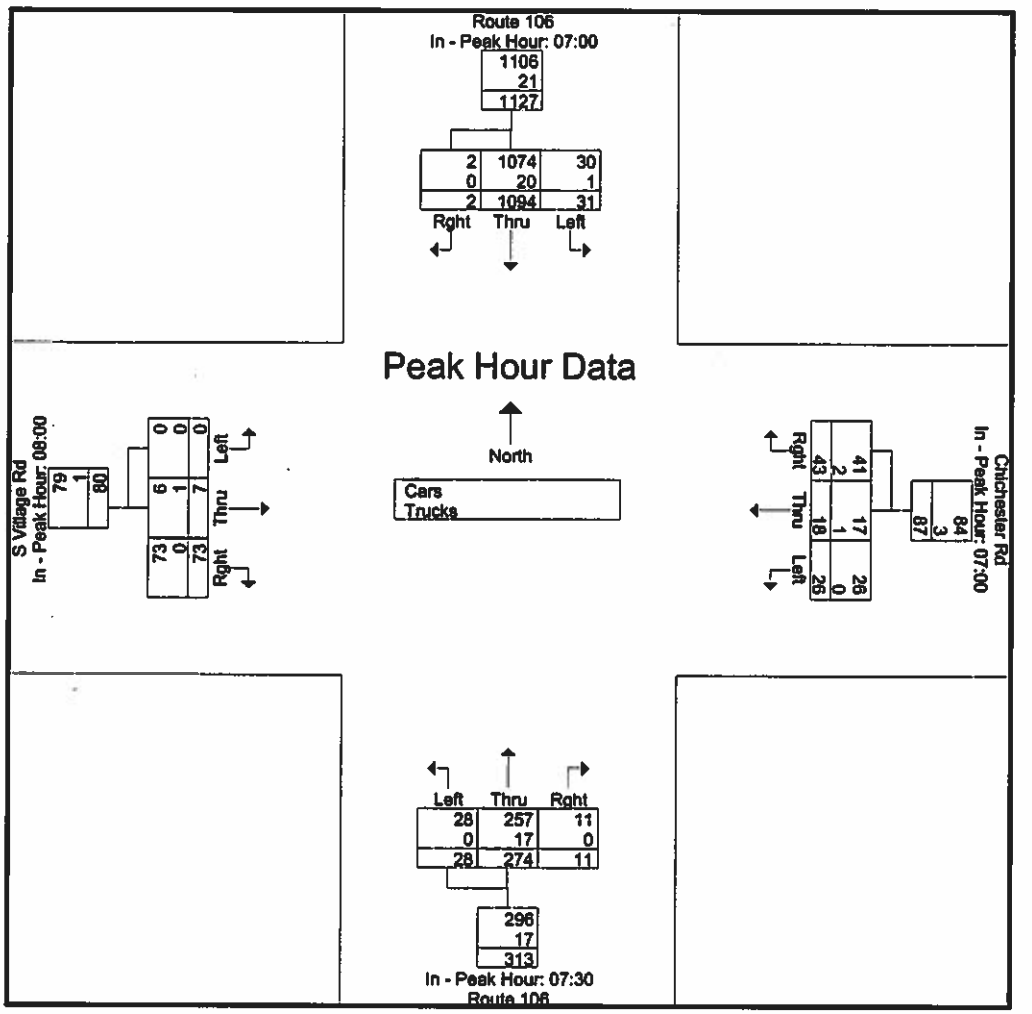
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00				07:00				07:30				08:00			
+0 mins.	8	223	0	231	4	8	12	24	4	69	2	75	0	1	17	18
+15 mins.	10	287	0	297	9	6	8	23	9	57	3	69	0	1	16	17
+30 mins.	6	304	2	312	3	1	10	14	7	74	3	84	0	0	18	18
+45 mins.	7	280	0	287	10	3	13	26	8	74	3	85	0	5	22	27
Total Volume	31	1094	2	1127	26	18	43	87	28	274	11	313	0	7	73	80
% App. Total	2.8	97.1	0.2		29.9	20.7	49.4		8.9	87.5	3.5		0	8.8	91.2	
PHF	.775	.900	.250	.903	.650	.563	.827	.837	.778	.926	.917	.921	.000	.350	.830	.741
Cars	30	1074	2	1106	26	17	41	84	28	257	11	296	0	6	73	79
% Cars	96.8	98.2	100	98.1	100	94.4	95.3	96.6	100	93.8	100	94.6	0	85.7	100	98.8
Trucks	1	20	0	21	0	1	2	3	0	17	0	17	0	1	0	1
% Trucks	3.2	1.8	0	1.9	0	5.6	4.7	3.4	0	6.2	0	5.4	0	14.3	0	1.2

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 75530001
Site Code : 75530001
Start Date : 5/25/2011
Page No : 1

Groups Printed- Cars

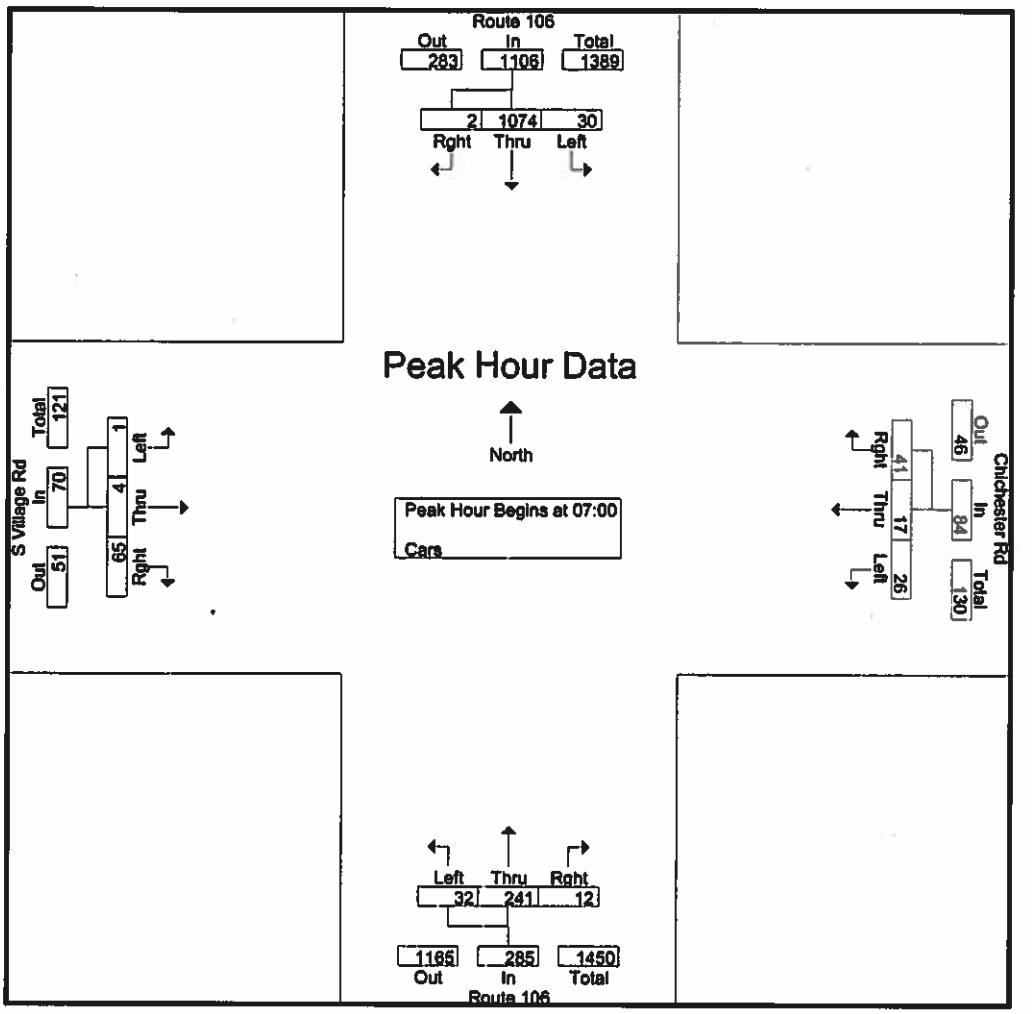
	Route 106 From North			Chichester Rd From East			Route 106 From South			S Village Rd From West			
Start Time	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Int. Total
07:00	8	220	0	4	7	11	12	63	2	0	0	19	346
07:15	10	282	0	9	6	8	7	61	5	0	2	9	399
07:30	6	300	2	3	1	9	4	63	2	1	1	23	415
07:45	6	272	0	10	3	13	9	54	3	0	1	14	385
Total	30	1074	2	26	17	41	32	241	12	1	4	65	1545
08:00	2	187	2	10	4	9	7	73	3	0	0	17	314
08:15	7	165	2	5	3	8	8	67	3	0	1	16	285
08:30	3	170	0	12	2	3	8	49	3	0	0	18	268
08:45	5	140	0	10	0	3	12	49	3	0	5	22	249
Total	17	662	4	37	9	23	35	238	12	0	6	73	1116
Grand Total	47	1736	6	63	26	64	67	479	24	1	10	138	2661
Apprch %	2.6	97	0.3	41.2	17	41.8	11.8	84	4.2	0.7	6.7	92.6	
Total %	1.8	65.2	0.2	2.4	1	2.4	2.5	18	0.9	0	0.4	5.2	

	Route 106 From North				Chichester Rd From East				Route 106 From South				S Village Rd From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	8	220	0	228	4	7	11	22	12	63	2	77	0	0	19	19	346
07:15	10	282	0	292	9	6	8	23	7	61	5	73	0	2	9	11	399
07:30	6	300	2	308	3	1	9	13	4	63	2	69	1	1	23	25	415
07:45	6	272	0	278	10	3	13	26	9	54	3	66	0	1	14	15	385
Total Volume	30	1074	2	1106	26	17	41	84	32	241	12	285	1	4	65	70	1545
% App. Total	2.7	97.1	0.2		31	20.2	48.8		11.2	84.6	4.2		1.4	5.7	92.9		
PHF	.750	.895	.250	.898	.650	.607	.788	.808	.667	.956	.600	.925	.250	.500	.707	.700	.931

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 75530001
Site Code : 75530001
Start Date : 5/25/2011
Page No : 2



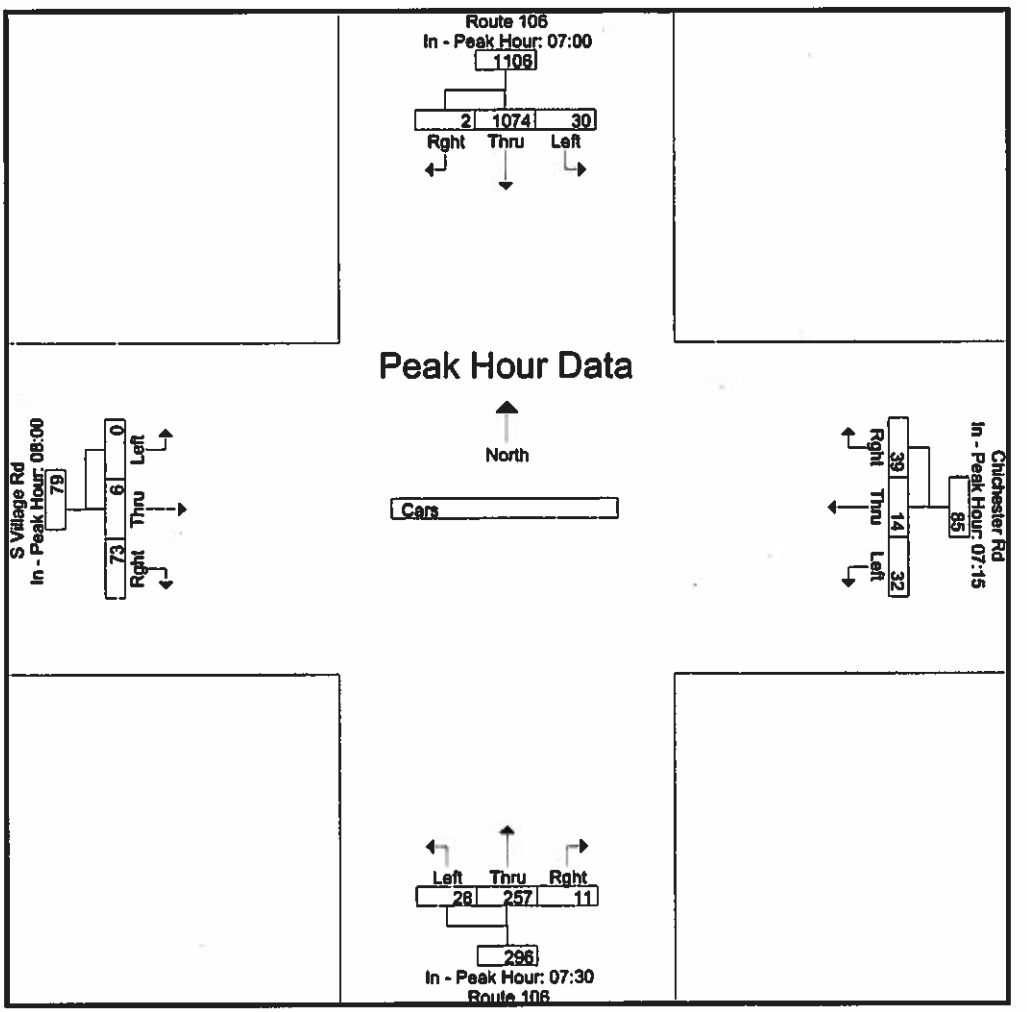
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00				07:15				07:30				08:00			
+0 mins.	8	220	0	228	9	6	8	23	4	63	2	69	0	0	17	17
+15 mins.	10	282	0	292	3	1	9	13	9	54	3	66	0	1	16	17
+30 mins.	6	300	2	308	10	3	13	26	7	73	3	83	0	0	18	18
+45 mins.	6	272	0	278	10	4	9	23	8	67	3	78	0	5	22	27
Total Volume	30	1074	2	1106	32	14	39	85	28	257	11	296	0	6	73	79
% App. Total	2.7	97.1	0.2		37.6	16.5	45.9		9.5	86.8	3.7		0	7.6	92.4	
PHF	.750	.895	.250	.898	.800	.583	.750	.817	.778	.880	.917	.892	.000	.300	.830	.731

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 75530001
Site Code : 75530001
Start Date : 5/25/2011
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 75530001
Site Code : 75530001
Start Date : 5/25/2011
Page No : 1

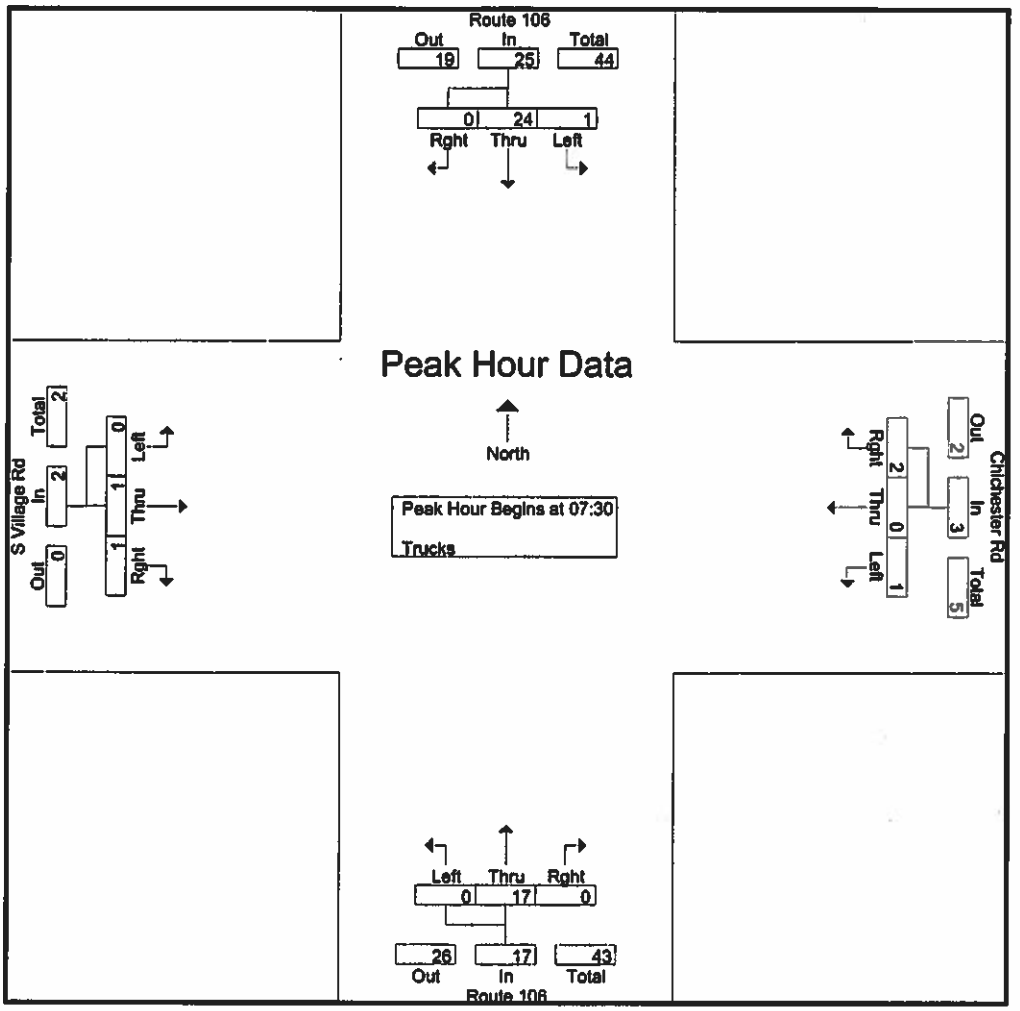
Groups Printed- Trucks

	Route 106 From North			Chichester Rd From East			Route 106 From South			S Village Rd From West			
Start Time	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Int. Total
07:00	0	3	0	0	1	1	0	3	0	0	0	0	8
07:15	0	5	0	0	0	0	0	6	1	0	0	0	12
07:30	0	4	0	0	0	1	0	6	0	0	0	0	11
07:45	1	8	0	0	0	0	0	3	0	0	0	1	13
Total	1	20	0	0	1	2	0	18	1	0	0	1	44
08:00	0	7	0	0	0	0	0	1	0	0	1	0	9
08:15	0	5	0	1	0	1	0	7	0	0	0	0	14
08:30	0	4	0	0	0	1	0	3	0	0	0	0	8
08:45	0	3	0	0	0	0	0	7	0	0	0	0	10
Total	0	19	0	1	0	2	0	18	0	0	1	0	41
Grand Total	1	39	0	1	1	4	0	36	1	0	1	1	85
Apprch %	2.5	97.5	0	16.7	16.7	66.7	0	97.3	2.7	0	50	50	
Total %	1.2	45.9	0	1.2	1.2	4.7	0	42.4	1.2	0	1.2	1.2	

	Route 106 From North				Chichester Rd From East				Route 106 From South				S Village Rd From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	0	4	0	4	0	0	1	1	0	6	0	6	0	0	0	0	11
07:45	1	8	0	9	0	0	0	0	0	3	0	3	0	0	1	1	13
08:00	0	7	0	7	0	0	0	0	0	1	0	1	0	1	0	1	9
08:15	0	5	0	5	1	0	1	2	0	7	0	7	0	0	0	0	14
Total Volume	1	24	0	25	1	0	2	3	0	17	0	17	0	1	1	2	47
% App. Total	4	96	0		33.3	0	66.7		0	100	0		0	50	50		
PHF	.250	.750	.000	.694	.250	.000	.500	.375	.000	.607	.000	.607	.000	.250	.250	.500	.839

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 2



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

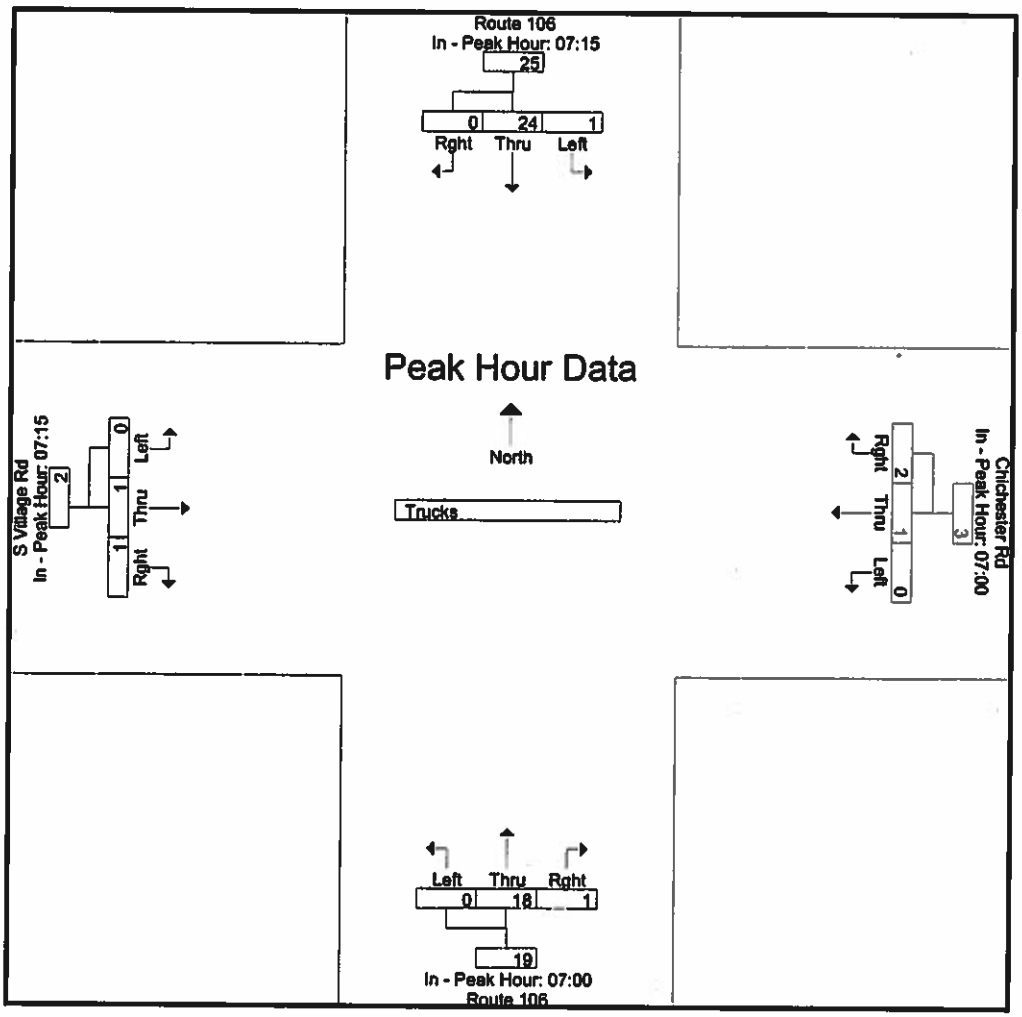
Peak Hour for Each Approach Begins at:

	07:15				07:00				07:00				07:15			
+0 mins.	0	5	0	5	0	1	1	2	0	3	0	3	0	0	0	0
+15 mins.	0	4	0	4	0	0	0	0	0	6	1	7	0	0	0	0
+30 mins.	1	8	0	9	0	0	1	1	0	6	0	6	0	0	1	1
+45 mins.	0	7	0	7	0	0	0	0	0	3	0	3	0	1	0	1
Total Volume	1	24	0	25	0	1	2	3	0	18	1	19	0	1	1	2
% App. Total	4	96	0		0	33.3	66.7		0	94.7	5.3		0	50	50	
PHF	.250	.750	.000	.694	.000	.250	.500	.375	.000	.750	.250	.679	.000	.250	.250	.500

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 75530001
Site Code : 75530001
Start Date : 5/25/2011
Page No : 1

Groups Printed- Bikes Peds

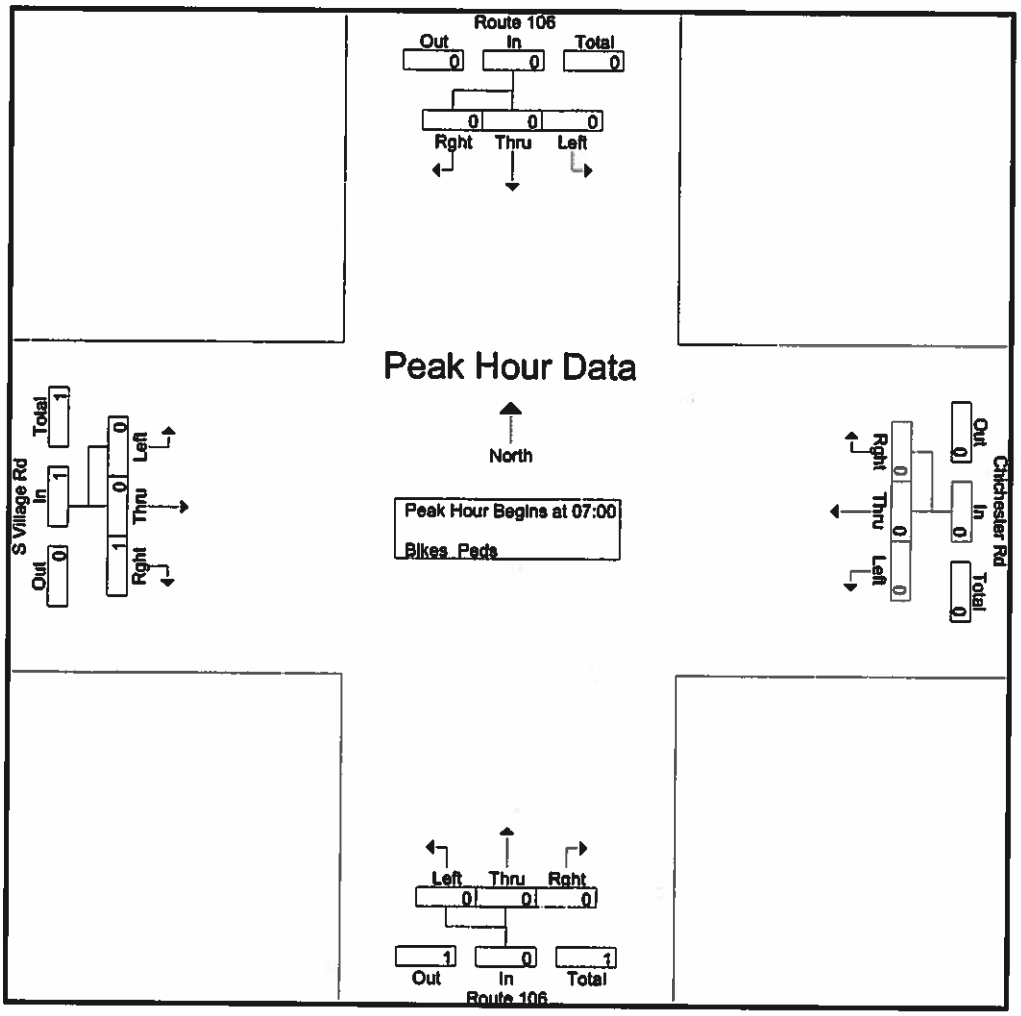
	Route 106 From North				Chichester Rd From East				Route 106 From South				S Village Rd From West						
Start Time	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	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	1	0	0	1	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	2	1	3
Grand Total	0	0	0	2	0	0	0	0	0	1	0	0	0	0	1	0	2	2	4
Apprch %	0	0	0		0	0	0		0	100	0		0	0	100				
Total %	0	0	0		0	0	0		0	50	0		0	0	50		50	50	

	Route 106 From North				Chichester Rd From East				Route 106 From South				S Village Rd From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	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	1	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 2



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

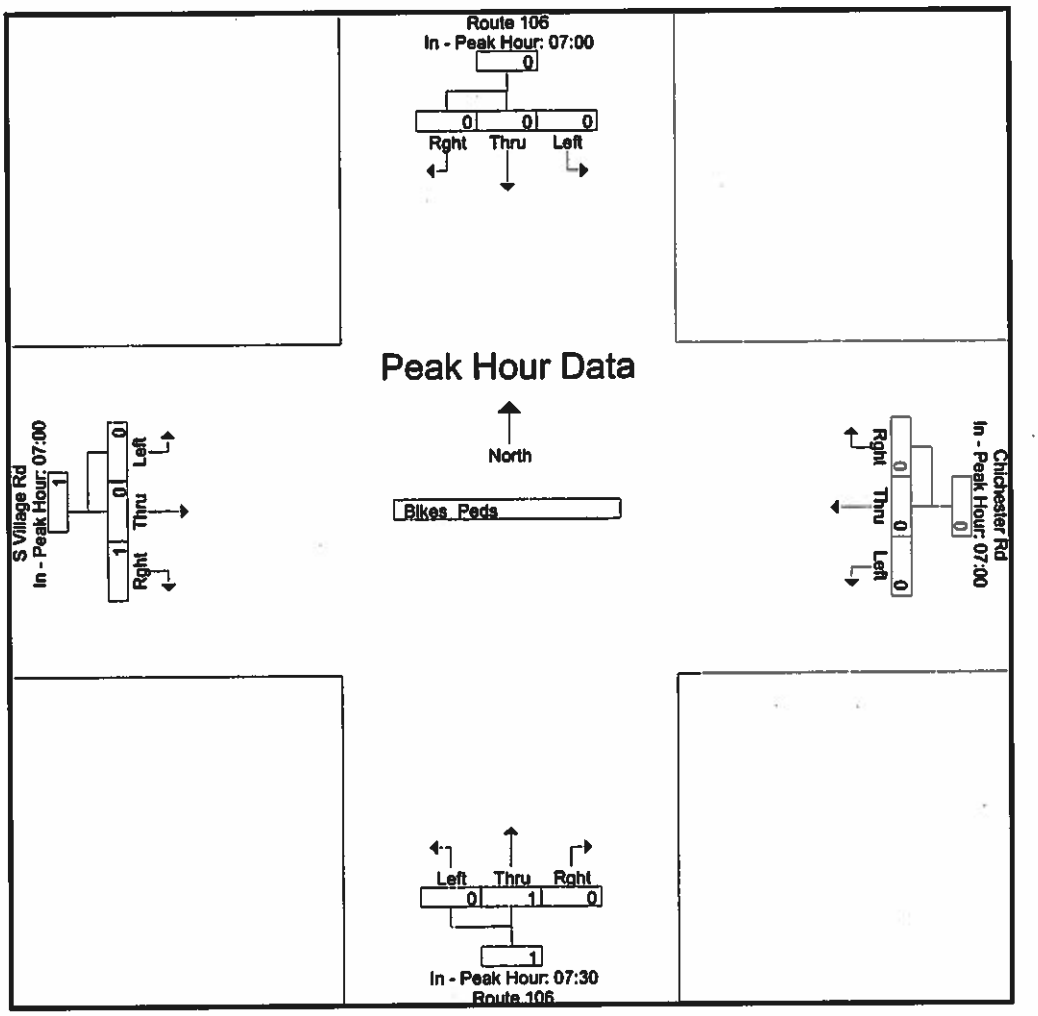
Peak Hour for Each Approach Begins at:

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

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 75530001
Site Code : 75530001
Start Date : 5/25/2011
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 75530001
Site Code : 75530001
Start Date : 5/25/2011
Page No : 1

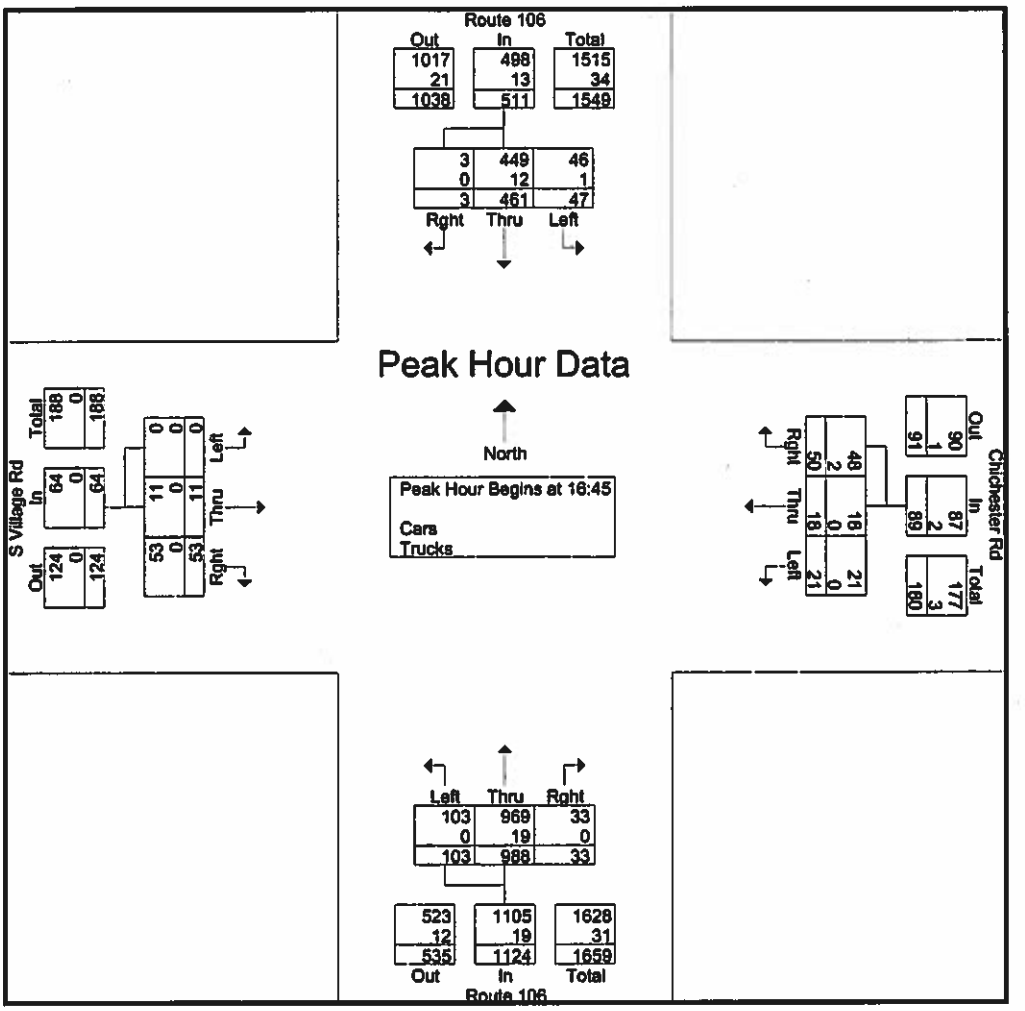
Groups Printed- Cars - Trucks

	Route 106 From North			Chichester Rd From East			Route 106 From South			S Village Rd From West			
Start Time	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Int. Total
16:00	11	112	0	4	9	11	25	204	12	0	5	17	410
16:15	11	93	0	4	4	14	19	250	11	0	2	7	415
16:30	9	117	0	4	5	10	26	217	7	0	3	19	417
16:45	14	118	1	10	1	14	20	223	11	0	3	14	429
Total	45	440	1	22	19	49	90	894	41	0	13	57	1671
17:00	12	115	0	3	2	10	32	256	11	0	3	17	461
17:15	10	125	1	3	10	13	27	258	7	0	3	14	471
17:30	11	103	1	5	5	13	24	251	4	0	2	8	427
17:45	9	99	0	2	8	6	22	186	5	0	5	18	360
Total	42	442	2	13	25	42	105	951	27	0	13	57	1719
Grand Total	87	882	3	35	44	91	195	1845	68	0	26	114	3390
Apprch %	9	90.7	0.3	20.6	25.9	53.5	9.3	87.5	3.2	0	18.6	81.4	
Total %	2.6	26	0.1	1	1.3	2.7	5.8	54.4	2	0	0.8	3.4	
Cars	86	854	3	35	42	87	195	1808	68	0	26	114	3318
% Cars	98.9	96.8	100	100	95.5	95.6	100	98	100	0	100	100	97.9
Trucks	1	28	0	0	2	4	0	37	0	0	0	0	72
% Trucks	1.1	3.2	0	0	4.5	4.4	0	2	0	0	0	0	2.1

	Route 106 From North				Chichester Rd From East				Route 106 From South				S Village Rd From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	14	118	1	133	10	1	14	25	20	223	11	254	0	3	14	17	429
17:00	12	115	0	127	3	2	10	15	32	256	11	299	0	3	17	20	461
17:15	10	125	1	136	3	10	13	26	27	258	7	292	0	3	14	17	471
17:30	11	103	1	115	5	5	13	23	24	251	4	279	0	2	8	10	427
Total Volume	47	461	3	511	21	18	50	89	103	988	33	1124	0	11	53	64	1788
% App. Total	9.2	90.2	0.6		23.6	20.2	56.2		9.2	87.9	2.9		0	17.2	82.8		
PHF	.839	.922	.750	.939	.525	.450	.893	.856	.805	.957	.750	.940	.000	.917	.779	.800	.949
Cars	46	449	3	498	21	18	48	87	103	969	33	1105	0	11	53	64	1754
% Cars	97.9	97.4	100	97.5	100	100	96.0	97.8	100	98.1	100	98.3	0	100	100	100	98.1
Trucks	1	12	0	13	0	0	2	2	0	19	0	19	0	0	0	0	34
% Trucks	2.1	2.6	0	2.5	0	0	4.0	2.2	0	1.9	0	1.7	0	0	0	0	1.9

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 2



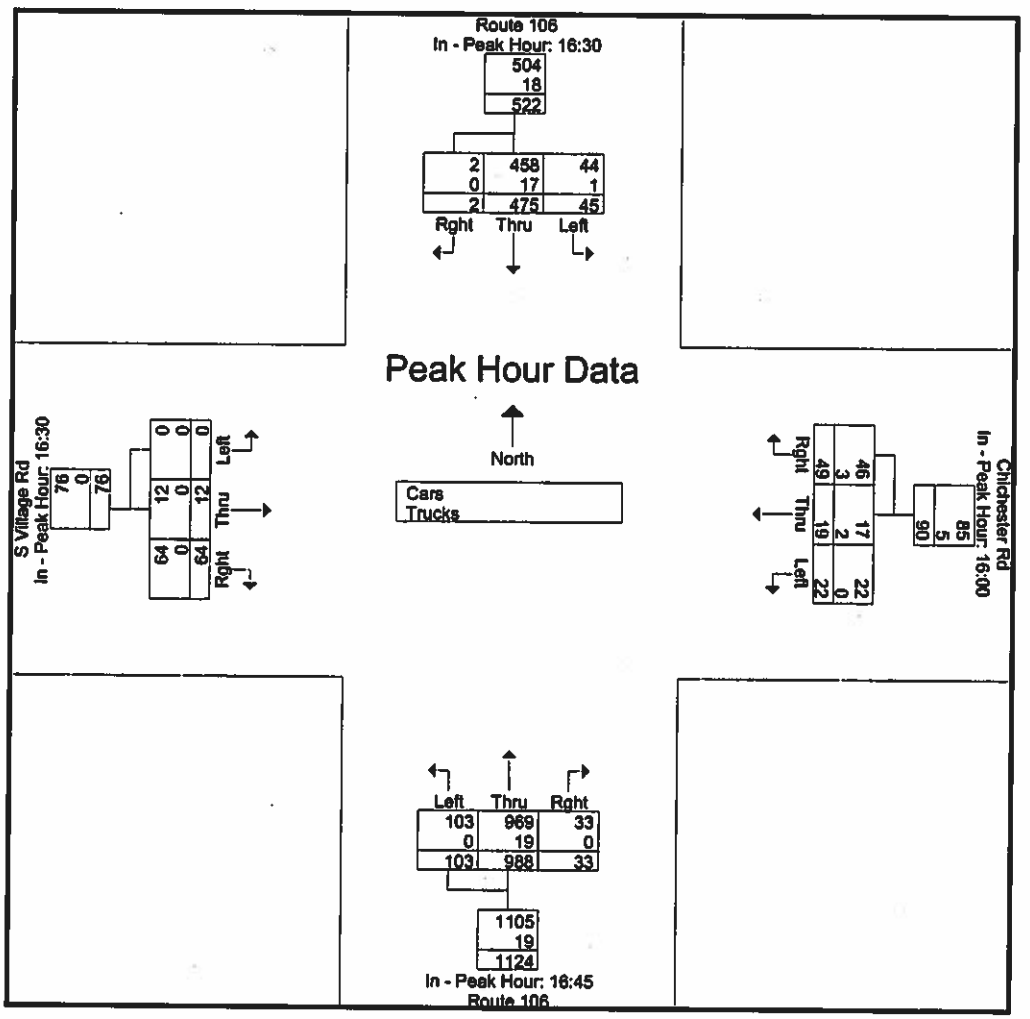
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:30				16:00				16:45				16:30			
+0 mins.	9	117	0	126	4	9	11	24	20	223	11	254	0	3	19	22
+15 mins.	14	118	1	133	4	4	14	22	32	256	11	299	0	3	14	17
+30 mins.	12	115	0	127	4	5	10	19	27	258	7	292	0	3	17	20
+45 mins.	10	125	1	136	10	1	14	25	24	251	4	279	0	3	14	17
Total Volume	45	475	2	522	22	19	49	90	103	988	33	1124	0	12	64	76
% App. Total	8.6	91	0.4		24.4	21.1	54.4		9.2	87.9	2.9		0	15.8	84.2	
PHF	.804	.950	.500	.960	.550	.528	.875	.900	.805	.957	.750	.940	.000	1.000	.842	.864
Cars	44	458	2	504	22	17	46	85	103	969	33	1105	0	12	64	76
% Cars	97.8	96.4	100	96.6	100	89.5	93.9	94.4	100	98.1	100	98.3	0	100	100	100
Trucks	1	17	0	18	0	2	3	5	0	19	0	19	0	0	0	0
% Trucks	2.2	3.6	0	3.4	0	10.5	6.1	5.6	0	1.9	0	1.7	0	0	0	0

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 75530001
Site Code : 75530001
Start Date : 5/25/2011
Page No : 1

Groups Printed- Cars

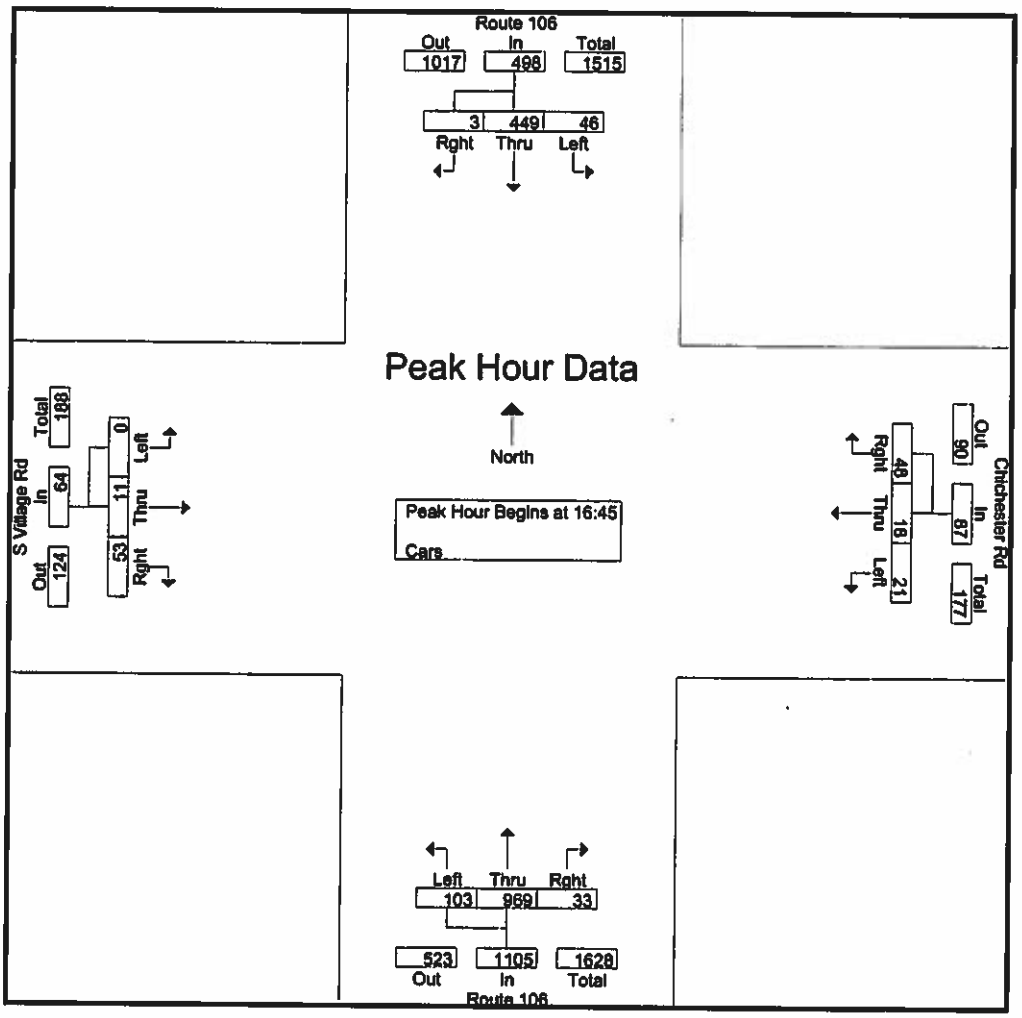
	Route 106 From North			Chichester Rd From East			Route 106 From South			S Village Rd From West			
Start Time	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Int. Total
16:00	11	108	0	4	7	11	25	198	12	0	5	17	398
16:15	11	89	0	4	4	14	19	244	11	0	2	7	405
16:30	9	110	0	4	5	8	26	213	7	0	3	19	404
16:45	13	116	1	10	1	13	20	217	11	0	3	14	419
Total	44	423	1	22	17	46	90	872	41	0	13	57	1626
17:00	12	113	0	3	2	10	32	252	11	0	3	17	455
17:15	10	119	1	3	10	13	27	252	7	0	3	14	459
17:30	11	101	1	5	5	12	24	248	4	0	2	8	421
17:45	9	98	0	2	8	6	22	184	5	0	5	18	357
Total	42	431	2	13	25	41	105	936	27	0	13	57	1692
Grand Total	86	854	3	35	42	87	195	1808	68	0	26	114	3318
Apprch %	9.1	90.6	0.3	21.3	25.6	53	9.4	87.3	3.3	0	18.6	81.4	
Total %	2.6	25.7	0.1	1.1	1.3	2.6	5.9	54.5	2	0	0.8	3.4	

	Route 106 From North				Chichester Rd From East				Route 106 From South				S Village Rd From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	13	116	1	130	10	1	13	24	20	217	11	248	0	3	14	17	419
17:00	12	113	0	125	3	2	10	15	32	252	11	295	0	3	17	20	455
17:15	10	119	1	130	3	10	13	26	27	252	7	286	0	3	14	17	459
17:30	11	101	1	113	5	5	12	22	24	248	4	276	0	2	8	10	421
Total Volume	46	449	3	498	21	18	48	87	103	969	33	1105	0	11	53	64	1754
% App. Total	9.2	90.2	0.6		24.1	20.7	55.2		9.3	87.7	3		0	17.2	82.8		
PHF	.885	.943	.750	.958	.525	.450	.923	.837	.805	.961	.750	.936	.000	.917	.779	.800	.955

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 2



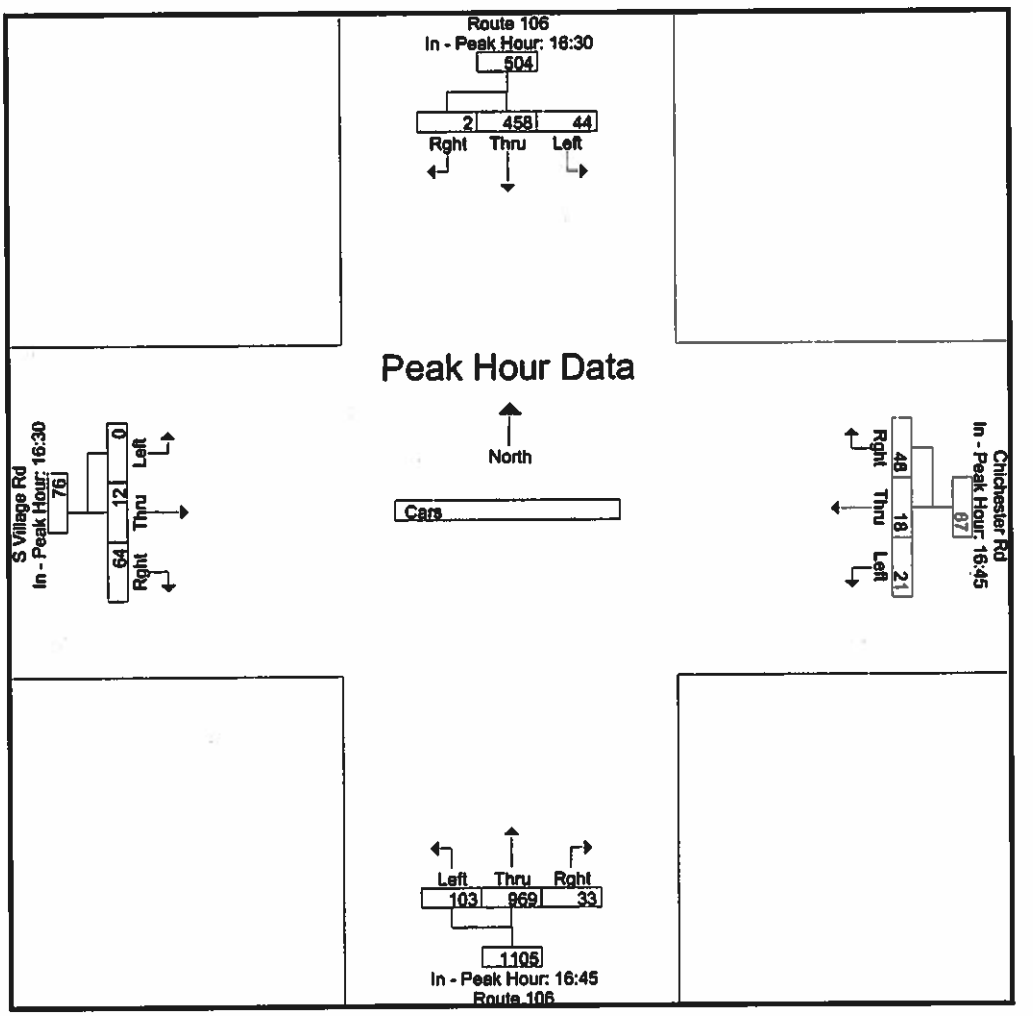
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:30				16:45				16:45				16:30			
+0 mins.	9	110	0	119	10	1	13	24	20	217	11	248	0	3	19	22
+15 mins.	13	116	1	130	3	2	10	15	32	252	11	295	0	3	14	17
+30 mins.	12	113	0	125	3	10	13	26	27	252	7	286	0	3	17	20
+45 mins.	10	119	1	130	5	5	12	22	24	248	4	276	0	3	14	17
Total Volume	44	458	2	504	21	18	48	87	103	969	33	1105	0	12	64	76
% App. Total	8.7	90.9	0.4		24.1	20.7	55.2		9.3	87.7	3		0	15.8	84.2	
PHF	.846	.962	.500	.969	.525	.450	.923	.837	.805	.961	.750	.936	.000	1.000	.842	.864

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 75530001
Site Code : 75530001
Start Date : 5/25/2011
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 1

Groups Printed- Trucks

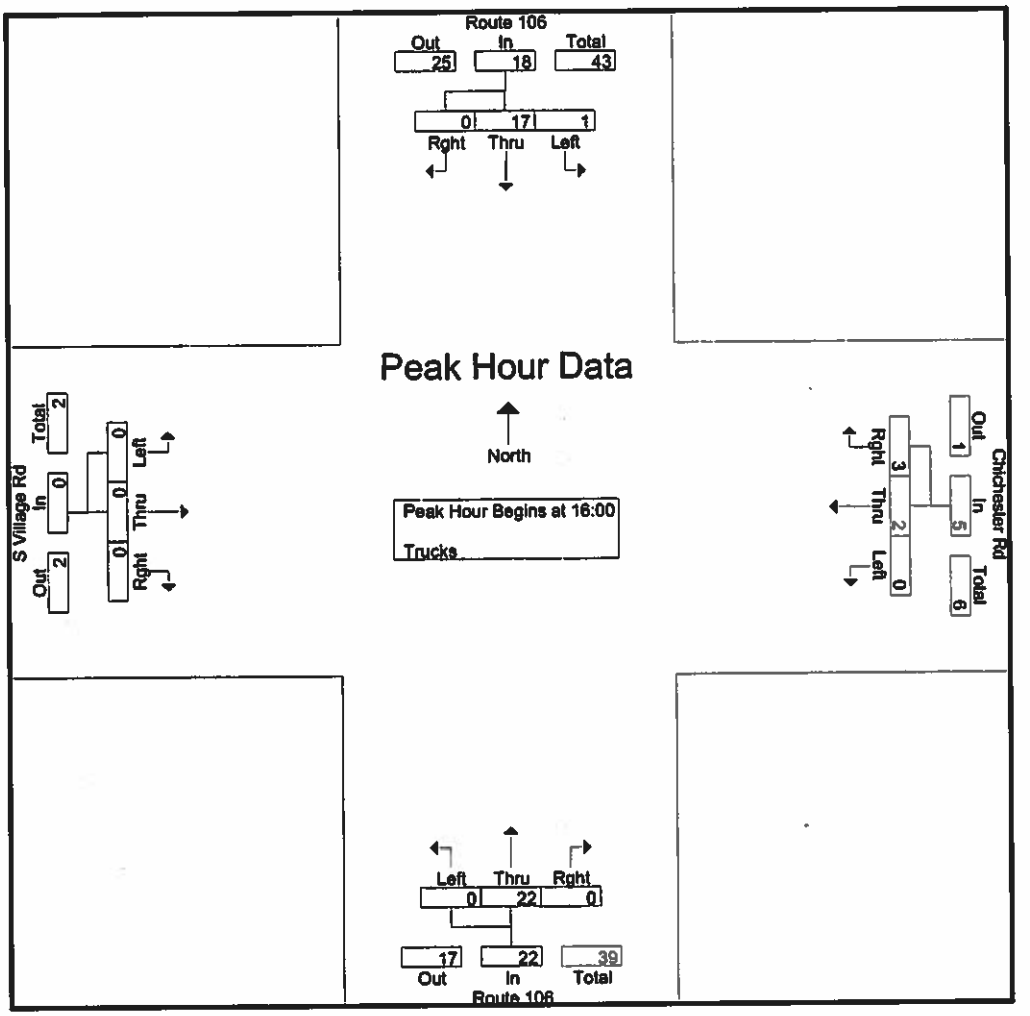
	Route 106 From North			Chichester Rd From East			Route 106 From South			S Village Rd From West			
Start Time	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Int. Total
16:00	0	4	0	0	2	0	0	6	0	0	0	0	12
16:15	0	4	0	0	0	0	0	6	0	0	0	0	10
16:30	0	7	0	0	0	2	0	4	0	0	0	0	13
16:45	1	2	0	0	0	1	0	6	0	0	0	0	10
Total	1	17	0	0	2	3	0	22	0	0	0	0	45
17:00	0	2	0	0	0	0	0	4	0	0	0	0	6
17:15	0	6	0	0	0	0	0	6	0	0	0	0	12
17:30	0	2	0	0	0	1	0	3	0	0	0	0	6
17:45	0	1	0	0	0	0	0	2	0	0	0	0	3
Total	0	11	0	0	0	1	0	15	0	0	0	0	27
Grand Total	1	28	0	0	2	4	0	37	0	0	0	0	72
Apprch %	3.4	96.6	0	0	33.3	66.7	0	100	0	0	0	0	
Total %	1.4	38.9	0	0	2.8	5.6	0	51.4	0	0	0	0	

	Route 106 From North				Chichester Rd From East				Route 106 From South				S Village Rd From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	0	4	0	4	0	2	0	2	0	6	0	6	0	0	0	0	12
16:15	0	4	0	4	0	0	0	0	0	6	0	6	0	0	0	0	10
16:30	0	7	0	7	0	0	2	2	0	4	0	4	0	0	0	0	13
16:45	1	2	0	3	0	0	1	1	0	6	0	6	0	0	0	0	10
Total Volume	1	17	0	18	0	2	3	5	0	22	0	22	0	0	0	0	45
% App. Total	5.6	94.4	0		0	40	60		0	100	0		0	0	0		
PHF	.250	.607	.000	.643	.000	.250	.375	.625	.000	.917	.000	.917	.000	.000	.000	.000	.865

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 75530001
Site Code : 75530001
Start Date : 5/25/2011
Page No : 2



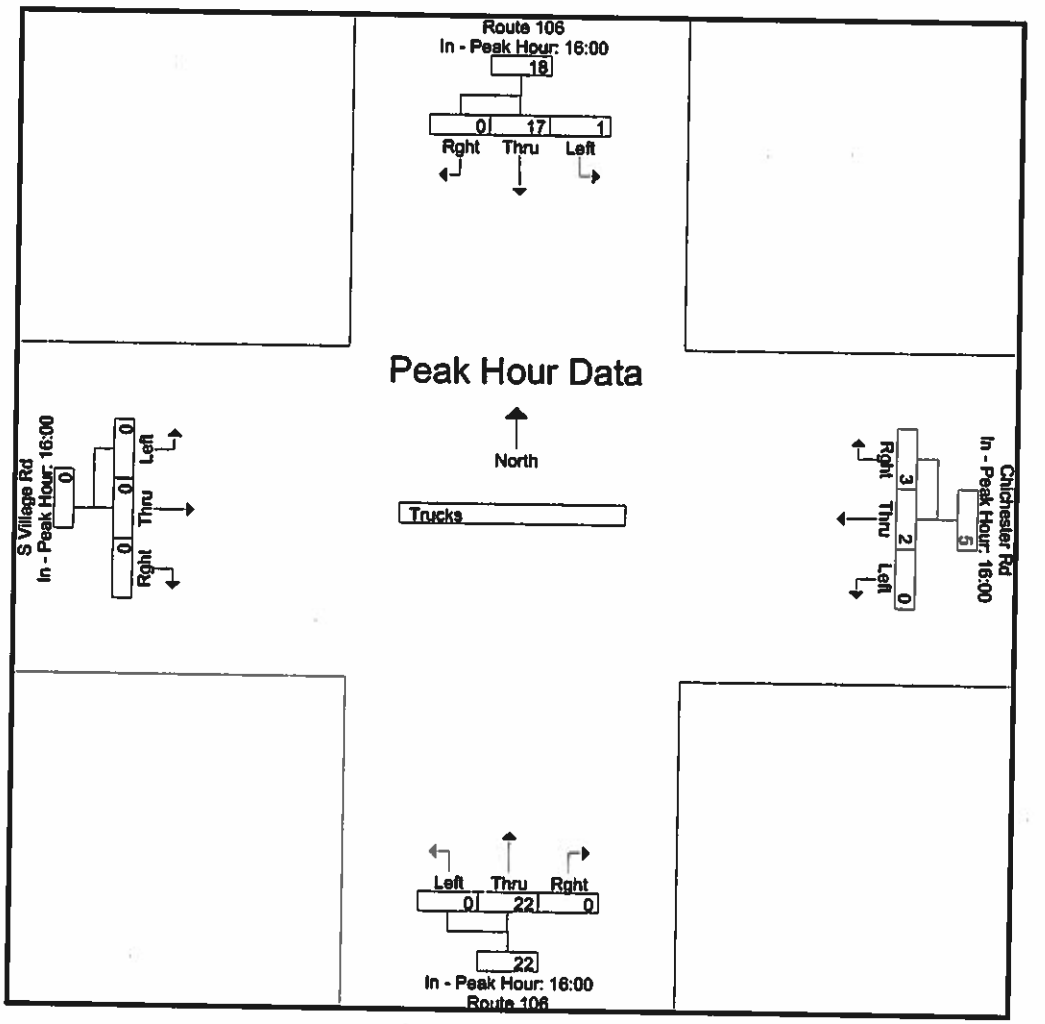
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00				16:00				16:00				16:00			
+0 mins.	0	4	0	4	0	2	0	2	0	6	0	6	0	0	0	0
+15 mins.	0	4	0	4	0	0	0	0	0	6	0	6	0	0	0	0
+30 mins.	0	7	0	7	0	0	2	2	0	4	0	4	0	0	0	0
+45 mins.	1	2	0	3	0	0	1	1	0	6	0	6	0	0	0	0
Total Volume	1	17	0	18	0	2	3	5	0	22	0	22	0	0	0	0
% App. Total	5.6	94.4	0		0	40	60		0	100	0		0	0	0	
PHF	.250	.607	.000	.643	.000	.250	.375	.625	.000	.917	.000	.917	.000	.000	.000	.000

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 755300
Site Code : 755300
Start Date : 5/25/20
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 75530001
Site Code : 75530001
Start Date : 5/25/2011
Page No : 1

Groups Printed- Bikes Peds

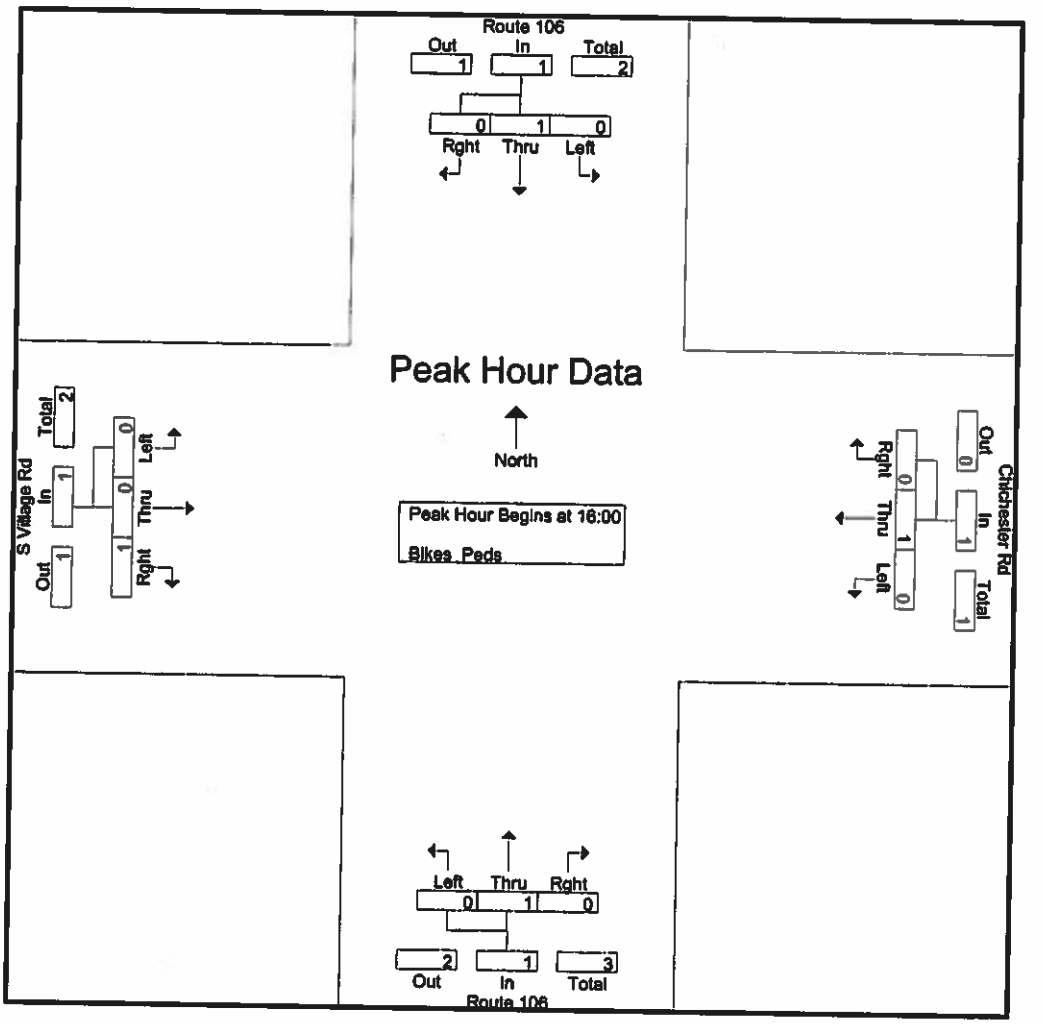
	Route 106 From North				Chichester Rd From East				Route 106 From South				S Village Rd From West						
Start Time	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
16:15	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	3
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	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	1	0	0	0	0	1	0	0	4	4
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
17:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	3
Grand Total	0	2	0	0	0	1	0	0	0	1	0	0	0	2	1	0	0	7	7
Apprch %	0	100	0		0	100	0		0	100	0		0	66.7	33.3				
Total %	0	28.6	0		0	14.3	0		0	14.3	0		0	28.6	14.3		0	100	

	Route 106 From North				Chichester Rd From East				Route 106 From South				S Village Rd From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
16:15	0	1	0	1	0	1	0	1	0	1	0	1	0	0	0	0	3
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	1	0	1	0	1	0	1	0	0	1	1	4
% App. Total	0	100	0		0	100	0		0	100	0		0	0	100		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.250	.250	.333

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 2



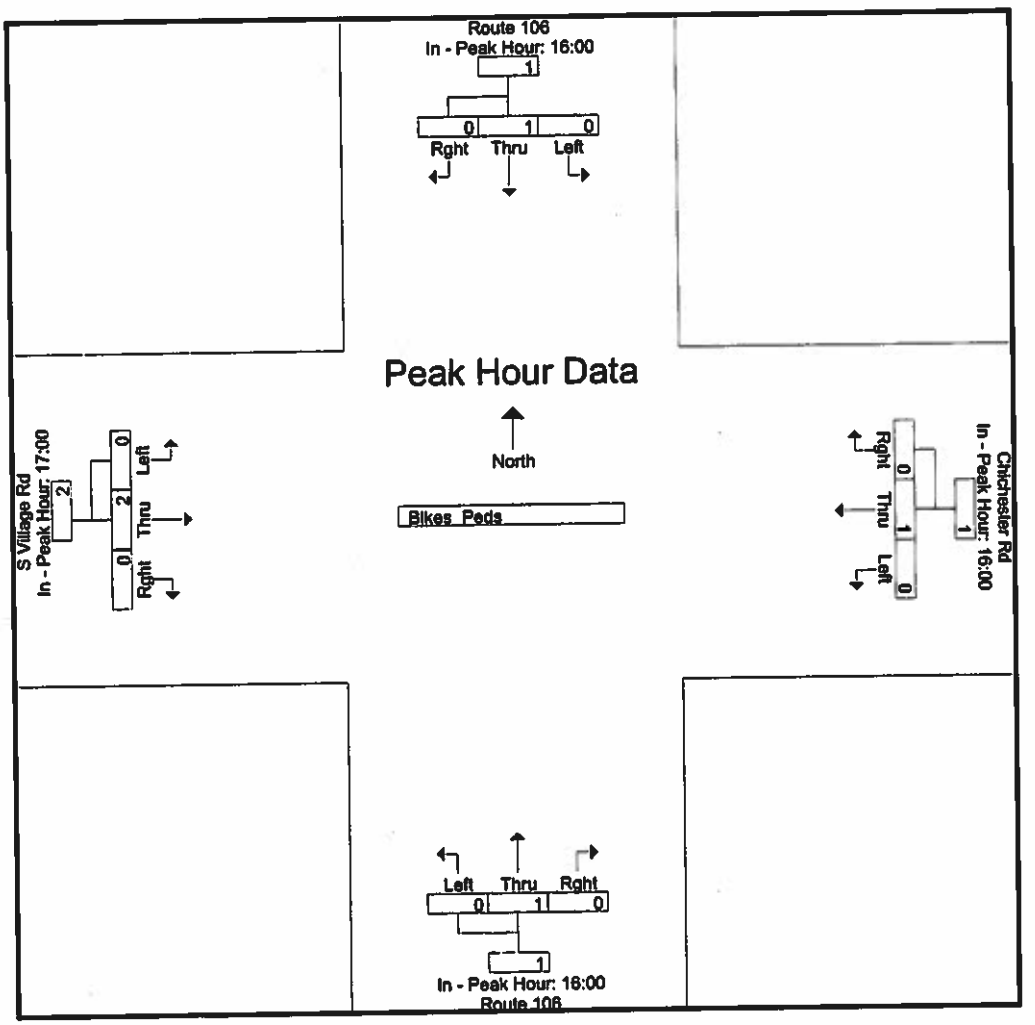
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00				16:00				16:00				17:00			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1
+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	1	0	1
Total Volume	0	1	0	1	0	1	0	1	0	1	0	1	0	2	0	2
% App. Total	0	100	0		0	100	0		0	100	0		0	100	0	
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.000	.500	.000	.500

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 75530001
Site Code : 75530001
Start Date : 5/25/2011
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 1

Groups Printed- Cars - Trucks

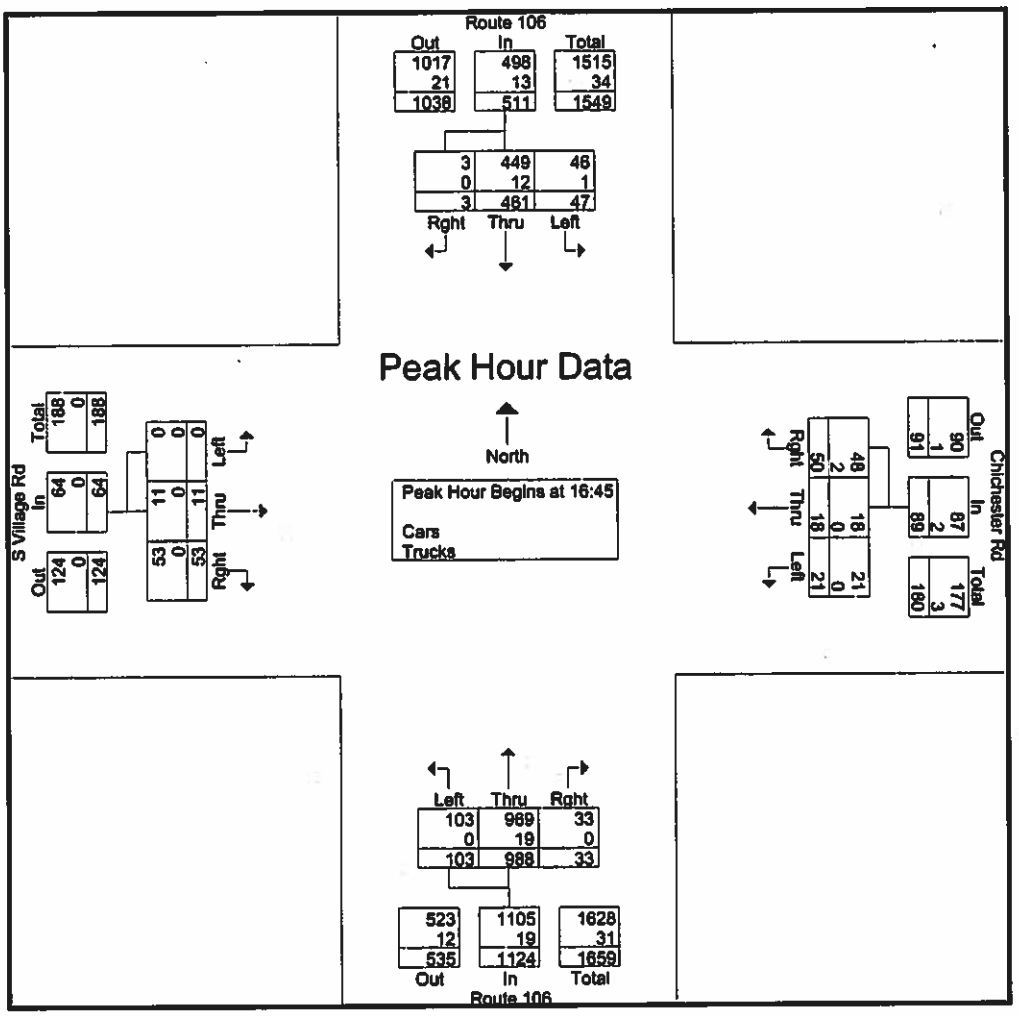
	Route 106 From North			Chichester Rd From East			Route 106 From South			S Village Rd From West			
Start Time	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Int. Total
16:00	11	112	0	4	9	11	25	204	12	0	5	17	410
16:15	11	93	0	4	4	14	19	250	11	0	2	7	415
16:30	9	117	0	4	5	10	26	217	7	0	3	19	417
16:45	14	118	1	10	1	14	20	223	11	0	3	14	429
Total	45	440	1	22	19	49	90	894	41	0	13	57	1671
17:00	12	115	0	3	2	10	32	256	11	0	3	17	461
17:15	10	125	1	3	10	13	27	258	7	0	3	14	471
17:30	11	103	1	5	5	13	24	251	4	0	2	8	427
17:45	9	99	0	2	8	6	22	186	5	0	5	18	360
Total	42	442	2	13	25	42	105	951	27	0	13	57	1719
Grand Total	87	882	3	35	44	91	195	1845	68	0	26	114	3390
Apprch %	9	90.7	0.3	20.6	25.9	53.5	9.3	87.5	3.2	0	18.6	81.4	
Total %	2.6	26	0.1	1	1.3	2.7	5.8	54.4	2	0	0.8	3.4	
Cars	86	854	3	35	42	87	195	1808	68	0	26	114	3318
% Cars	98.9	96.8	100	100	95.5	95.6	100	98	100	0	100	100	97.9
Trucks	1	28	0	0	2	4	0	37	0	0	0	0	72
% Trucks	1.1	3.2	0	0	4.5	4.4	0	2	0	0	0	0	2.1

	Route 106 From North				Chichester Rd From East				Route 106 From South				S Village Rd From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	14	118	1	133	10	1	14	25	20	223	11	254	0	3	14	17	429
17:00	12	115	0	127	3	2	10	15	32	256	11	299	0	3	17	20	461
17:15	10	125	1	136	3	10	13	26	27	258	7	292	0	3	14	17	471
17:30	11	103	1	115	5	5	13	23	24	251	4	279	0	2	8	10	427
Total Volume	47	461	3	511	21	18	50	89	103	988	33	1124	0	11	53	64	1788
% App. Total	9.2	90.2	0.6		23.6	20.2	56.2		9.2	87.9	2.9		0	17.2	82.8		
PHF	.839	.922	.750	.939	.525	.450	.893	.856	.805	.957	.750	.940	.000	.917	.779	.800	.949
Cars	46	449	3	498	21	18	48	87	103	969	33	1105	0	11	53	64	1754
% Cars	97.9	97.4	100	97.5	100	100	96.0	97.8	100	98.1	100	98.3	0	100	100	100	98.1
Trucks	1	12	0	13	0	0	2	2	0	19	0	19	0	0	0	0	34
% Trucks	2.1	2.6	0	2.5	0	0	4.0	2.2	0	1.9	0	1.7	0	0	0	0	1.9

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 75530001
Site Code : 75530001
Start Date : 5/25/2011
Page No : 2



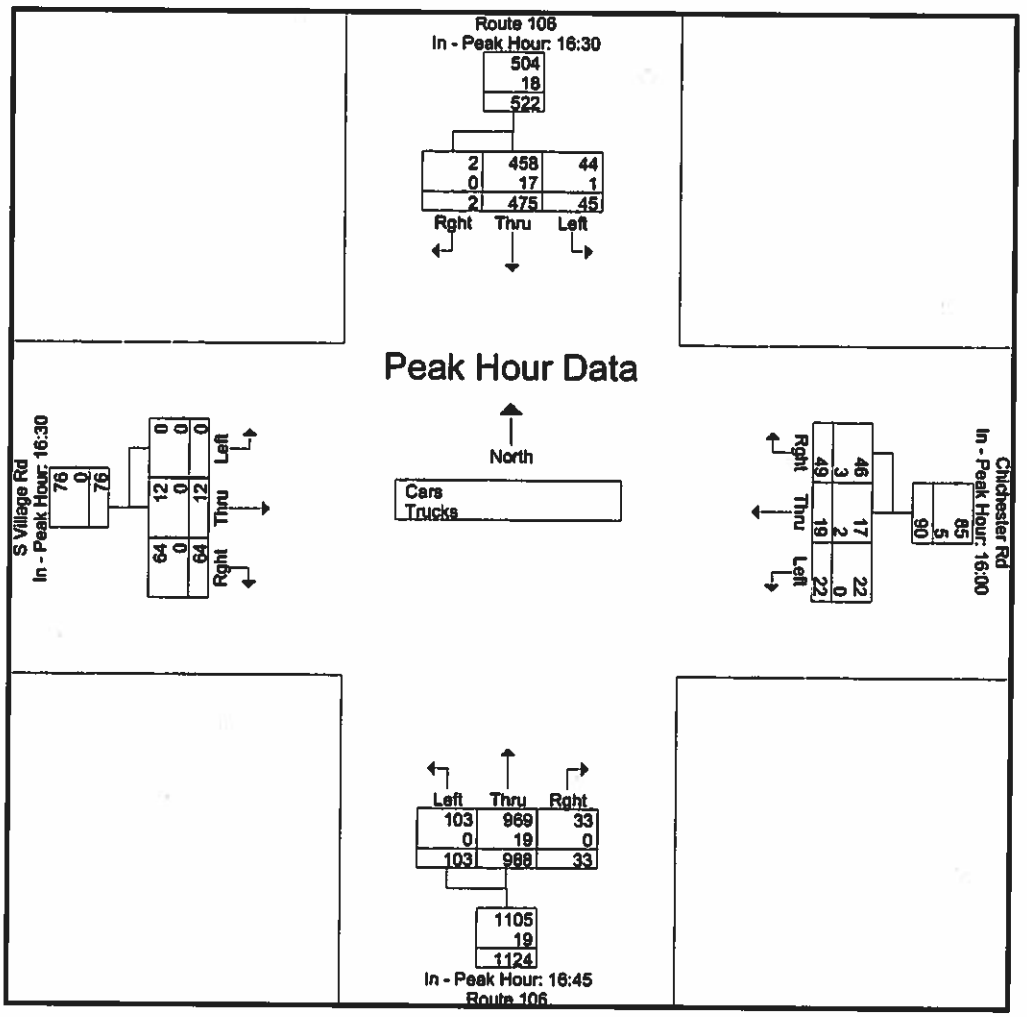
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:30				16:00				16:45				16:30			
+0 mins.	9	117	0	126	4	9	11	24	20	223	11	254	0	3	19	22
+15 mins.	14	118	1	133	4	4	14	22	32	256	11	299	0	3	14	17
+30 mins.	12	115	0	127	4	5	10	19	27	258	7	292	0	3	17	20
+45 mins.	10	125	1	136	10	1	14	25	24	251	4	279	0	3	14	17
Total Volume	45	475	2	522	22	19	49	90	103	988	33	1124	0	12	64	76
% App. Total	8.6	91	0.4		24.4	21.1	54.4		9.2	87.9	2.9		0	15.8	84.2	
PHF	.804	.950	.500	.960	.550	.528	.875	.900	.805	.957	.750	.940	.000	1.000	.842	.864
Cars	44	458	2	504	22	17	46	85	103	969	33	1105	0	12	64	76
% Cars	97.8	96.4	100	96.6	100	89.5	93.9	94.4	100	98.1	100	98.3	0	100	100	100
Trucks	1	17	0	18	0	2	3	5	0	19	0	19	0	0	0	0
% Trucks	2.2	3.6	0	3.4	0	10.5	6.1	5.6	0	1.9	0	1.7	0	0	0	0

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 75530001
Site Code : 75530001
Start Date : 5/25/2011
Page No : 1

Groups Printed- Cars

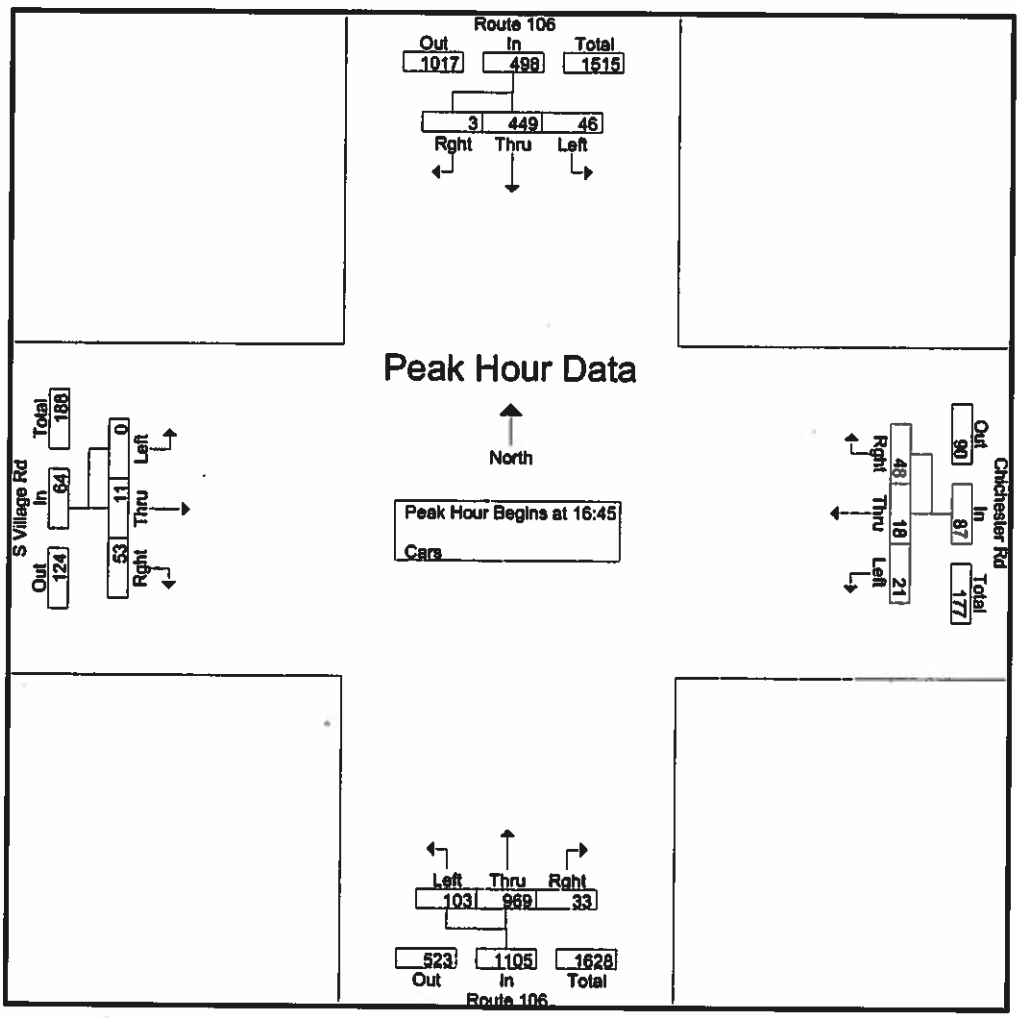
	Route 106 From North			Chichester Rd From East			Route 106 From South			S Village Rd From West			
Start Time	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Int. Total
16:00	11	108	0	4	7	11	25	198	12	0	5	17	398
16:15	11	89	0	4	4	14	19	244	11	0	2	7	405
16:30	9	110	0	4	5	8	26	213	7	0	3	19	404
16:45	13	116	1	10	1	13	20	217	11	0	3	14	419
Total	44	423	1	22	17	46	90	872	41	0	13	57	1626
17:00	12	113	0	3	2	10	32	252	11	0	3	17	455
17:15	10	119	1	3	10	13	27	252	7	0	3	14	459
17:30	11	101	1	5	5	12	24	248	4	0	2	8	421
17:45	9	98	0	2	8	6	22	184	5	0	5	18	357
Total	42	431	2	13	25	41	105	936	27	0	13	57	1692
Grand Total	86	854	3	35	42	87	195	1808	68	0	26	114	3318
Apprch %	9.1	90.6	0.3	21.3	25.6	53	9.4	87.3	3.3	0	18.6	81.4	
Total %	2.6	25.7	0.1	1.1	1.3	2.6	5.9	54.5	2	0	0.8	3.4	

	Route 106 From North				Chichester Rd From East				Route 106 From South				S Village Rd From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	13	116	1	130	10	1	13	24	20	217	11	248	0	3	14	17	419
17:00	12	113	0	125	3	2	10	15	32	252	11	295	0	3	17	20	455
17:15	10	119	1	130	3	10	13	26	27	252	7	286	0	3	14	17	459
17:30	11	101	1	113	5	5	12	22	24	248	4	276	0	2	8	10	421
Total Volume	46	449	3	498	21	18	48	87	103	969	33	1105	0	11	53	64	1754
% App. Total	9.2	90.2	0.6		24.1	20.7	55.2		9.3	87.7	3		0	17.2	82.8		
PHF	.885	.943	.750	.958	.525	.450	.923	.837	.805	.961	.750	.936	.000	.917	.779	.800	.955

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 2



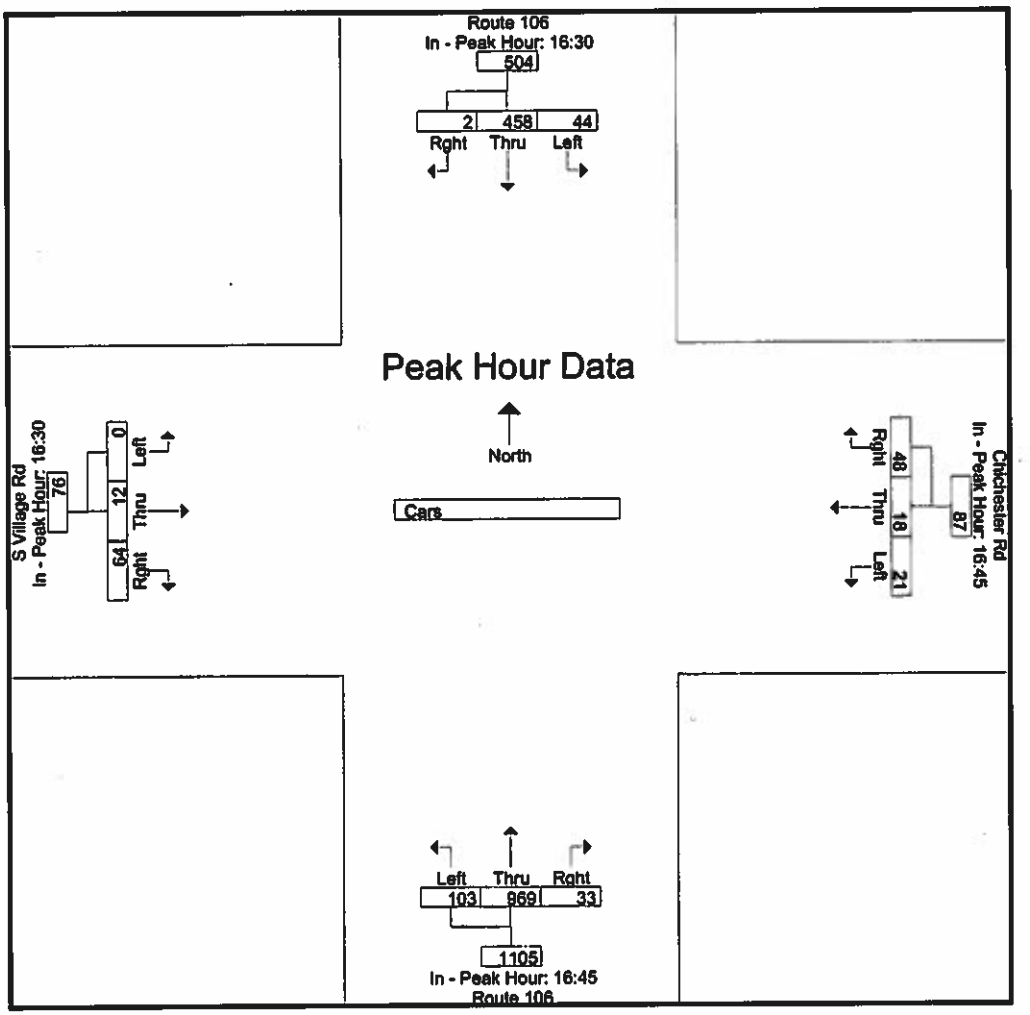
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:30				16:45				16:45				16:30			
+0 mins.	9	110	0	119	10	1	13	24	20	217	11	248	0	3	19	22
+15 mins.	13	116	1	130	3	2	10	15	32	252	11	295	0	3	14	17
+30 mins.	12	113	0	125	3	10	13	26	27	252	7	286	0	3	17	20
+45 mins.	10	119	1	130	5	5	12	22	24	248	4	276	0	3	14	17
Total Volume	44	458	2	504	21	18	48	87	103	969	33	1105	0	12	64	76
% App. Total	8.7	90.9	0.4		24.1	20.7	55.2		9.3	87.7	3		0	15.8	84.2	
PHF	.846	.962	.500	.969	.525	.450	.923	.837	.805	.961	.750	.936	.000	1.000	.842	.864

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 75530001
Site Code : 75530001
Start Date : 5/25/2011
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 1

Groups Printed- Trucks

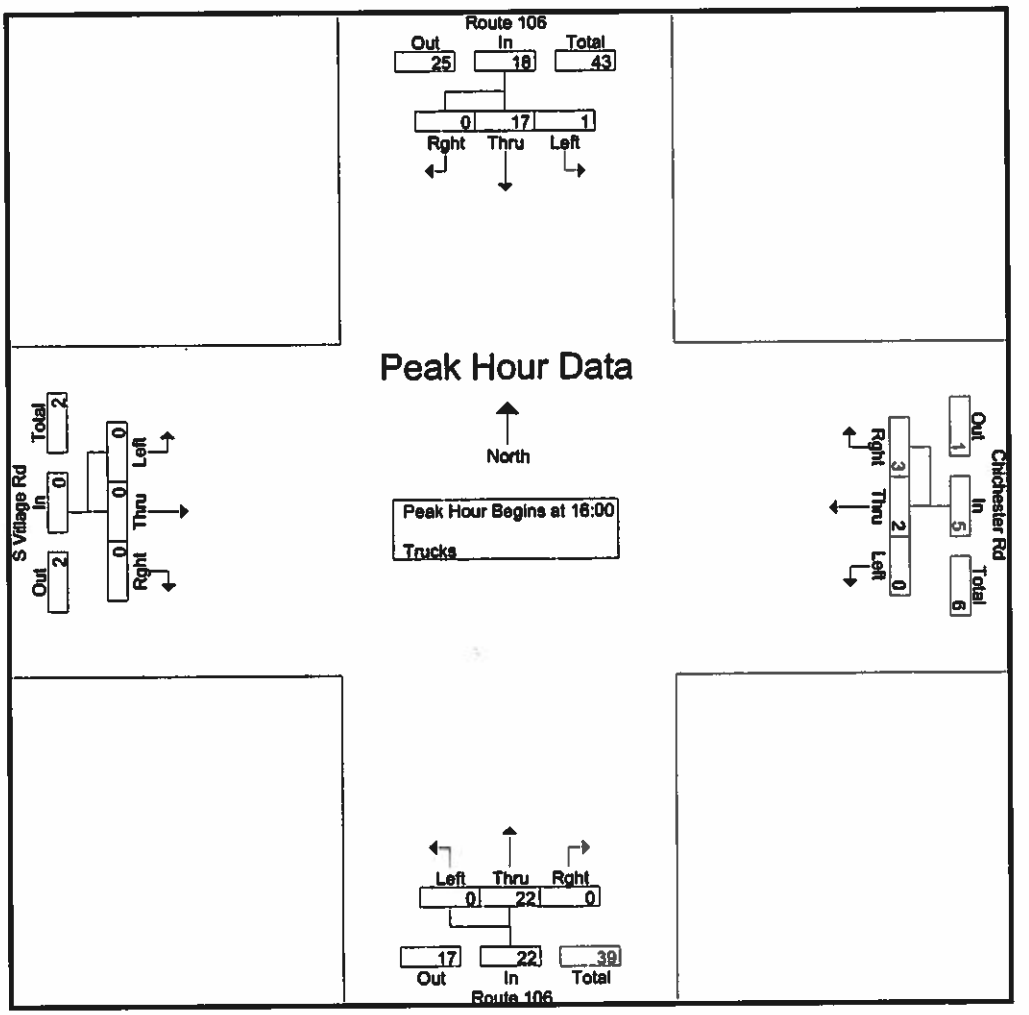
	Route 106 From North			Chichester Rd From East			Route 106 From South			S Village Rd From West			
Start Time	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Int. Total
16:00	0	4	0	0	2	0	0	6	0	0	0	0	12
16:15	0	4	0	0	0	0	0	6	0	0	0	0	10
16:30	0	7	0	0	0	2	0	4	0	0	0	0	13
16:45	1	2	0	0	0	1	0	6	0	0	0	0	10
Total	1	17	0	0	2	3	0	22	0	0	0	0	45
17:00	0	2	0	0	0	0	0	4	0	0	0	0	6
17:15	0	6	0	0	0	0	0	6	0	0	0	0	12
17:30	0	2	0	0	0	1	0	3	0	0	0	0	6
17:45	0	1	0	0	0	0	0	2	0	0	0	0	3
Total	0	11	0	0	0	1	0	15	0	0	0	0	27
Grand Total	1	28	0	0	2	4	0	37	0	0	0	0	72
Apprch %	3.4	96.6	0	0	33.3	66.7	0	100	0	0	0	0	
Total %	1.4	38.9	0	0	2.8	5.6	0	51.4	0	0	0	0	

	Route 106 From North				Chichester Rd From East				Route 106 From South				S Village Rd From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	0	4	0	4	0	2	0	2	0	6	0	6	0	0	0	0	12
16:15	0	4	0	4	0	0	0	0	0	6	0	6	0	0	0	0	10
16:30	0	7	0	7	0	0	2	2	0	4	0	4	0	0	0	0	13
16:45	1	2	0	3	0	0	1	1	0	6	0	6	0	0	0	0	10
Total Volume	1	17	0	18	0	2	3	5	0	22	0	22	0	0	0	0	45
% App. Total	5.6	94.4	0		0	40	60		0	100	0		0	0	0		
PHF	.250	.607	.000	.643	.000	.250	.375	.625	.000	.917	.000	.917	.000	.000	.000	.000	.865

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 75530001
Site Code : 75530001
Start Date : 5/25/2011
Page No : 2



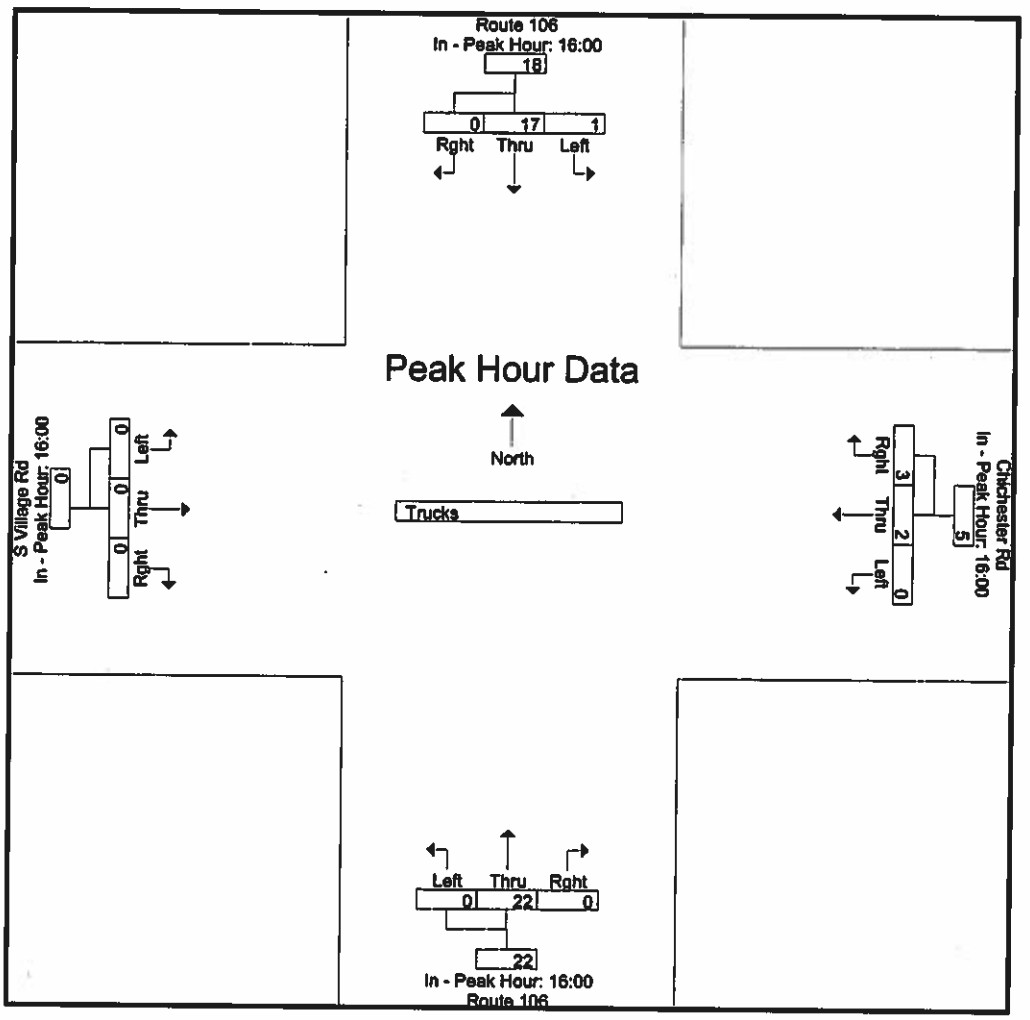
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00				16:00				16:00				16:00			
+0 mins.	0	4	0	4	0	2	0	2	0	6	0	6	0	0	0	0
+15 mins.	0	4	0	4	0	0	0	0	0	6	0	6	0	0	0	0
+30 mins.	0	7	0	7	0	0	2	2	0	4	0	4	0	0	0	0
+45 mins.	1	2	0	3	0	0	1	1	0	6	0	6	0	0	0	0
Total Volume	1	17	0	18	0	2	3	5	0	22	0	22	0	0	0	0
% App. Total	5.6	94.4	0		0	40	60		0	100	0		0	0	0	
PHF	.250	.607	.000	.643	.000	.250	.375	.625	.000	.917	.000	.917	.000	.000	.000	.000

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 75530001
Site Code : 75530001
Start Date : 5/25/2011
Page No : 1

Groups Printed- Bikes Peds

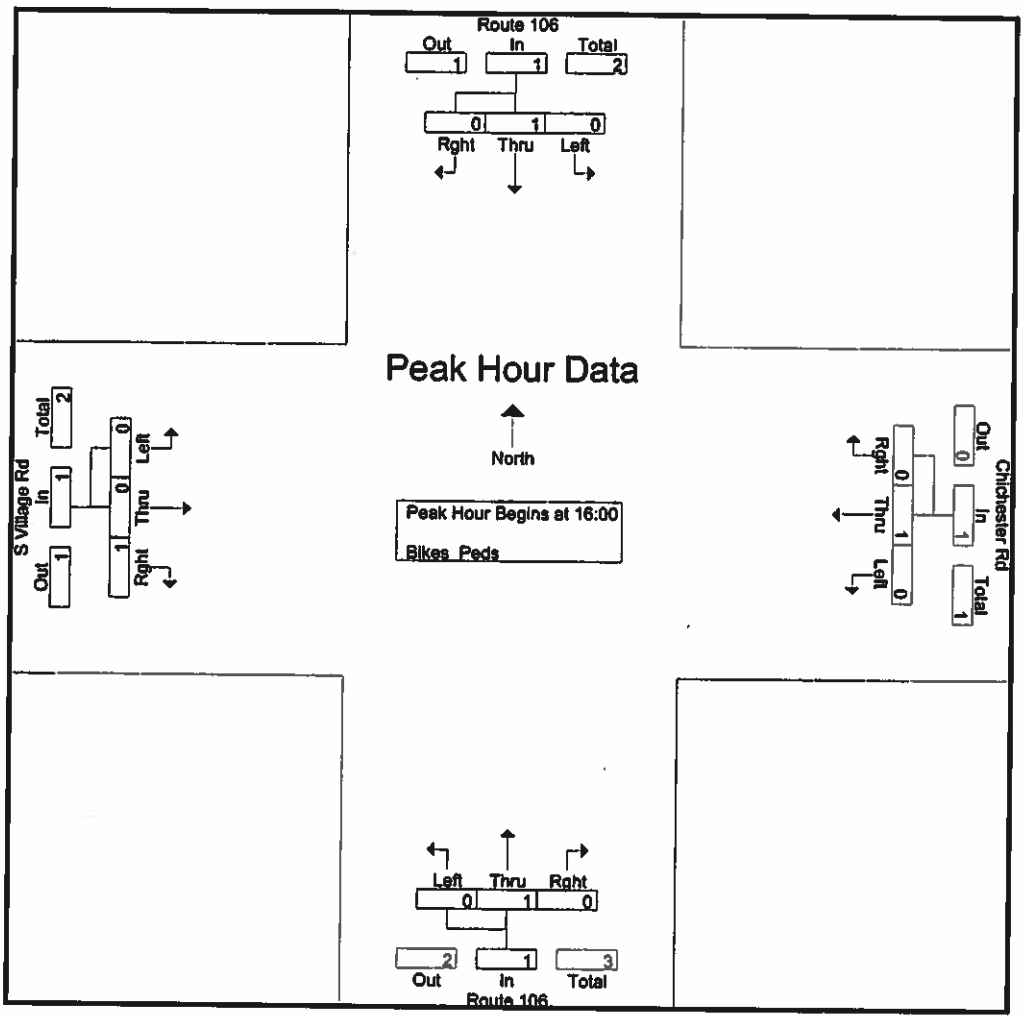
	Route 106 From North				Chichester Rd From East				Route 106 From South				S Village Rd From West						
Start Time	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
16:15	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	3
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	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	1	0	0	0	0	1	0	0	4	4
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
17:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	3
Grand Total	0	2	0	0	0	1	0	0	0	1	0	0	0	2	1	0	0	7	7
Apprch %	0	100	0		0	100	0		0	100	0		0	66.7	33.3				
Total %	0	28.6	0		0	14.3	0		0	14.3	0		0	28.6	14.3		0	100	

	Route 106 From North				Chichester Rd From East				Route 106 From South				S Village Rd From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
16:15	0	1	0	1	0	1	0	1	0	1	0	1	0	0	0	0	3
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	1	0	1	0	1	0	1	0	0	1	1	4
% App. Total	0	100	0		0	100	0		0	100	0		0	0	100		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.250	.250	.333

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 2



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

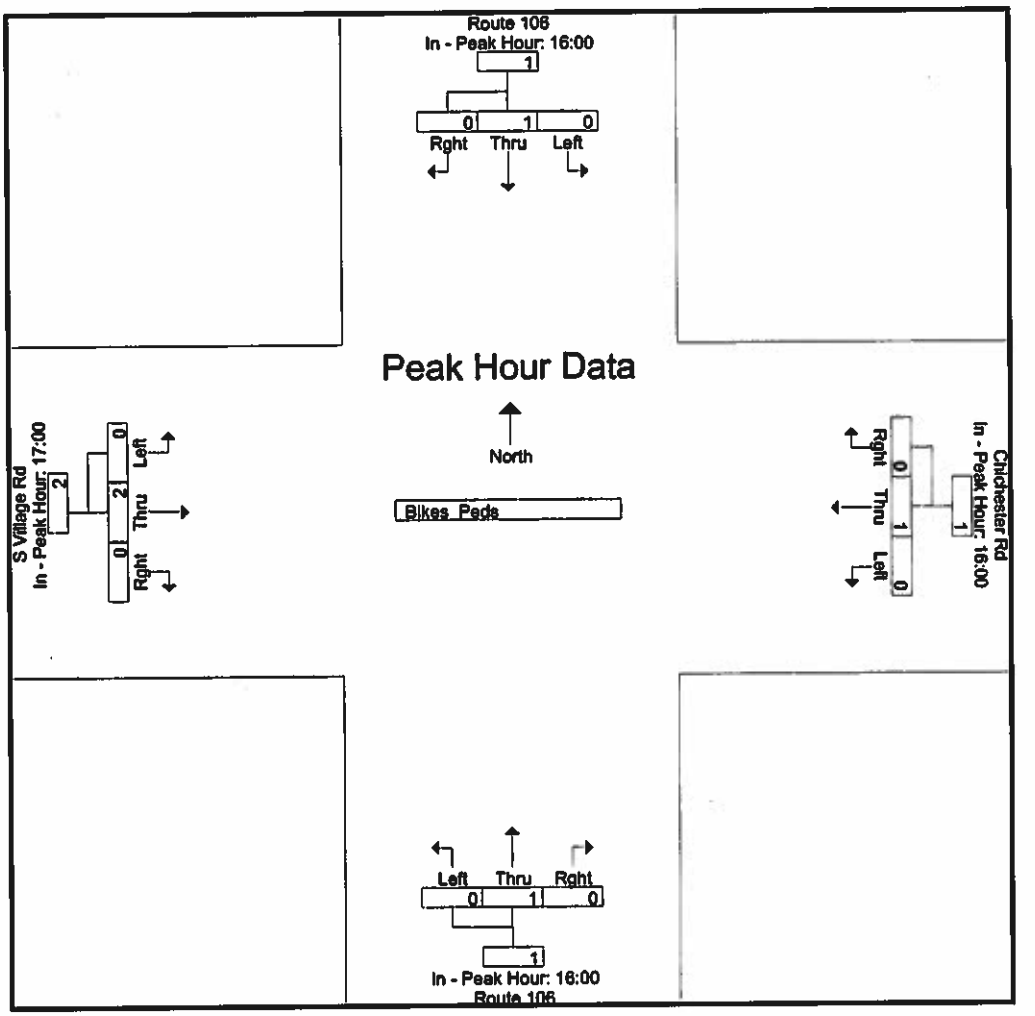
Peak Hour for Each Approach Begins at:

	16:00				16:00				16:00				17:00			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1
+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	1	0	1
Total Volume	0	1	0	1	0	1	0	1	0	1	0	1	0	2	0	2
% App. Total	0	100	0		0	100	0		0	100	0		0	100	0	
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.000	.500	.000	.500

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Clear

File Name : 75530001
Site Code : 75530001
Start Date : 5/25/2011
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Rain

File Name : 755300S
Site Code : 7553000
Start Date : 6/11/201
Page No : 1

Groups Printed- Cars - Trucks

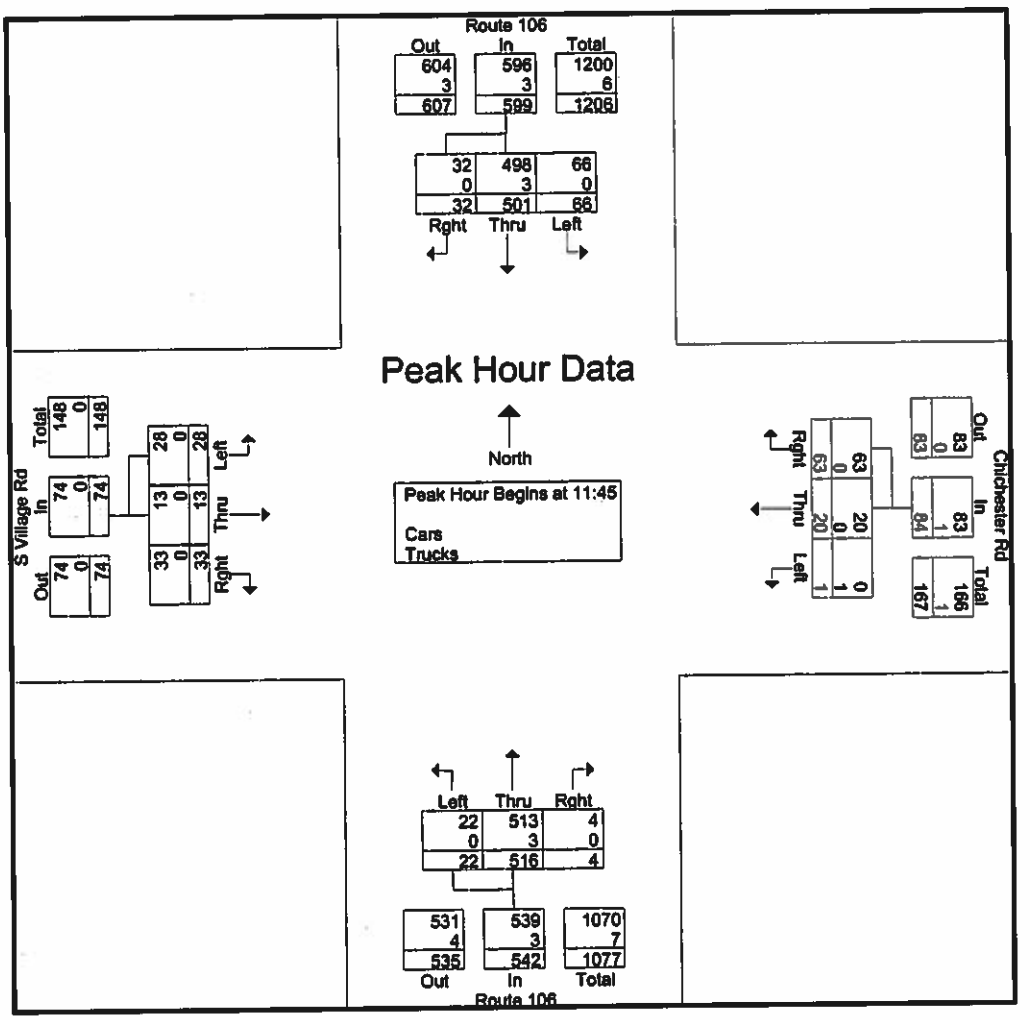
	Route 106 From North			Chichester Rd From East			Route 106 From South			S Village Rd From West			
Start Time	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Int. Total
11:00	19	132	3	1	4	14	6	128	0	1	3	6	317
11:15	14	134	9	3	4	14	7	138	1	2	4	9	339
11:30	10	111	4	2	3	7	6	140	2	3	3	8	299
11:45	13	139	8	1	7	15	3	134	0	8	4	7	339
Total	56	516	24	7	18	50	22	540	3	14	14	30	1294
12:00	18	119	7	0	3	17	4	132	1	5	2	6	314
12:15	18	119	10	0	5	14	10	111	2	11	4	10	314
12:30	17	124	7	0	5	17	5	139	1	4	3	10	332
12:45	11	120	7	1	6	11	4	118	2	4	3	10	297
Total	64	482	31	1	19	59	23	500	6	24	12	36	1257
Grand Total	120	998	55	8	37	109	45	1040	9	38	26	66	2551
Apprch %	10.2	85.1	4.7	5.2	24	70.8	4.1	95.1	0.8	29.2	20	50.8	
Total %	4.7	39.1	2.2	0.3	1.5	4.3	1.8	40.8	0.4	1.5	1	2.6	
Cars	120	987	55	7	37	109	45	1035	9	38	25	66	2533
% Cars	100	98.9	100	87.5	100	100	100	99.5	100	100	96.2	100	99.3
Trucks	0	11	0	1	0	0	0	5	0	0	1	0	18
% Trucks	0	1.1	0	12.5	0	0	0	0.5	0	0	3.8	0	0.7

	Route 106 From North				Chichester Rd From East				Route 106 From South				S Village Rd From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45																	
11:45	13	139	8	160	1	7	15	23	3	134	0	137	8	4	7	19	339
12:00	18	119	7	144	0	3	17	20	4	132	1	137	5	2	6	13	314
12:15	18	119	10	147	0	5	14	19	10	111	2	123	11	4	10	25	314
12:30	17	124	7	148	0	5	17	22	5	139	1	145	4	3	10	17	332
Total Volume	66	501	32	599	1	20	63	84	22	516	4	542	28	13	33	74	1299
% App. Total	11	83.6	5.3		1.2	23.8	75		4.1	95.2	0.7		37.8	17.6	44.6		
PHF	.917	.901	.800	.936	.250	.714	.926	.913	.550	.928	.500	.934	.636	.813	.825	.740	.958
Cars	66	498	32	596	0	20	63	83	22	513	4	539	28	13	33	74	1292
% Cars	100	99.4	100	99.5	0	100	100	98.8	100	99.4	100	99.4	100	100	100	100	99.5
Trucks	0	3	0	3	1	0	0	1	0	3	0	3	0	0	0	0	7
% Trucks	0	0.6	0	0.5	100	0	0	1.2	0	0.6	0	0.6	0	0	0	0	0.5

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Rain

File Name : 755300S1
Site Code : 75530001
Start Date : 6/11/2011
Page No : 2



Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1

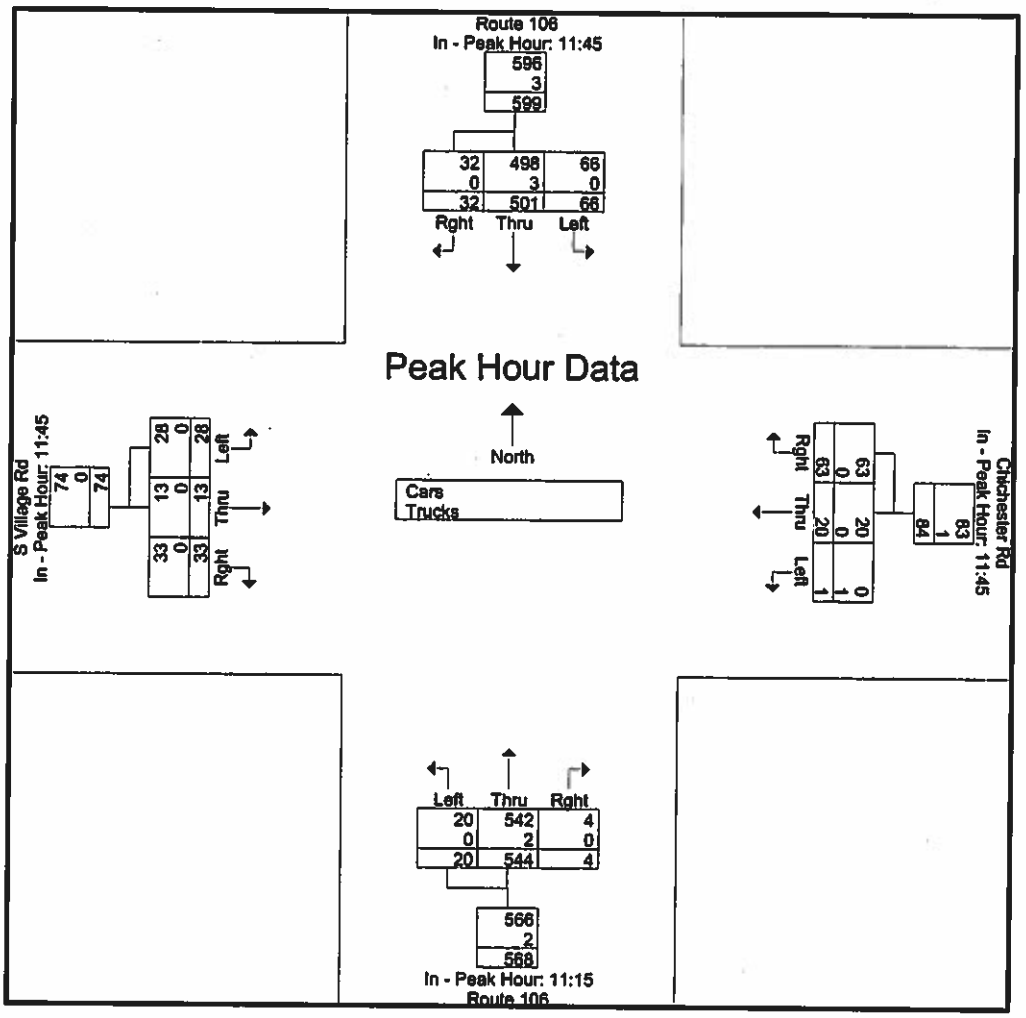
Peak Hour for Each Approach Begins at:

	11:45				11:45				11:15				11:45			
+0 mins.	13	139	8	160	1	7	15	23	7	138	1	146	8	4	7	19
+15 mins.	18	119	7	144	0	3	17	20	6	140	2	148	5	2	6	13
+30 mins.	18	119	10	147	0	5	14	19	3	134	0	137	11	4	10	25
+45 mins.	17	124	7	148	0	5	17	22	4	132	1	137	4	3	10	17
Total Volume	66	501	32	599	1	20	63	84	20	544	4	568	28	13	33	74
% App. Total	11	83.6	5.3		1.2	23.8	75		3.5	95.8	0.7		37.8	17.6	44.6	
PHF	.917	.901	.800	.936	.250	.714	.926	.913	.714	.971	.500	.959	.636	.813	.825	.740
Cars	66	498	32	596	0	20	63	83	20	542	4	566	28	13	33	74
% Cars	100	99.4	100	99.5	0	100	100	98.8	100	99.6	100	99.6	100	100	100	100
Trucks	0	3	0	3	1	0	0	1	0	2	0	2	0	0	0	0
% Trucks	0	0.6	0	0.5	100	0	0	1.2	0	0.4	0	0.4	0	0	0	0

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Rain

File Name : 755300S
Site Code : 7553000
Start Date : 6/11/201
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Rain

File Name : 755300S1
Site Code : 75530001
Start Date : 6/11/2011
Page No : 1

Groups Printed- Cars

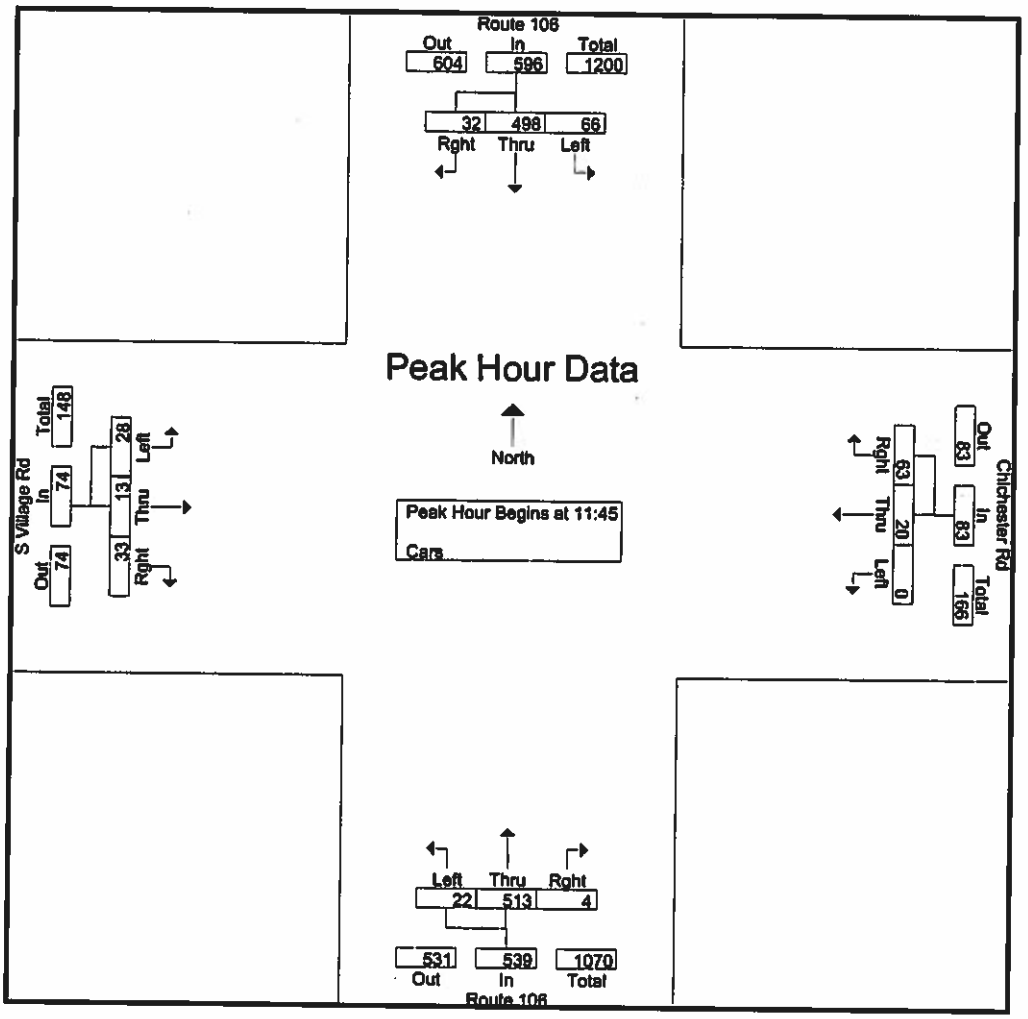
	Route 106 From North			Chichester Rd From East			Route 106 From South			S Village Rd From West			
Start Time	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Int. Total
11:00	19	130	3	1	4	14	6	128	0	1	3	6	315
11:15	14	133	9	3	4	14	7	137	1	2	4	9	337
11:30	10	108	4	2	3	7	6	140	2	3	2	8	295
11:45	13	139	8	0	7	15	3	134	0	8	4	7	338
Total	56	510	24	6	18	50	22	539	3	14	13	30	1285
12:00	18	119	7	0	3	17	4	131	1	5	2	6	313
12:15	18	118	10	0	5	14	10	110	2	11	4	10	312
12:30	17	122	7	0	5	17	5	138	1	4	3	10	329
12:45	11	118	7	1	6	11	4	117	2	4	3	10	294
Total	64	477	31	1	19	59	23	496	6	24	12	36	1248
Grand Total	120	987	55	7	37	109	45	1035	9	38	25	66	2533
Apprch %	10.3	84.9	4.7	4.6	24.2	71.2	4.1	95	0.8	29.5	19.4	51.2	
Total %	4.7	39	2.2	0.3	1.5	4.3	1.8	40.9	0.4	1.5	1	2.6	

	Route 106 From North				Chichester Rd From East				Route 106 From South				S Village Rd From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45																	
11:45	13	139	8	160	0	7	15	22	3	134	0	137	8	4	7	19	338
12:00	18	119	7	144	0	3	17	20	4	131	1	136	5	2	6	13	313
12:15	18	118	10	146	0	5	14	19	10	110	2	122	11	4	10	25	312
12:30	17	122	7	146	0	5	17	22	5	138	1	144	4	3	10	17	329
Total Volume	66	498	32	596	0	20	63	83	22	513	4	539	28	13	33	74	1292
% App. Total	11.1	83.6	5.4		0	24.1	75.9		4.1	95.2	0.7		37.8	17.6	44.6		
PHF	.917	.896	.800	.931	.000	.714	.926	.943	.550	.929	.500	.936	.636	.813	.825	.740	.956

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Rain

File Name : 755300S
Site Code : 7553000
Start Date : 6/11/201
Page No : 2



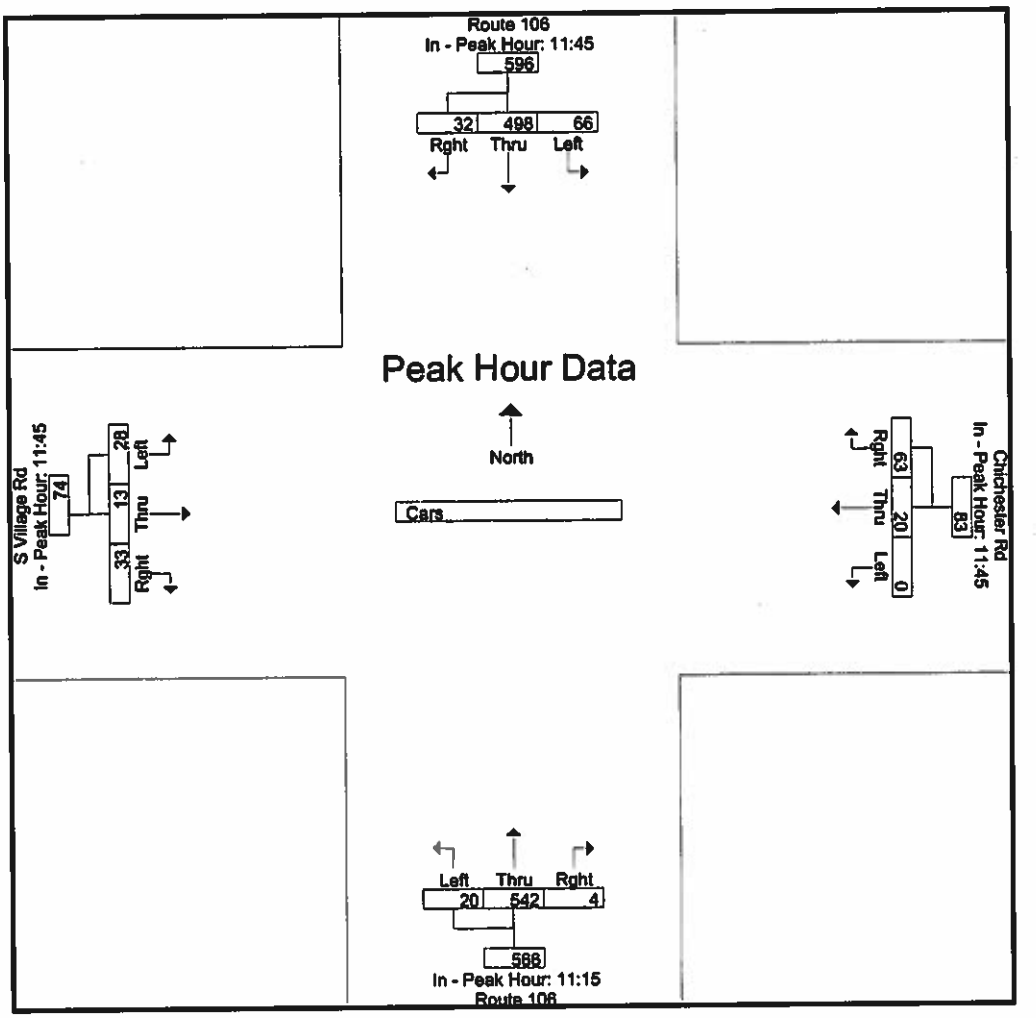
Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:45				11:45				11:15				11:45			
+0 mins.	13	139	8	160	0	7	15	22	7	137	1	145	8	4	7	19
+15 mins.	18	119	7	144	0	3	17	20	6	140	2	148	5	2	6	13
+30 mins.	18	118	10	146	0	5	14	19	3	134	0	137	11	4	10	25
+45 mins.	17	122	7	146	0	5	17	22	4	131	1	136	4	3	10	17
Total Volume	66	498	32	596	0	20	63	83	20	542	4	566	28	13	33	74
% App. Total	11.1	83.6	5.4		0	24.1	75.9		3.5	95.8	0.7		37.8	17.6	44.6	
PHF	.917	.896	.800	.931	.000	.714	.926	.943	.714	.968	.500	.956	.636	.813	.825	.740

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Rain

File Name : 755300S1
Site Code : 75530001
Start Date : 6/11/2011
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Rain

File Name : 755300S
Site Code : 7553000
Start Date : 6/11/201
Page No : 1

Groups Printed- Trucks

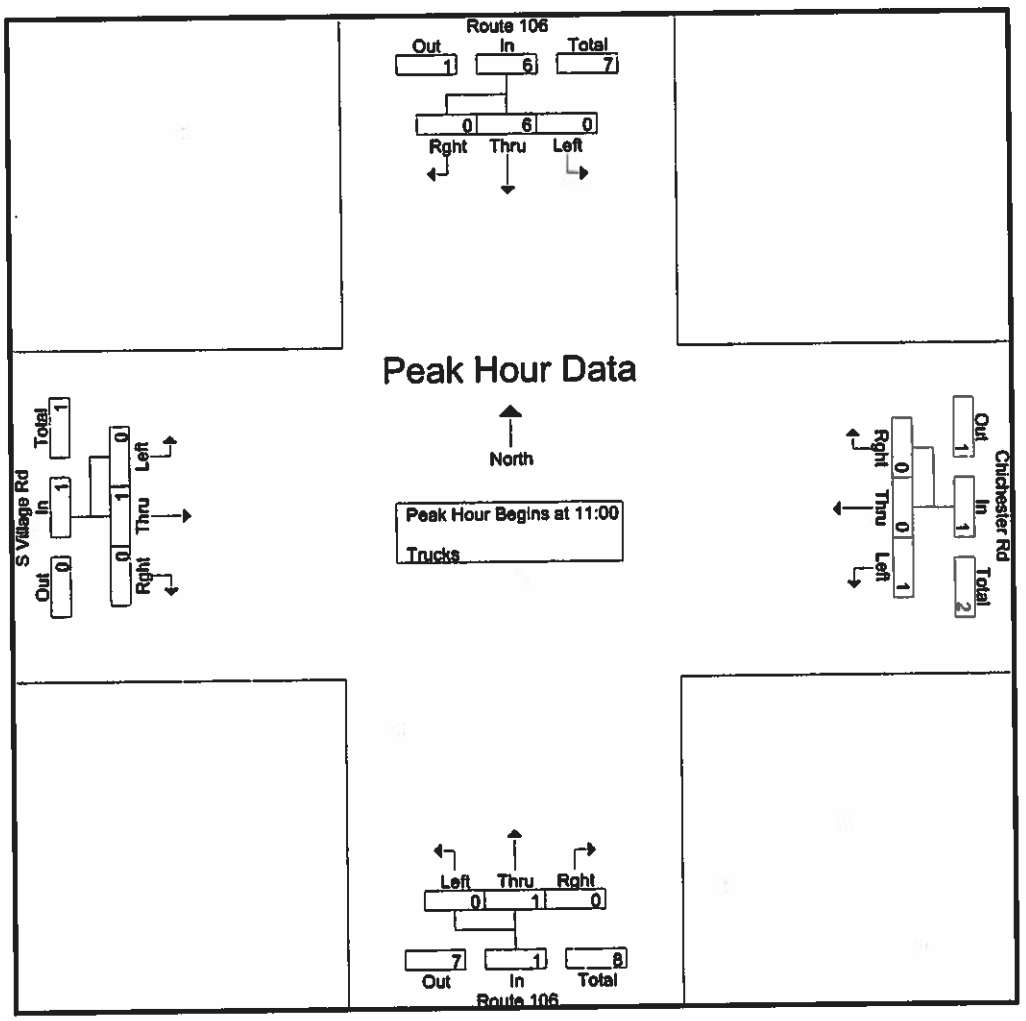
	Route 106 From North			Chichester Rd From East			Route 106 From South			S Village Rd From West			
Start Time	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Int. Total
11:00	0	2	0	0	0	0	0	0	0	0	0	0	2
11:15	0	1	0	0	0	0	0	1	0	0	0	0	2
11:30	0	3	0	0	0	0	0	0	0	0	1	0	4
11:45	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	6	0	1	0	0	0	1	0	0	1	0	9
12:00	0	0	0	0	0	0	0	1	0	0	0	0	1
12:15	0	1	0	0	0	0	0	1	0	0	0	0	2
12:30	0	2	0	0	0	0	0	1	0	0	0	0	3
12:45	0	2	0	0	0	0	0	1	0	0	0	0	3
Total	0	5	0	0	0	0	0	4	0	0	0	0	9
Grand Total	0	11	0	1	0	0	0	5	0	0	1	0	18
Apprch %	0	100	0	100	0	0	0	100	0	0	100	0	
Total %	0	61.1	0	5.6	0	0	0	27.8	0	0	5.6	0	

	Route 106 From North				Chichester Rd From East				Route 106 From South				S Village Rd From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00																	
11:00	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
11:15	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
11:30	0	3	0	3	0	0	0	0	0	0	0	0	0	1	0	1	4
11:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	6	0	6	1	0	0	1	0	1	0	1	0	1	0	1	9
% App. Total	0	100	0		100	0	0		0	100	0		0	100	0		
PHF	.000	.500	.000	.500	.250	.000	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.563

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Rain

File Name : 755300S1
Site Code : 75530001
Start Date : 6/11/2011
Page No : 2



Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1

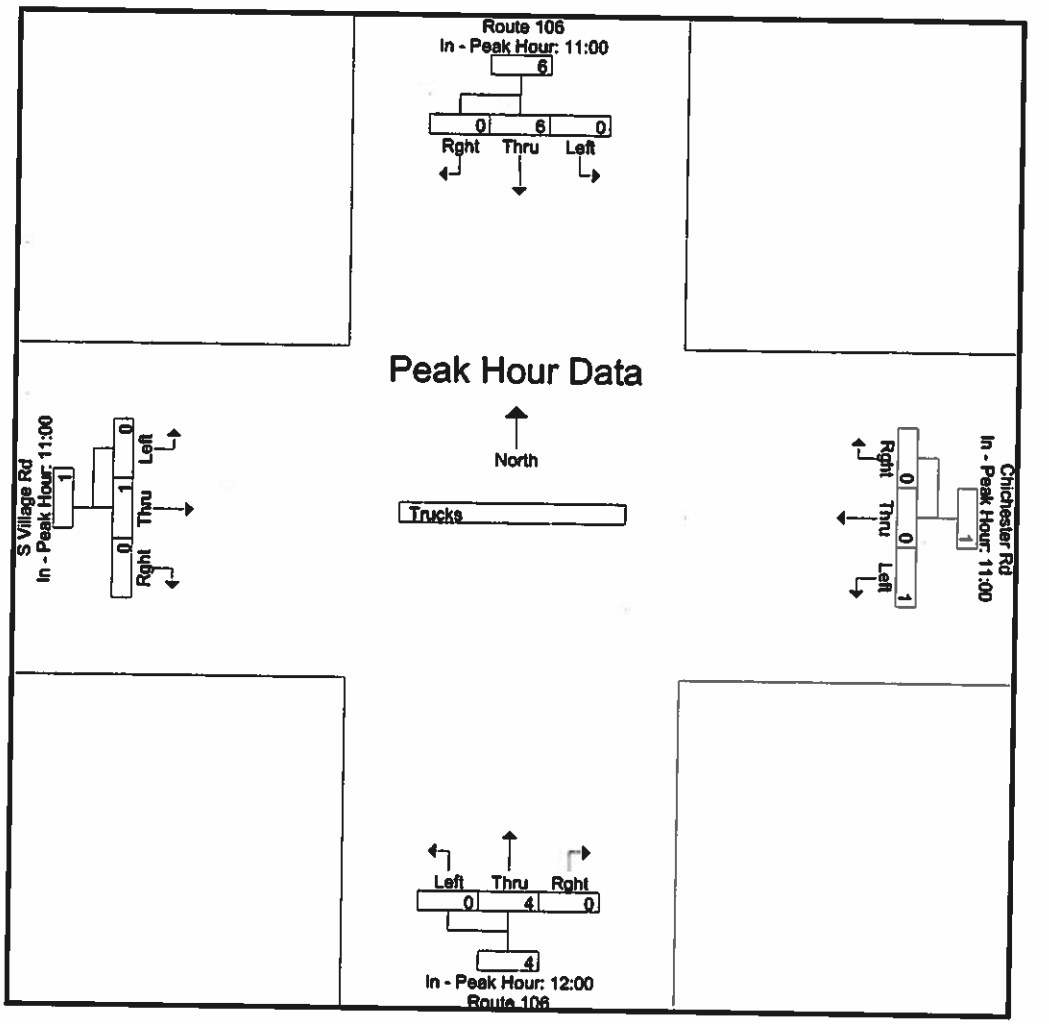
Peak Hour for Each Approach Begins at:

	11:00				11:00				12:00				11:00			
+0 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	3	0	3	0	0	0	0	0	1	0	1	0	1	0	1
+45 mins.	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0
Total Volume	0	6	0	6	1	0	0	1	0	4	0	4	0	1	0	1
% App. Total	0	100	0		100	0	0		0	100	0		0	100	0	
PHF	.000	.500	.000	.500	.250	.000	.000	.250	.000	1.000	.000	1.000	.000	.250	.000	.250

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Chichester Rd / S Village Rd
City/State : Loudon, NH
Weather : Rain

File Name : 7553009
Site Code : 7553000
Start Date : 6/11/201
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 129
City/State : Loudon, NH
Weather : Clear

File Name : 75530004
Site Code : 75530004
Start Date : 5/25/2011
Page No : 1

Groups Printed- Cars - Trucks

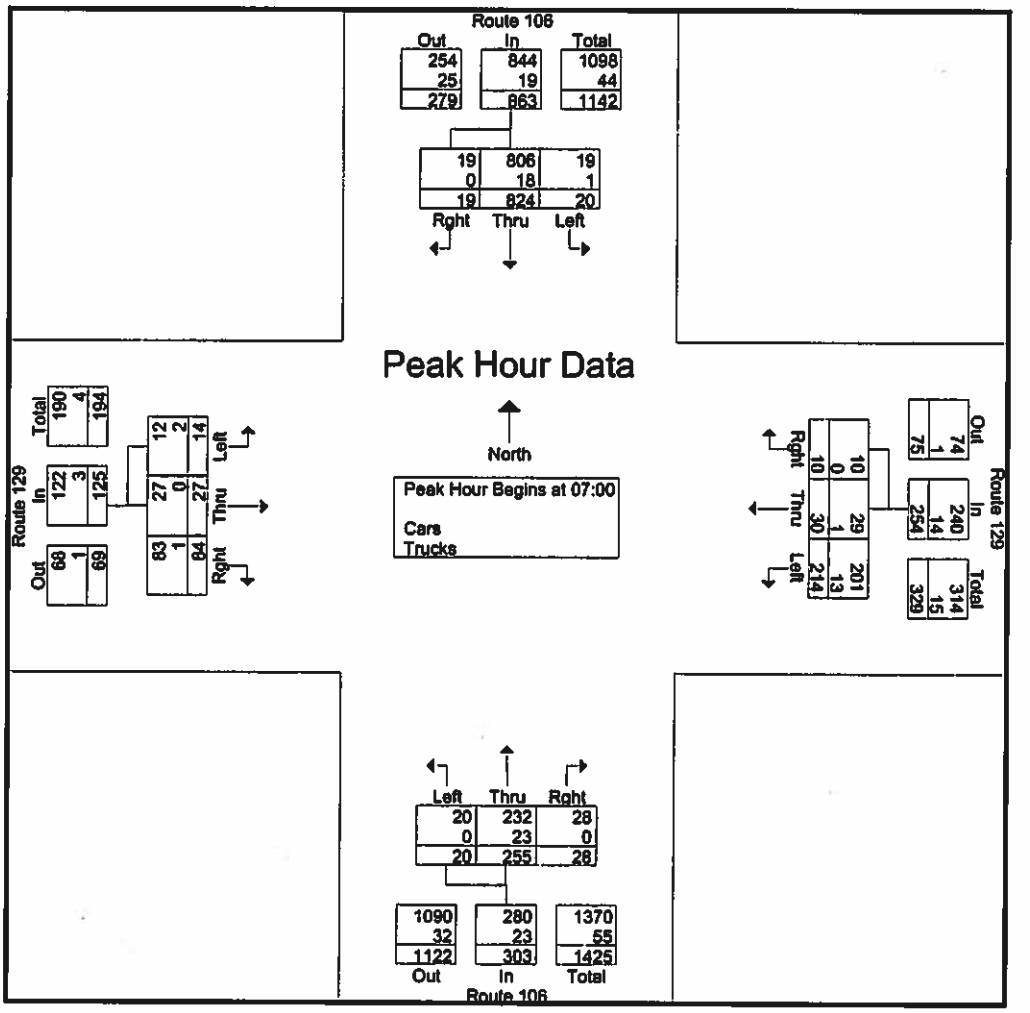
	Route 106 From North			Route 129 From East			Route 106 From South			Route 129 From West			
Start Time	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Int. Total
07:00	4	161	8	51	9	1	6	61	8	3	8	15	335
07:15	8	218	4	59	4	5	6	67	6	1	5	21	404
07:30	5	221	5	59	8	2	6	57	7	2	6	34	412
07:45	3	224	2	45	9	2	2	70	7	8	8	14	394
Total	20	824	19	214	30	10	20	255	28	14	27	84	1545
08:00	6	165	3	28	9	1	2	66	8	2	5	9	304
08:15	1	132	9	39	10	5	5	78	8	0	7	8	302
08:30	6	134	6	29	8	3	3	39	10	3	7	11	259
08:45	5	113	16	23	11	4	3	45	7	7	10	13	257
Total	18	544	34	119	38	13	13	228	33	12	29	41	1122
Grand Total	38	1368	53	333	68	23	33	483	61	26	56	125	2667
Apprch %	2.6	93.8	3.6	78.5	16	5.4	5.7	83.7	10.6	12.6	27.1	60.4	
Total %	1.4	51.3	2	12.5	2.5	0.9	1.2	18.1	2.3	1	2.1	4.7	
Cars	35	1330	52	319	66	23	32	445	59	21	55	124	2561
% Cars	92.1	97.2	98.1	95.8	97.1	100	97	92.1	96.7	80.8	98.2	99.2	96
Trucks	3	38	1	14	2	0	1	38	2	5	1	1	106
% Trucks	7.9	2.8	1.9	4.2	2.9	0	3	7.9	3.3	19.2	1.8	0.8	4

	Route 106 From North				Route 129 From East				Route 106 From South				Route 129 From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	4	161	8	173	51	9	1	61	6	61	8	75	3	8	15	26	335
07:15	8	218	4	230	59	4	5	68	6	67	6	79	1	5	21	27	404
07:30	5	221	5	231	59	8	2	69	6	57	7	70	2	6	34	42	412
07:45	3	224	2	229	45	9	2	56	2	70	7	79	8	8	14	30	394
Total Volume	20	824	19	863	214	30	10	254	20	255	28	303	14	27	84	125	1545
% App. Total	2.3	95.5	2.2		84.3	11.8	3.9		6.6	84.2	9.2		11.2	21.6	67.2		
PHF	.625	.920	.594	.934	.907	.833	.500	.920	.833	.911	.875	.959	.438	.844	.618	.744	.938
Cars	19	806	19	844	201	29	10	240	20	232	28	280	12	27	83	122	1486
% Cars	95.0	97.8	100	97.8	93.9	96.7	100	94.5	100	91.0	100	92.4	85.7	100	98.8	97.6	96.2
Trucks	1	18	0	19	13	1	0	14	0	23	0	23	2	0	1	3	59
% Trucks	5.0	2.2	0	2.2	6.1	3.3	0	5.5	0	9.0	0	7.6	14.3	0	1.2	2.4	3.8

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 129
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 2



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

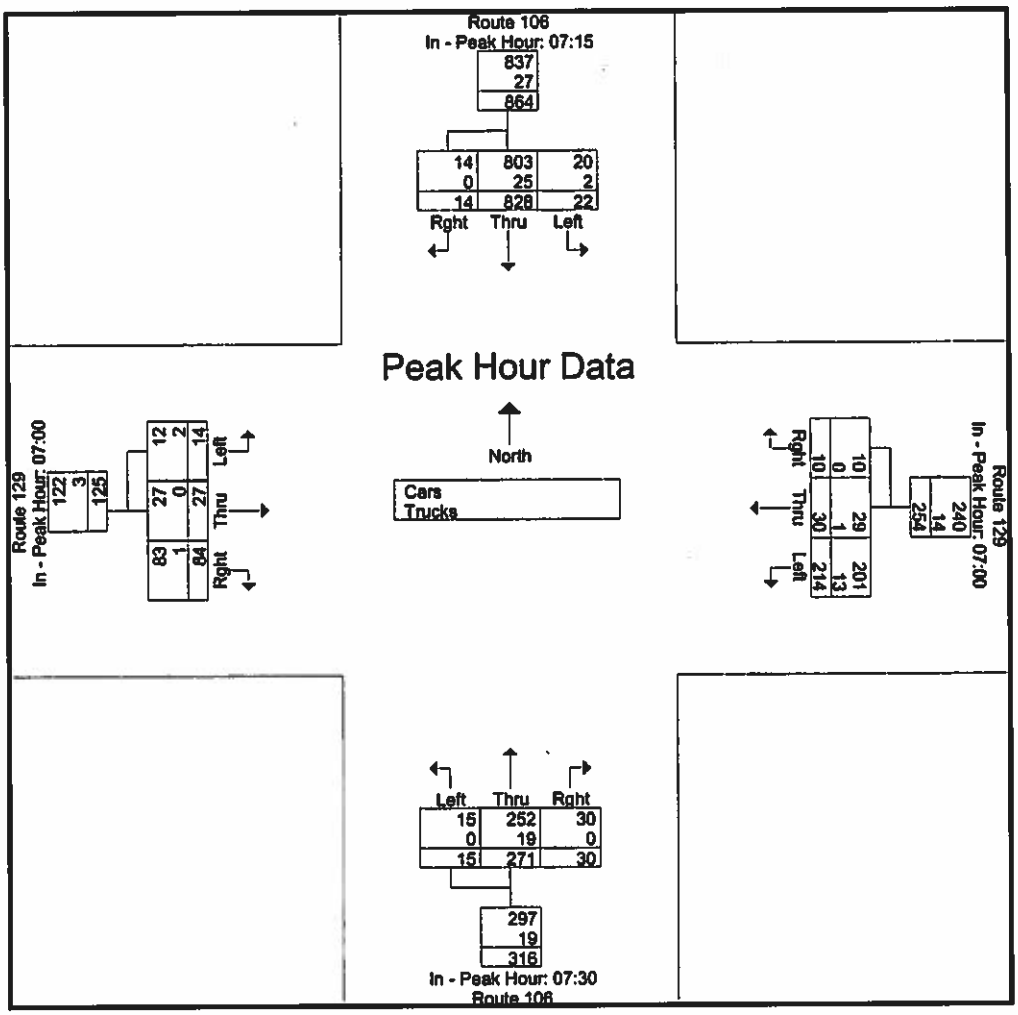
Peak Hour for Each Approach Begins at:

	07:15				07:00				07:30				07:00			
+0 mins.	8	218	4	230	51	9	1	61	6	57	7	70	3	8	15	26
+15 mins.	5	221	5	231	59	4	5	68	2	70	7	79	1	5	21	27
+30 mins.	3	224	2	229	59	8	2	69	2	66	8	76	2	6	34	42
+45 mins.	6	165	3	174	45	9	2	56	5	78	8	91	8	8	14	30
Total Volume	22	828	14	864	214	30	10	254	15	271	30	316	14	27	84	125
% App. Total	2.5	95.8	1.6		84.3	11.8	3.9		4.7	85.8	9.5		11.2	21.6	67.2	
PHF	.688	.924	.700	.935	.907	.833	.500	.920	.625	.869	.938	.868	.438	.844	.618	.744
Cars	20	803	14	837	201	29	10	240	15	252	30	297	12	27	83	122
% Cars	90.9	97	100	96.9	93.9	96.7	100	94.5	100	93	100	94	85.7	100	98.8	97.6
Trucks	2	25	0	27	13	1	0	14	0	19	0	19	2	0	1	3
% Trucks	9.1	3	0	3.1	6.1	3.3	0	5.5	0	7	0	6	14.3	0	1.2	2.4

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 129
City/State : Loudon, NH
Weather : Clear

File Name : 75530004
Site Code : 75530004
Start Date : 5/25/2011
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 129
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 1

Groups Printed- Cars

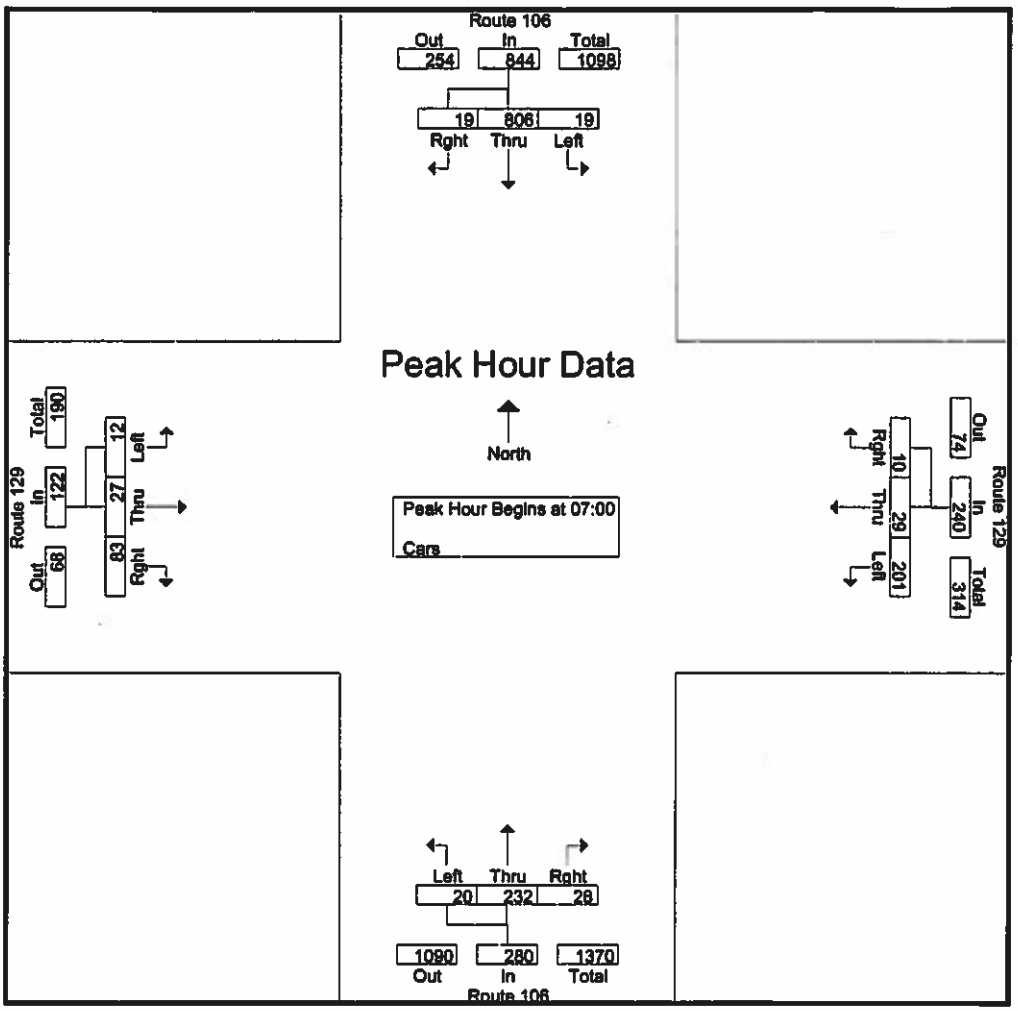
	Route 106 From North			Route 129 From East			Route 106 From South			Route 129 From West			
Start Time	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Int. Total
07:00	4	160	8	43	8	1	6	55	8	3	8	15	319
07:15	7	215	4	56	4	5	6	61	6	1	5	21	391
07:30	5	218	5	58	8	2	6	51	7	2	6	34	402
07:45	3	213	2	44	9	2	2	65	7	6	8	13	374
Total	19	806	19	201	29	10	20	232	28	12	27	83	1486
08:00	5	157	3	28	9	1	2	65	8	0	4	9	291
08:15	1	128	9	38	10	5	5	71	8	0	7	8	290
08:30	6	130	6	29	8	3	3	37	9	2	7	11	251
08:45	4	109	15	23	10	4	2	40	6	7	10	13	243
Total	16	524	33	118	37	13	12	213	31	9	28	41	1075
Grand Total	35	1330	52	319	66	23	32	445	59	21	55	124	2561
Apprch %	2.5	93.9	3.7	78.2	16.2	5.6	6	83	11	10.5	27.5	62	
Total %	1.4	51.9	2	12.5	2.6	0.9	1.2	17.4	2.3	0.8	2.1	4.8	

	Route 106 From North				Route 129 From East				Route 106 From South				Route 129 From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	4	160	8	172	43	8	1	52	6	55	8	69	3	8	15	26	319
07:15	7	215	4	226	56	4	5	65	6	61	6	73	1	5	21	27	391
07:30	5	218	5	228	58	8	2	68	6	51	7	64	2	6	34	42	402
07:45	3	213	2	218	44	9	2	55	2	65	7	74	6	8	13	27	374
Total Volume	19	806	19	844	201	29	10	240	20	232	28	280	12	27	83	122	1486
% App. Total	2.3	95.5	2.3		83.8	12.1	4.2		7.1	82.9	10		9.8	22.1	68		
PHF	.679	.924	.594	.925	.866	.806	.500	.882	.833	.892	.875	.946	.500	.844	.610	.726	.924

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 129
City/State : Loudon, NH
Weather : Clear

File Name : 75530004
Site Code : 75530004
Start Date : 5/25/2011
Page No : 2



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

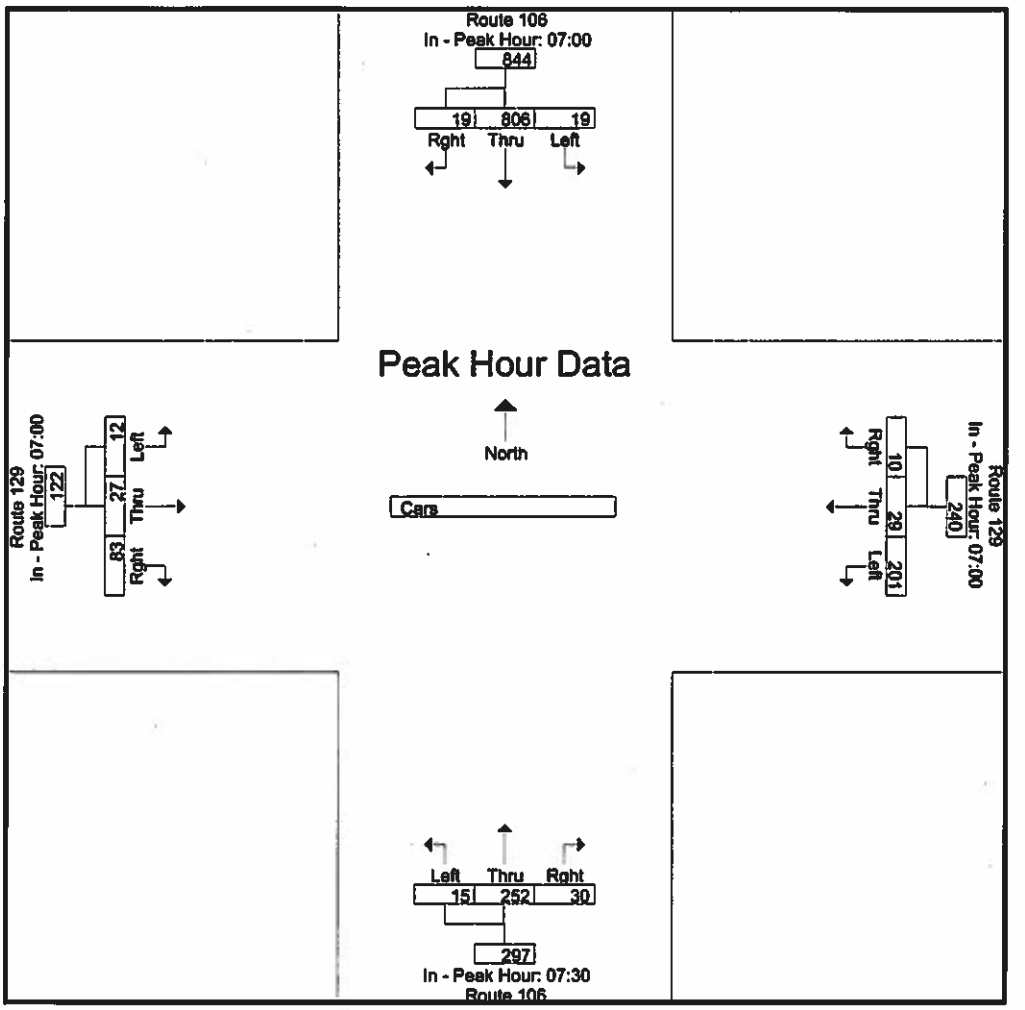
Peak Hour for Each Approach Begins at:

	07:00				07:00				07:30				07:00			
+0 mins.	4	160	8	172	43	8	1	52	6	51	7	64	3	8	15	26
+15 mins.	7	215	4	226	56	4	5	65	2	65	7	74	1	5	21	27
+30 mins.	5	218	5	228	58	8	2	68	2	65	8	75	2	6	34	42
+45 mins.	3	213	2	218	44	9	2	55	5	71	8	84	6	8	13	27
Total Volume	19	806	19	844	201	29	10	240	15	252	30	297	12	27	83	122
% App. Total	2.3	95.5	2.3		83.8	12.1	4.2		5.1	84.8	10.1		9.8	22.1	68	
PHF	.679	.924	.594	.925	.866	.806	.500	.882	.625	.887	.938	.884	.500	.844	.610	.726

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 129
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 129
City/State : Loudon, NH
Weather : Clear

File Name : 75530004
Site Code : 75530004
Start Date : 5/25/2011
Page No : 1

Groups Printed- Trucks

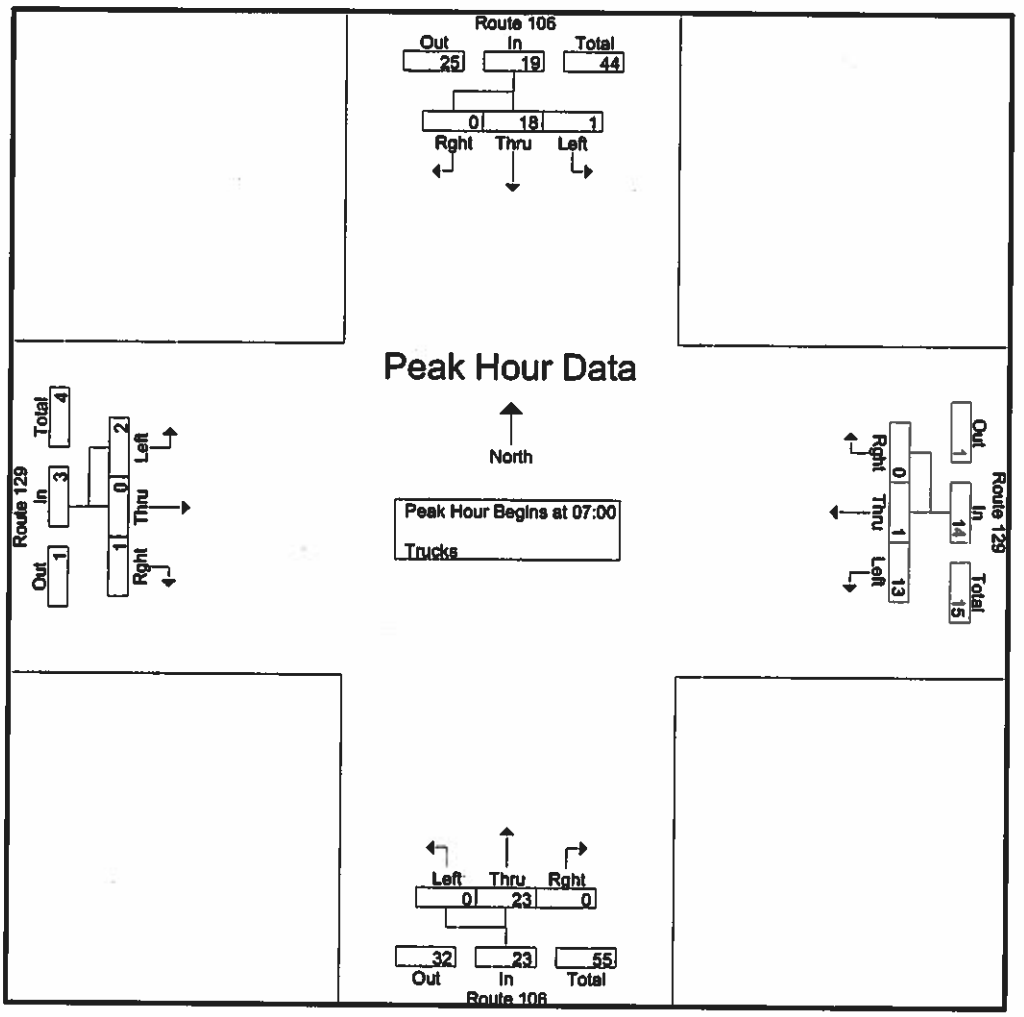
	Route 106 From North			Route 129 From East			Route 106 From South			Route 129 From West			
Start Time	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Int. Total
07:00	0	1	0	8	1	0	0	6	0	0	0	0	16
07:15	1	3	0	3	0	0	0	6	0	0	0	0	13
07:30	0	3	0	1	0	0	0	6	0	0	0	0	10
07:45	0	11	0	1	0	0	0	5	0	2	0	1	20
Total	1	18	0	13	1	0	0	23	0	2	0	1	59
08:00	1	8	0	0	0	0	0	1	0	2	1	0	13
08:15	0	4	0	1	0	0	0	7	0	0	0	0	12
08:30	0	4	0	0	0	0	0	2	1	1	0	0	8
08:45	1	4	1	0	1	0	1	5	1	0	0	0	14
Total	2	20	1	1	1	0	1	15	2	3	1	0	47
Grand Total	3	38	1	14	2	0	1	38	2	5	1	1	106
Apprch %	7.1	90.5	2.4	87.5	12.5	0	2.4	92.7	4.9	71.4	14.3	14.3	
Total %	2.8	35.8	0.9	13.2	1.9	0	0.9	35.8	1.9	4.7	0.9	0.9	

	Route 106 From North				Route 129 From East				Route 106 From South				Route 129 From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	0	1	0	1	8	1	0	9	0	6	0	6	0	0	0	0	16
07:15	1	3	0	4	3	0	0	3	0	6	0	6	0	0	0	0	13
07:30	0	3	0	3	1	0	0	1	0	6	0	6	0	0	0	0	10
07:45	0	11	0	11	1	0	0	1	0	5	0	5	2	0	1	3	20
Total Volume	1	18	0	19	13	1	0	14	0	23	0	23	2	0	1	3	59
% App. Total	5.3	94.7	0		92.9	7.1	0		0	100	0		66.7	0	33.3		
PHF	.250	.409	.000	.432	.406	.250	.000	.389	.000	.958	.000	.958	.250	.000	.250	.250	.738

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 129
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 2



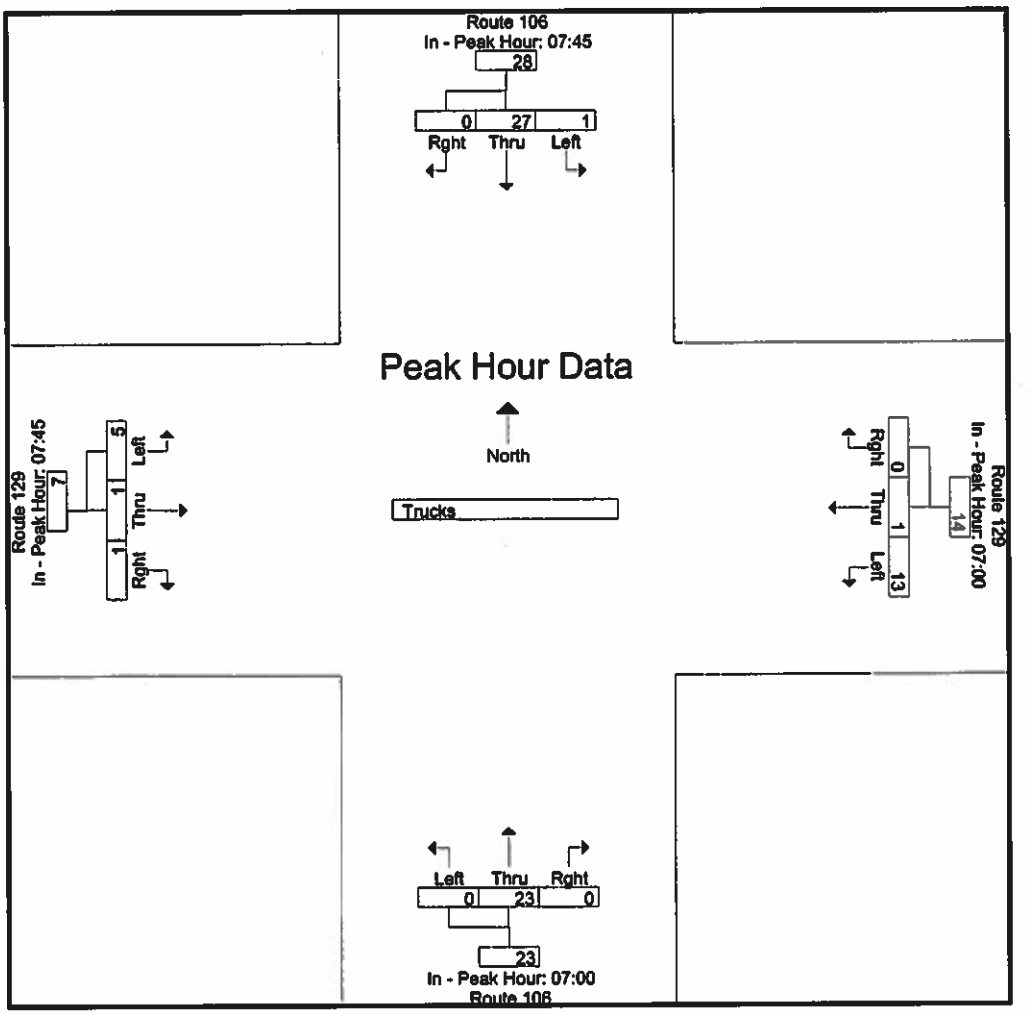
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45				07:00				07:00				07:45			
+0 mins.	0	11	0	11	8	1	0	9	0	6	0	6	2	0	1	3
+15 mins.	1	8	0	9	3	0	0	3	0	6	0	6	2	1	0	3
+30 mins.	0	4	0	4	1	0	0	1	0	6	0	6	0	0	0	0
+45 mins.	0	4	0	4	1	0	0	1	0	5	0	5	1	0	0	1
Total Volume	1	27	0	28	13	1	0	14	0	23	0	23	5	1	1	7
% App. Total	3.6	96.4	0		92.9	7.1	0		0	100	0		71.4	14.3	14.3	
PHF	.250	.614	.000	.636	.406	.250	.000	.389	.000	.958	.000	.958	.625	.250	.250	.583

N/S Street : Route 106
E/W Street: Route 129
City/State : Loudon, NH
Weather : Clear

File Name : 75530004
Site Code : 75530004
Start Date : 5/25/2011
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 129
City/State : Loudon, NH
Weather : Clear

File Name : 75530004
Site Code : 75530004
Start Date : 5/25/2011
Page No : 1

Groups Printed- Cars - Trucks

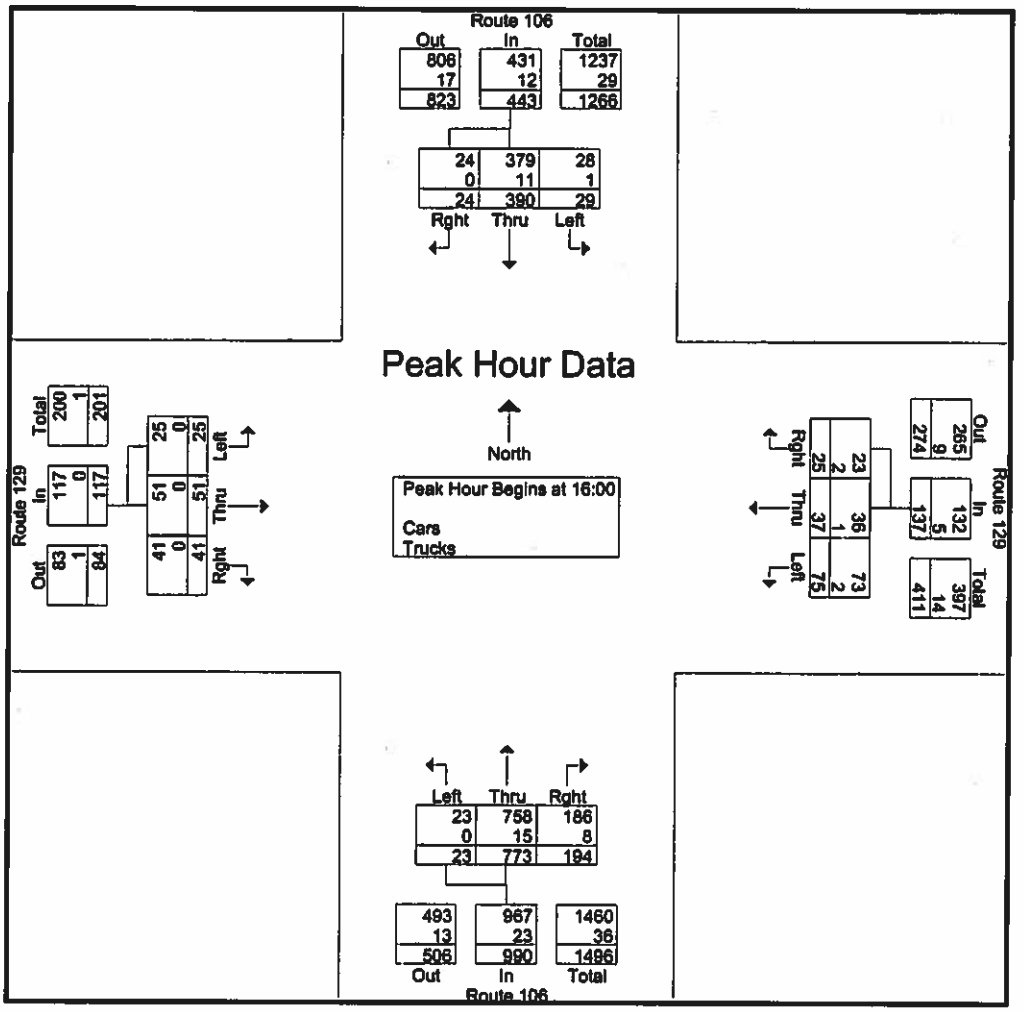
	Route 106 From North			Route 129 From East			Route 106 From South			Route 129 From West			
Start Time	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Int. Total
16:00	4	90	4	14	6	3	8	179	45	4	12	9	378
16:15	16	85	9	23	6	10	6	219	50	4	16	16	460
16:30	4	96	7	26	7	7	7	172	53	6	9	7	401
16:45	5	119	4	12	18	5	2	203	46	11	14	9	448
Total	29	390	24	75	37	25	23	773	194	25	51	41	1687
17:00	8	93	6	15	11	7	3	160	32	5	22	9	371
17:15	7	98	6	16	5	14	6	191	42	8	7	5	405
17:30	4	98	7	12	12	3	3	170	44	8	6	7	374
17:45	7	82	6	21	13	7	3	152	38	8	10	10	357
Total	26	371	25	64	41	31	15	673	156	29	45	31	1507
Grand Total	55	761	49	139	78	56	38	1446	350	54	96	72	3194
Apprch %	6.4	88	5.7	50.9	28.6	20.5	2.1	78.8	19.1	24.3	43.2	32.4	
Total %	1.7	23.8	1.5	4.4	2.4	1.8	1.2	45.3	11	1.7	3	2.3	
Cars	54	747	48	137	77	54	38	1422	338	53	96	72	3136
% Cars	98.2	98.2	98	98.6	98.7	96.4	100	98.3	96.6	98.1	100	100	98.2
Trucks	1	14	1	2	1	2	0	24	12	1	0	0	58
% Trucks	1.8	1.8	2	1.4	1.3	3.6	0	1.7	3.4	1.9	0	0	1.8

	Route 106 From North				Route 129 From East				Route 106 From South				Route 129 From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	4	90	4	98	14	6	3	23	8	179	45	232	4	12	9	25	378
16:15	16	85	9	110	23	6	10	39	6	219	50	275	4	16	16	36	460
16:30	4	96	7	107	26	7	7	40	7	172	53	232	6	9	7	22	401
16:45	5	119	4	128	12	18	5	35	2	203	46	251	11	14	9	34	448
Total Volume	29	390	24	443	75	37	25	137	23	773	194	990	25	51	41	117	1687
% App. Total	6.5	88	5.4		54.7	27	18.2		2.3	78.1	19.6		21.4	43.6	35		
PHF	.453	.819	.667	.865	.721	.514	.625	.856	.719	.882	.915	.900	.568	.797	.641	.813	.917
Cars	28	379	24	431	73	36	23	132	23	758	186	967	25	51	41	117	1647
% Cars	96.6	97.2	100	97.3	97.3	97.3	92.0	96.4	100	98.1	95.9	97.7	100	100	100	100	97.6
Trucks	1	11	0	12	2	1	2	5	0	15	8	23	0	0	0	0	40
% Trucks	3.4	2.8	0	2.7	2.7	2.7	8.0	3.6	0	1.9	4.1	2.3	0	0	0	0	2.4

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 129
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 2



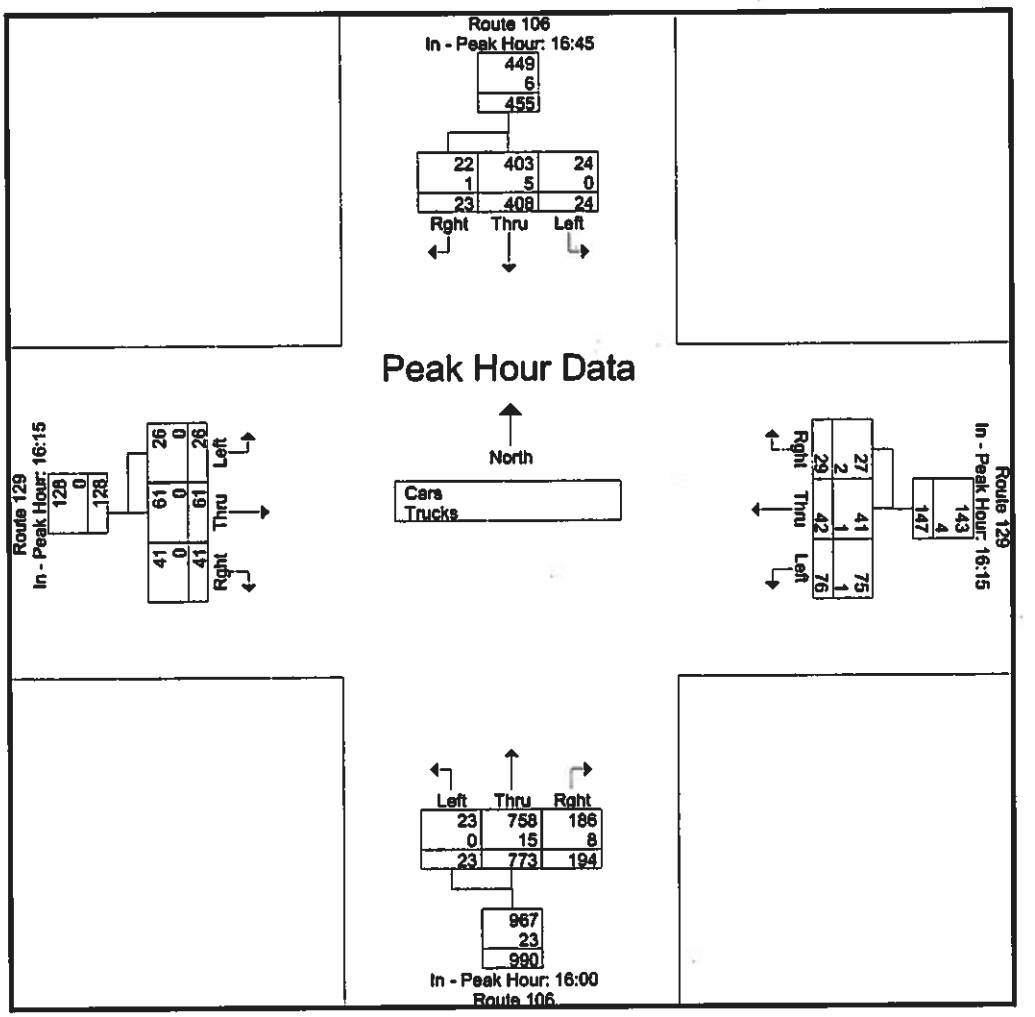
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:45				16:15				16:00				16:15			
+0 mins.	5	119	4	128	23	6	10	39	8	179	45	232	4	16	16	36
+15 mins.	8	93	6	107	26	7	7	40	6	219	50	275	6	9	7	22
+30 mins.	7	98	6	111	12	18	5	35	7	172	53	232	11	14	9	34
+45 mins.	4	98	7	109	15	11	7	33	2	203	46	251	5	22	9	36
Total Volume	24	408	23	455	76	42	29	147	23	773	194	990	26	61	41	128
% App. Total	5.3	89.7	5.1		51.7	28.6	19.7		2.3	78.1	19.6		20.3	47.7	32	
PHF	.750	.857	.821	.889	.731	.583	.725	.919	.719	.882	.915	.900	.591	.693	.641	.889
Cars	24	403	22	449	75	41	27	143	23	758	186	967	26	61	41	128
% Cars	100	98.8	95.7	98.7	98.7	97.6	93.1	97.3	100	98.1	95.9	97.7	100	100	100	100
Trucks	0	5	1	6	1	1	2	4	0	15	8	23	0	0	0	0
% Trucks	0	1.2	4.3	1.3	1.3	2.4	6.9	2.7	0	1.9	4.1	2.3	0	0	0	0

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 129
City/State : Loudon, NH
Weather : Clear

File Name : 75530004
Site Code : 75530004
Start Date : 5/25/2011
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 129
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 1

Groups Printed- Cars

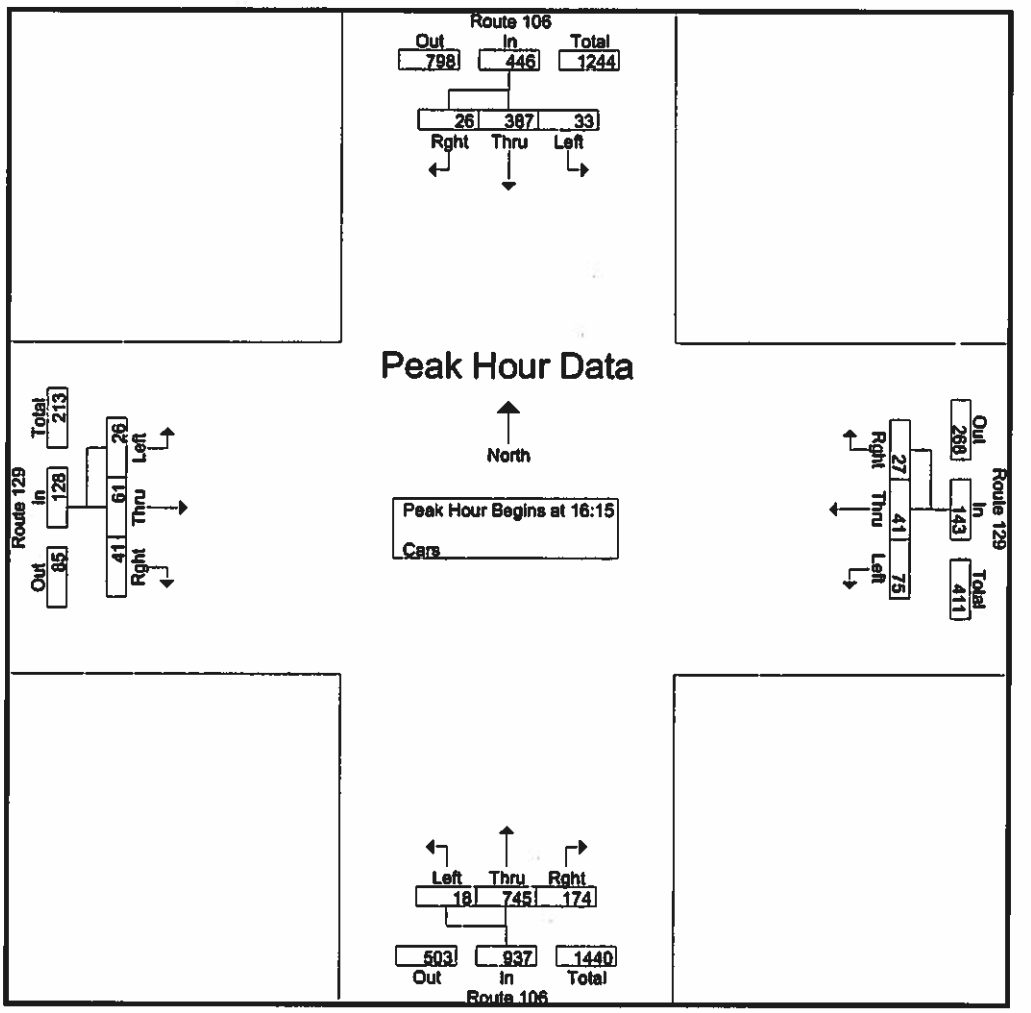
	Route 106 From North			Route 129 From East			Route 106 From South			Route 129 From West			
Start Time	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Int. Total
16:00	3	84	4	13	6	3	8	172	42	4	12	9	360
16:15	16	85	9	23	6	9	6	216	49	4	16	16	455
16:30	4	94	7	25	6	7	7	170	50	6	9	7	392
16:45	5	116	4	12	18	4	2	200	45	11	14	9	440
Total	28	379	24	73	36	23	23	758	186	25	51	41	1647
17:00	8	92	6	15	11	7	3	159	30	5	22	9	367
17:15	7	98	5	16	5	14	6	190	42	7	7	5	402
17:30	4	97	7	12	12	3	3	170	42	8	6	7	371
17:45	7	81	6	21	13	7	3	145	38	8	10	10	349
Total	26	368	24	64	41	31	15	664	152	28	45	31	1489
Grand Total	54	747	48	137	77	54	38	1422	338	53	96	72	3136
Apprch %	6.4	88	5.7	51.1	28.7	20.1	2.1	79.1	18.8	24	43.4	32.6	
Total %	1.7	23.8	1.5	4.4	2.5	1.7	1.2	45.3	10.8	1.7	3.1	2.3	

	Route 106 From North				Route 129 From East				Route 106 From South				Route 129 From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:15																	
16:15	16	85	9	110	23	6	9	38	6	216	49	271	4	16	16	36	455
16:30	4	94	7	105	25	6	7	38	7	170	50	227	6	9	7	22	392
16:45	5	116	4	125	12	18	4	34	2	200	45	247	11	14	9	34	440
17:00	8	92	6	106	15	11	7	33	3	159	30	192	5	22	9	36	367
Total Volume	33	387	26	446	75	41	27	143	18	745	174	937	26	61	41	128	1654
% App. Total	7.4	86.8	5.8		52.4	28.7	18.9		1.9	79.5	18.6		20.3	47.7	32		
PHF	.516	.834	.722	.892	.750	.569	.750	.941	.643	.862	.870	.864	.591	.693	.641	.889	.909

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 129
City/State : Loudon, NH
Weather : Clear

File Name : 75530004
Site Code : 75530004
Start Date : 5/25/2011
Page No : 2



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

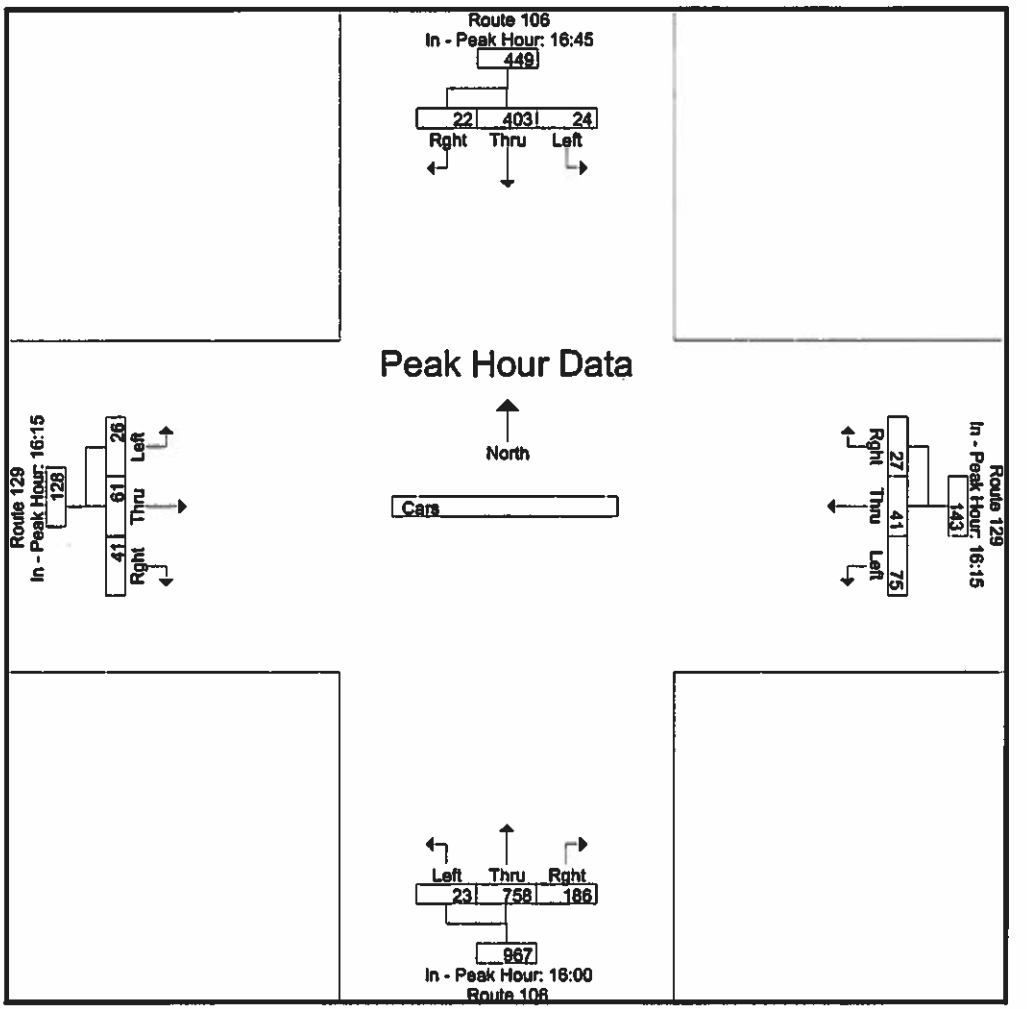
Peak Hour for Each Approach Begins at:

	16:45				16:15				16:00				16:15			
+0 mins.	5	116	4	125	23	6	9	38	8	172	42	222	4	16	16	36
+15 mins.	8	92	6	106	25	6	7	38	6	216	49	271	6	9	7	22
+30 mins.	7	98	5	110	12	18	4	34	7	170	50	227	11	14	9	34
+45 mins.	4	97	7	108	15	11	7	33	2	200	45	247	5	22	9	36
Total Volume	24	403	22	449	75	41	27	143	23	758	186	967	26	61	41	128
% App. Total	5.3	89.8	4.9		52.4	28.7	18.9		2.4	78.4	19.2		20.3	47.7	32	
PHF	.750	.869	.786	.898	.750	.569	.750	.941	.719	.877	.930	.892	.591	.693	.641	.889

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 129
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 129
City/State : Loudon, NH
Weather : Clear

File Name : 75530004
Site Code : 75530004
Start Date : 5/25/2011
Page No : 1

Groups Printed- Trucks

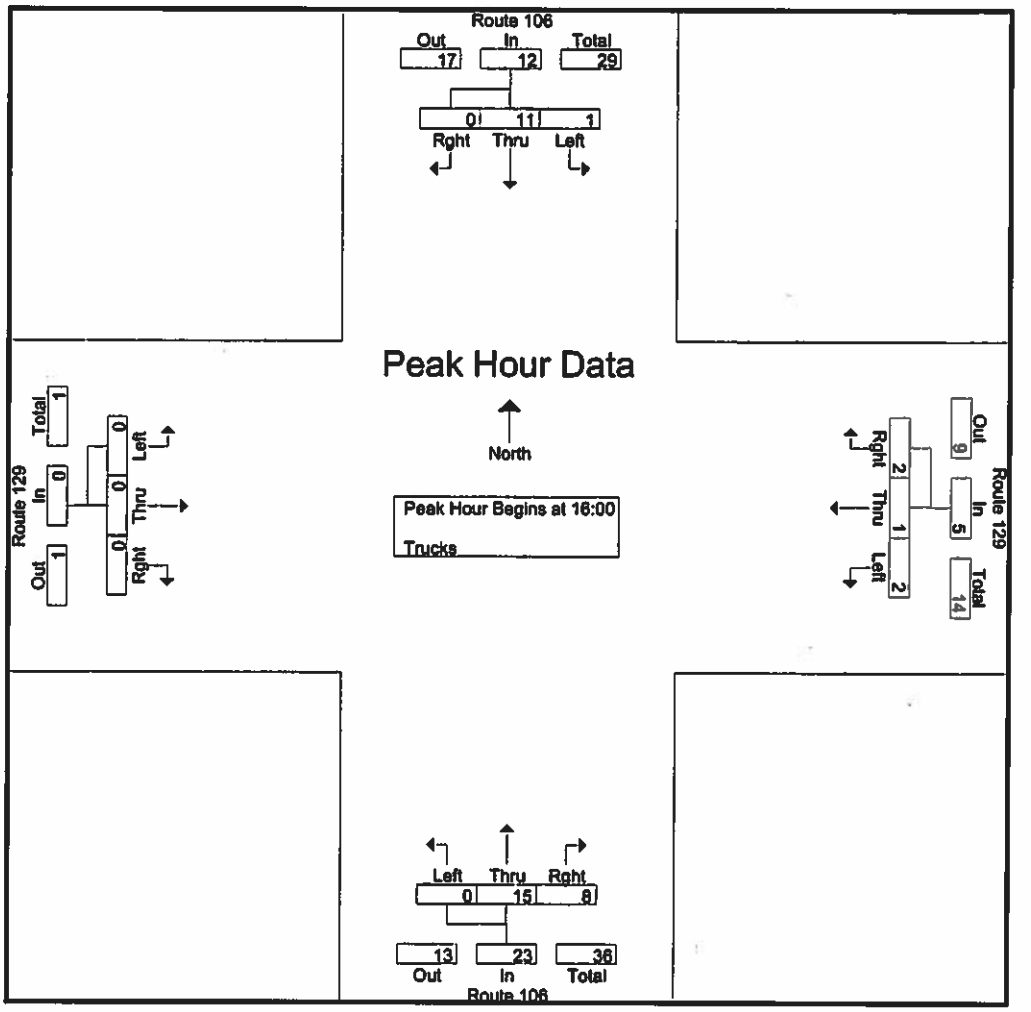
	Route 106 From North			Route 129 From East			Route 106 From South			Route 129 From West			
Start Time	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Int. Total
16:00	1	6	0	1	0	0	0	7	3	0	0	0	18
16:15	0	0	0	0	0	1	0	3	1	0	0	0	5
16:30	0	2	0	1	1	0	0	2	3	0	0	0	9
16:45	0	3	0	0	0	1	0	3	1	0	0	0	8
Total	1	11	0	2	1	2	0	15	8	0	0	0	40
17:00	0	1	0	0	0	0	0	1	2	0	0	0	4
17:15	0	0	1	0	0	0	0	1	0	1	0	0	3
17:30	0	1	0	0	0	0	0	0	2	0	0	0	3
17:45	0	1	0	0	0	0	0	7	0	0	0	0	8
Total	0	3	1	0	0	0	0	9	4	1	0	0	18
Grand Total	1	14	1	2	1	2	0	24	12	1	0	0	58
Apprch %	6.2	87.5	6.2	40	20	40	0	66.7	33.3	100	0	0	
Total %	1.7	24.1	1.7	3.4	1.7	3.4	0	41.4	20.7	1.7	0	0	

	Route 106 From North				Route 129 From East				Route 106 From South				Route 129 From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	1	6	0	7	1	0	0	1	0	7	3	10	0	0	0	0	18
16:15	0	0	0	0	0	0	1	1	0	3	1	4	0	0	0	0	5
16:30	0	2	0	2	1	1	0	2	0	2	3	5	0	0	0	0	9
16:45	0	3	0	3	0	0	1	1	0	3	1	4	0	0	0	0	8
Total Volume	1	11	0	12	2	1	2	5	0	15	8	23	0	0	0	0	40
% App. Total	8.3	91.7	0		40	20	40		0	65.2	34.8		0	0	0		
PHF	.250	.458	.000	.429	.500	.250	.500	.625	.000	.536	.667	.575	.000	.000	.000	.000	.556

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 129
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 2



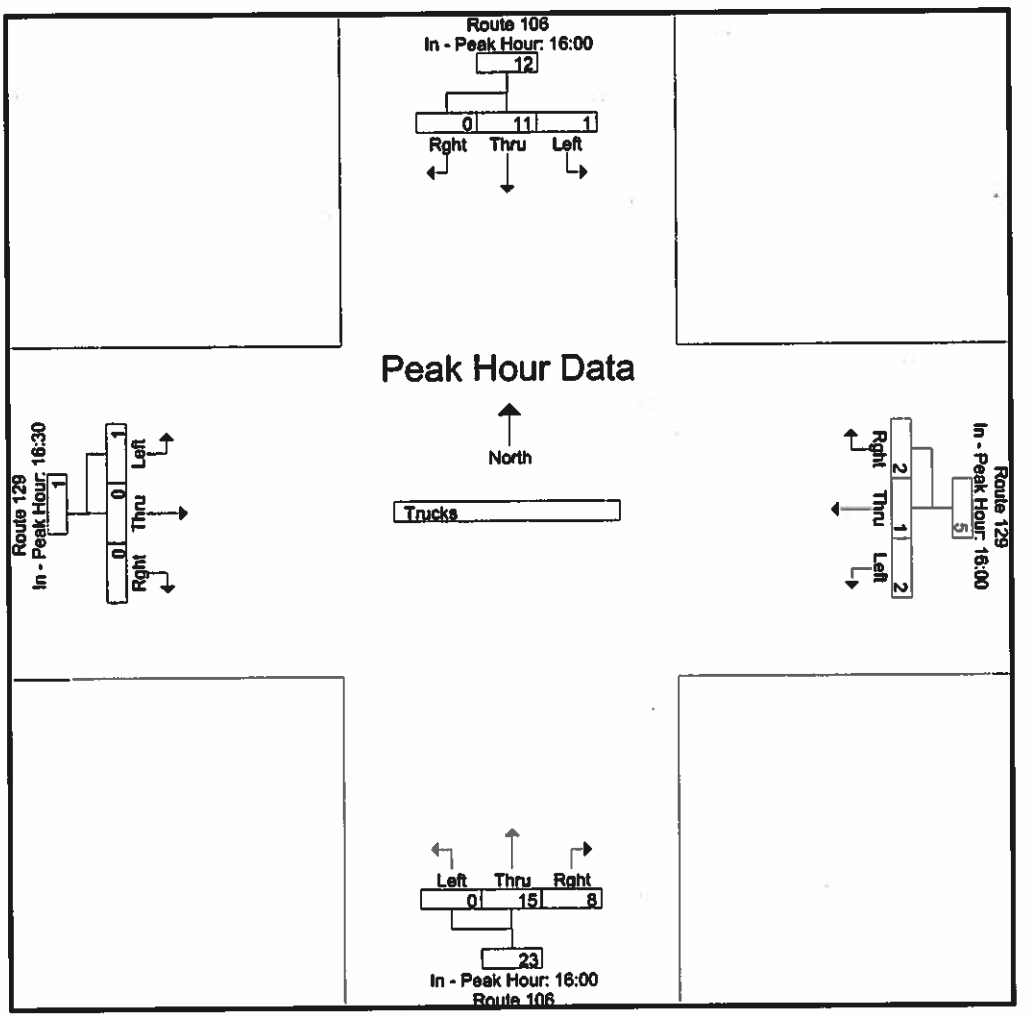
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00				16:00				16:00				16:30			
+0 mins.	1	6	0	7	1	0	0	1	0	7	3	10	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	1	0	3	1	4	0	0	0	0
+30 mins.	0	2	0	2	1	1	0	2	0	2	3	5	0	0	0	0
+45 mins.	0	3	0	3	0	0	1	1	0	3	1	4	1	0	0	1
Total Volume	1	11	0	12	2	1	2	5	0	15	8	23	1	0	0	1
% App. Total	8.3	91.7	0		40	20	40		0	65.2	34.8		100	0	0	
PHF	.250	.458	.000	.429	.500	.250	.500	.625	.000	.536	.667	.575	.250	.000	.000	.250

N/S Street : Route 106
E/W Street: Route 129
City/State : Loudon, NH
Weather : Clear

File Name : 75530004
Site Code : 75530004
Start Date : 5/25/2011
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 129
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 1

Groups Printed- Bikes Peds

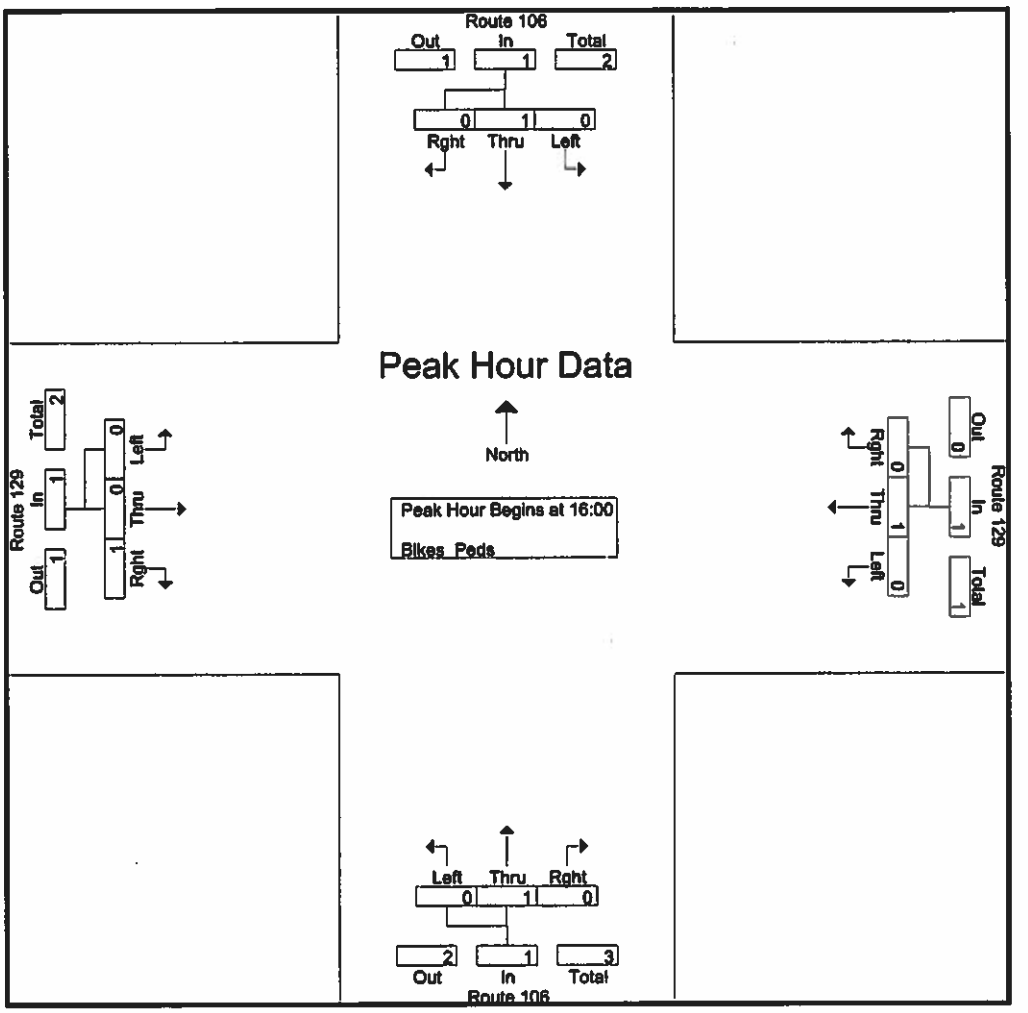
	Route 106 From North				Route 129 From East				Route 106 From South				Route 129 From West						
Start Time	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	3
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	4	4
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
17:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
Grand Total	0	1	0	0	0	1	0	0	0	3	0	0	0	0	1	0	0	6	6
Apprch %	0	100	0		0	100	0		0	100	0		0	0	100				
Total %	0	16.7	0		0	16.7	0		0	50	0		0	0	16.7		0	100	

	Route 106 From North				Route 129 From East				Route 106 From South				Route 129 From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	1	0	1	0	1	0	1	0	1	0	1	0	0	0	0	3
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	1	0	1	0	1	0	1	0	1	0	1	0	0	1	1	4
% App. Total	0	100	0		0	100	0		0	100	0		0	0	100		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.250	.250	.333

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 129
City/State : Loudon, NH
Weather : Clear

File Name : 75530004
Site Code : 75530004
Start Date : 5/25/2011
Page No : 2



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

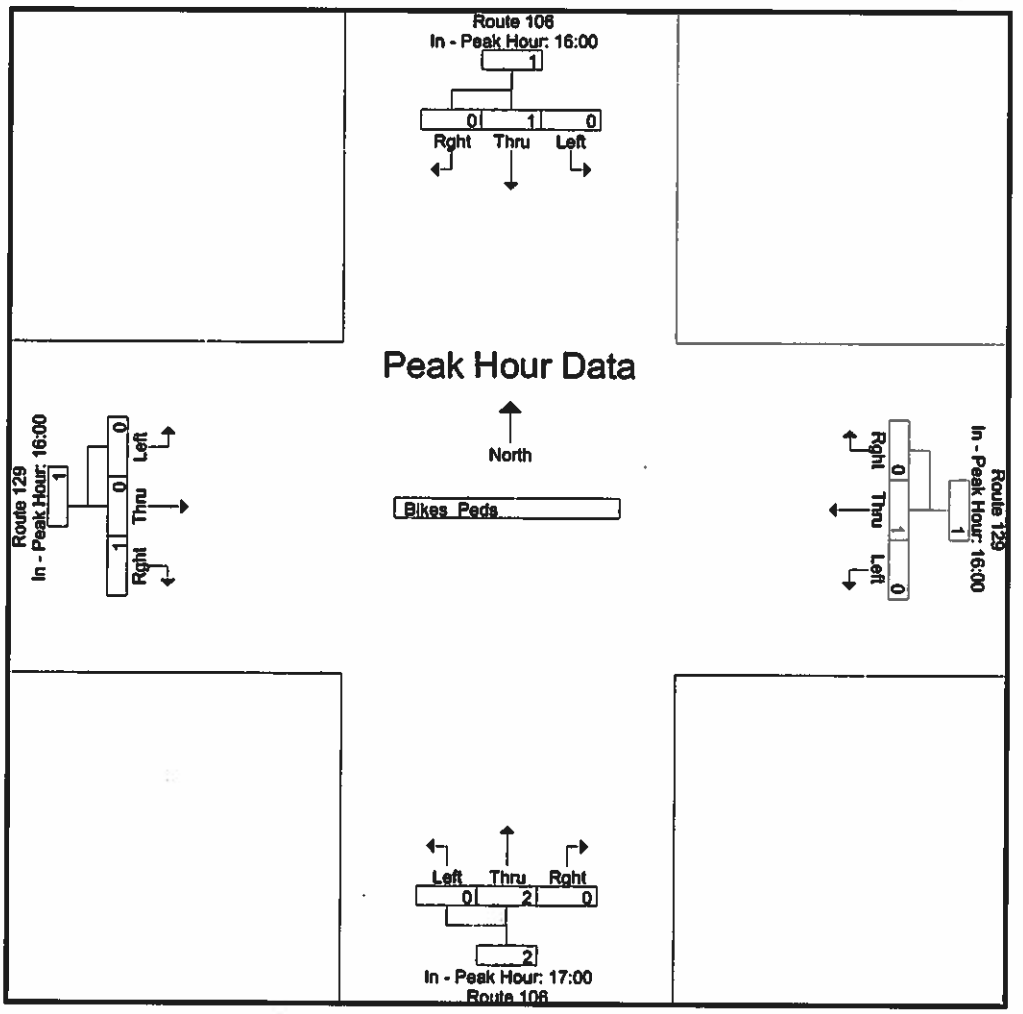
Peak Hour for Each Approach Begins at:

	16:00				16:00				17:00				16:00			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1
Total Volume	0	1	0	1	0	1	0	1	0	2	0	2	0	0	1	1
% App. Total	0	100	0		0	100	0		0	100	0		0	0	100	
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.500	.000	.500	.000	.000	.250	.250

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 129
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 129
City/State : Loudon, NH
Weather : Rain

File Name : 755300S4
Site Code : 75530004
Start Date : 6/11/2011
Page No : 1

Groups Printed- Cars - Trucks

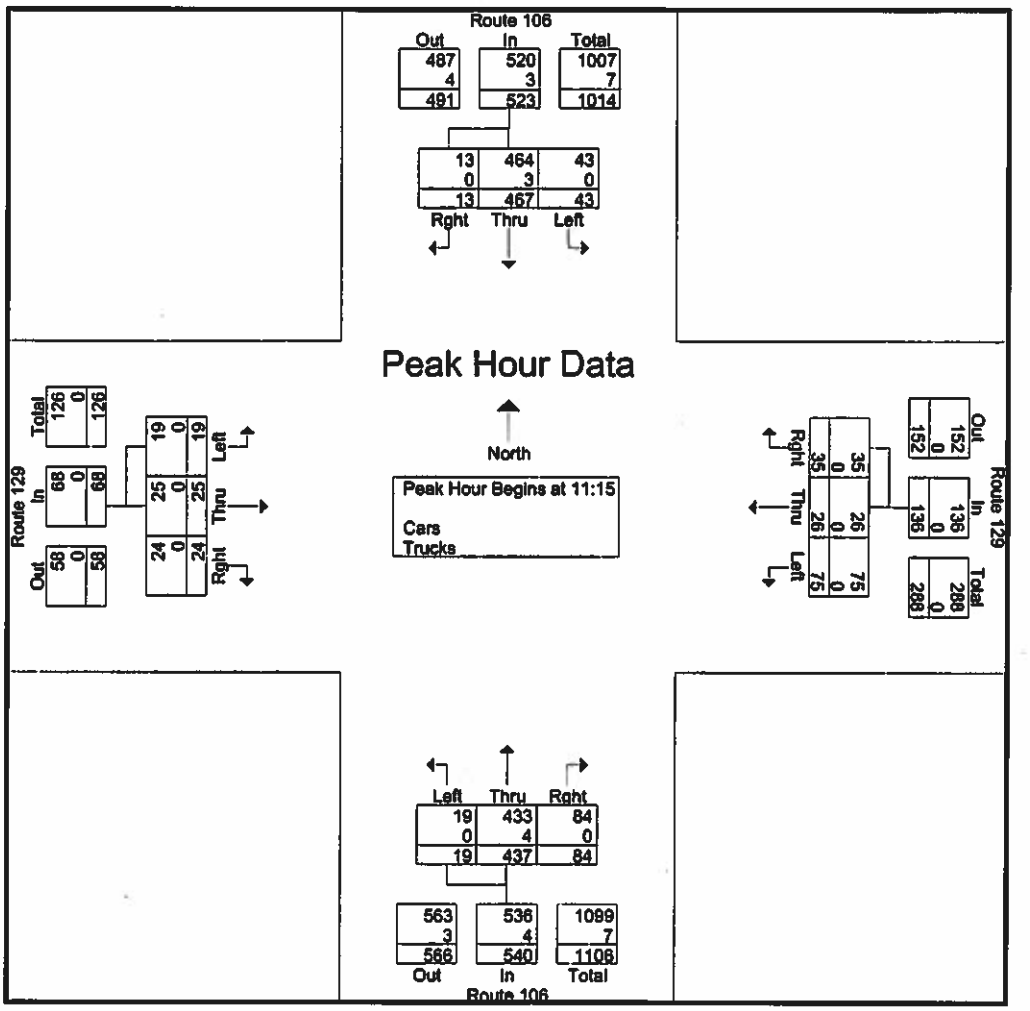
	Route 106 From North			Route 129 From East			Route 106 From South			Route 129 From West			
Start Time	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Int. Total
11:00	9	95	5	27	9	8	3	118	29	5	10	6	324
11:15	7	119	1	22	8	11	4	120	24	6	6	7	335
11:30	8	109	4	23	6	7	7	93	16	3	2	8	286
11:45	11	118	4	15	6	5	4	102	14	3	11	6	299
Total	35	441	14	87	29	31	18	433	83	17	29	27	1244
12:00	17	121	4	15	6	12	4	122	30	7	6	3	347
12:15	13	108	3	17	10	8	4	99	14	6	6	6	294
12:30	6	106	7	22	5	8	5	112	25	2	8	6	312
12:45	5	98	5	20	10	5	4	96	32	9	7	4	295
Total	41	433	19	74	31	33	17	429	101	24	27	19	1248
Grand Total	76	874	33	161	60	64	35	862	184	41	56	46	2492
Apprch %	7.7	88.9	3.4	56.5	21.1	22.5	3.2	79.7	17	28.7	39.2	32.2	
Total %	3	35.1	1.3	6.5	2.4	2.6	1.4	34.6	7.4	1.6	2.2	1.8	
Cars	76	868	33	161	60	64	35	855	184	41	56	46	2479
% Cars	100	99.3	100	100	100	100	100	99.2	100	100	100	100	99.5
Trucks	0	6	0	0	0	0	0	7	0	0	0	0	13
% Trucks	0	0.7	0	0	0	0	0	0.8	0	0	0	0	0.5

	Route 106 From North				Route 129 From East				Route 106 From South				Route 129 From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:15																	
11:15	7	119	1	127	22	8	11	41	4	120	24	148	6	6	7	19	335
11:30	8	109	4	121	23	6	7	36	7	93	16	116	3	2	8	13	286
11:45	11	118	4	133	15	6	5	26	4	102	14	120	3	11	6	20	299
12:00	17	121	4	142	15	6	12	33	4	122	30	156	7	6	3	16	347
Total Volume	43	467	13	523	75	26	35	136	19	437	84	540	19	25	24	68	1267
% App. Total	8.2	89.3	2.5		55.1	19.1	25.7		3.5	80.9	15.6		27.9	36.8	35.3		
PHF	.632	.965	.813	.921	.815	.813	.729	.829	.679	.895	.700	.865	.679	.568	.750	.850	.913
Cars	43	464	13	520	75	26	35	136	19	433	84	536	19	25	24	68	1260
% Cars	100	99.4	100	99.4	100	100	100	100	100	99.1	100	99.3	100	100	100	100	99.4
Trucks	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
% Trucks	0	0.6	0	0.6	0	0	0	0	0	0.9	0	0.7	0	0	0	0	0.6

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 129
City/State : Loudon, NH
Weather : Rain

File Name : 755300S
Site Code : 7553000
Start Date : 6/11/201
Page No : 2



Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1

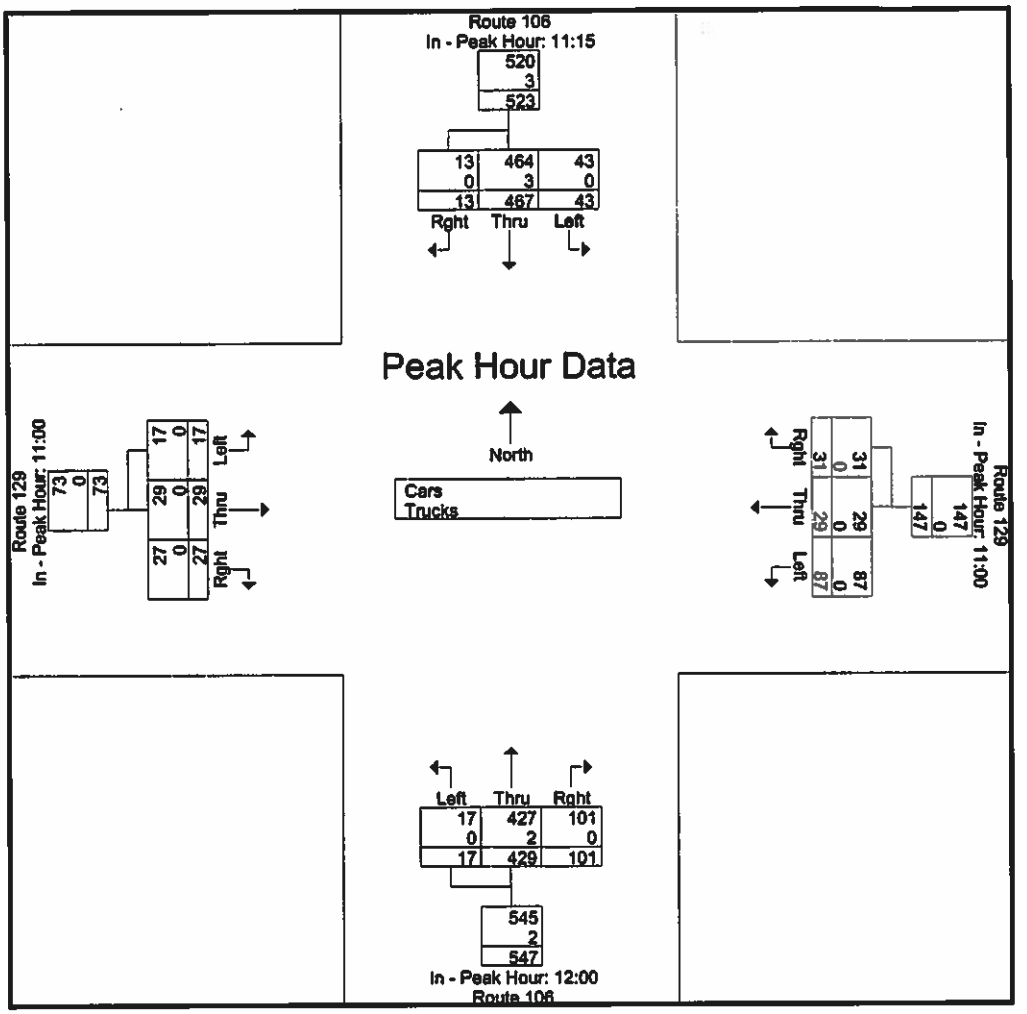
Peak Hour for Each Approach Begins at:

	11:15				11:00				12:00				11:00			
+0 mins.	7	119	1	127	27	9	8	44	4	122	30	156	5	10	6	21
+15 mins.	8	109	4	121	22	8	11	41	4	99	14	117	6	6	7	19
+30 mins.	11	118	4	133	23	6	7	36	5	112	25	142	3	2	8	13
+45 mins.	17	121	4	142	15	6	5	26	4	96	32	132	3	11	6	20
Total Volume	43	467	13	523	87	29	31	147	17	429	101	547	17	29	27	73
% App. Total	8.2	89.3	2.5		59.2	19.7	21.1		3.1	78.4	18.5		23.3	39.7	37	
PHF	.632	.965	.813	.921	.806	.806	.705	.835	.850	.879	.789	.877	.708	.659	.844	.869
Cars	43	464	13	520	87	29	31	147	17	427	101	545	17	29	27	73
% Cars	100	99.4	100	99.4	100	100	100	100	100	99.5	100	99.6	100	100	100	100
Trucks	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0
% Trucks	0	0.6	0	0.6	0	0	0	0	0	0.5	0	0.4	0	0	0	0

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 129
City/State : Loudon, NH
Weather : Rain

File Name : 755300S4
Site Code : 75530004
Start Date : 6/11/2011
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 129
City/State : Loudon, NH
Weather : Rain

File Name : 755300S
Site Code : 7553000
Start Date : 6/11/201
Page No : 1

Groups Printed- Cars

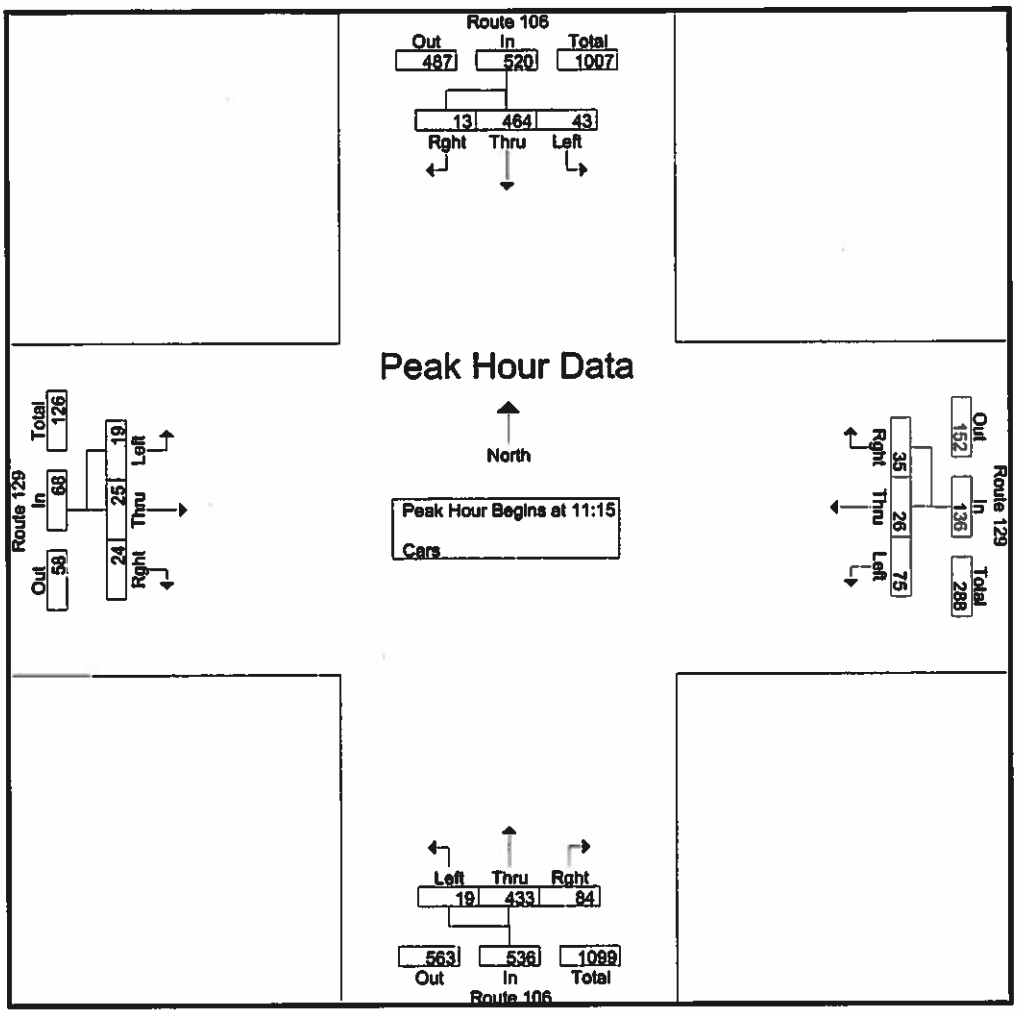
	Route 106 From North			Route 129 From East			Route 106 From South			Route 129 From West			
Start Time	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Int. Total
11:00	9	94	5	27	9	8	3	117	29	5	10	6	322
11:15	7	118	1	22	8	11	4	117	24	6	6	7	331
11:30	8	108	4	23	6	7	7	92	16	3	2	8	284
11:45	11	118	4	15	6	5	4	102	14	3	11	6	299
Total	35	438	14	87	29	31	18	428	83	17	29	27	1236
12:00	17	120	4	15	6	12	4	122	30	7	6	3	346
12:15	13	107	3	17	10	8	4	99	14	6	6	6	293
12:30	6	106	7	22	5	8	5	112	25	2	8	6	312
12:45	5	97	5	20	10	5	4	94	32	9	7	4	292
Total	41	430	19	74	31	33	17	427	101	24	27	19	1243
Grand Total	76	868	33	161	60	64	35	855	184	41	56	46	2479
Apprch %	7.8	88.8	3.4	56.5	21.1	22.5	3.3	79.6	17.1	28.7	39.2	32.2	
Total %	3.1	35	1.3	6.5	2.4	2.6	1.4	34.5	7.4	1.7	2.3	1.9	

	Route 106 From North				Route 129 From East				Route 106 From South				Route 129 From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:15																	
11:15	7	118	1	126	22	8	11	41	4	117	24	145	6	6	7	19	331
11:30	8	108	4	120	23	6	7	36	7	92	16	115	3	2	8	13	284
11:45	11	118	4	133	15	6	5	26	4	102	14	120	3	11	6	20	299
12:00	17	120	4	141	15	6	12	33	4	122	30	156	7	6	3	16	346
Total Volume	43	464	13	520	75	26	35	136	19	433	84	536	19	25	24	68	1260
% App. Total	8.3	89.2	2.5		55.1	19.1	25.7		3.5	80.8	15.7		27.9	36.8	35.3		
PHF	.632	.967	.813	.922	.815	.813	.729	.829	.679	.887	.700	.859	.679	.568	.750	.850	.910

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 129
City/State : Loudon, NH
Weather : Rain

File Name : 755300S4
Site Code : 75530004
Start Date : 6/11/2011
Page No : 2



Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1

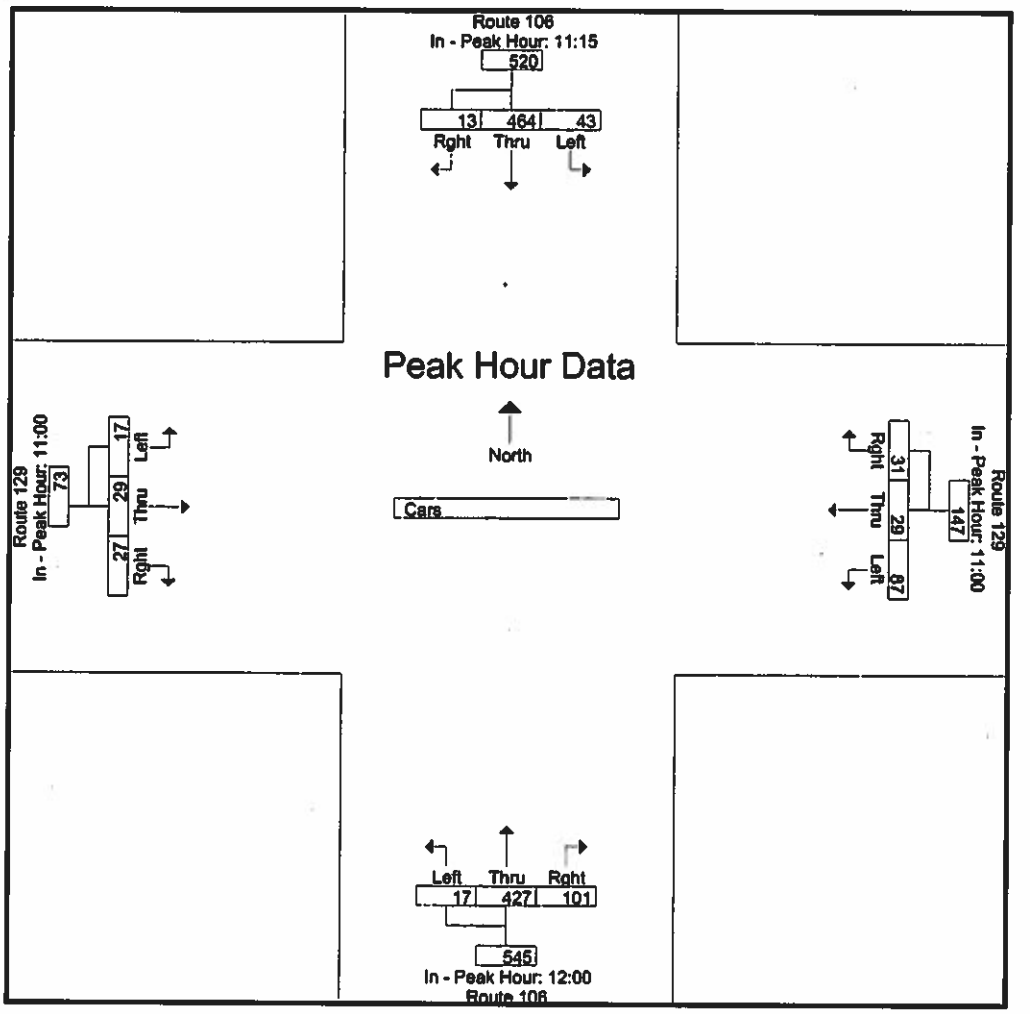
Peak Hour for Each Approach Begins at:

	11:15				11:00				12:00				11:00			
+0 mins.	7	118	1	126	27	9	8	44	4	122	30	156	5	10	6	21
+15 mins.	8	108	4	120	22	8	11	41	4	99	14	117	6	6	7	19
+30 mins.	11	118	4	133	23	6	7	36	5	112	25	142	3	2	8	13
+45 mins.	17	120	4	141	15	6	5	26	4	94	32	130	3	11	6	20
Total Volume	43	464	13	520	87	29	31	147	17	427	101	545	17	29	27	73
% App. Total	8.3	89.2	2.5		59.2	19.7	21.1		3.1	78.3	18.5		23.3	39.7	37	
PHF	.632	.967	.813	.922	.806	.806	.705	.835	.850	.875	.789	.873	.708	.659	.844	.869

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 129
City/State : Loudon, NH
Weather : Rain

File Name : 755300S
Site Code : 7553000
Start Date : 6/11/201
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 129
City/State : Loudon, NH
Weather : Rain

File Name : 755300S4
Site Code : 75530004
Start Date : 6/11/2011
Page No : 1

Groups Printed- Trucks

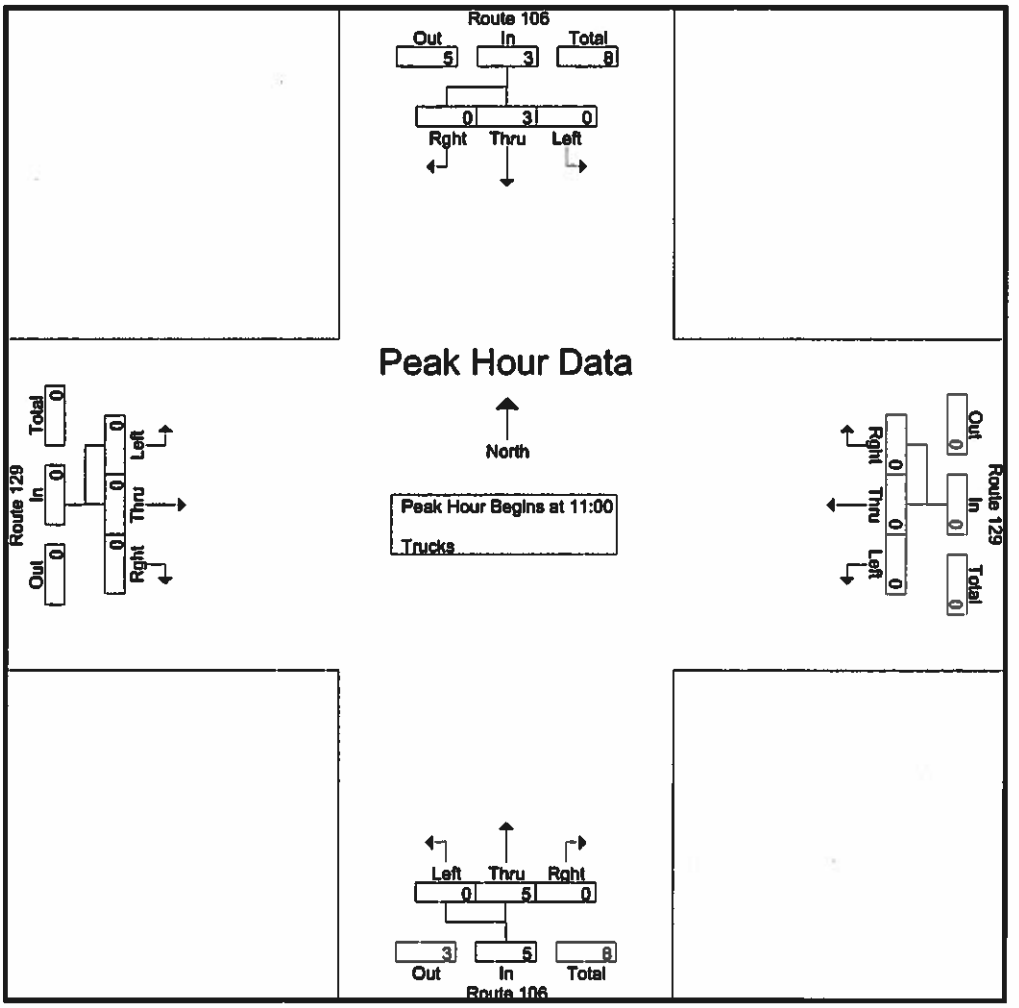
	Route 106 From North			Route 129 From East			Route 106 From South			Route 129 From West			
Start Time	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Int. Total
11:00	0	1	0	0	0	0	0	1	0	0	0	0	2
11:15	0	1	0	0	0	0	0	3	0	0	0	0	4
11:30	0	1	0	0	0	0	0	1	0	0	0	0	2
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	0	0	0	5	0	0	0	0	8
12:00	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	1	0	0	0	0	0	2	0	0	0	0	3
Total	0	3	0	0	0	0	0	2	0	0	0	0	5
Grand Total	0	6	0	0	0	0	0	7	0	0	0	0	13
Apprch %	0	100	0	0	0	0	0	100	0	0	0	0	
Total %	0	46.2	0	0	0	0	0	53.8	0	0	0	0	

	Route 106 From North				Route 129 From East				Route 106 From South				Route 129 From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00																	
11:00	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
11:15	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
11:30	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	0	0	0	0	0	5	0	5	0	0	0	0	8
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.000	.000	.500

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 129
City/State : Loudon, NH
Weather : Rain

File Name : 755300S
Site Code : 7553000
Start Date : 6/11/201
Page No : 2



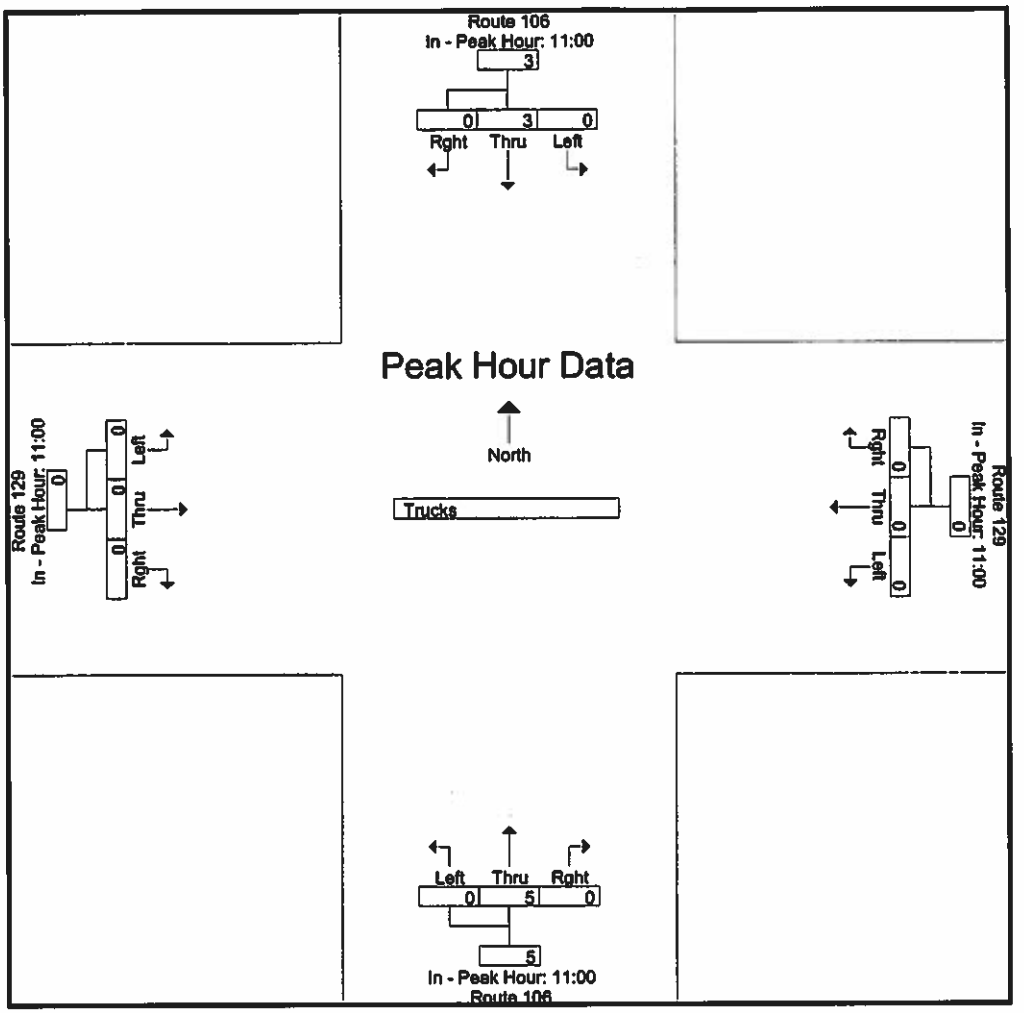
Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:00				11:00				11:00				11:00			
+0 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	1	0	1	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	3	0	3	0	0	0	0	0	5	0	5	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.000	.000

N/S Street : Route 106
E/W Street: Route 129
City/State : Loudon, NH
Weather : Rain

File Name : 755300S4
Site Code : 75530004
Start Date : 6/11/2011
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 129
City/State : Loudon, NH
Weather : Rain

File Name : 755300S
Site Code : 7553000
Start Date : 6/11/201
Page No : 1

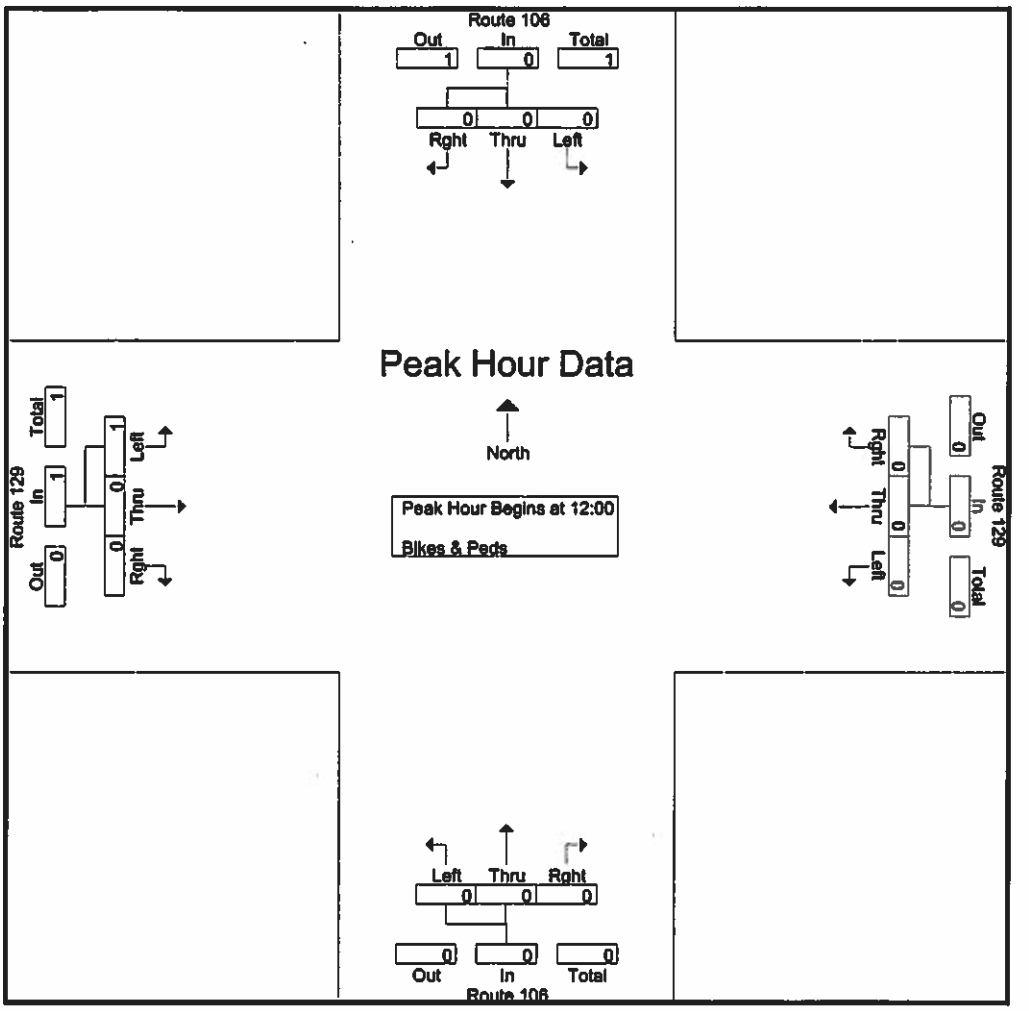
Groups Printed- Bikes & Peds

	Route 106 From North				Route 129 From East				Route 106 From South				Route 129 From West						
Start Time	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Exclu. Total	Inclu. Total	Int. Total
11:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	1	2
Grand Total	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	2	1	3
Apprch %	0	0	0		0	0	0		0	0	0		100	0	0				
Total %	0	0	0		0	0	0		0	0	0		100	0	0		66.7	33.3	

	Route 106 From North				Route 129 From East				Route 106 From South				Route 129 From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00																	
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250

N/S Street : Route 106
E/W Street: Route 129
City/State : Loudon, NH
Weather : Rain

File Name : 755300S4
Site Code : 75530004
Start Date : 6/11/2011
Page No : 2



Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1

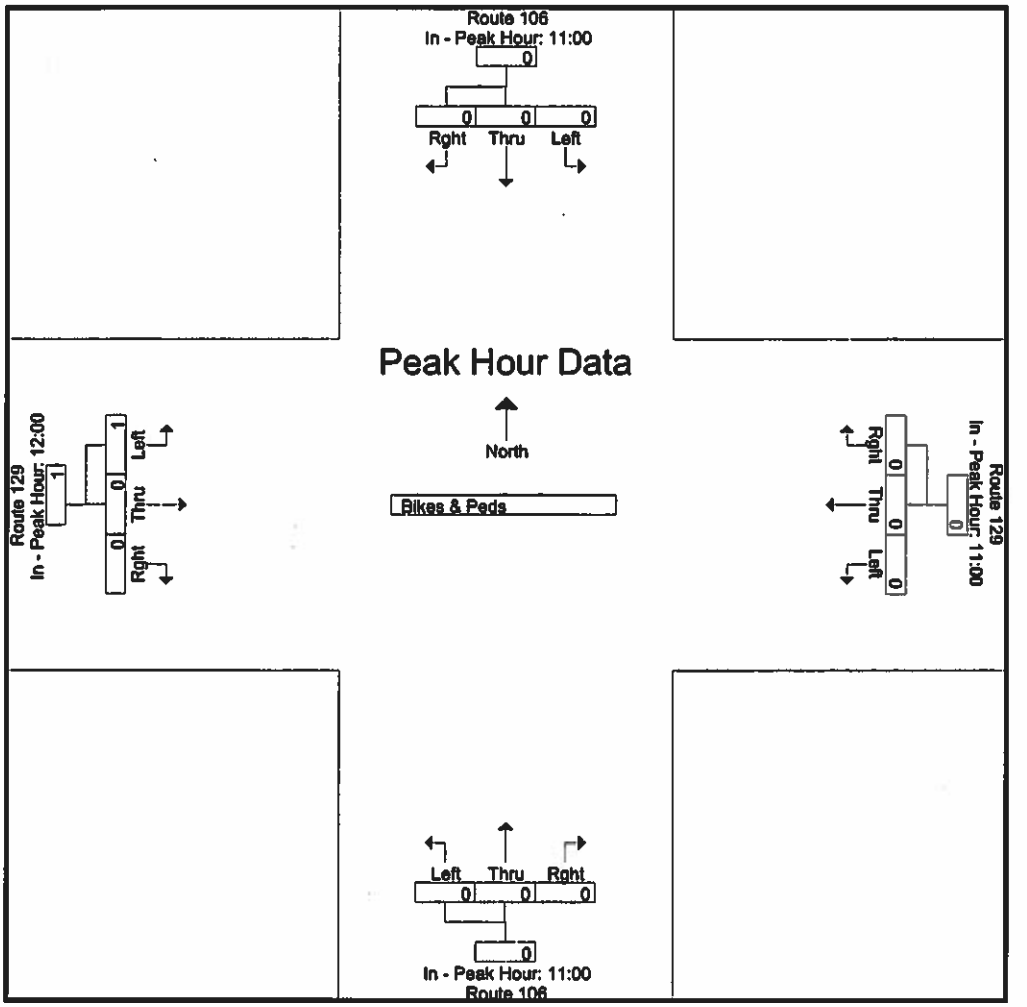
Peak Hour for Each Approach Begins at:

	11:00				11:00				11:00				12:00			
+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	1	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
% App. Total	0	0	0		0	0	0		0	0	0		100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 129
City/State : Loudon, NH
Weather : Rain

File Name : 755300S4
Site Code : 7553000
Start Date : 6/11/2011
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Shaker Road
City/State : Loudon, NH
Weather : Clear

File Name : 75530002
Site Code : 75530002
Start Date : 5/25/2011
Page No : 1

Groups Printed- Cars - Trucks

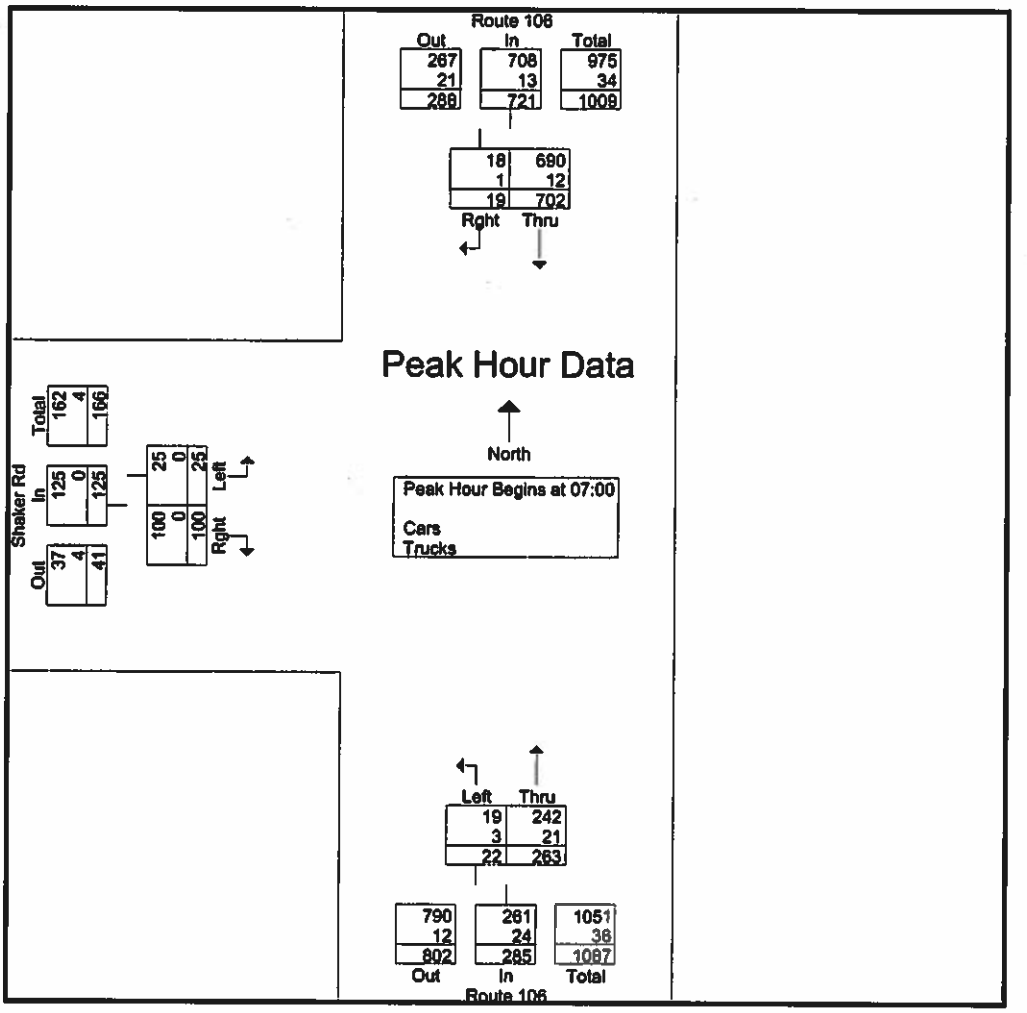
	Route 106 From North		Route 106 From South		Shaker Rd From West		
Start Time	Thru	Rght	Left	Thru	Left	Rght	Int. Total
07:00	163	8	6	55	6	25	263
07:15	180	4	9	61	7	23	284
07:30	232	3	3	66	7	29	340
07:45	127	4	4	81	5	23	244
Total	702	19	22	263	25	100	1131
08:00	130	16	9	52	11	21	239
08:15	129	7	9	74	6	11	236
08:30	113	5	6	50	6	21	201
08:45	105	4	7	49	3	18	186
Total	477	32	31	225	26	71	862
Grand Total	1179	51	53	488	51	171	1993
Apprch %	95.9	4.1	9.8	90.2	23	77	
Total %	59.2	2.6	2.7	24.5	2.6	8.6	
Cars	1148	49	49	451	48	168	1913
% Cars	97.4	96.1	92.5	92.4	94.1	98.2	96
Trucks	31	2	4	37	3	3	80
% Trucks	2.6	3.9	7.5	7.6	5.9	1.8	4

	Route 106 From North			Route 106 From South			Shaker Rd From West			
Start Time	Thru	Rght	App. Total	Left	Thru	App. Total	Left	Rght	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00										
07:00	163	8	171	6	55	61	6	25	31	263
07:15	180	4	184	9	61	70	7	23	30	284
07:30	232	3	235	3	66	69	7	29	36	340
07:45	127	4	131	4	81	85	5	23	28	244
Total Volume	702	19	721	22	263	285	25	100	125	1131
% App. Total	97.4	2.6		7.7	92.3		20	80		
PHF	.756	.594	.767	.611	.812	.838	.893	.862	.868	.832
Cars	690	18	708	19	242	261	25	100	125	1094
% Cars	98.3	94.7	98.2	86.4	92.0	91.6	100	100	100	96.7
Trucks	12	1	13	3	21	24	0	0	0	37
% Trucks	1.7	5.3	1.8	13.6	8.0	8.4	0	0	0	3.3

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Shaker Road
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 2

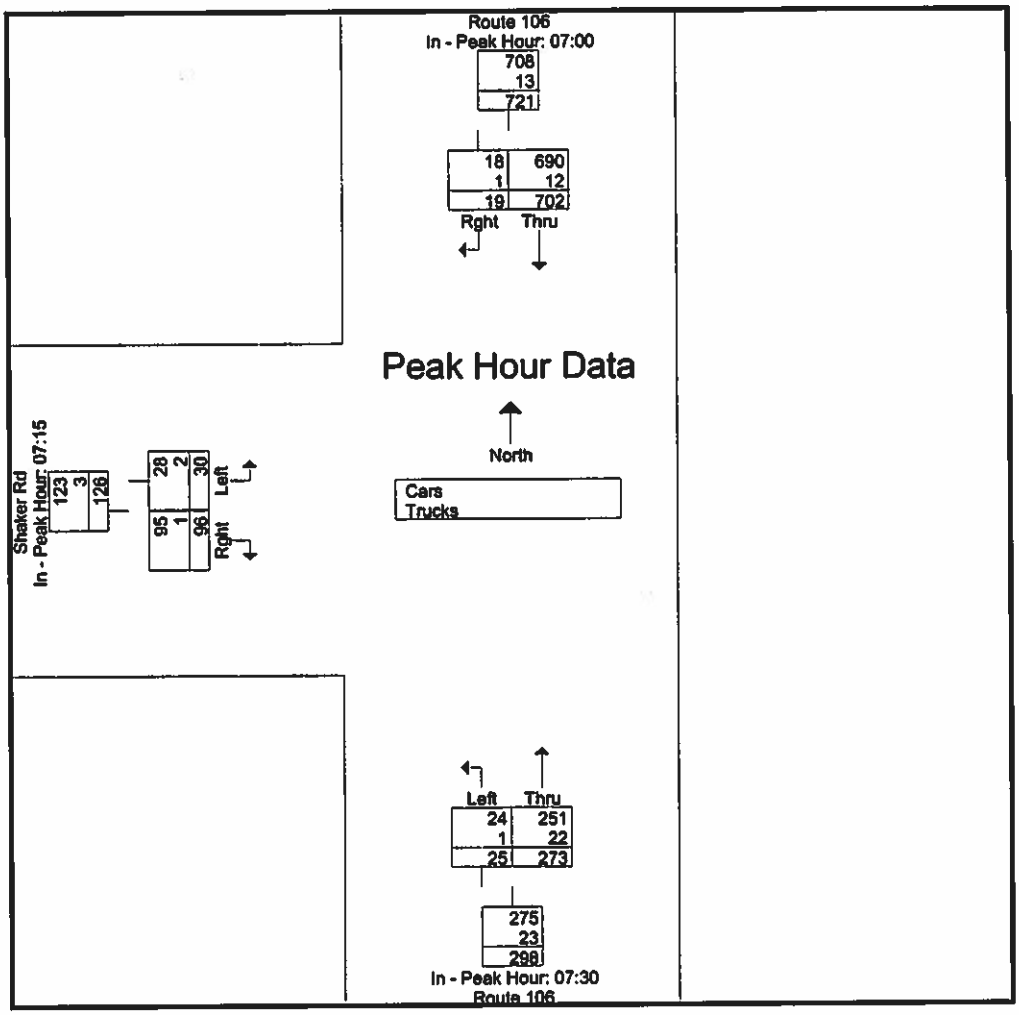


Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00			07:30			07:15		
+0 mins.	163	8	171	3	66	69	7	23	30
+15 mins.	180	4	184	4	81	85	7	29	36
+30 mins.	232	3	235	9	52	61	5	23	28
+45 mins.	127	4	131	9	74	83	11	21	32
Total Volume	702	19	721	25	273	298	30	96	126
% App. Total	97.4	2.6		8.4	91.6		23.8	76.2	
PHF	.756	.594	.767	.694	.843	.876	.682	.828	.875
Cars	690	18	708	24	251	275	28	95	123
% Cars	98.3	94.7	98.2	96	91.9	92.3	93.3	99	97.6
Trucks	12	1	13	1	22	23	2	1	3
% Trucks	1.7	5.3	1.8	4	8.1	7.7	6.7	1	2.4

N/S Street : Route 106
E/W Street: Shaker Road
City/State : Loudon, NH
Weather : Clear

File Name : 75530002
Site Code : 75530002
Start Date : 5/25/2011
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Shaker Road
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 1

Groups Printed- Cars

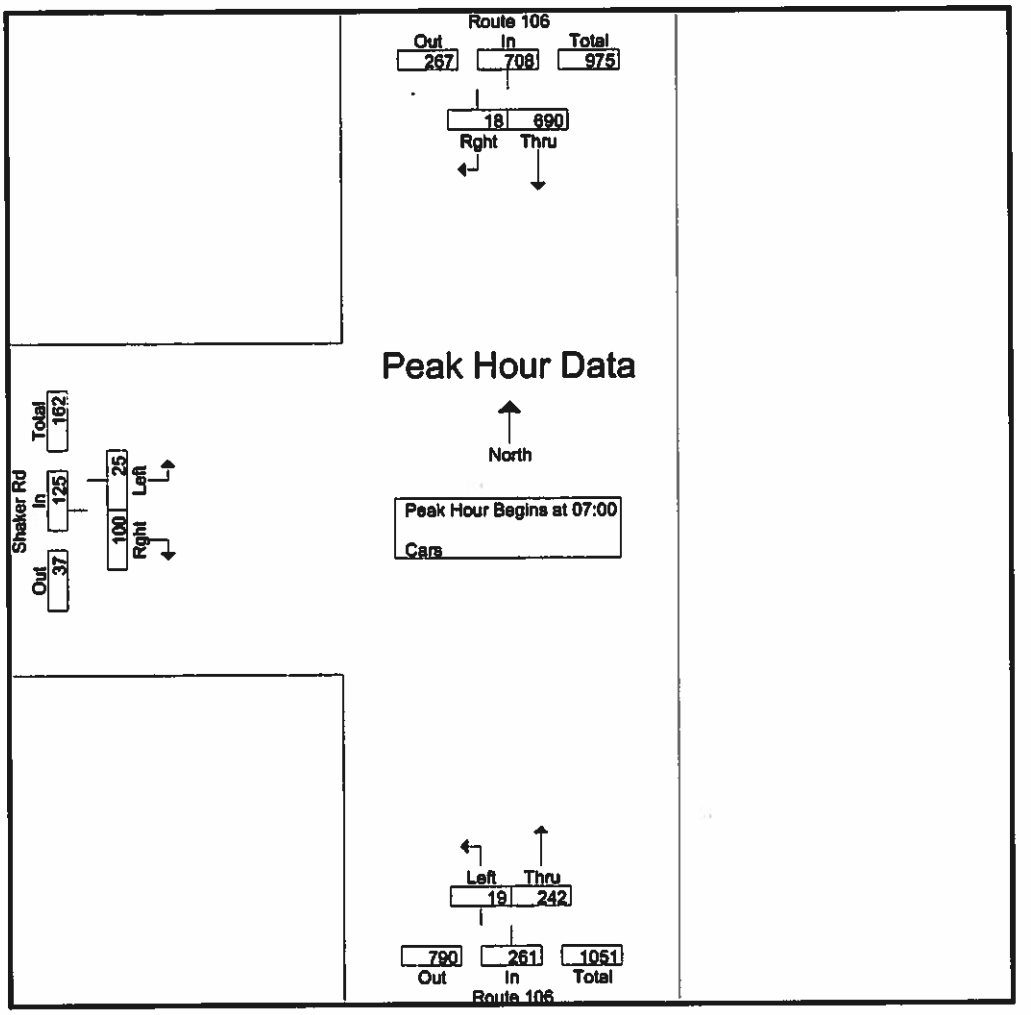
	Route 106 From North		Route 106 From South		Shaker Rd From West		
Start Time	Thru	Rght	Left	Thru	Left	Rght	Int. Total
07:00	162	8	6	51	6	25	258
07:15	177	4	6	58	7	23	275
07:30	230	3	3	59	7	29	331
07:45	121	3	4	74	5	23	230
Total	690	18	19	242	25	100	1094
08:00	124	16	9	52	9	20	230
08:15	122	6	8	66	5	11	218
08:30	111	5	6	47	6	21	196
08:45	101	4	7	44	3	16	175
Total	458	31	30	209	23	68	819
Grand Total	1148	49	49	451	48	168	1913
Apprch %	95.9	4.1	9.8	90.2	22.2	77.8	
Total %	60	2.6	2.6	23.6	2.5	8.8	

	Route 106 From North			Route 106 From South			Shaker Rd From West			
Start Time	Thru	Rght	App. Total	Left	Thru	App. Total	Left	Rght	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00										
07:00	162	8	170	6	51	57	6	25	31	258
07:15	177	4	181	6	58	64	7	23	30	275
07:30	230	3	233	3	59	62	7	29	36	331
07:45	121	3	124	4	74	78	5	23	28	230
Total Volume	690	18	708	19	242	261	25	100	125	1094
% App. Total	97.5	2.5		7.3	92.7		20	80		
PHF	.750	.563	.760	.792	.818	.837	.893	.862	.868	.826

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Shaker Road
City/State : Loudon, NH
Weather : Clear

File Name : 75530002
Site Code : 75530002
Start Date : 5/25/2011
Page No : 2



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

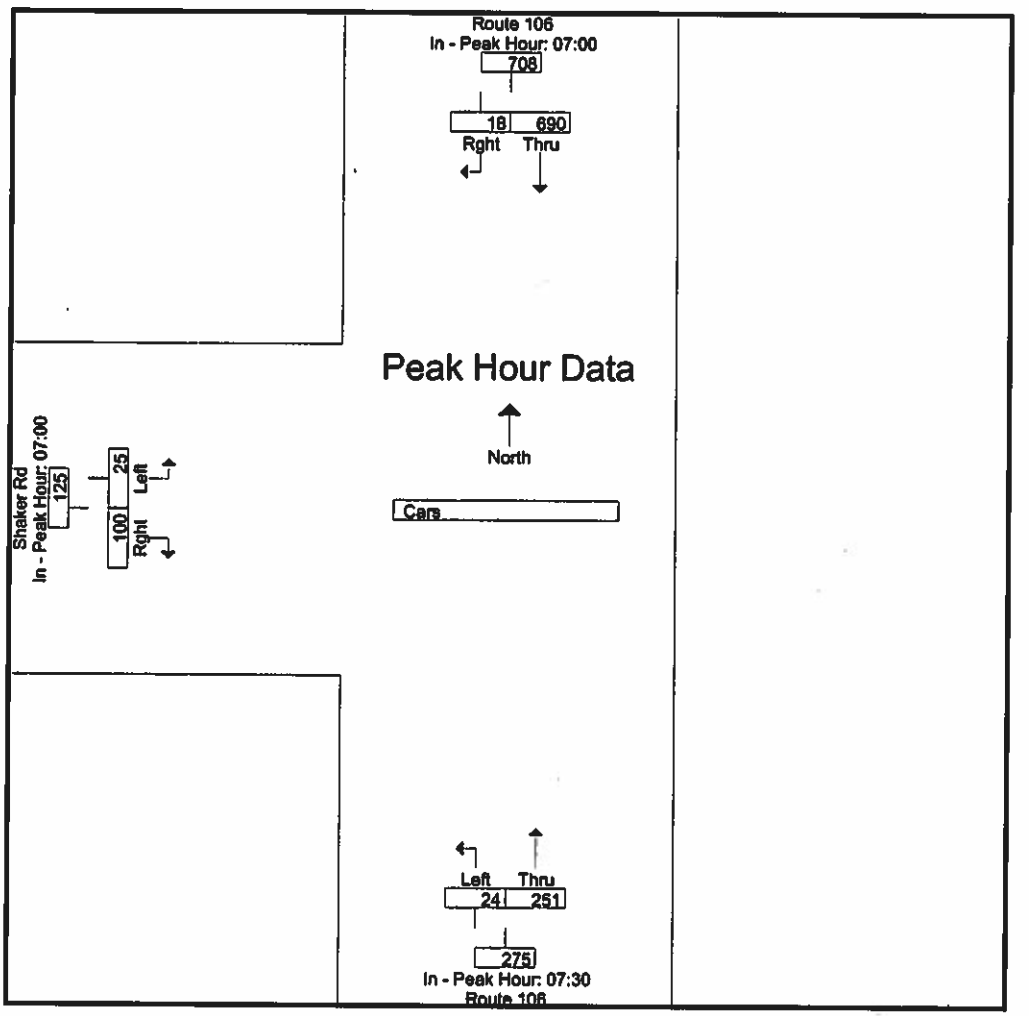
Peak Hour for Each Approach Begins at:

	07:00			07:30			07:00		
+0 mins.	162	8	170	3	59	62	6	25	31
+15 mins.	177	4	181	4	74	78	7	23	30
+30 mins.	230	3	233	9	52	61	7	29	36
+45 mins.	121	3	124	8	66	74	5	23	28
Total Volume	690	18	708	24	251	275	25	100	125
% App. Total	97.5	2.5		8.7	91.3		20	80	
PHF	.750	.563	.760	.667	.848	.881	.893	.862	.868

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Shaker Road
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Shaker Road
City/State : Loudon, NH
Weather : Clear

File Name : 75530002
Site Code : 75530002
Start Date : 5/25/2011
Page No : 1

Groups Printed- Trucks

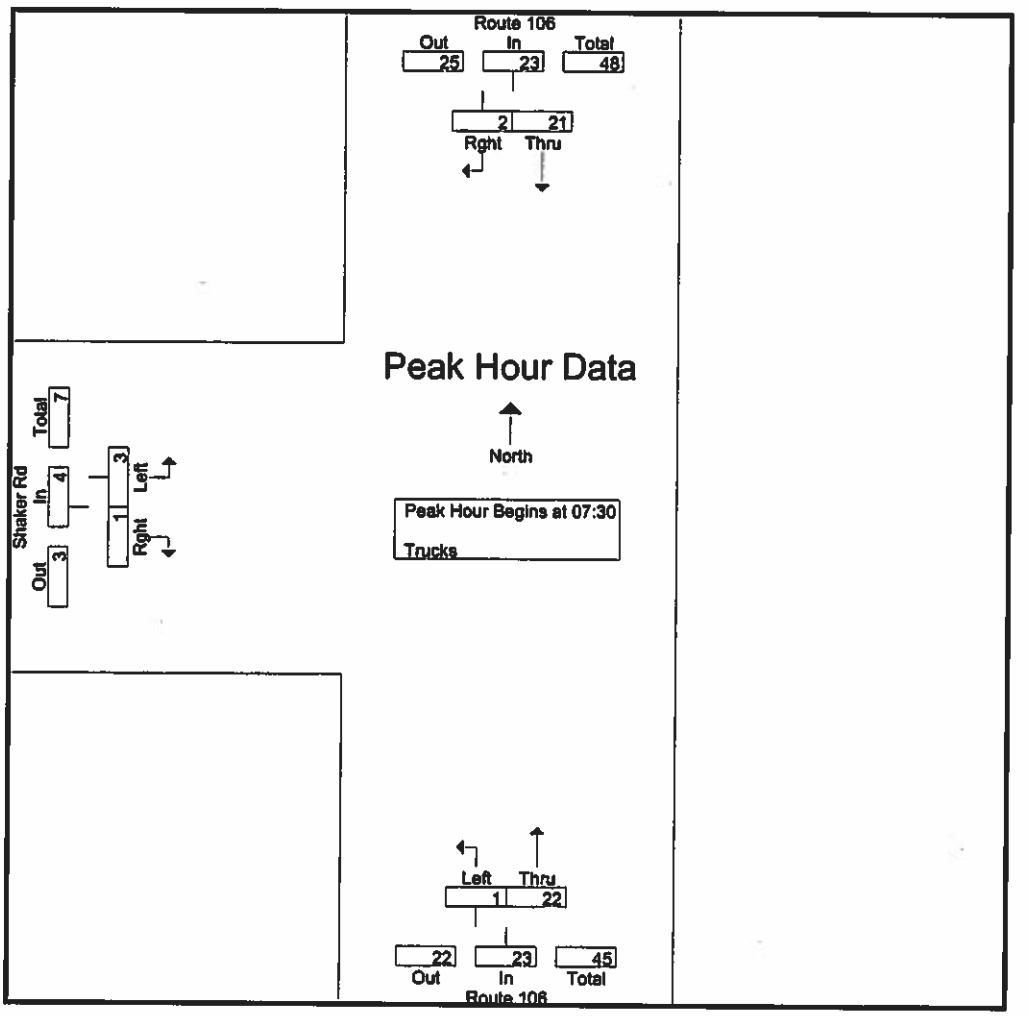
	Route 106 From North		Route 106 From South		Shaker Rd From West		
Start Time	Thru	Rght	Left	Thru	Left	Rght	Int. Total
07:00	1	0	0	4	0	0	5
07:15	3	0	3	3	0	0	9
07:30	2	0	0	7	0	0	9
07:45	6	1	0	7	0	0	14
Total	12	1	3	21	0	0	37
08:00	6	0	0	0	2	1	9
08:15	7	1	1	8	1	0	18
08:30	2	0	0	3	0	0	5
08:45	4	0	0	5	0	2	11
Total	19	1	1	16	3	3	43
Grand Total	31	2	4	37	3	3	80
Apprch %	93.9	6.1	9.8	90.2	50	50	
Total %	38.8	2.5	5	46.2	3.8	3.8	

	Route 106 From North			Route 106 From South			Shaker Rd From West			
Start Time	Thru	Rght	App. Total	Left	Thru	App. Total	Left	Rght	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30										
07:30	2	0	2	0	7	7	0	0	0	9
07:45	6	1	7	0	7	7	0	0	0	14
08:00	6	0	6	0	0	0	2	1	3	9
08:15	7	1	8	1	8	9	1	0	1	18
Total Volume	21	2	23	1	22	23	3	1	4	50
% App. Total	91.3	8.7		4.3	95.7		75	25		
PHF	.750	.500	.719	.250	.688	.639	.375	.250	.333	.694

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Shaker Road
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 2



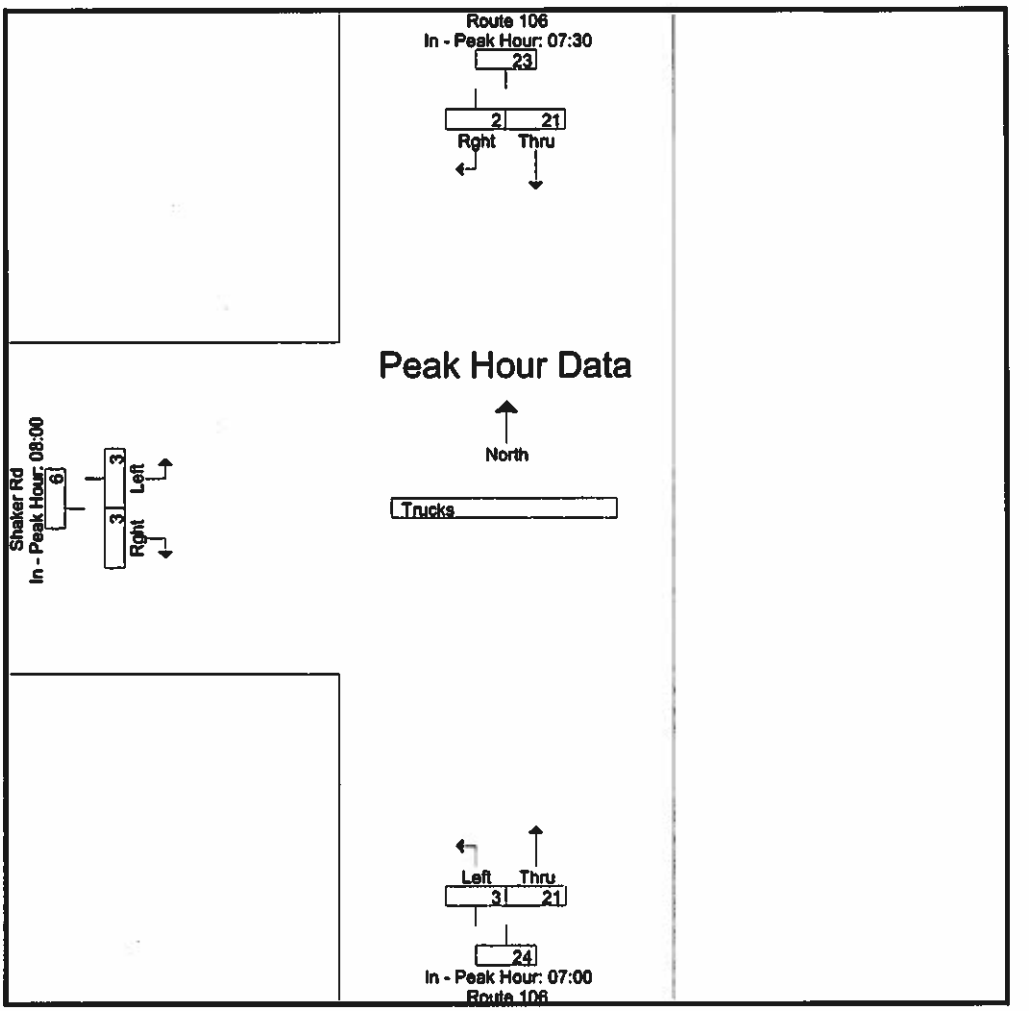
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30			07:00			08:00		
+0 mins.	2	0	2	0	4	4	2	1	3
+15 mins.	6	1	7	3	3	6	1	0	1
+30 mins.	6	0	6	0	7	7	0	0	0
+45 mins.	7	1	8	0	7	7	0	2	2
Total Volume	21	2	23	3	21	24	3	3	6
% App. Total	91.3	8.7		12.5	87.5		50	50	
PHF	.750	.500	.719	.250	.750	.857	.375	.375	.500

N/S Street : Route 106
E/W Street: Shaker Road
City/State : Loudon, NH
Weather : Clear

File Name : 75530002
Site Code : 75530002
Start Date : 5/25/2011
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Shaker Road
City/State : Loudon, NH
Weather : Clear

File Name : 75530002
Site Code : 75530002
Start Date : 5/25/2011
Page No : 1

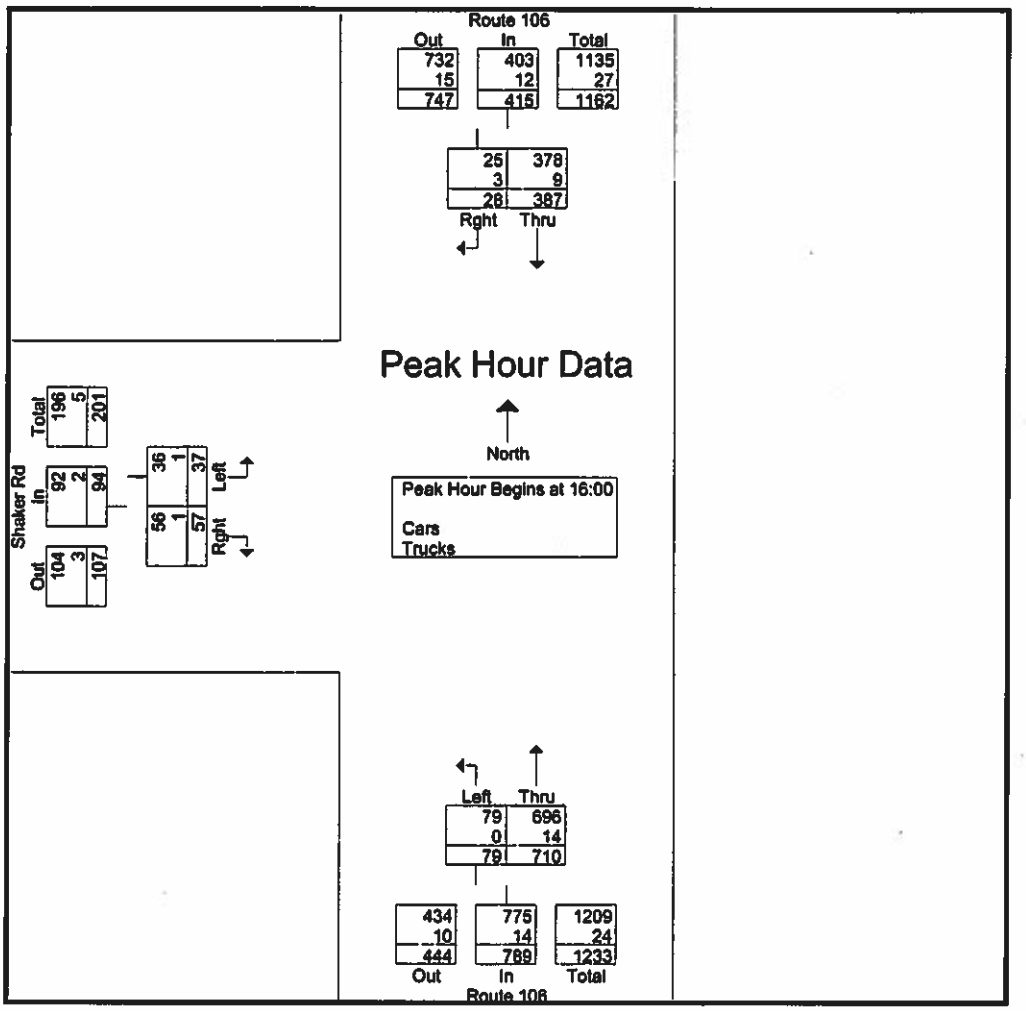
Groups Printed- Cars - Trucks

	Route 106 From North		Route 106 From South		Shaker Rd From West		
Start Time	Thru	Rght	Left	Thru	Left	Rght	Int. Total
16:00	95	7	15	164	12	8	301
16:15	80	8	21	192	7	19	327
16:30	109	9	24	142	12	19	315
16:45	103	4	19	212	6	11	355
Total	387	28	79	710	37	57	1298
17:00	95	8	20	126	8	15	272
17:15	100	4	20	190	7	14	335
17:30	96	4	25	127	10	16	278
17:45	73	11	24	133	4	12	257
Total	364	27	89	576	29	57	1142
Grand Total	751	55	168	1286	66	114	2440
Apprch %	93.2	6.8	11.6	88.4	36.7	63.3	
Total %	30.8	2.3	6.9	52.7	2.7	4.7	
Cars	739	52	168	1268	64	112	2403
% Cars	98.4	94.5	100	98.6	97	98.2	98.5
Trucks	12	3	0	18	2	2	37
% Trucks	1.6	5.5	0	1.4	3	1.8	1.5

	Route 106 From North			Route 106 From South			Shaker Rd From West			
Start Time	Thru	Rght	App. Total	Left	Thru	App. Total	Left	Rght	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 16:00										
16:00	95	7	102	15	164	179	12	8	20	301
16:15	80	8	88	21	192	213	7	19	26	327
16:30	109	9	118	24	142	166	12	19	31	315
16:45	103	4	107	19	212	231	6	11	17	355
Total Volume	387	28	415	79	710	789	37	57	94	1298
% App. Total	93.3	6.7		10	90		39.4	60.6		
PHF	.888	.778	.879	.823	.837	.854	.771	.750	.758	.914
Cars	378	25	403	79	696	775	36	56	92	1270
% Cars	97.7	89.3	97.1	100	98.0	98.2	97.3	98.2	97.9	97.8
Trucks	9	3	12	0	14	14	1	1	2	28
% Trucks	2.3	10.7	2.9	0	2.0	1.8	2.7	1.8	2.1	2.2

N/S Street : Route 106
E/W Street: Shaker Road
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 2



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

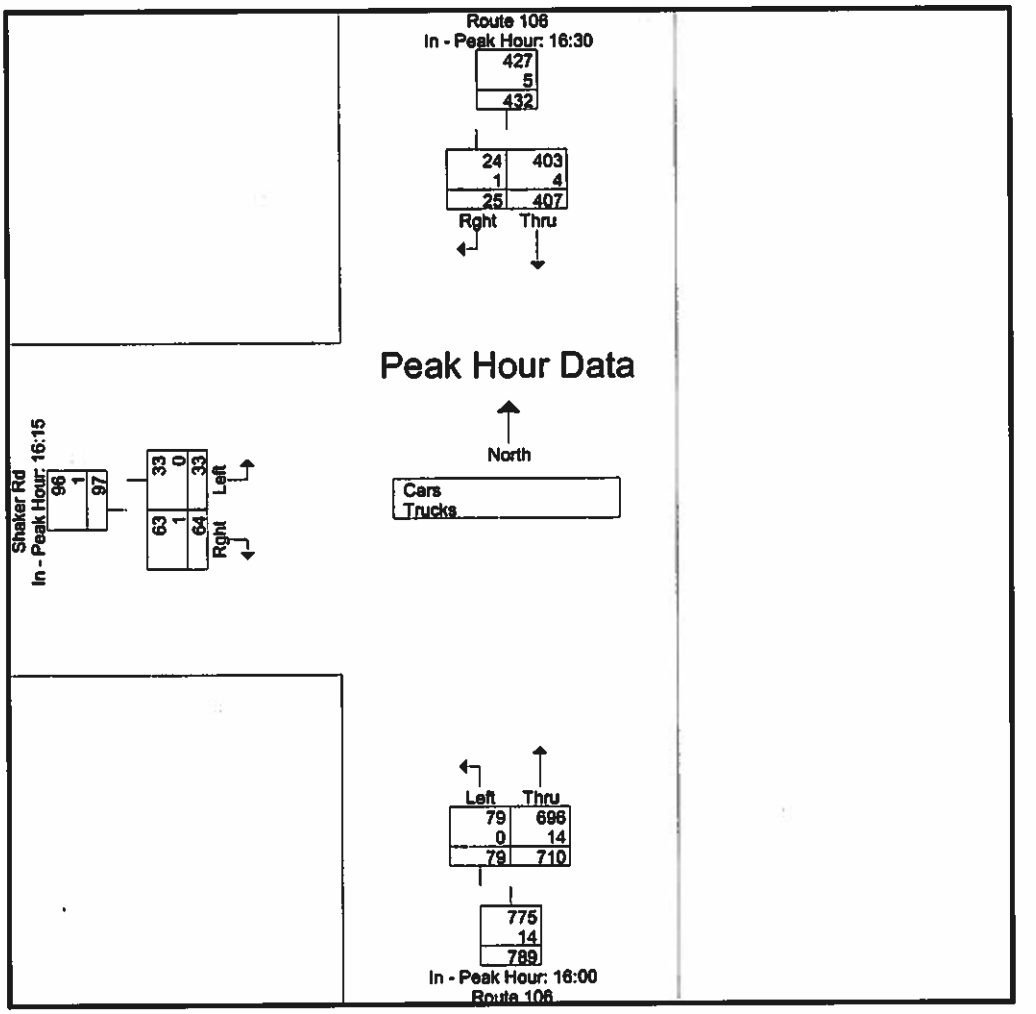
Peak Hour for Each Approach Begins at:

	16:30			16:00			16:15		
+0 mins.	109	9	118	15	164	179	7	19	26
+15 mins.	103	4	107	21	192	213	12	19	31
+30 mins.	95	8	103	24	142	166	6	11	17
+45 mins.	100	4	104	19	212	231	8	15	23
Total Volume	407	25	432	79	710	789	33	64	97
% App. Total	94.2	5.8		10	90		34	66	
PHF	.933	.694	.915	.823	.837	.854	.688	.842	.782
Cars	403	24	427	79	696	775	33	63	96
% Cars	99	96	98.8	100	98	98.2	100	98.4	99
Trucks	4	1	5	0	14	14	0	1	1
% Trucks	1	4	1.2	0	2	1.8	0	1.6	1

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Shaker Road
City/State : Loudon, NH
Weather : Clear

File Name : 75530002
Site Code : 75530002
Start Date : 5/25/2011
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Shaker Road
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 1

Groups Printed- Cars

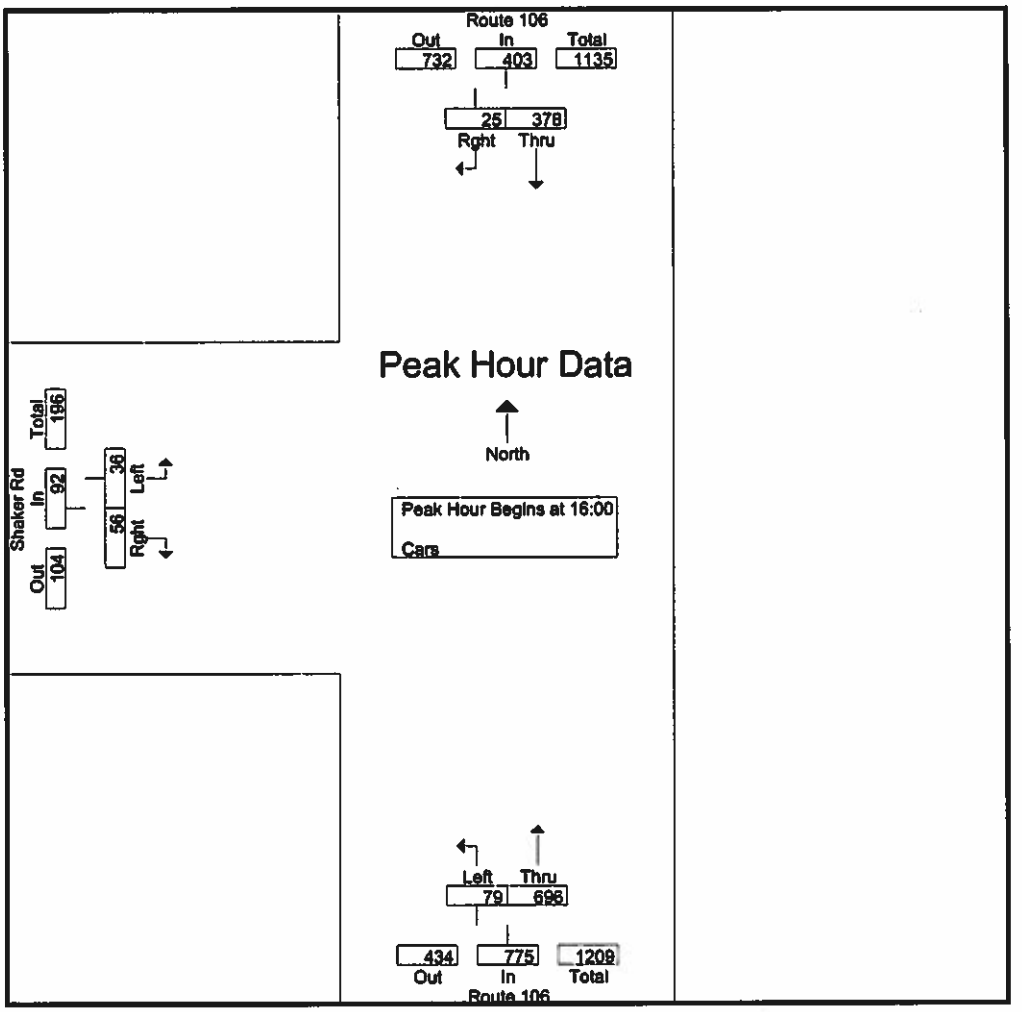
	Route 106 From North		Route 106 From South		Shaker Rd From West		
Start Time	Thru	Rght	Left	Thru	Left	Rght	Int. Total
16:00	90	7	15	158	11	8	289
16:15	79	6	21	190	7	19	322
16:30	108	8	24	140	12	18	310
16:45	101	4	19	208	6	11	349
Total	378	25	79	696	36	56	1270
17:00	94	8	20	126	8	15	271
17:15	100	4	20	189	7	14	334
17:30	95	4	25	127	9	15	275
17:45	72	11	24	130	4	12	253
Total	361	27	89	572	28	56	1133
Grand Total	739	52	168	1268	64	112	2403
Apprch %	93.4	6.6	11.7	88.3	36.4	63.6	
Total %	30.8	2.2	7	52.8	2.7	4.7	

	Route 106 From North			Route 106 From South			Shaker Rd From West			
Start Time	Thru	Rght	App. Total	Left	Thru	App. Total	Left	Rght	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 16:00										
16:00	90	7	97	15	158	173	11	8	19	289
16:15	79	6	85	21	190	211	7	19	26	322
16:30	108	8	116	24	140	164	12	18	30	310
16:45	101	4	105	19	208	227	6	11	17	349
Total Volume	378	25	403	79	696	775	36	56	92	1270
% App. Total	93.8	6.2		10.2	89.8		39.1	60.9		
PHF	.875	.781	.869	.823	.837	.854	.750	.737	.767	.910

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Shaker Road
City/State : Loudon, NH
Weather : Clear

File Name : 75530002
Site Code : 75530002
Start Date : 5/25/2011
Page No : 2



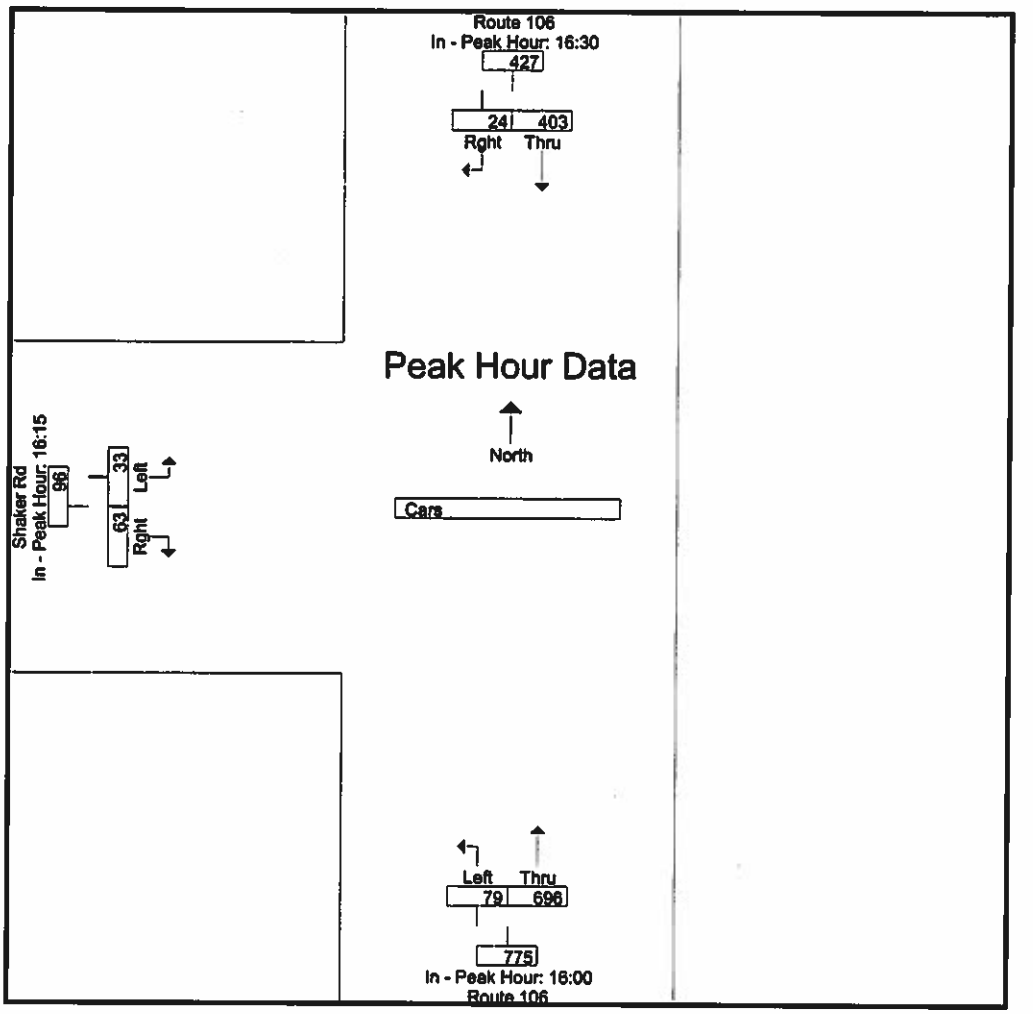
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:30			16:00			16:15		
+0 mins.	108	8	116	15	158	173	7	19	26
+15 mins.	101	4	105	21	190	211	12	18	30
+30 mins.	94	8	102	24	140	164	6	11	17
+45 mins.	100	4	104	19	208	227	8	15	23
Total Volume	403	24	427	79	696	775	33	63	96
% App. Total	94.4	5.6		10.2	89.8		34.4	65.6	
PHF	.933	.750	.920	.823	.837	.854	.688	.829	.800

N/S Street : Route 106
E/W Street: Shaker Road
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Shaker Road
City/State : Loudon, NH
Weather : Clear

File Name : 75530002
Site Code : 75530002
Start Date : 5/25/2011
Page No : 1

Groups Printed- Trucks

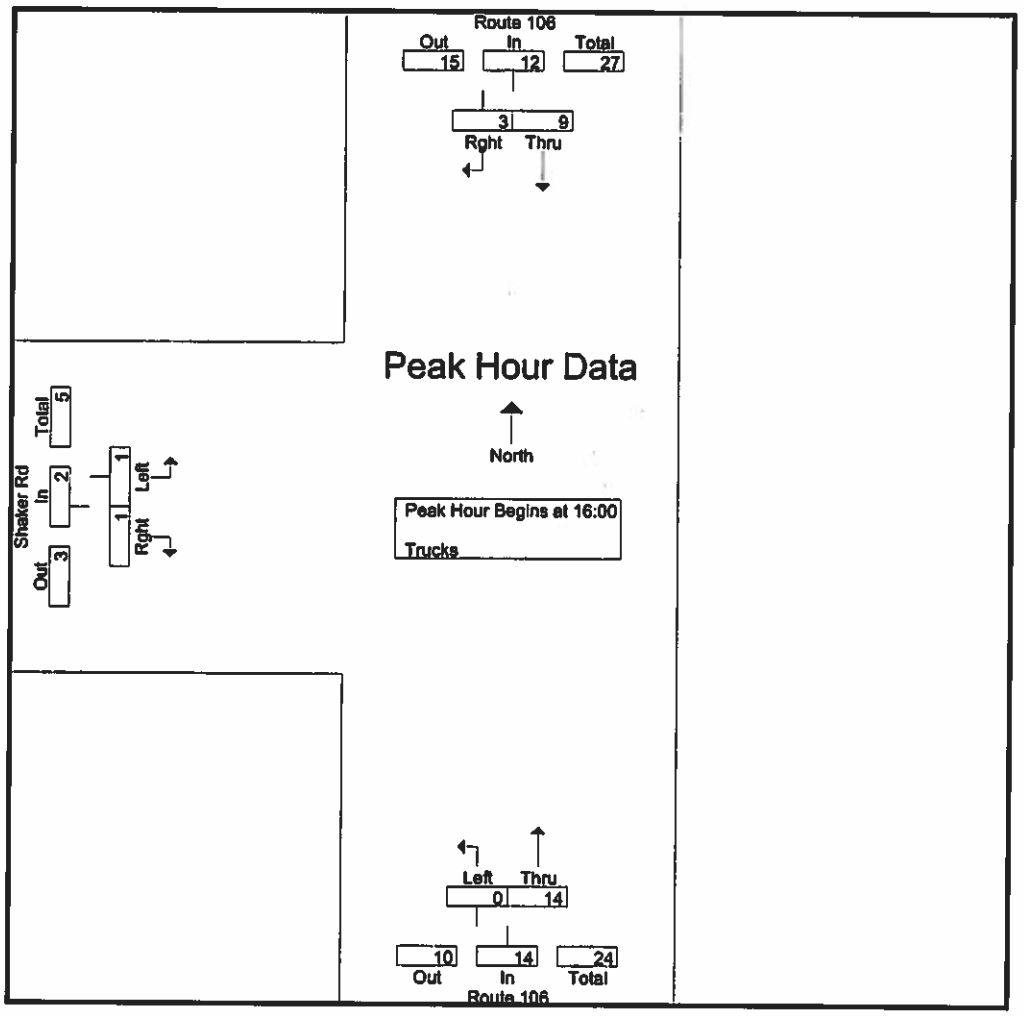
	Route 106 From North		Route 106 From South		Shaker Rd From West		
Start Time	Thru	Rght	Left	Thru	Left	Rght	Int. Total
16:00	5	0	0	6	1	0	12
16:15	1	2	0	2	0	0	5
16:30	1	1	0	2	0	1	5
16:45	2	0	0	4	0	0	6
Total	9	3	0	14	1	1	28
17:00	1	0	0	0	0	0	1
17:15	0	0	0	1	0	0	1
17:30	1	0	0	0	1	1	3
17:45	1	0	0	3	0	0	4
Total	3	0	0	4	1	1	9
Grand Total	12	3	0	18	2	2	37
Apprch %	80	20	0	100	50	50	
Total %	32.4	8.1	0	48.6	5.4	5.4	

	Route 106 From North			Route 106 From South			Shaker Rd From West			
Start Time	Thru	Rght	App. Total	Left	Thru	App. Total	Left	Rght	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 16:00										
16:00	5	0	5	0	6	6	1	0	1	12
16:15	1	2	3	0	2	2	0	0	0	5
16:30	1	1	2	0	2	2	0	1	1	5
16:45	2	0	2	0	4	4	0	0	0	6
Total Volume	9	3	12	0	14	14	1	1	2	28
% App. Total	75	25		0	100		50	50		
PHF	.450	.375	.600	.000	.583	.583	.250	.250	.500	.583

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Shaker Road
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 2



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

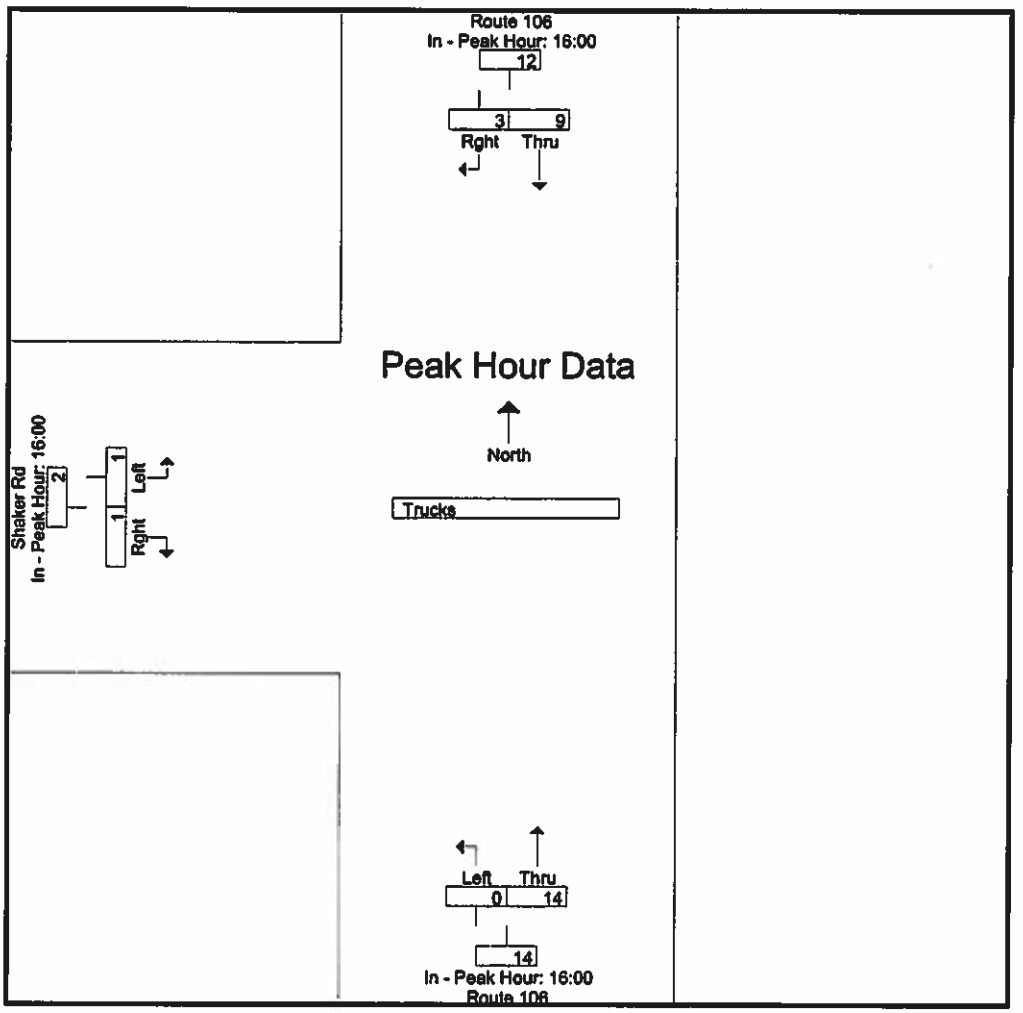
Peak Hour for Each Approach Begins at:

	16:00			16:00			16:00		
+0 mins.	5	0	5	0	6	6	1	0	1
+15 mins.	1	2	3	0	2	2	0	0	0
+30 mins.	1	1	2	0	2	2	0	1	1
+45 mins.	2	0	2	0	4	4	0	0	0
Total Volume	9	3	12	0	14	14	1	1	2
% App. Total	75	25		0	100		50	50	
PHF	.450	.375	.600	.000	.583	.583	.250	.250	.500

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Shaker Road
City/State : Loudon, NH
Weather : Clear

File Name : 75530002
Site Code : 75530002
Start Date : 5/25/2011
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Shaker Road
City/State : Loudon, NH
Weather : Clear

File Name : 75530002
Site Code : 75530002
Start Date : 5/25/2011
Page No : 1

Groups Printed- Bikes Peds

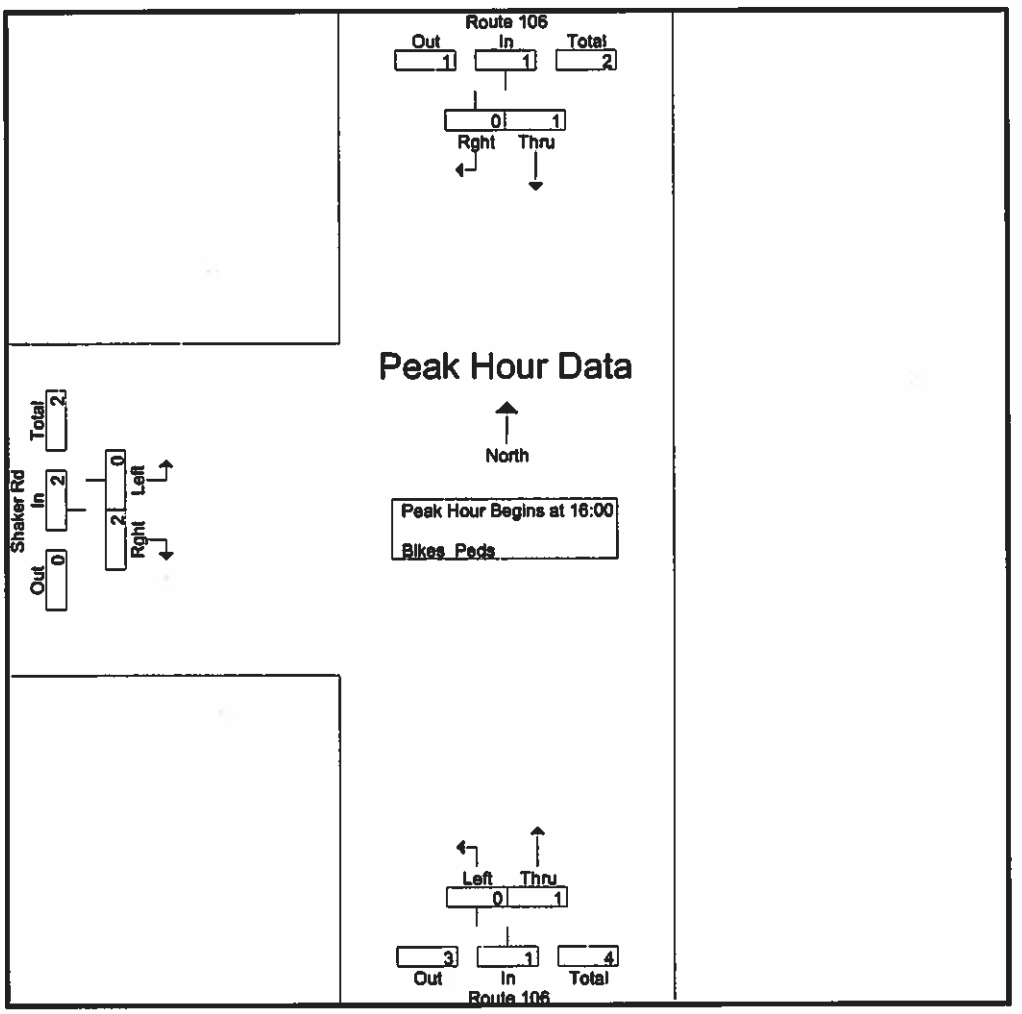
	Route 106 From North			Route 106 From South			Shaker Rd From West					
Start Time	Thru	Rght	Peds	Left	Thru	Peds	Left	Rght	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	1	0	0	1	0	0	2	2
16:30	0	0	0	0	0	0	0	1	0	0	1	1
16:45	1	0	0	0	0	0	0	0	0	0	1	1
Total	1	0	0	0	1	0	0	2	0	0	4	4
17:00	0	0	1	0	0	1	0	0	0	2	0	2
17:15	1	0	0	0	0	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	1	0	0	0	0	0	1	1
Total	1	0	1	0	1	1	0	0	0	2	2	4
Grand Total	2	0	1	0	2	1	0	2	0	2	6	8
Apprch %	100	0		0	100		0	100				
Total %	33.3	0		0	33.3		0	33.3		25	75	

	Route 106 From North			Route 106 From South			Shaker Rd From West			
Start Time	Thru	Rght	App. Total	Left	Thru	App. Total	Left	Rght	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 16:00										
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	1	1	0	1	1	2
16:30	0	0	0	0	0	0	0	1	1	1
16:45	1	0	1	0	0	0	0	0	0	1
Total Volume	1	0	1	0	1	1	0	2	2	4
% App. Total	100	0		0	100		0	100		
PHF	.250	.000	.250	.000	.250	.250	.000	.500	.500	.500

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Shaker Road
City/State : Loudon, NH
Weather : Clear

File Name : 75530002
Site Code : 75530002
Start Date : 5/25/2011
Page No : 2



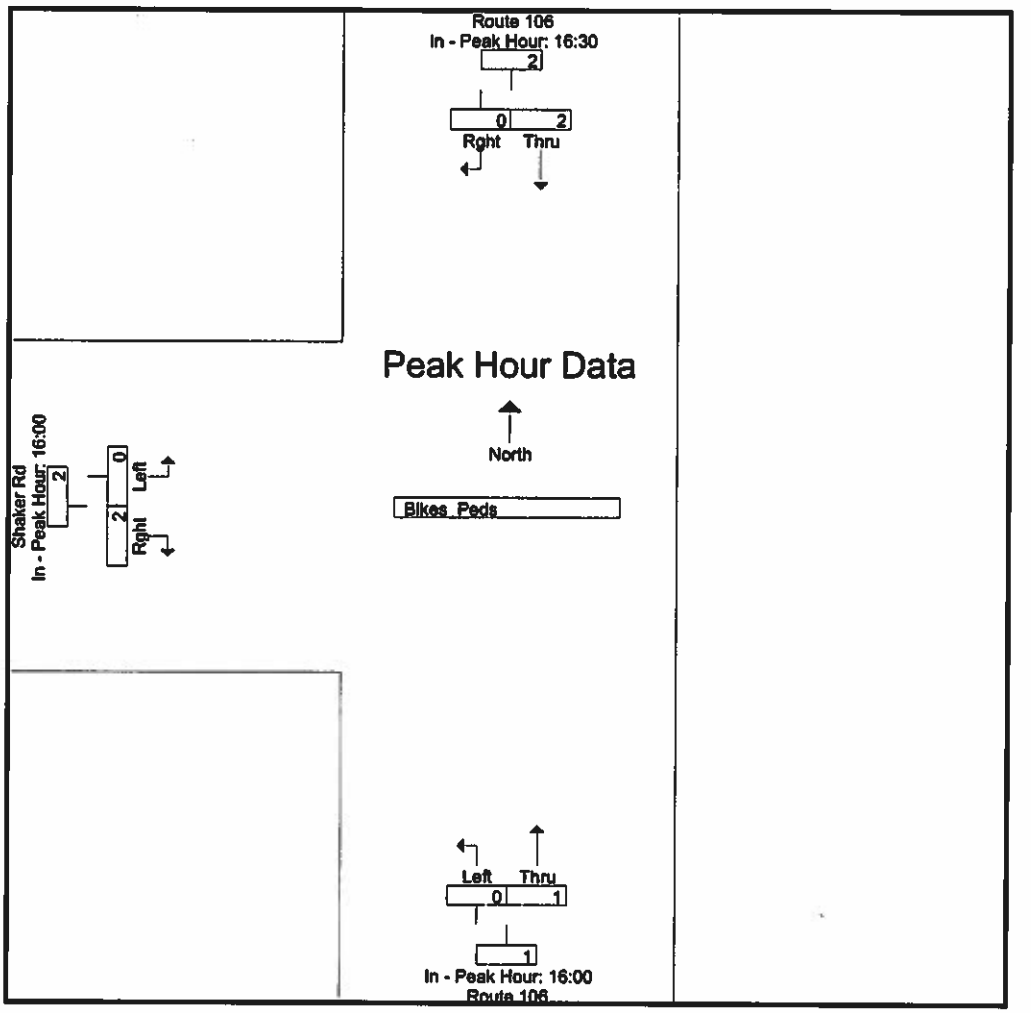
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:30			16:00			16:00		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	1	0	1	0	1	1	0	1	1
+30 mins.	0	0	0	0	0	0	0	1	1
+45 mins.	1	0	1	0	0	0	0	0	0
Total Volume	2	0	2	0	1	1	0	2	2
% App. Total	100	0		0	100		0	100	
PHF	.500	.000	.500	.000	.250	.250	.000	.500	.500

N/S Street : Route 106
E/W Street: Shaker Road
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Shaker Road
City/State : Loudon, NH
Weather : Rain

File Name : 755300S2
Site Code : 75530002
Start Date : 6/11/2011
Page No : 1

Groups Printed- Cars - Trucks

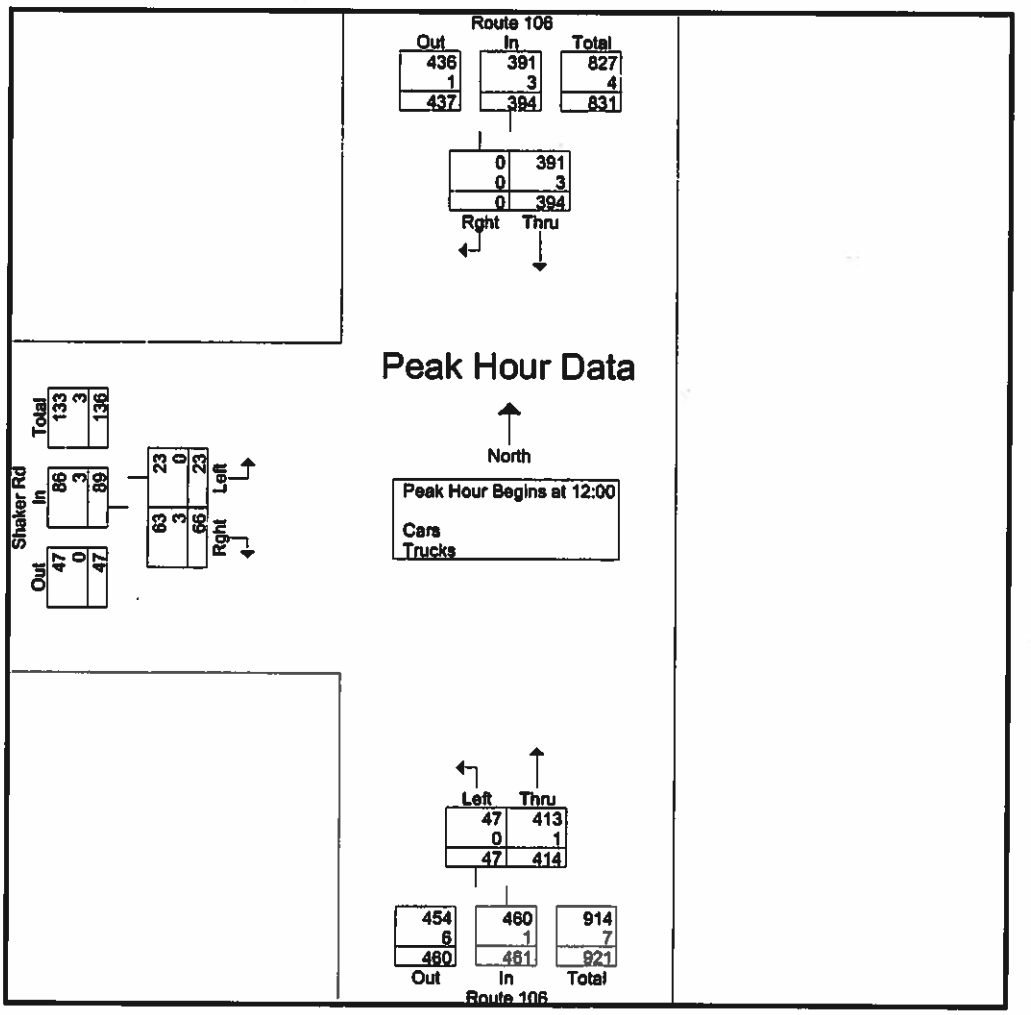
	Route 106 From North		Route 106 From South		Shaker Rd From West		
Start Time	Thru	Rght	Left	Thru	Left	Rght	Int. Total
11:00	91	0	9	100	7	9	216
11:15	85	0	12	101	6	15	219
11:30	106	0	18	95	6	20	245
11:45	91	0	13	89	6	12	211
Total	373	0	52	385	25	56	891
12:00	113	0	16	106	6	15	256
12:15	95	0	11	96	6	15	223
12:30	82	0	12	110	4	11	219
12:45	104	0	8	102	7	25	246
Total	394	0	47	414	23	66	944
Grand Total	767	0	99	799	48	122	1835
Apprch %	100	0	11	89	28.2	71.8	
Total %	41.8	0	5.4	43.5	2.6	6.6	
Cars	762	0	99	794	48	118	1821
% Cars	99.3	0	100	99.4	100	96.7	99.2
Trucks	5	0	0	5	0	4	14
% Trucks	0.7	0	0	0.6	0	3.3	0.8

	Route 106 From North			Route 106 From South			Shaker Rd From West			
Start Time	Thru	Rght	App. Total	Left	Thru	App. Total	Left	Rght	App. Total	Int. Total
Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:00										
12:00	113	0	113	16	106	122	6	15	21	256
12:15	95	0	95	11	96	107	6	15	21	223
12:30	82	0	82	12	110	122	4	11	15	219
12:45	104	0	104	8	102	110	7	25	32	246
Total Volume	394	0	394	47	414	461	23	66	89	944
% App. Total	100	0		10.2	89.8		25.8	74.2		
PHF	.872	.000	.872	.734	.941	.945	.821	.660	.695	.922
Cars	391	0	391	47	413	460	23	63	86	937
% Cars	99.2	0	99.2	100	99.8	99.8	100	95.5	96.6	99.3
Trucks	3	0	3	0	1	1	0	3	3	7
% Trucks	0.8	0	0.8	0	0.2	0.2	0	4.5	3.4	0.7

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Shaker Road
City/State : Loudon, NH
Weather : Rain

File Name : 755300S
Site Code : 7553000
Start Date : 6/11/201
Page No : 2



Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1

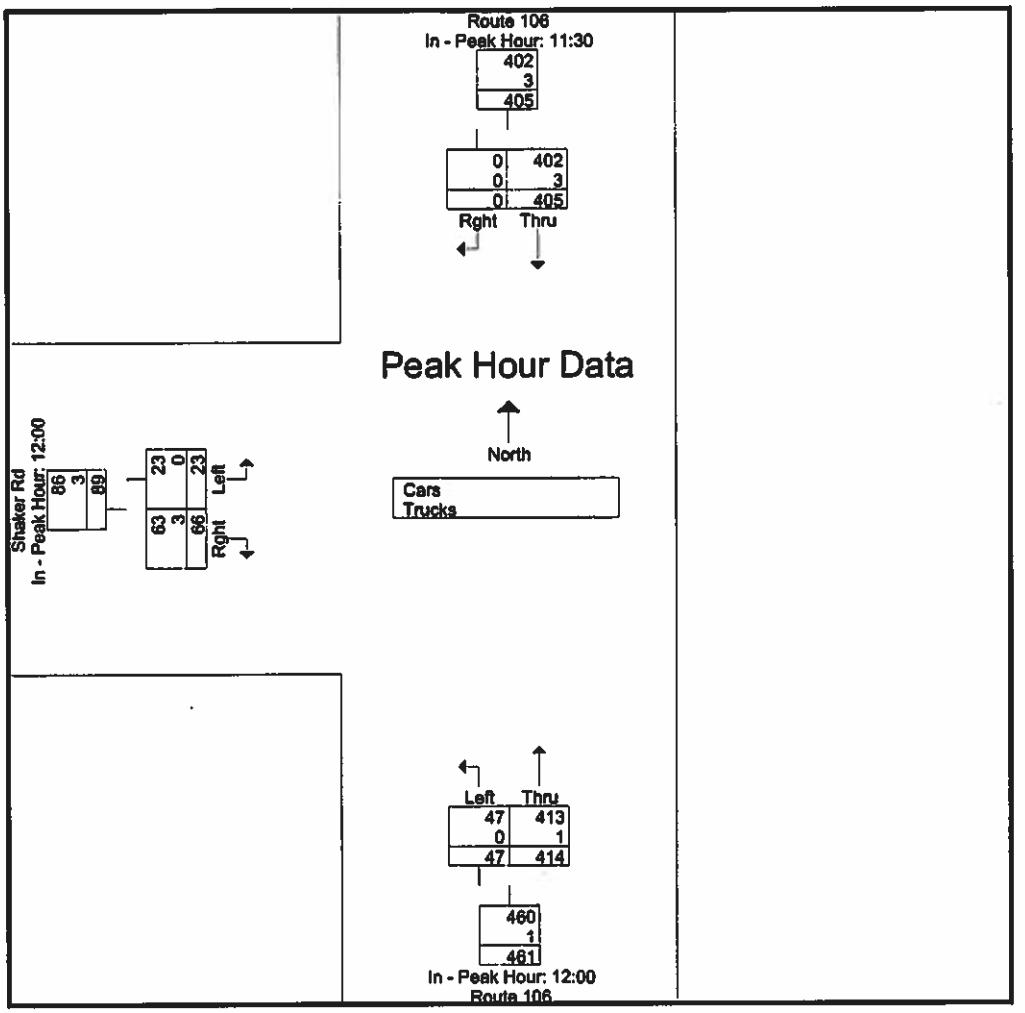
Peak Hour for Each Approach Begins at:

	11:30			12:00			12:00		
+0 mins.	106	0	106	16	106	122	6	15	21
+15 mins.	91	0	91	11	96	107	6	15	21
+30 mins.	113	0	113	12	110	122	4	11	15
+45 mins.	95	0	95	8	102	110	7	25	32
Total Volume	405	0	405	47	414	461	23	66	89
% App. Total	100	0		10.2	89.8		25.8	74.2	
PHF	.896	.000	.896	.734	.941	.945	.821	.660	.695
Cars	402	0	402	47	413	460	23	63	86
% Cars	99.3	0	99.3	100	99.8	99.8	100	95.5	96.6
Trucks	3	0	3	0	1	1	0	3	3
% Trucks	0.7	0	0.7	0	0.2	0.2	0	4.5	3.4

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Shaker Road
City/State : Loudon, NH
Weather : Rain

File Name : 755300S2
Site Code : 75530002
Start Date : 6/11/2011
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Shaker Road
City/State : Loudon, NH
Weather : Rain

File Name : 755300S
Site Code : 7553000
Start Date : 6/11/201
Page No : 1

Groups Printed- Cars

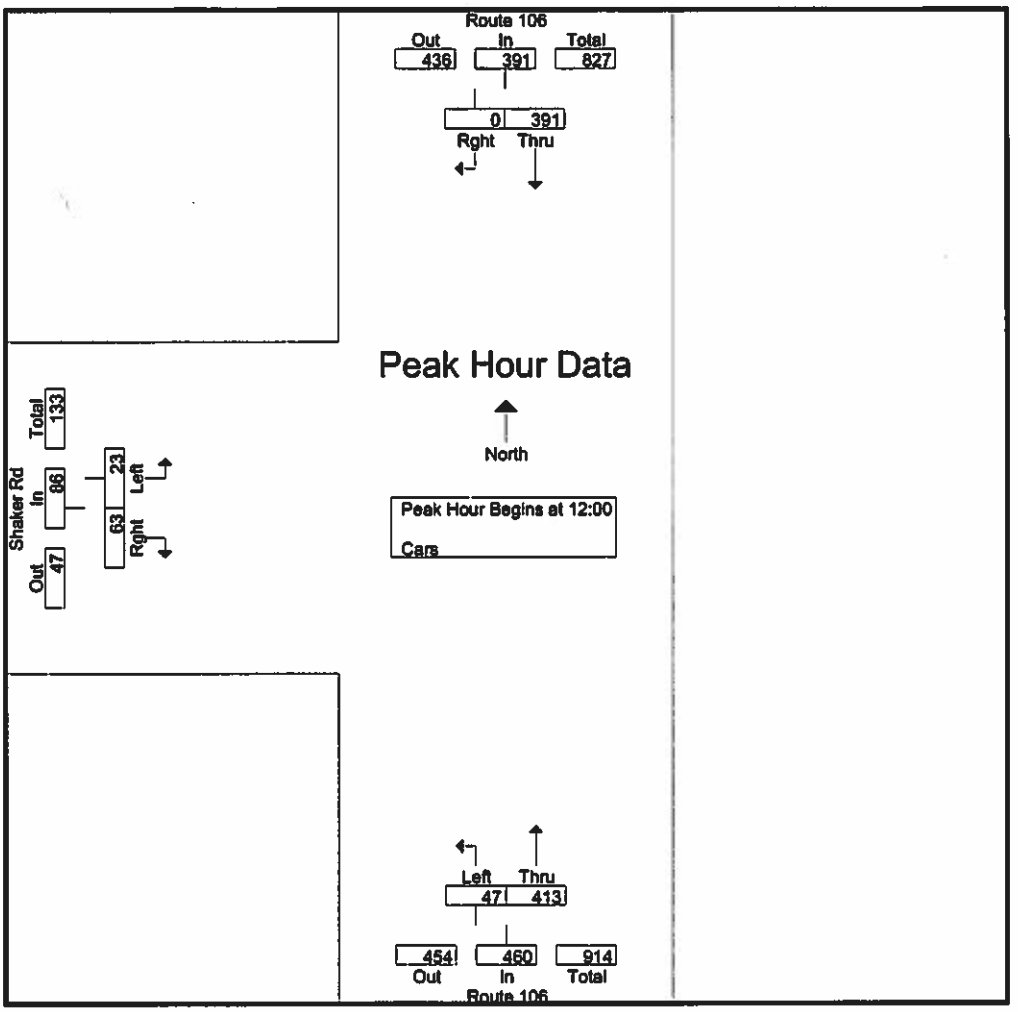
	Route 106 From North		Route 106 From South		Shaker Rd From West		
Start Time	Thru	Rght	Left	Thru	Left	Rght	Int. Total
11:00	90	0	9	100	7	9	215
11:15	85	0	12	100	6	14	217
11:30	105	0	18	94	6	20	243
11:45	91	0	13	87	6	12	209
Total	371	0	52	381	25	55	884
12:00	112	0	16	106	6	15	255
12:15	94	0	11	96	6	15	222
12:30	81	0	12	109	4	9	215
12:45	104	0	8	102	7	24	245
Total	391	0	47	413	23	63	937
Grand Total	762	0	99	794	48	118	1821
Apprch %	100	0	11.1	88.9	28.9	71.1	
Total %	41.8	0	5.4	43.6	2.6	6.5	

	Route 106 From North			Route 106 From South			Shaker Rd From West			
Start Time	Thru	Rght	App. Total	Left	Thru	App. Total	Left	Rght	App. Total	Int. Total
Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:00										
12:00	**112**	0	**112**	**16**	106	**122**	6	15	21	**255**
12:15	94	0	94	11	96	107	6	15	21	222
12:30	81	0	81	12	**109**	121	4	9	13	215
12:45	104	0	104	8	102	110	**7**	**24**	**31**	245
Total Volume	391	0	391	47	413	460	23	63	86	937
% App. Total	100	0		10.2	89.8		26.7	73.3		
PHF	.873	.000	.873	.734	.947	.943	.821	.656	.694	.919

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Shaker Road
City/State : Loudon, NH
Weather : Rain

File Name : 755300S2
Site Code : 75530002
Start Date : 6/11/2011
Page No : 2



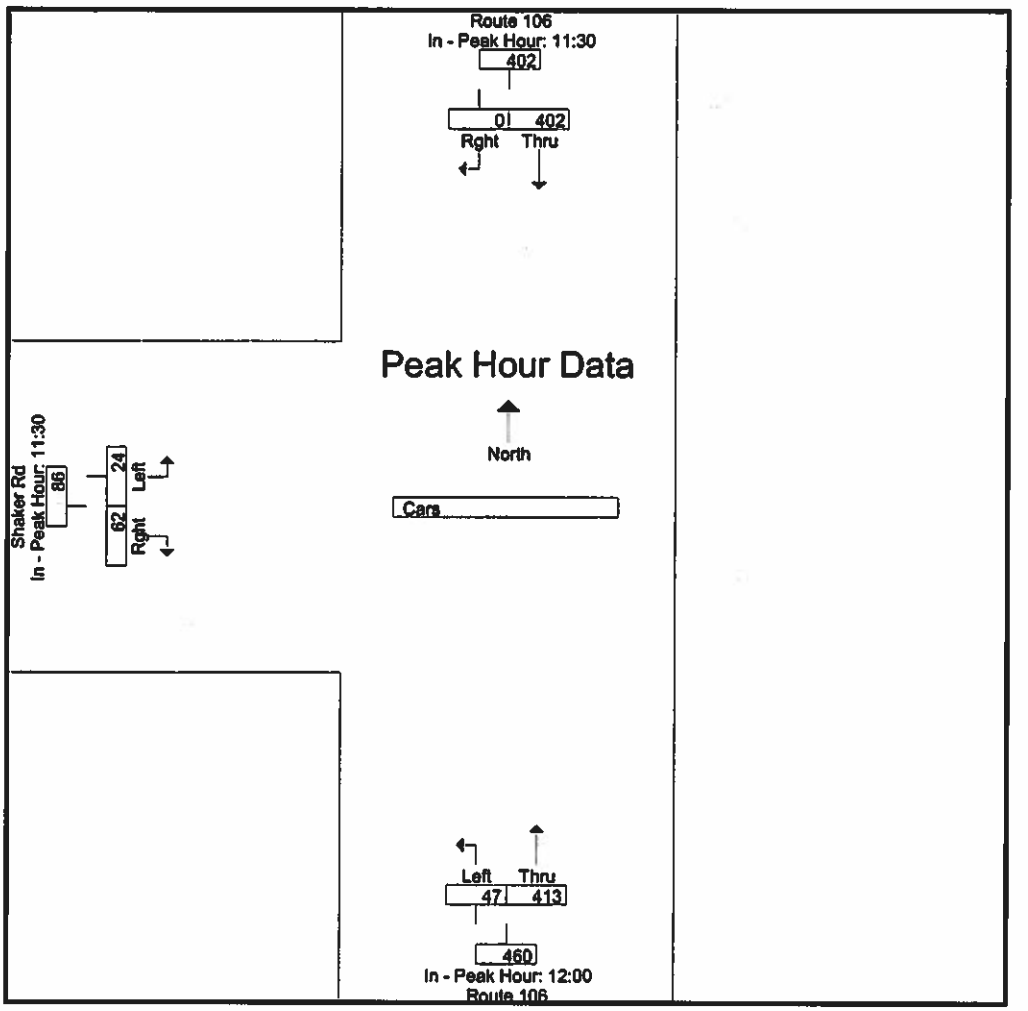
Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:30			12:00			11:30		
+0 mins.	105	0	105	16	106	122	6	20	26
+15 mins.	91	0	91	11	96	107	6	12	18
+30 mins.	112	0	112	12	109	121	6	15	21
+45 mins.	94	0	94	8	102	110	6	15	21
Total Volume	402	0	402	47	413	460	24	62	86
% App. Total	100	0		10.2	89.8		27.9	72.1	
PHF	.897	.000	.897	.734	.947	.943	1.000	.775	.827

N/S Street : Route 106
E/W Street: Shaker Road
City/State : Loudon, NH
Weather : Rain

File Name : 755300S
Site Code : 7553000
Start Date : 6/11/201
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Shaker Road
City/State : Loudon, NH
Weather : Rain

File Name : 755300S2
Site Code : 75530002
Start Date : 6/11/2011
Page No : 1

Groups Printed- Trucks

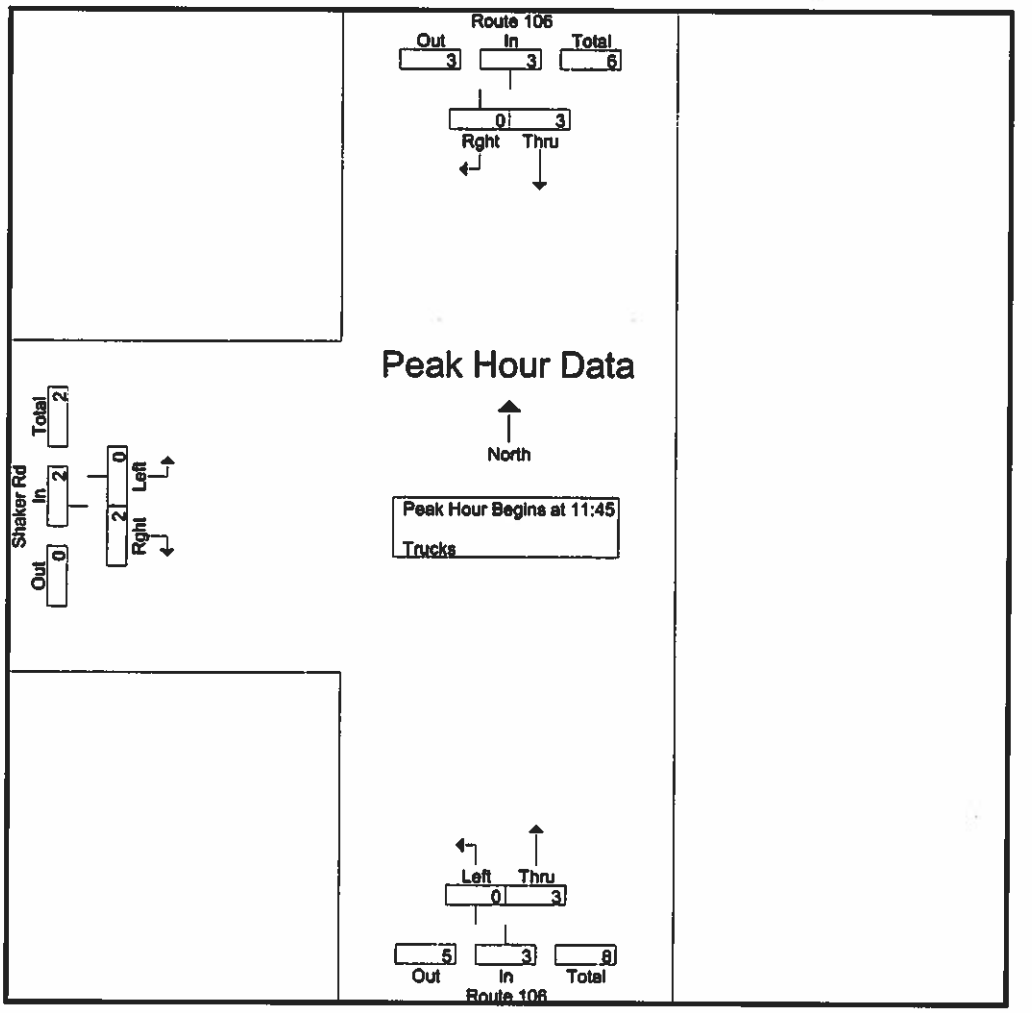
	Route 106 From North		Route 106 From South		Shaker Rd From West		
Start Time	Thru	Rght	Left	Thru	Left	Rght	Int. Total
11:00	1	0	0	0	0	0	1
11:15	0	0	0	1	0	1	2
11:30	1	0	0	1	0	0	2
11:45	0	0	0	2	0	0	2
Total	2	0	0	4	0	1	7
12:00	1	0	0	0	0	0	1
12:15	1	0	0	0	0	0	1
12:30	1	0	0	1	0	2	4
12:45	0	0	0	0	0	1	1
Total	3	0	0	1	0	3	7
Grand Total	5	0	0	5	0	4	14
Apprch %	100	0	0	100	0	100	
Total %	35.7	0	0	35.7	0	28.6	

	Route 106 From North			Route 106 From South			Shaker Rd From West			
Start Time	Thru	Rght	App. Total	Left	Thru	App. Total	Left	Rght	App. Total	Int. Total
Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:45										
11:45	0	0	0	0	2	2	0	0	0	2
12:00	1	0	1	0	0	0	0	0	0	1
12:15	1	0	1	0	0	0	0	0	0	1
12:30	1	0	1	0	1	1	0	2	2	4
Total Volume	3	0	3	0	3	3	0	2	2	8
% App. Total	100	0		0	100		0	100		
PHF	.750	.000	.750	.000	.375	.375	.000	.250	.250	.500

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Shaker Road
City/State : Loudon, NH
Weather : Rain

File Name : 755300S
Site Code : 7553000
Start Date : 6/11/201
Page No : 2



Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1

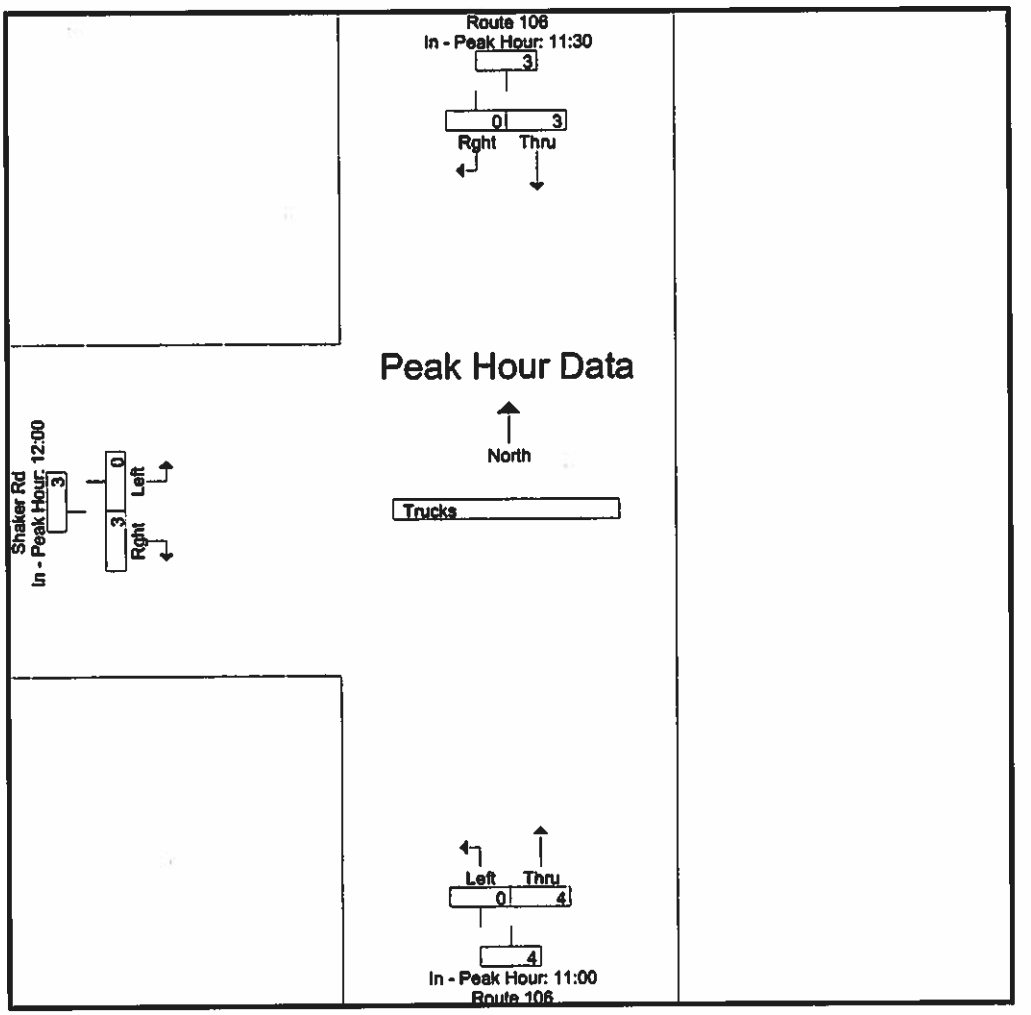
Peak Hour for Each Approach Begins at:

	11:30			11:00			12:00		
+0 mins.	1	0	1	0	0	0	0	0	0
+15 mins.	0	0	0	0	1	1	0	0	0
+30 mins.	1	0	1	0	1	1	0	2	2
+45 mins.	1	0	1	0	2	2	0	1	1
Total Volume	3	0	3	0	4	4	0	3	3
% App. Total	100	0		0	100		0	100	
PHF	.750	.000	.750	.000	.500	.500	.000	.375	.375

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Shaker Road
City/State : Loudon, NH
Weather : Rain

File Name : 755300S2
Site Code : 75530002
Start Date : 6/11/2011
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Shaker Road
City/State : Loudon, NH
Weather : Rain

File Name : 755300S
Site Code : 755300C
Start Date : 6/11/201
Page No : 1

Groups Printed- Bikes & Peds

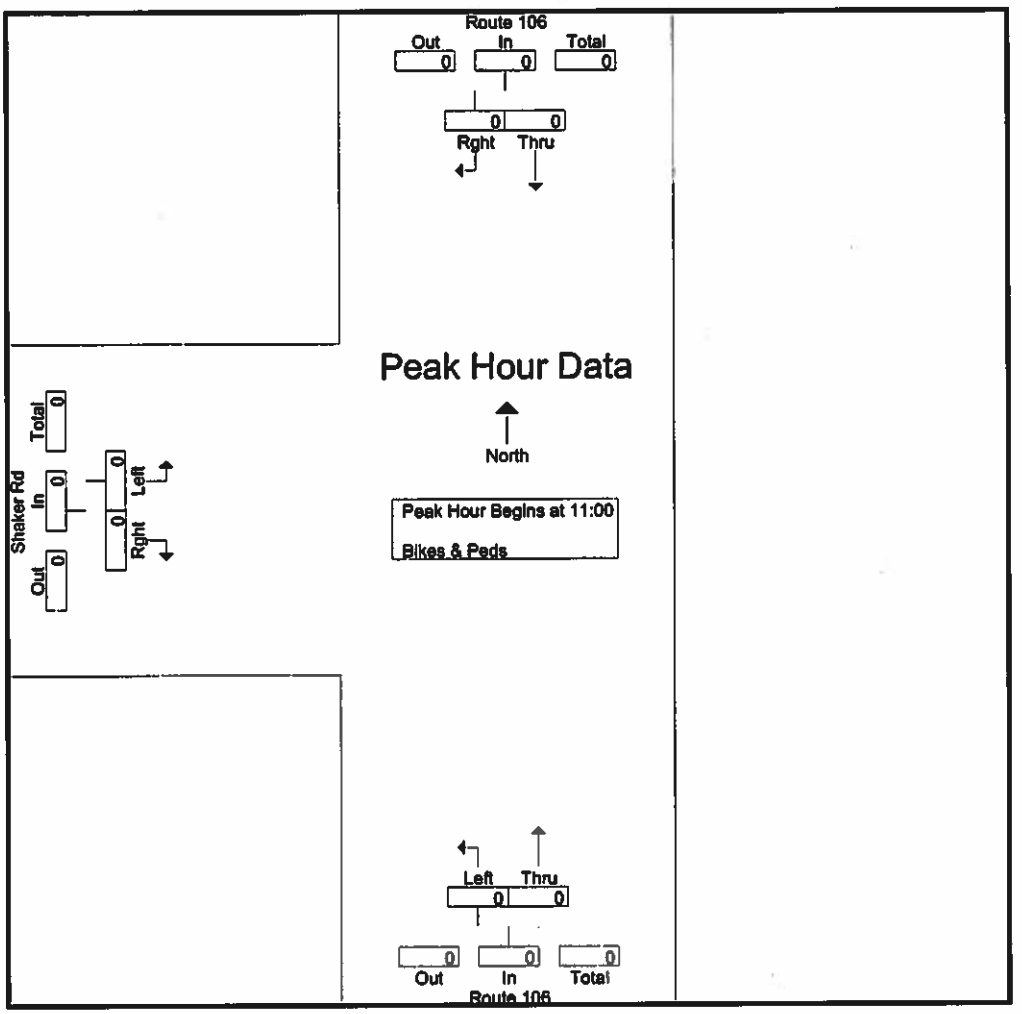
	Route 106 From North			Route 106 From South			Shaker Rd From West					
Start Time	Thru	Rght	Peds	Left	Thru	Peds	Left	Rght	Peds	Exclu. Total	Inclu. Total	Int. Total
11:00	0	0	0	0	0	0	0	0	3	3	0	3
11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	3	3	0	3
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	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	3	3	0	3
Apprch %	0	0		0	0		0	0				
Total %										100	0	

	Route 106 From North			Route 106 From South			Shaker Rd From West			
Start Time	Thru	Rght	App. Total	Left	Thru	App. Total	Left	Rght	App. Total	Int. Total
Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:00										
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	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 106
E/W Street: Shaker Road
City/State : Loudon, NH
Weather : Rain

File Name : 755300S2
Site Code : 75530002
Start Date : 6/11/2011
Page No : 2



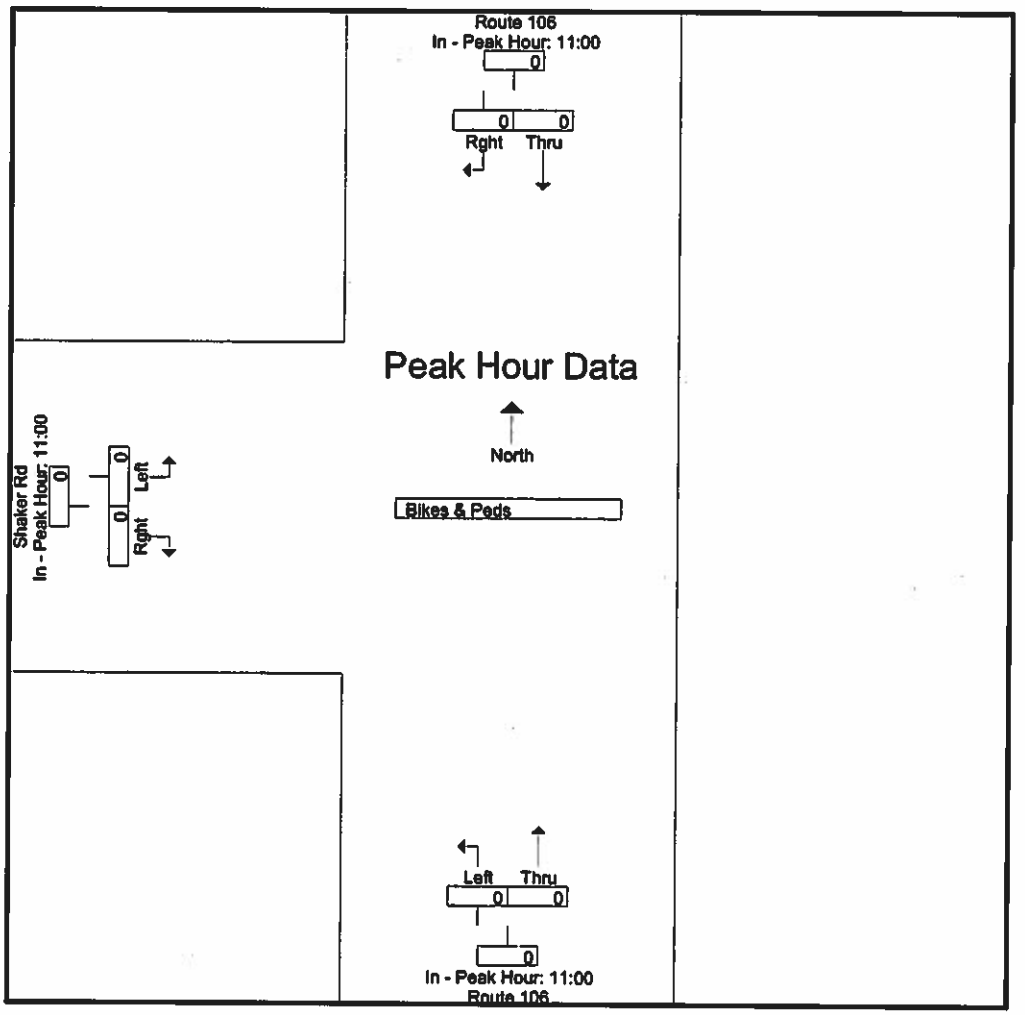
Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:00			11:00			11:00		
+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

N/S Street : Route 106
E/W Street: Shaker Road
City/State : Loudon, NH
Weather : Rain

File Name : 755300S
Site Code : 7553000
Start Date : 6/11/201
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Clough Hill / Mudget Hill
City/State : Loudon, NH
Weather : Clear

File Name : 75530003
Site Code : 75530003
Start Date : 5/25/2011
Page No : 1

Groups Printed- Cars - Trucks

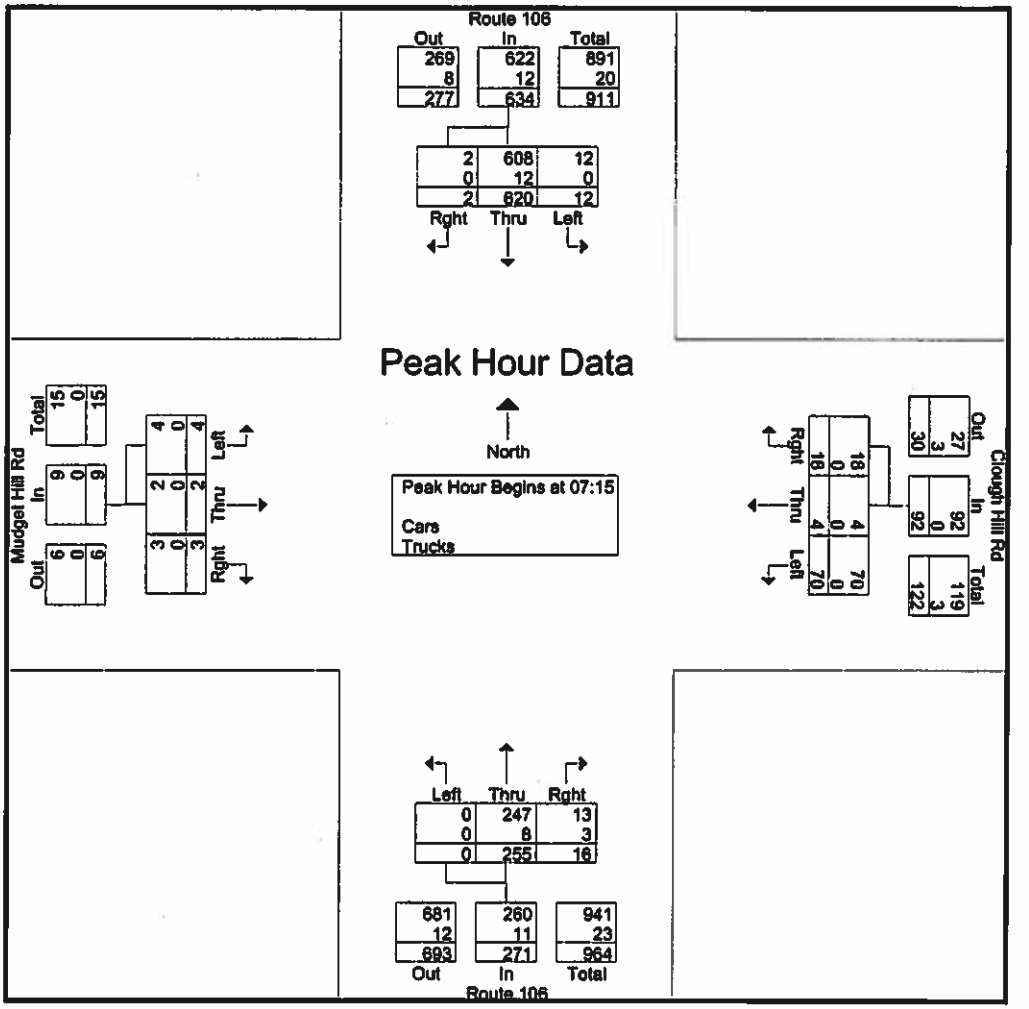
	Route 106 From North			Clough Hill Rd From East			Route 106 From South			Mudget Hill Rd From West			
Start Time	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Int. Total
07:00	2	133	0	20	0	7	0	46	3	0	2	0	213
07:15	3	176	0	21	0	5	0	60	3	1	2	0	271
07:30	3	200	0	23	0	5	0	65	2	1	0	2	301
07:45	3	123	0	12	1	4	0	64	7	0	0	0	214
Total	11	632	0	76	1	21	0	235	15	2	4	2	999
08:00	3	121	2	14	3	4	0	66	4	2	0	1	220
08:15	0	98	1	9	2	2	1	70	3	0	0	2	188
08:30	2	103	1	16	0	6	1	41	8	1	2	0	181
08:45	1	93	1	11	0	3	1	41	2	1	0	1	155
Total	6	415	5	50	5	15	3	218	17	4	2	4	744
Grand Total	17	1047	5	126	6	36	3	453	32	6	6	6	1743
Apprch %	1.6	97.9	0.5	75	3.6	21.4	0.6	92.8	6.6	33.3	33.3	33.3	
Total %	1	60.1	0.3	7.2	0.3	2.1	0.2	26	1.8	0.3	0.3	0.3	
Cars	17	1029	5	124	6	35	2	432	25	6	6	6	1693
% Cars	100	98.3	100	98.4	100	97.2	66.7	95.4	78.1	100	100	100	97.1
Trucks	0	18	0	2	0	1	1	21	7	0	0	0	50
% Trucks	0	1.7	0	1.6	0	2.8	33.3	4.6	21.9	0	0	0	2.9

	Route 106 From North				Clough Hill Rd From East				Route 106 From South				Mudget Hill Rd From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	3	176	0	179	21	0	5	26	0	60	3	63	1	2	0	3	271
07:30	3	200	0	203	23	0	5	28	0	65	2	67	1	0	2	3	301
07:45	3	123	0	126	12	1	4	17	0	64	7	71	0	0	0	0	214
08:00	3	121	2	126	14	3	4	21	0	66	4	70	2	0	1	3	220
Total Volume	12	620	2	634	70	4	18	92	0	255	16	271	4	2	3	9	1006
% App. Total	1.9	97.8	0.3		76.1	4.3	19.6		0	94.1	5.9		44.4	22.2	33.3		
PHF	1.000	.775	.250	.781	.761	.333	.900	.821	.000	.966	.571	.954	.500	.250	.375	.750	.836
Cars	12	608	2	622	70	4	18	92	0	247	13	260	4	2	3	9	983
% Cars	100	98.1	100	98.1	100	100	100	100	0	96.9	81.3	95.9	100	100	100	100	97.7
Trucks	0	12	0	12	0	0	0	0	0	8	3	11	0	0	0	0	23
% Trucks	0	1.9	0	1.9	0	0	0	0	0	3.1	18.8	4.1	0	0	0	0	2.3

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Clough Hill / Mudget Hill
City/State : Loudon, NH
Weather : Clear

File Name : 75530002
Site Code : 75530003
Start Date : 5/25/2011
Page No : 2



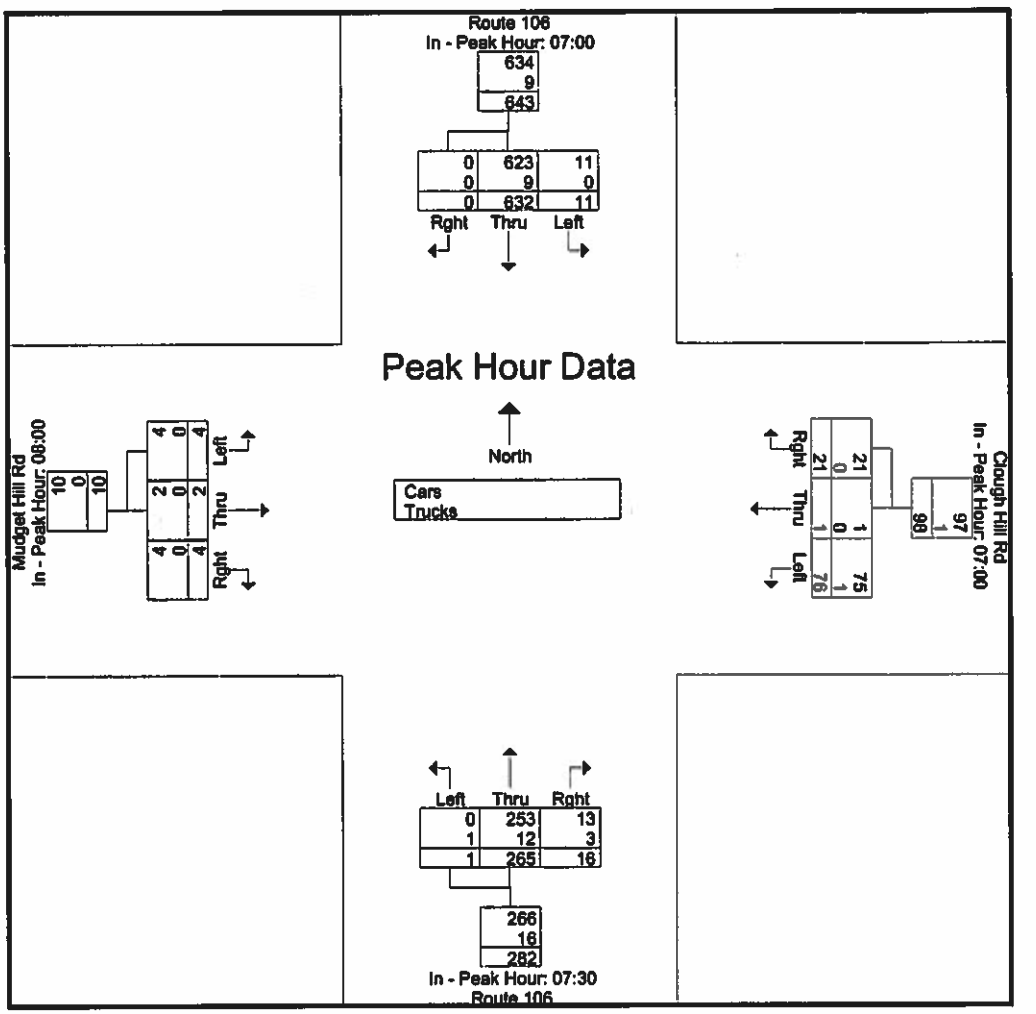
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00				07:00				07:30				08:00			
+0 mins.	2	133	0	135	20	0	7	27	0	65	2	67	2	0	1	3
+15 mins.	3	176	0	179	21	0	5	26	0	64	7	71	0	0	2	2
+30 mins.	3	200	0	203	23	0	5	28	0	66	4	70	1	2	0	3
+45 mins.	3	123	0	126	12	1	4	17	1	70	3	74	1	0	1	2
Total Volume	11	632	0	643	76	1	21	98	1	265	16	282	4	2	4	10
% App. Total	1.7	98.3	0		77.6	1	21.4		0.4	94	5.7		40	20	40	
PHF	.917	.790	.000	.792	.826	.250	.750	.875	.250	.946	.571	.953	.500	.250	.500	.833
Cars	11	623	0	634	75	1	21	97	0	253	13	266	4	2	4	10
% Cars	100	98.6	0	98.6	98.7	100	100	99	0	95.5	81.2	94.3	100	100	100	100
Trucks	0	9	0	9	1	0	0	1	1	12	3	16	0	0	0	0
% Trucks	0	1.4	0	1.4	1.3	0	0	1	100	4.5	18.8	5.7	0	0	0	0

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Clough Hill / Mudget Hill
City/State : Loudon, NH
Weather : Clear

File Name : 75530003
Site Code : 75530003
Start Date : 5/25/2011
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Clough Hill / Mudget Hill
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 1

Groups Printed- Cars

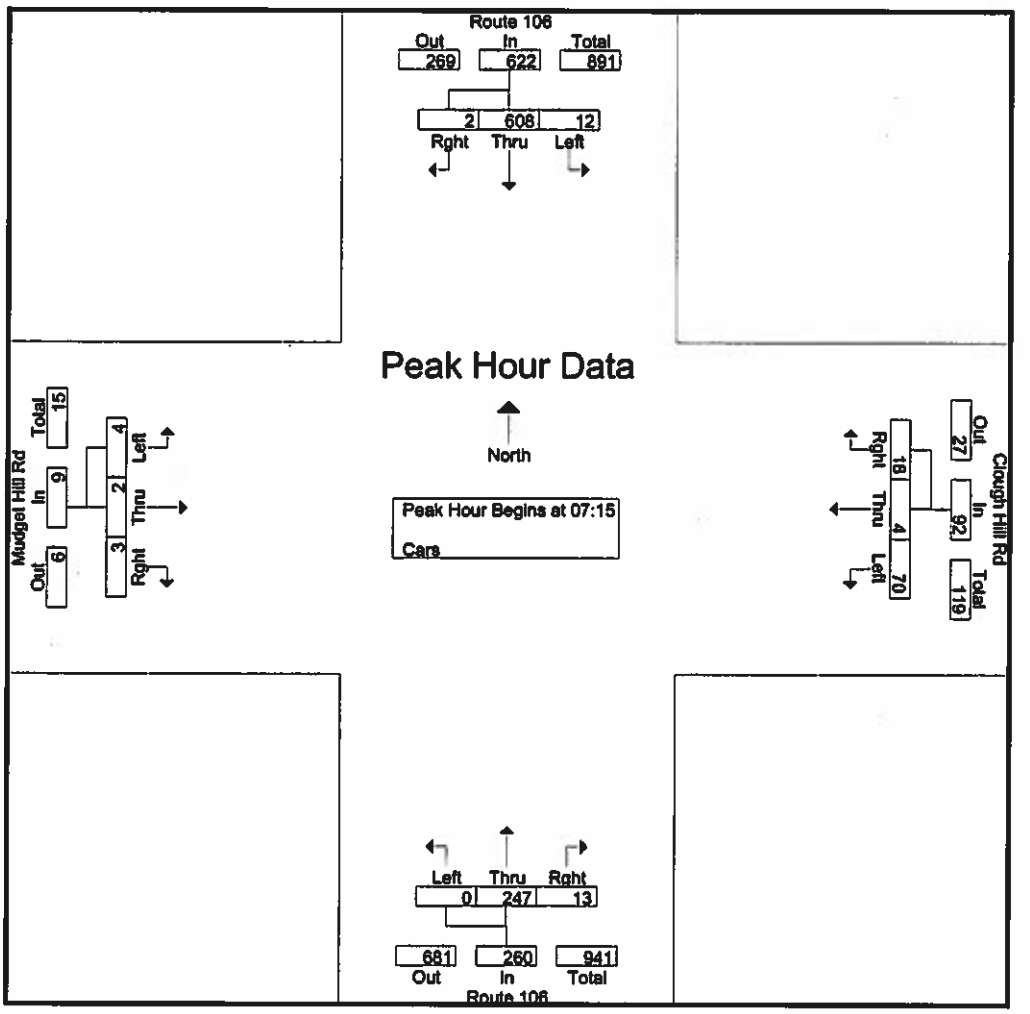
	Route 106 From North			Clough Hill Rd From East			Route 106 From South			Mudget Hill Rd From West			
Start Time	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Int. Total
07:00	2	133	0	19	0	7	0	43	3	0	2	0	209
07:15	3	174	0	21	0	5	0	57	2	1	2	0	265
07:30	3	198	0	23	0	5	0	63	2	1	0	2	297
07:45	3	118	0	12	1	4	0	62	5	0	0	0	205
Total	11	623	0	75	1	21	0	225	12	2	4	2	976
08:00	3	118	2	14	3	4	0	65	4	2	0	1	216
08:15	0	97	1	9	2	2	0	63	2	0	0	2	178
08:30	2	102	1	15	0	6	1	40	6	1	2	0	176
08:45	1	89	1	11	0	2	1	39	1	1	0	1	147
Total	6	406	5	49	5	14	2	207	13	4	2	4	717
Grand Total	17	1029	5	124	6	35	2	432	25	6	6	6	1693
Apprch %	1.6	97.9	0.5	75.2	3.6	21.2	0.4	94.1	5.4	33.3	33.3	33.3	
Total %	1	60.8	0.3	7.3	0.4	2.1	0.1	25.5	1.5	0.4	0.4	0.4	

	Route 106 From North				Clough Hill Rd From East				Route 106 From South				Mudget Hill Rd From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	3	174	0	177	21	0	5	26	0	57	2	59	1	2	0	3	265
07:30	3	198	0	201	23	0	5	28	0	63	2	65	1	0	2	3	297
07:45	3	118	0	121	12	1	4	17	0	62	5	67	0	0	0	0	205
08:00	3	118	2	123	14	3	4	21	0	65	4	69	2	0	1	3	216
Total Volume	12	608	2	622	70	4	18	92	0	247	13	260	4	2	3	9	983
% App. Total	1.9	97.7	0.3		76.1	4.3	19.6		0	95	5		44.4	22.2	33.3		
PHF	1.000	.768	.250	.774	.761	.333	.900	.821	.000	.950	.650	.942	.500	.250	.375	.750	.827

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Clough Hill / Mudget Hill
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 2

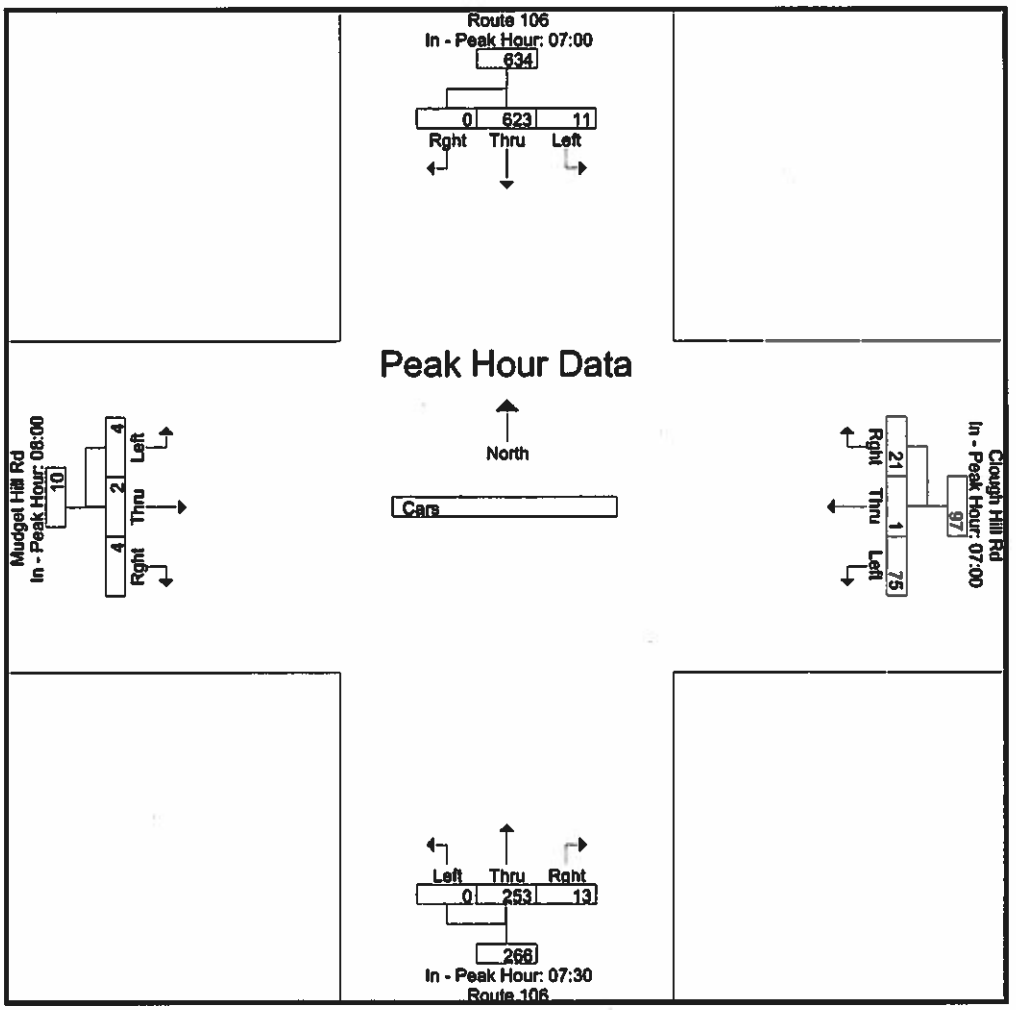


Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00				07:00				07:30				08:00			
+0 mins.	2	133	0	135	19	0	7	26	0	63	2	65	2	0	1	3
+15 mins.	3	174	0	177	21	0	5	26	0	62	5	67	0	0	2	2
+30 mins.	3	198	0	201	23	0	5	28	0	65	4	69	1	2	0	3
+45 mins.	3	118	0	121	12	1	4	17	0	63	2	65	1	0	1	2
Total Volume	11	623	0	634	75	1	21	97	0	253	13	266	4	2	4	10
% App. Total	1.7	98.3	0		77.3	1	21.6		0	95.1	4.9		40	20	40	
PHF	.917	.787	.000	.789	.815	.250	.750	.866	.000	.973	.650	.964	.500	.250	.500	.833

N/S Street : Route 106
E/W Street: Clough Hill / Mudget Hill
City/State : Loudon, NH
Weather : Clear

File Name : 75530003
Site Code : 75530003
Start Date : 5/25/2011
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Clough Hill / Mudget Hill
City/State : Loudon, NH
Weather : Clear

File Name : 75530003
Site Code : 75530003
Start Date : 5/25/2011
Page No : 1

Groups Printed- Trucks

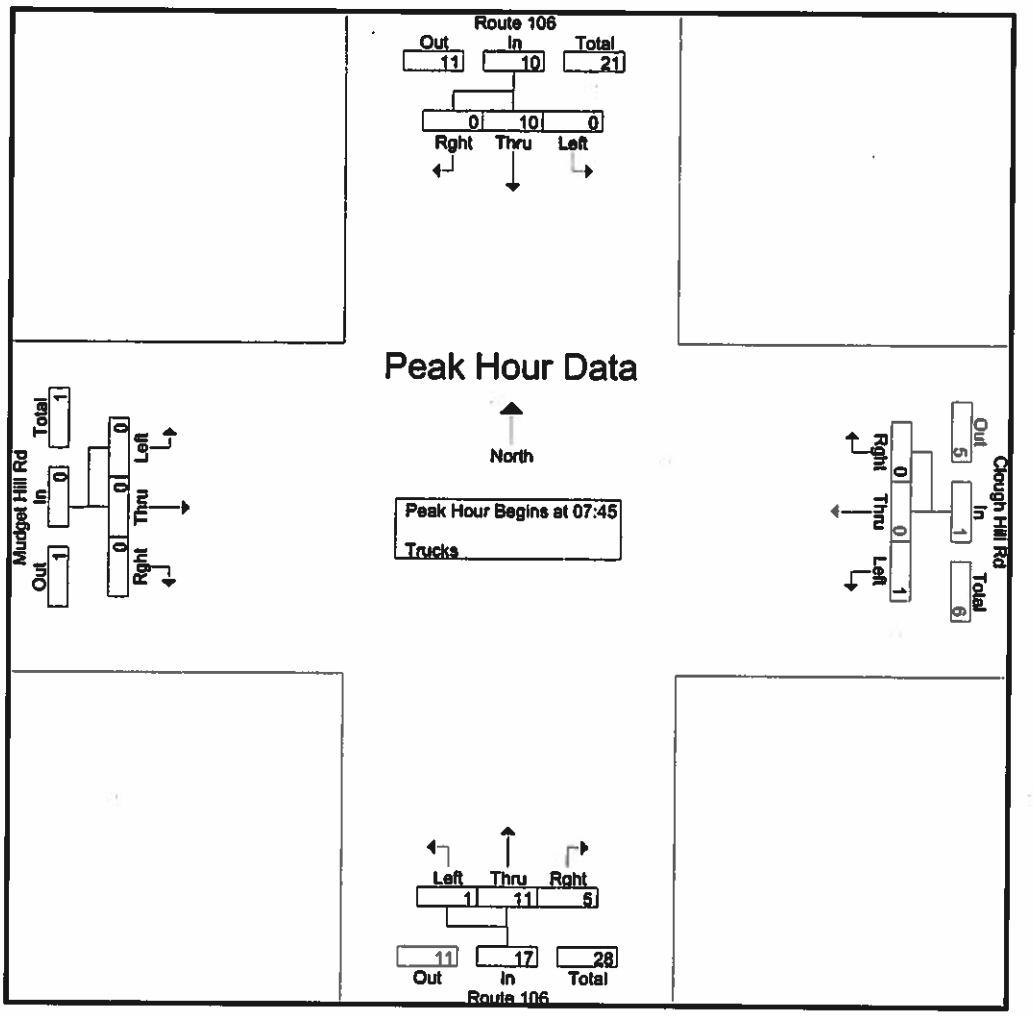
	Route 106 From North			Clough Hill Rd From East			Route 106 From South			Mudget Hill Rd From West			
Start Time	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Int. Total
07:00	0	0	0	1	0	0	0	3	0	0	0	0	4
07:15	0	2	0	0	0	0	0	3	1	0	0	0	6
07:30	0	2	0	0	0	0	0	2	0	0	0	0	4
07:45	0	5	0	0	0	0	0	2	2	0	0	0	9
Total	0	9	0	1	0	0	0	10	3	0	0	0	23
08:00	0	3	0	0	0	0	0	1	0	0	0	0	4
08:15	0	1	0	0	0	0	1	7	1	0	0	0	10
08:30	0	1	0	1	0	0	0	1	2	0	0	0	5
08:45	0	4	0	0	0	1	0	2	1	0	0	0	8
Total	0	9	0	1	0	1	1	11	4	0	0	0	27
Grand Total	0	18	0	2	0	1	1	21	7	0	0	0	50
Apprch %	0	100	0	66.7	0	33.3	3.4	72.4	24.1	0	0	0	
Total %	0	36	0	4	0	2	2	42	14	0	0	0	

	Route 106 From North				Clough Hill Rd From East				Route 106 From South				Mudget Hill Rd From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	0	5	0	5	0	0	0	0	0	2	2	4	0	0	0	0	9
08:00	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
08:15	0	1	0	1	0	0	0	0	1	7	1	9	0	0	0	0	10
08:30	0	1	0	1	1	0	0	1	0	1	2	3	0	0	0	0	5
Total Volume	0	10	0	10	1	0	0	1	1	11	5	17	0	0	0	0	28
% App. Total	0	100	0		100	0	0		5.9	64.7	29.4		0	0	0		
PHF	.000	.500	.000	.500	.250	.000	.000	.250	.250	.393	.625	.472	.000	.000	.000	.000	.700

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Clough Hill / Mudget Hill
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 2



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

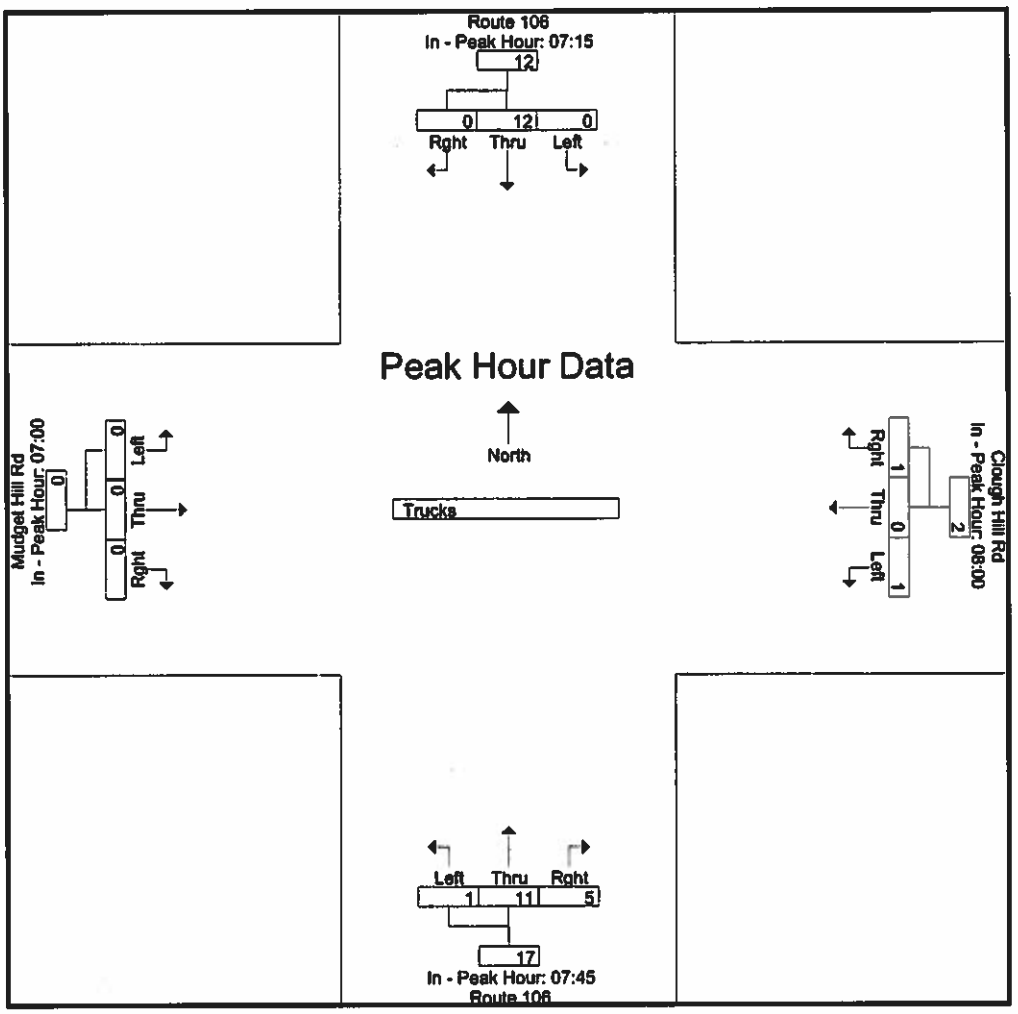
Peak Hour for Each Approach Begins at:

	07:15				08:00				07:45				07:00			
+0 mins.	0	2	0	2	0	0	0	0	0	2	2	4	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	5	0	5	1	0	0	1	1	7	1	9	0	0	0	0
+45 mins.	0	3	0	3	0	0	1	1	0	1	2	3	0	0	0	0
Total Volume	0	12	0	12	1	0	1	2	1	11	5	17	0	0	0	0
% App. Total	0	100	0		50	0	50		5.9	64.7	29.4		0	0	0	
PHF	.000	.600	.000	.600	.250	.000	.250	.500	.250	.393	.625	.472	.000	.000	.000	.000

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Clough Hill / Mudget Hill
City/State : Loudon, NH
Weather : Clear

File Name : 75530003
Site Code : 75530003
Start Date : 5/25/2011
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Clough Hill / Mudget Hill
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 1

Groups Printed- Bikes Peds

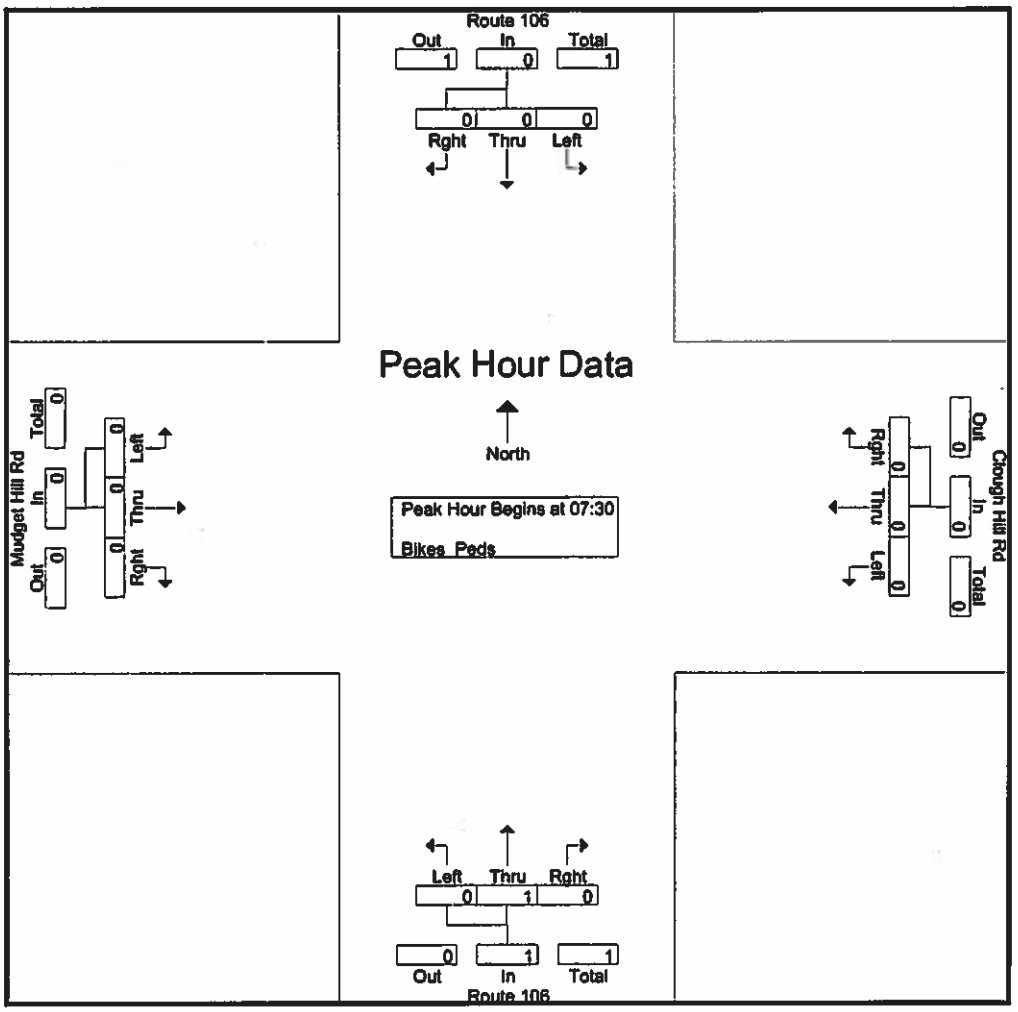
	Route 106 From North				Clough Hill Rd From East				Route 106 From South				Mudget Hill Rd From West						
Start Time	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2	0	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	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	1	0	0	0	0	0	0	0	1	1
Grand Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2	1	3
Apprch %	0	0	0		0	0	0		0	100	0		0	0	0				
Total %	0	0	0		0	0	0		0	100	0		0	0	0		66.7	33.3	

	Route 106 From North				Clough Hill Rd From East				Route 106 From South				Mudget Hill Rd From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Clough Hill / Mudget Hill
City/State : Loudon, NH
Weather : Clear

File Name : 75530003
Site Code : 75530003
Start Date : 5/25/2011
Page No : 2



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

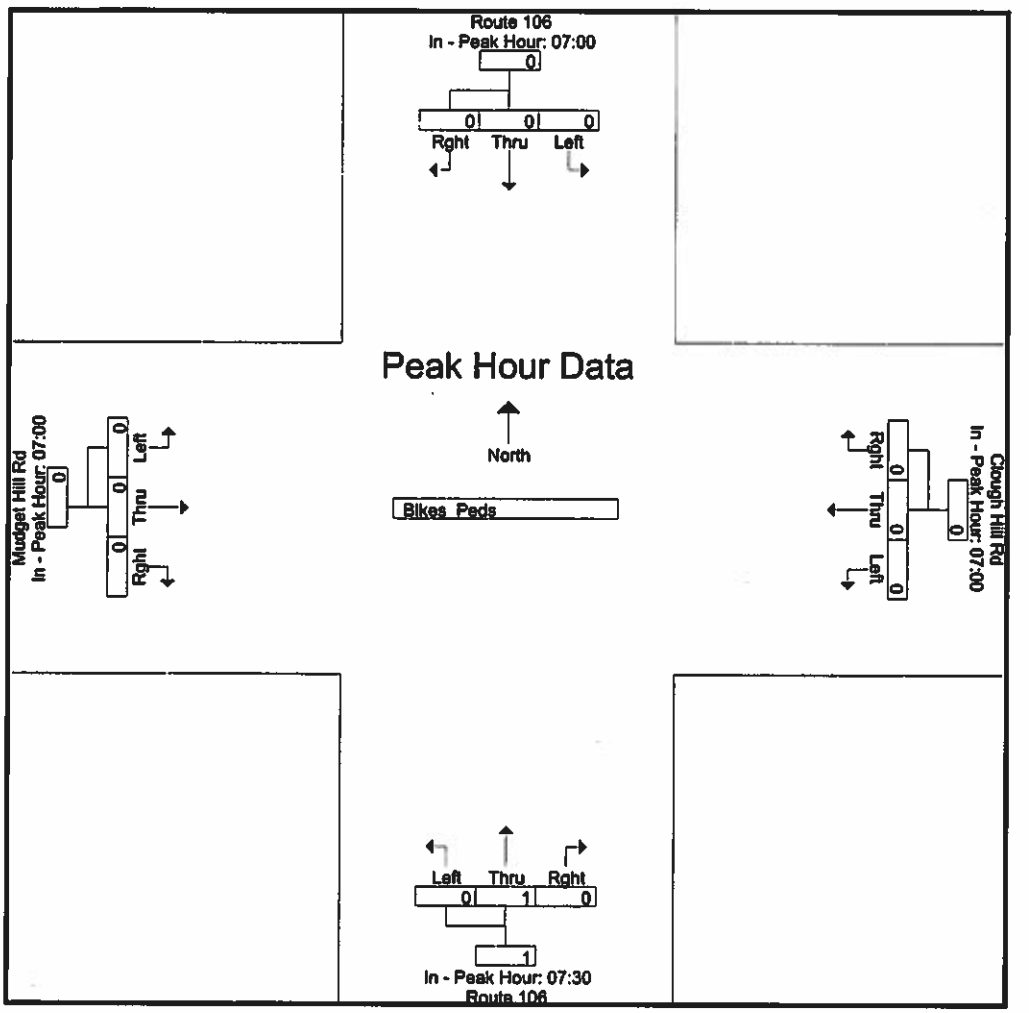
Peak Hour for Each Approach Begins at:

	07:00				07:00				07:30				07:00			
+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	1	0	1	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Clough Hill / Mudget Hill
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Clough Hill / Mudget Hill
City/State : Loudon, NH
Weather : Clear

File Name : 75530003
Site Code : 75530003
Start Date : 5/25/2011
Page No : 1

Groups Printed- Cars - Trucks

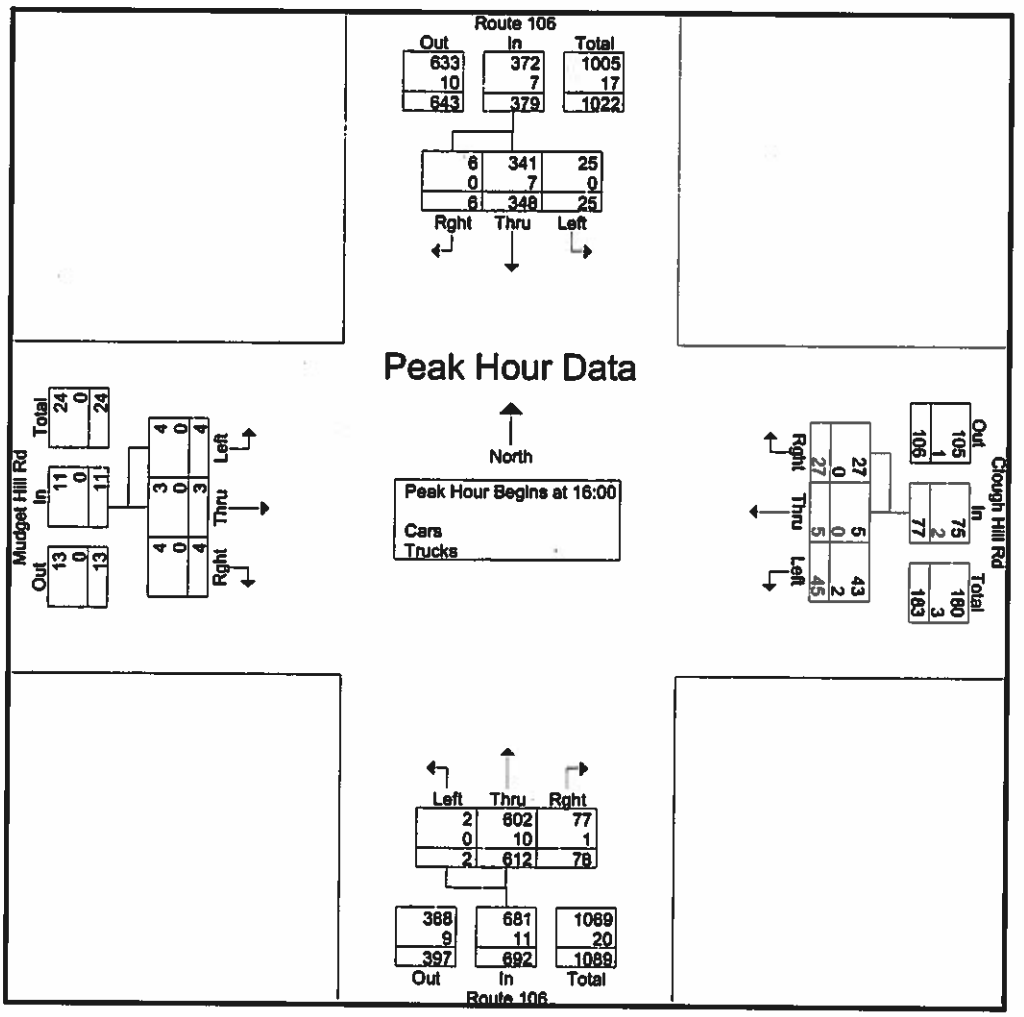
	Route 106 From North			Clough Hill Rd From East			Route 106 From South			Mudget Hill Rd From West			
Start Time	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Int. Total
16:00	9	86	3	12	0	9	0	137	20	1	1	1	279
16:15	9	88	1	9	4	7	0	177	22	1	0	0	318
16:30	3	82	1	14	1	6	1	133	20	1	1	0	263
16:45	4	92	1	10	0	5	1	165	16	1	1	3	299
Total	25	348	6	45	5	27	2	612	78	4	3	4	1159
17:00	3	76	1	10	5	6	1	126	22	2	1	1	254
17:15	5	92	1	13	0	7	0	167	28	1	2	0	316
17:30	3	91	3	13	1	3	0	104	22	1	1	0	242
17:45	6	68	2	9	0	5	0	127	18	1	2	1	239
Total	17	327	7	45	6	21	1	524	90	5	6	2	1051
Grand Total	42	675	13	90	11	48	3	1136	168	9	9	6	2210
Apprch %	5.8	92.5	1.8	60.4	7.4	32.2	0.2	86.9	12.9	37.5	37.5	25	
Total %	1.9	30.5	0.6	4.1	0.5	2.2	0.1	51.4	7.6	0.4	0.4	0.3	
Cars	42	666	13	88	11	48	3	1120	166	9	9	6	2181
% Cars	100	98.7	100	97.8	100	100	100	98.6	98.8	100	100	100	98.7
Trucks	0	9	0	2	0	0	0	16	2	0	0	0	29
% Trucks	0	1.3	0	2.2	0	0	0	1.4	1.2	0	0	0	1.3

	Route 106 From North				Clough Hill Rd From East				Route 106 From South				Mudget Hill Rd From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	9	86	3	98	12	0	9	21	0	137	20	157	1	1	1	3	279
16:15	9	88	1	98	9	4	7	20	0	177	22	199	1	0	0	1	318
16:30	3	82	1	86	14	1	6	21	1	133	20	154	1	1	0	2	263
16:45	4	92	1	97	10	0	5	15	1	165	16	182	1	1	3	5	299
Total Volume	25	348	6	379	45	5	27	77	2	612	78	692	4	3	4	11	1159
% App. Total	6.6	91.8	1.6		58.4	6.5	35.1		0.3	88.4	11.3		36.4	27.3	36.4		
PHF	.694	.946	.500	.967	.804	.313	.750	.917	.500	.864	.886	.869	1.000	.750	.333	.550	.911
Cars	25	341	6	372	43	5	27	75	2	602	77	681	4	3	4	11	1139
% Cars	100	98.0	100	98.2	95.6	100	100	97.4	100	98.4	98.7	98.4	100	100	100	100	98.3
Trucks	0	7	0	7	2	0	0	2	0	10	1	11	0	0	0	0	20
% Trucks	0	2.0	0	1.8	4.4	0	0	2.6	0	1.6	1.3	1.6	0	0	0	0	1.7

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Clough Hill / Mudget Hill
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 2



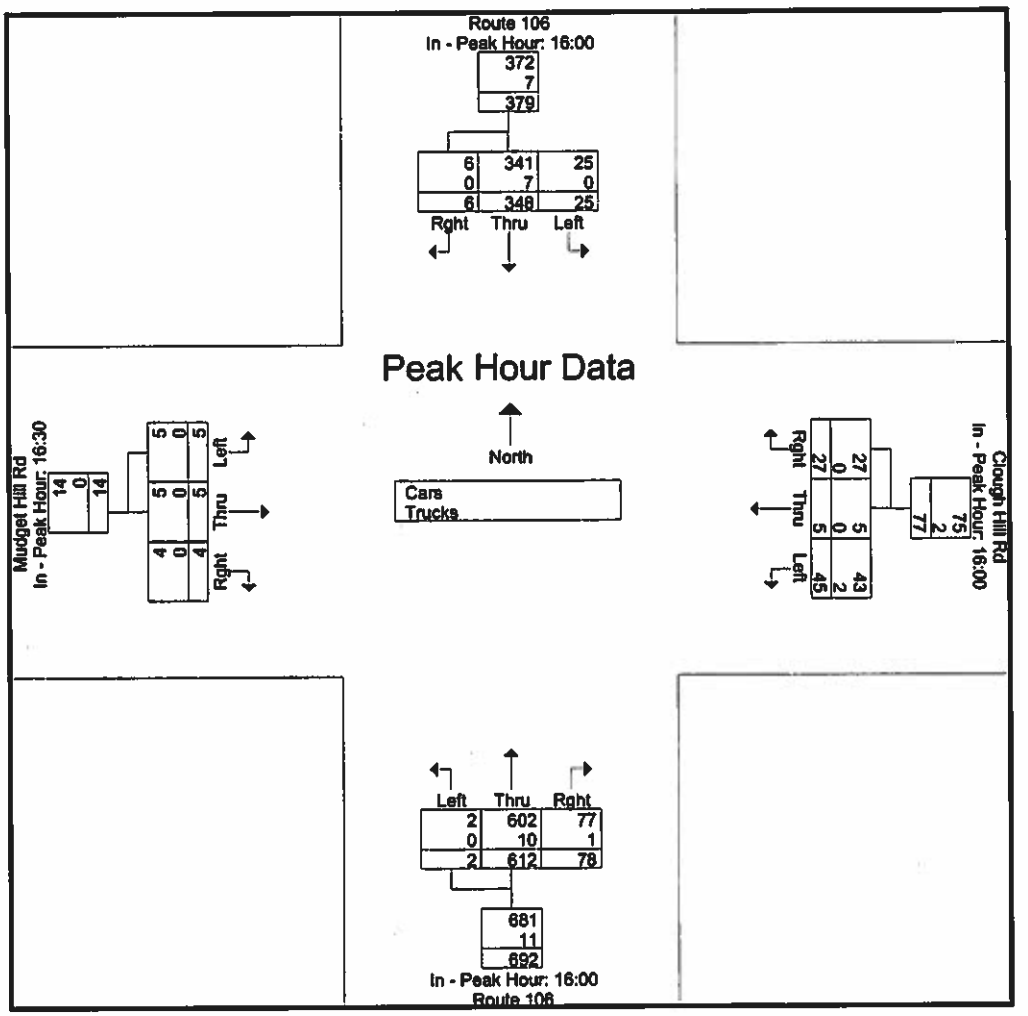
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:00				16:00				16:00				16:30			
+0 mins.	9	86	3	98	12	0	9	21	0	137	20	157	1	1	0	2
+15 mins.	9	88	1	98	9	4	7	20	0	177	22	199	1	1	3	5
+30 mins.	3	82	1	86	14	1	6	21	1	133	20	154	2	1	1	4
+45 mins.	4	92	1	97	10	0	5	15	1	165	16	182	1	2	0	3
Total Volume	25	348	6	379	45	5	27	77	2	612	78	692	5	5	4	14
% App. Total	6.6	91.8	1.6		58.4	6.5	35.1		0.3	88.4	11.3		35.7	35.7	28.6	
PHF	.694	.946	.500	.967	.804	.313	.750	.917	.500	.864	.886	.869	.625	.625	.333	.700
Cars	25	341	6	372	43	5	27	75	2	602	77	681	5	5	4	14
% Cars	100	98	100	98.2	95.6	100	100	97.4	100	98.4	98.7	98.4	100	100	100	100
Trucks	0	7	0	7	2	0	0	2	0	10	1	11	0	0	0	0
% Trucks	0	2	0	1.8	4.4	0	0	2.6	0	1.6	1.3	1.6	0	0	0	0

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Clough Hill / Mudget Hill
City/State : Loudon, NH
Weather : Clear

File Name : 75530003
Site Code : 75530003
Start Date : 5/25/2011
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Clough Hill / Mudget Hill
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 1

Groups Printed- Cars

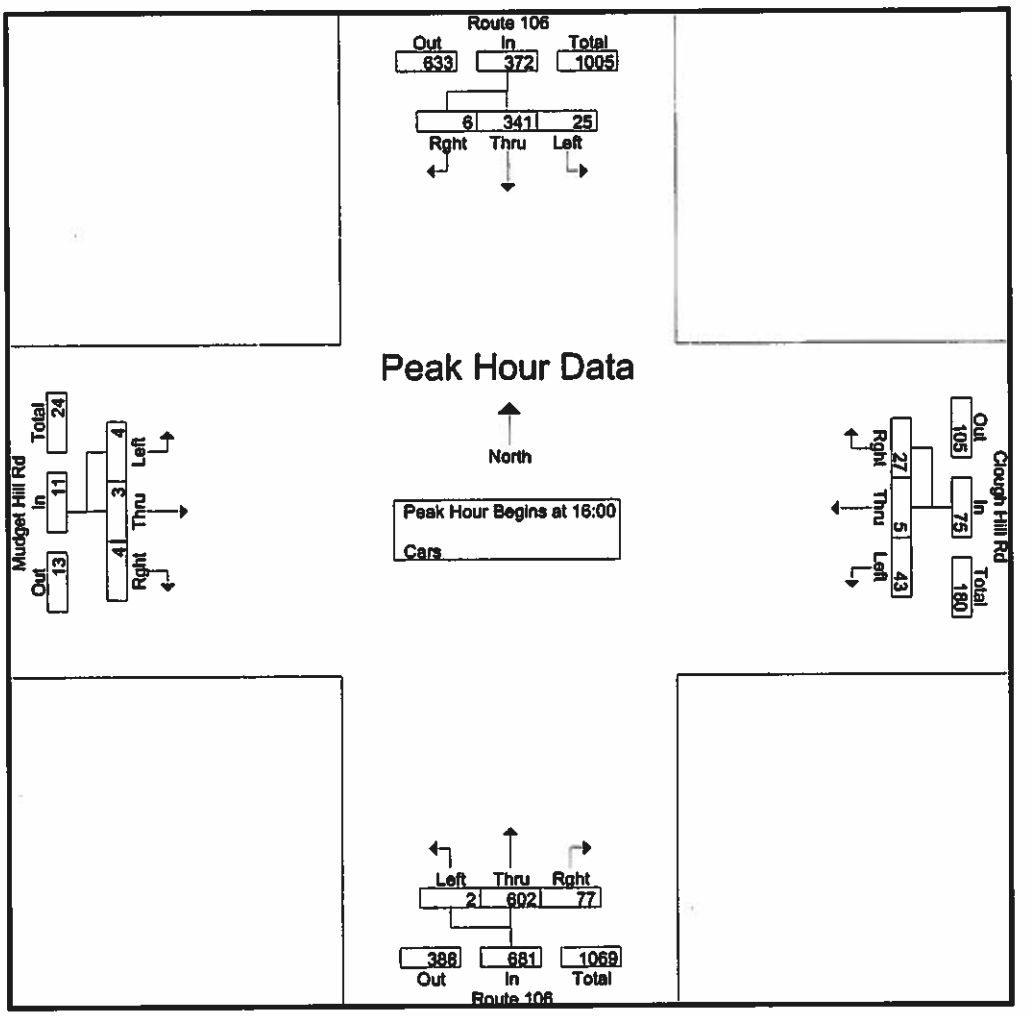
	Route 106 From North			Clough Hill Rd From East			Route 106 From South			Mudget Hill Rd From West			
Start Time	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Int. Total
16:00	9	83	3	11	0	9	0	132	19	1	1	1	269
16:15	9	87	1	8	4	7	0	175	22	1	0	0	314
16:30	3	79	1	14	1	6	1	131	20	1	1	0	258
16:45	4	92	1	10	0	5	1	164	16	1	1	3	298
Total	25	341	6	43	5	27	2	602	77	4	3	4	1139
17:00	3	75	1	10	5	6	1	125	21	2	1	1	251
17:15	5	91	1	13	0	7	0	166	28	1	2	0	314
17:30	3	91	3	13	1	3	0	103	22	1	1	0	241
17:45	6	68	2	9	0	5	0	124	18	1	2	1	236
Total	17	325	7	45	6	21	1	518	89	5	6	2	1042
Grand Total	42	666	13	88	11	48	3	1120	166	9	9	6	2181
Apprch %	5.8	92.4	1.8	59.9	7.5	32.7	0.2	86.9	12.9	37.5	37.5	25	
Total %	1.9	30.5	0.6	4	0.5	2.2	0.1	51.4	7.6	0.4	0.4	0.3	

	Route 106 From North				Clough Hill Rd From East				Route 106 From South				Mudget Hill Rd From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	9	83	3	95	11	0	9	20	0	132	19	151	1	1	1	3	269
16:15	9	87	1	97	8	4	7	19	0	175	22	197	1	0	0	1	314
16:30	3	79	1	83	14	1	6	21	1	131	20	152	1	1	0	2	258
16:45	4	92	1	97	10	0	5	15	1	164	16	181	1	1	3	5	298
Total Volume	25	341	6	372	43	5	27	75	2	602	77	681	4	3	4	11	1139
% App. Total	6.7	91.7	1.6		57.3	6.7	36		0.3	88.4	11.3		36.4	27.3	36.4		
PHF	.694	.927	.500	.959	.768	.313	.750	.893	.500	.860	.875	.864	1.000	.750	.333	.550	.907

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Clough Hill / Mudget Hill
City/State : Loudon, NH
Weather : Clear

File Name : 75530003
Site Code : 75530003
Start Date : 5/25/2011
Page No : 2



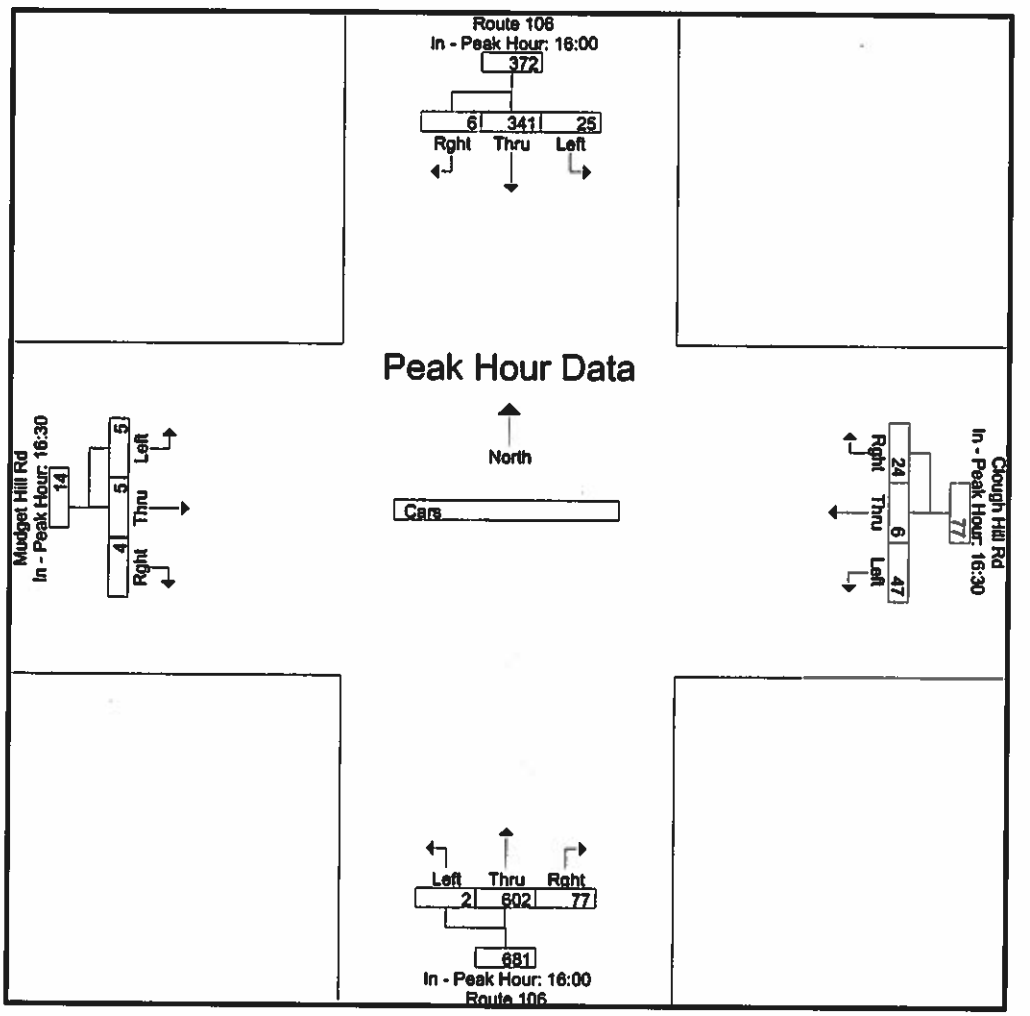
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:00				16:30				16:00				16:30			
+0 mins.	9	83	3	95	14	1	6	21	0	132	19	151	1	1	0	2
+15 mins.	9	87	1	97	10	0	5	15	0	175	22	197	1	1	3	5
+30 mins.	3	79	1	83	10	5	6	21	1	131	20	152	2	1	1	4
+45 mins.	4	92	1	97	13	0	7	20	1	164	16	181	1	2	0	3
Total Volume	25	341	6	372	47	6	24	77	2	602	77	681	5	5	4	14
% App. Total	6.7	91.7	1.6		61	7.8	31.2		0.3	88.4	11.3		35.7	35.7	28.6	
PHF	.694	.927	.500	.959	.839	.300	.857	.917	.500	.860	.875	.864	.625	.625	.333	.700

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Clough Hill / Mudget Hill
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Clough Hill / Mudget Hill
City/State : Loudon, NH
Weather : Clear

File Name : 75530003
Site Code : 75530003
Start Date : 5/25/2011
Page No : 1

Groups Printed- Trucks

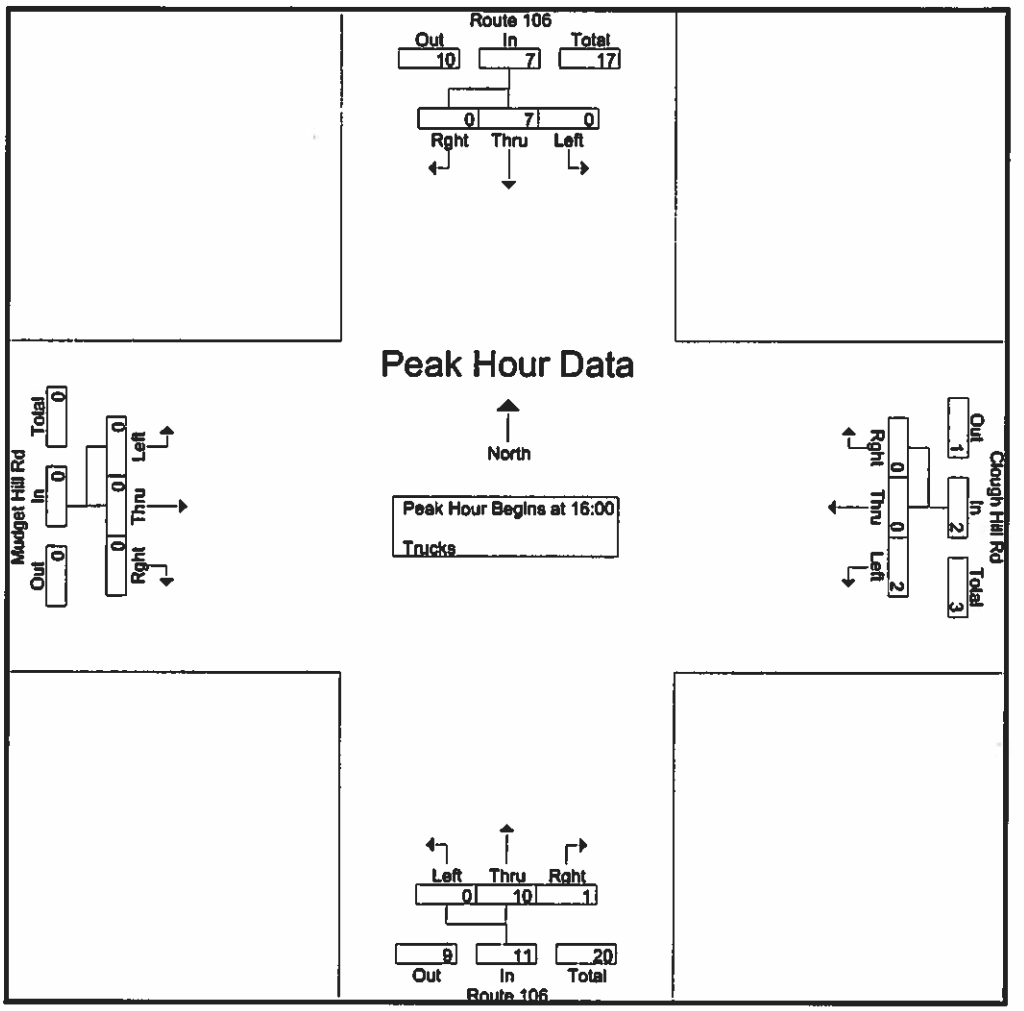
	Route 106 From North			Clough Hill Rd From East			Route 106 From South			Mudget Hill Rd From West			
Start Time	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Int. Total
16:00	0	3	0	1	0	0	0	5	1	0	0	0	10
16:15	0	1	0	1	0	0	0	2	0	0	0	0	4
16:30	0	3	0	0	0	0	0	2	0	0	0	0	5
16:45	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	7	0	2	0	0	0	10	1	0	0	0	20
17:00	0	1	0	0	0	0	0	1	1	0	0	0	3
17:15	0	1	0	0	0	0	0	1	0	0	0	0	2
17:30	0	0	0	0	0	0	0	1	0	0	0	0	1
17:45	0	0	0	0	0	0	0	3	0	0	0	0	3
Total	0	2	0	0	0	0	0	6	1	0	0	0	9
Grand Total	0	9	0	2	0	0	0	16	2	0	0	0	29
Apprch %	0	100	0	100	0	0	0	88.9	11.1	0	0	0	
Total %	0	31	0	6.9	0	0	0	55.2	6.9	0	0	0	

	Route 106 From North				Clough Hill Rd From East				Route 106 From South				Mudget Hill Rd From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	0	3	0	3	1	0	0	1	0	5	1	6	0	0	0	0	10
16:15	0	1	0	1	1	0	0	1	0	2	0	2	0	0	0	0	4
16:30	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
16:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	7	0	7	2	0	0	2	0	10	1	11	0	0	0	0	20
% App. Total	0	100	0		100	0	0		0	90.9	9.1		0	0	0		
PHF	.000	.583	.000	.583	.500	.000	.000	.500	.000	.500	.250	.458	.000	.000	.000	.000	.500

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Clough Hill / Mudget Hill
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 2



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

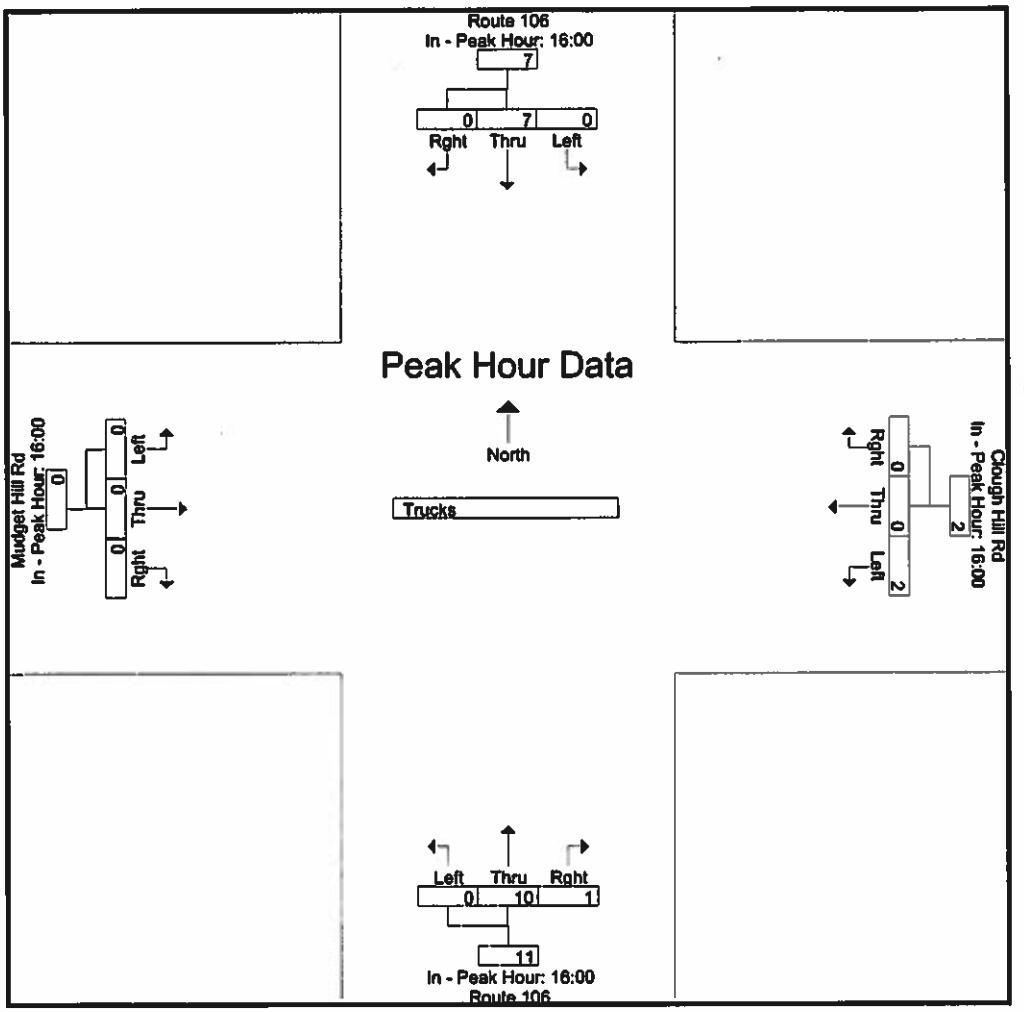
Peak Hour for Each Approach Begins at:

	16:00				16:00				16:00				16:00			
+0 mins.	0	3	0	3	1	0	0	1	0	5	1	6	0	0	0	0
+15 mins.	0	1	0	1	1	0	0	1	0	2	0	2	0	0	0	0
+30 mins.	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	7	0	7	2	0	0	2	0	10	1	11	0	0	0	0
% App. Total	0	100	0		100	0	0		0	90.9	9.1		0	0	0	
PHF	.000	.583	.000	.583	.500	.000	.000	.500	.000	.500	.250	.458	.000	.000	.000	.000

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Clough Hill / Mudget Hill
City/State : Loudon, NH
Weather : Clear

File Name : 75530003
Site Code : 75530003
Start Date : 5/25/2011
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Clough Hill / Mudget Hill
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 1

Groups Printed- Bikes Peds

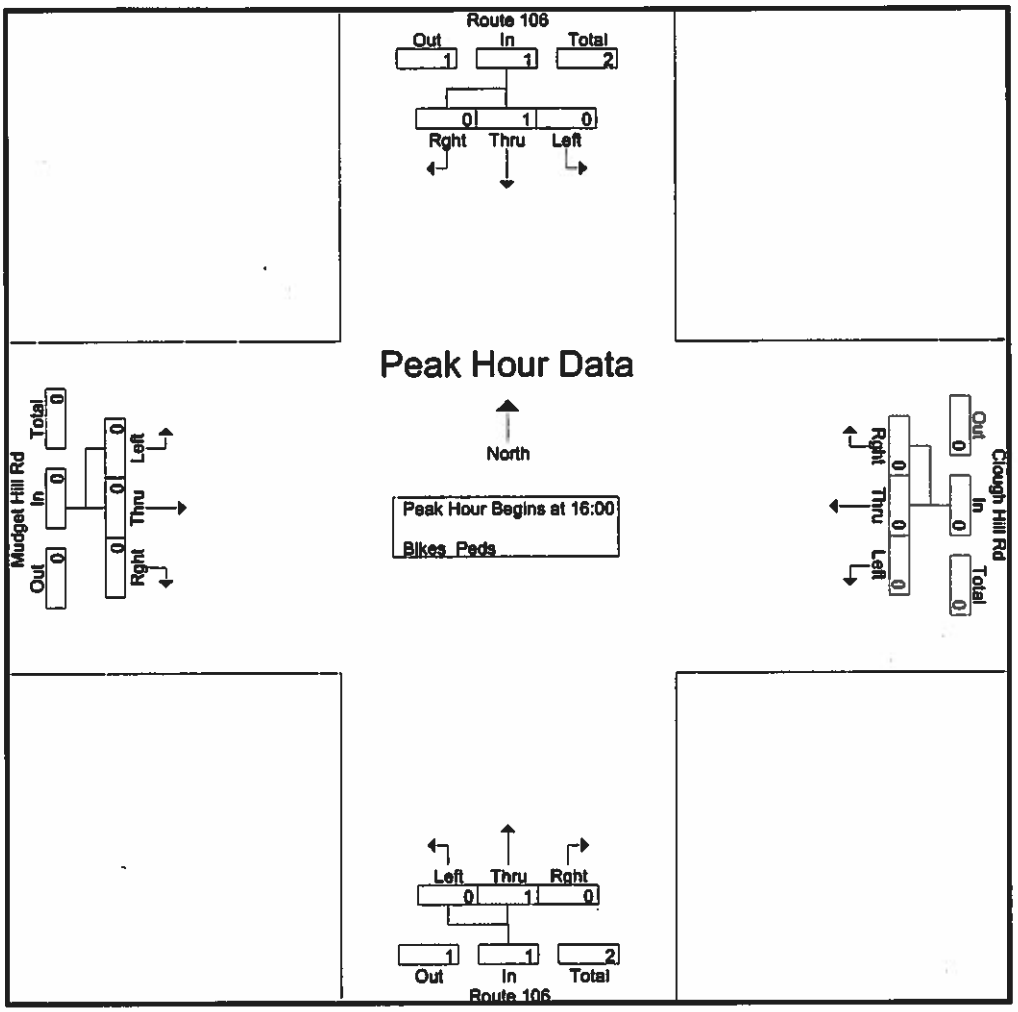
	Route 106 From North				Clough Hill Rd From East				Route 106 From South				Mudget Hill Rd From West						
Start Time	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Left	Thru	Rght	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
16:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2
16:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1
Total	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2	2	4
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1
17:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
17:45	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	1	2
Total	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	1	2	2	4
Grand Total	0	1	0	1	0	0	0	1	0	3	0	0	0	0	0	2	4	4	8
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0				
Total %	0	25	0		0	0	0		0	75	0		0	0	0		50	50	

	Route 106 From North				Clough Hill Rd From East				Route 106 From South				Mudget Hill Rd From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
16:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.500

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Clough Hill / Mudget Hill
City/State : Loudon, NH
Weather : Clear

File Name : 75530003
Site Code : 75530003
Start Date : 5/25/2011
Page No : 2



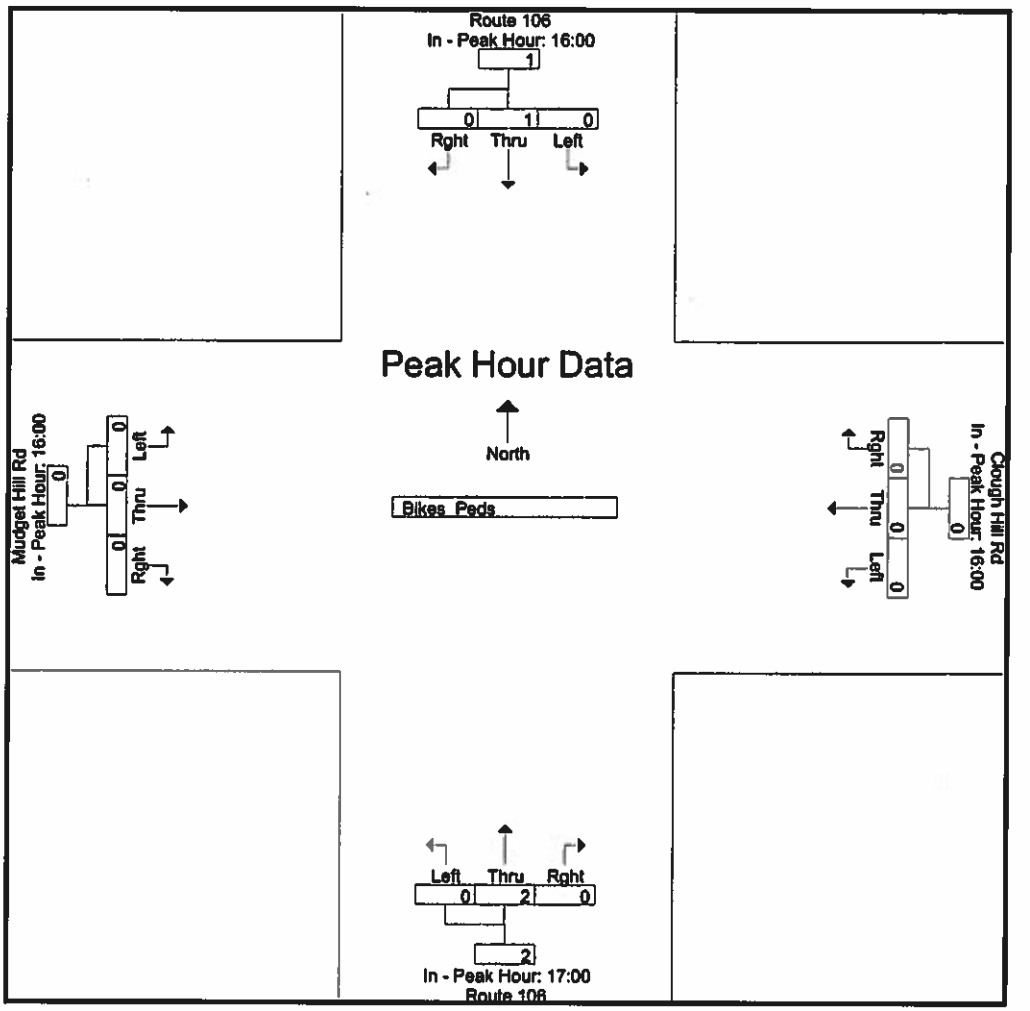
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00				16:00				17:00				16:00			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

N/S Street : Route 106
E/W Street: Clough Hill / Mudget Hill
City/State : Loudon, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Clough Hill / Mudget Hill
City/State : Loudon, NH
Weather : Rain

File Name : 755300S3
Site Code : 75530003
Start Date : 6/11/2011
Page No : 1

Groups Printed- Cars - Trucks

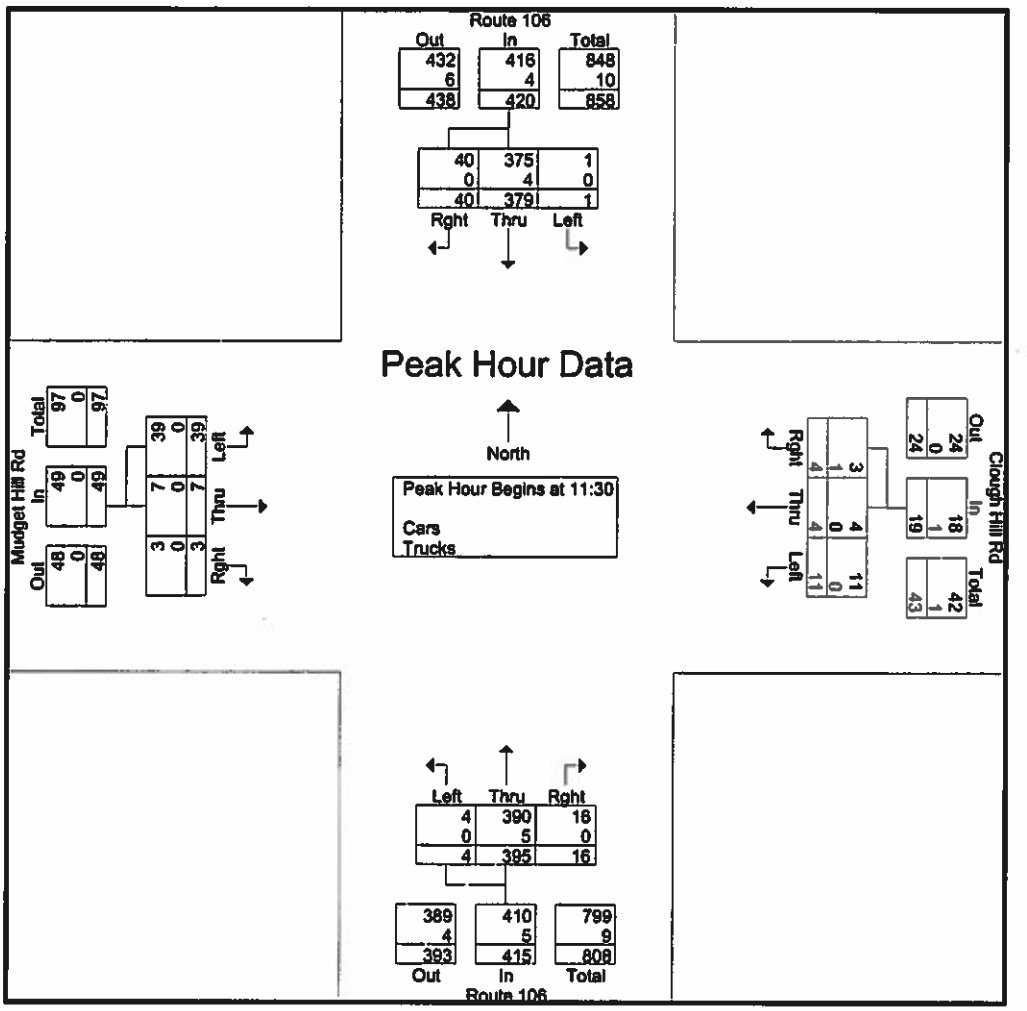
	Route 106 From North			Clough Hill Rd From East			Route 106 From South			Mudget Hill Rd From West			
Start Time	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Int. Total
11:00	0	89	4	4	2	1	1	73	2	16	0	2	194
11:15	0	97	13	0	1	0	0	92	2	15	0	3	223
11:30	1	89	11	0	1	2	2	88	3	11	3	1	212
11:45	0	96	9	3	0	0	1	103	2	9	0	0	223
Total	1	371	37	7	4	3	4	356	9	51	3	6	852
12:00	0	106	6	6	1	0	1	101	5	9	2	1	238
12:15	0	88	14	2	2	2	0	103	6	10	2	1	230
12:30	0	87	12	0	0	2	0	99	3	6	1	2	212
12:45	0	99	8	5	1	1	2	97	3	5	0	1	222
Total	0	380	40	13	4	5	3	400	17	30	5	5	902
Grand Total	1	751	77	20	8	8	7	756	26	81	8	11	1754
Apprch %	0.1	90.6	9.3	55.6	22.2	22.2	0.9	95.8	3.3	81	8	11	
Total %	0.1	42.8	4.4	1.1	0.5	0.5	0.4	43.1	1.5	4.6	0.5	0.6	
Cars	1	743	77	20	8	6	7	749	26	81	8	11	1737
% Cars	100	98.9	100	100	100	75	100	99.1	100	100	100	100	99
Trucks	0	8	0	0	0	2	0	7	0	0	0	0	17
% Trucks	0	1.1	0	0	0	25	0	0.9	0	0	0	0	1

	Route 106 From North				Clough Hill Rd From East				Route 106 From South				Mudget Hill Rd From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:30																	
11:30	1	89	11	101	0	1	2	3	2	88	3	93	11	3	1	15	212
11:45	0	96	9	105	3	0	0	3	1	103	2	106	9	0	0	9	223
12:00	0	106	6	112	6	1	0	7	1	101	5	107	9	2	1	12	238
12:15	0	88	14	102	2	2	2	6	0	103	6	109	10	2	1	13	230
Total Volume	1	379	40	420	11	4	4	19	4	395	16	415	39	7	3	49	903
% App. Total	0.2	90.2	9.5		57.9	21.1	21.1		1	95.2	3.9		79.6	14.3	6.1		
PHF	.250	.894	.714	.938	.458	.500	.500	.679	.500	.959	.667	.952	.886	.583	.750	.817	.949
Cars	1	375	40	416	11	4	3	18	4	390	16	410	39	7	3	49	893
% Cars	100	98.9	100	99.0	100	100	75.0	94.7	100	98.7	100	98.8	100	100	100	100	98.9
Trucks	0	4	0	4	0	0	1	1	0	5	0	5	0	0	0	0	10
% Trucks	0	1.1	0	1.0	0	0	25.0	5.3	0	1.3	0	1.2	0	0	0	0	1.1

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Clough Hill / Mudget Hill
City/State : Loudon, NH
Weather : Rain

File Name : 755300S3
Site Code : 75530003
Start Date : 6/11/2011
Page No : 2



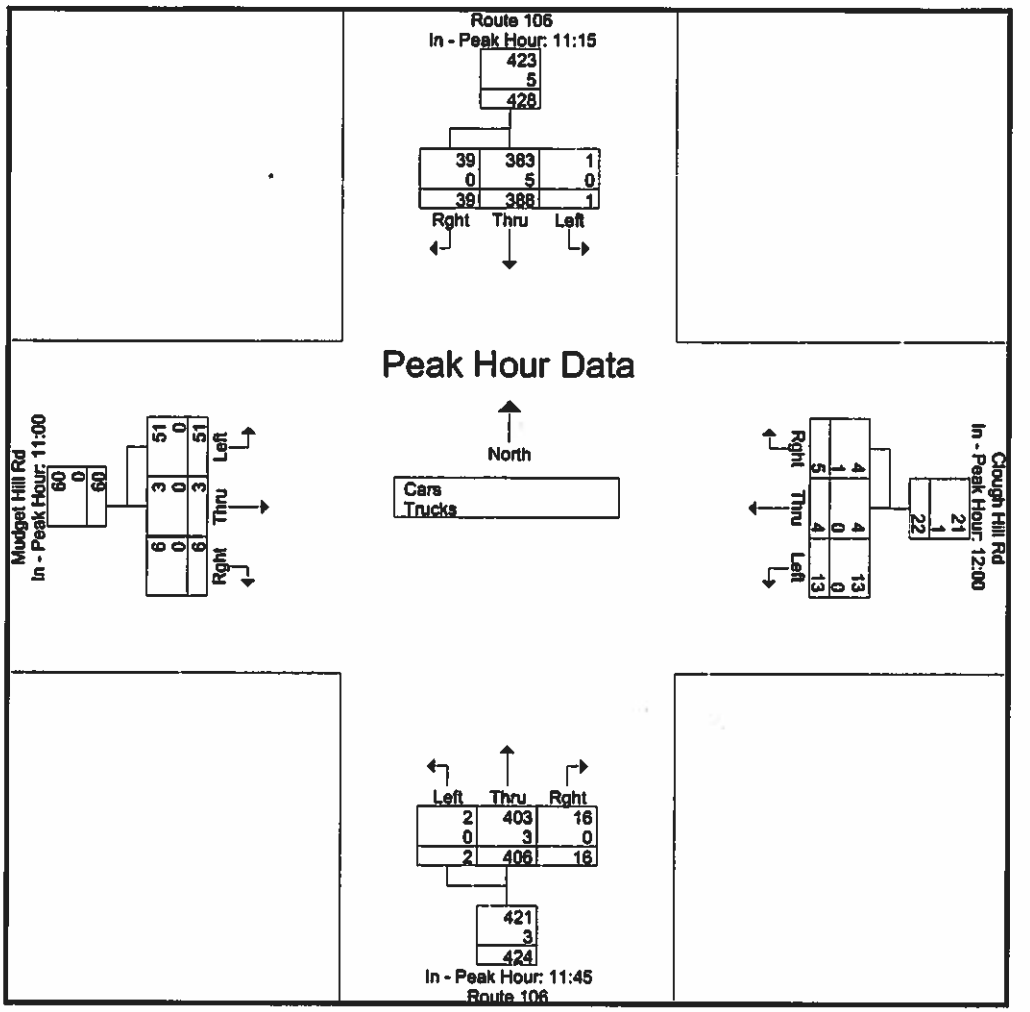
Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:15				12:00				11:45				11:00			
+0 mins.	0	97	13	110	6	1	0	7	1	103	2	106	16	0	2	18
+15 mins.	1	89	11	101	2	2	2	6	1	101	5	107	15	0	3	18
+30 mins.	0	96	9	105	0	0	2	2	0	103	6	109	11	3	1	15
+45 mins.	0	106	6	112	5	1	1	7	0	99	3	102	9	0	0	9
Total Volume	1	388	39	428	13	4	5	22	2	406	16	424	51	3	6	60
% App. Total	0.2	90.7	9.1		59.1	18.2	22.7		0.5	95.8	3.8		85	5	10	
PHF	.250	.915	.750	.955	.542	.500	.625	.786	.500	.985	.667	.972	.797	.250	.500	.833
Cars	1	383	39	423	13	4	4	21	2	403	16	421	51	3	6	60
% Cars	100	98.7	100	98.8	100	100	80	95.5	100	99.3	100	99.3	100	100	100	100
Trucks	0	5	0	5	0	0	1	1	0	3	0	3	0	0	0	0
% Trucks	0	1.3	0	1.2	0	0	20	4.5	0	0.7	0	0.7	0	0	0	0

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Clough Hill / Mudget Hill
City/State : Loudon, NH
Weather : Rain

File Name : 755300S3
Site Code : 7553000
Start Date : 6/11/2011
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Clough Hill / Mudget Hill
City/State : Loudon, NH
Weather : Rain

File Name : 755300S
Site Code : 7553000
Start Date : 6/11/201
Page No : 1

Groups Printed- Cars

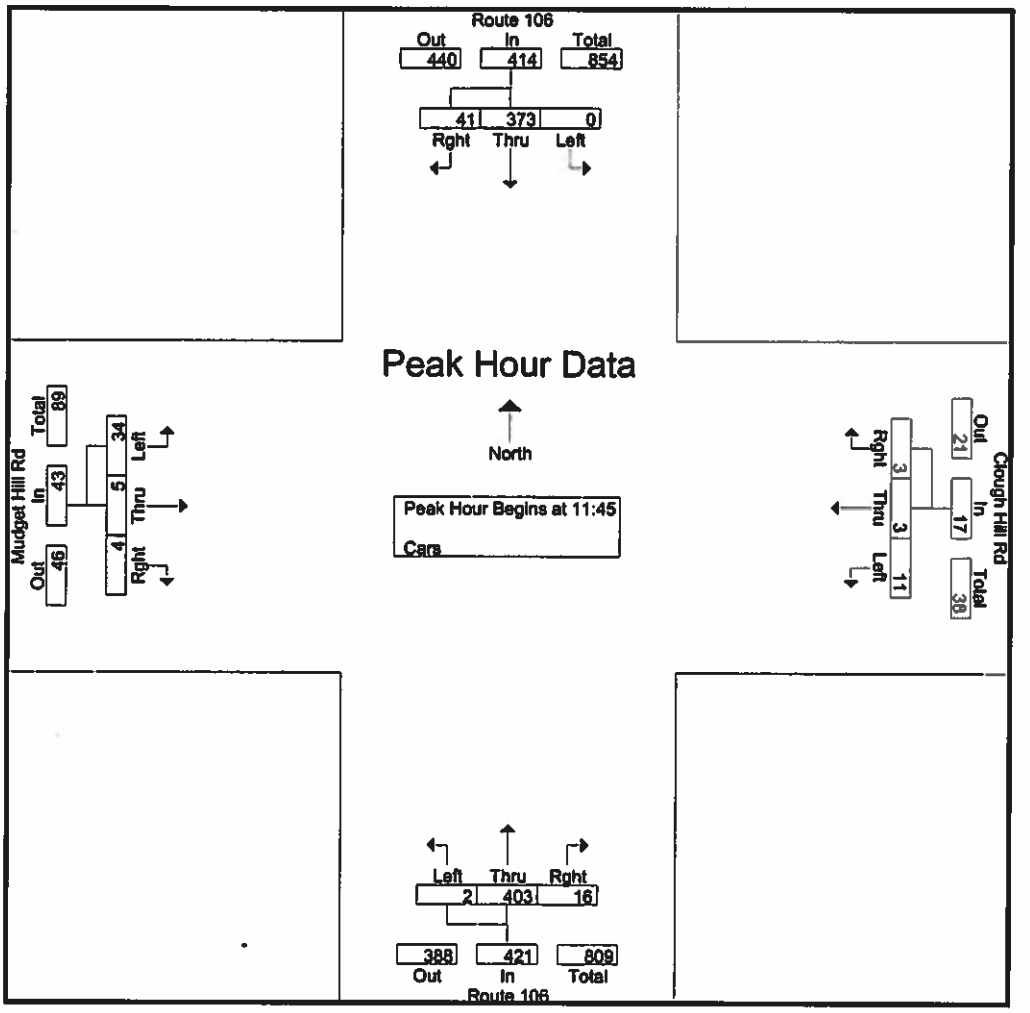
	Route 106 From North			Clough Hill Rd From East			Route 106 From South			Mudget Hill Rd From West			
Start Time	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Int. Total
11:00	0	89	4	4	2	1	1	72	2	16	0	2	193
11:15	0	95	13	0	1	0	0	91	2	15	0	3	220
11:30	1	88	11	0	1	1	2	86	3	11	3	1	208
11:45	0	96	9	3	0	0	1	101	2	9	0	0	221
Total	1	368	37	7	4	2	4	350	9	51	3	6	842
12:00	0	104	6	6	1	0	1	100	5	9	2	1	235
12:15	0	87	14	2	2	2	0	103	6	10	2	1	229
12:30	0	86	12	0	0	1	0	99	3	6	1	2	210
12:45	0	98	8	5	1	1	2	97	3	5	0	1	221
Total	0	375	40	13	4	4	3	399	17	30	5	5	895
Grand Total	1	743	77	20	8	6	7	749	26	81	8	11	1737
Apprch %	0.1	90.5	9.4	58.8	23.5	17.6	0.9	95.8	3.3	81	8	11	
Total %	0.1	42.8	4.4	1.2	0.5	0.3	0.4	43.1	1.5	4.7	0.5	0.6	

	Route 106 From North				Clough Hill Rd From East				Route 106 From South				Mudget Hill Rd From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45																	
11:45	0	96	9	105	3	0	0	3	1	101	2	104	9	0	0	9	221
12:00	0	104	6	110	6	1	0	7	1	100	5	106	9	2	1	12	235
12:15	0	87	14	101	2	2	2	6	0	103	6	109	10	2	1	13	229
12:30	0	86	12	98	0	0	1	1	0	99	3	102	6	1	2	9	210
Total Volume	0	373	41	414	11	3	3	17	2	403	16	421	34	5	4	43	895
% App. Total	0	90.1	9.9		64.7	17.6	17.6		0.5	95.7	3.8		79.1	11.6	9.3		
PHF	.000	.897	.732	.941	.458	.375	.375	.607	.500	.978	.667	.966	.850	.625	.500	.827	.952

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Clough Hill / Mudget Hill
City/State : Loudon, NH
Weather : Rain

File Name : 755300S3
Site Code : 75530003
Start Date : 6/11/2011
Page No : 2



Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1

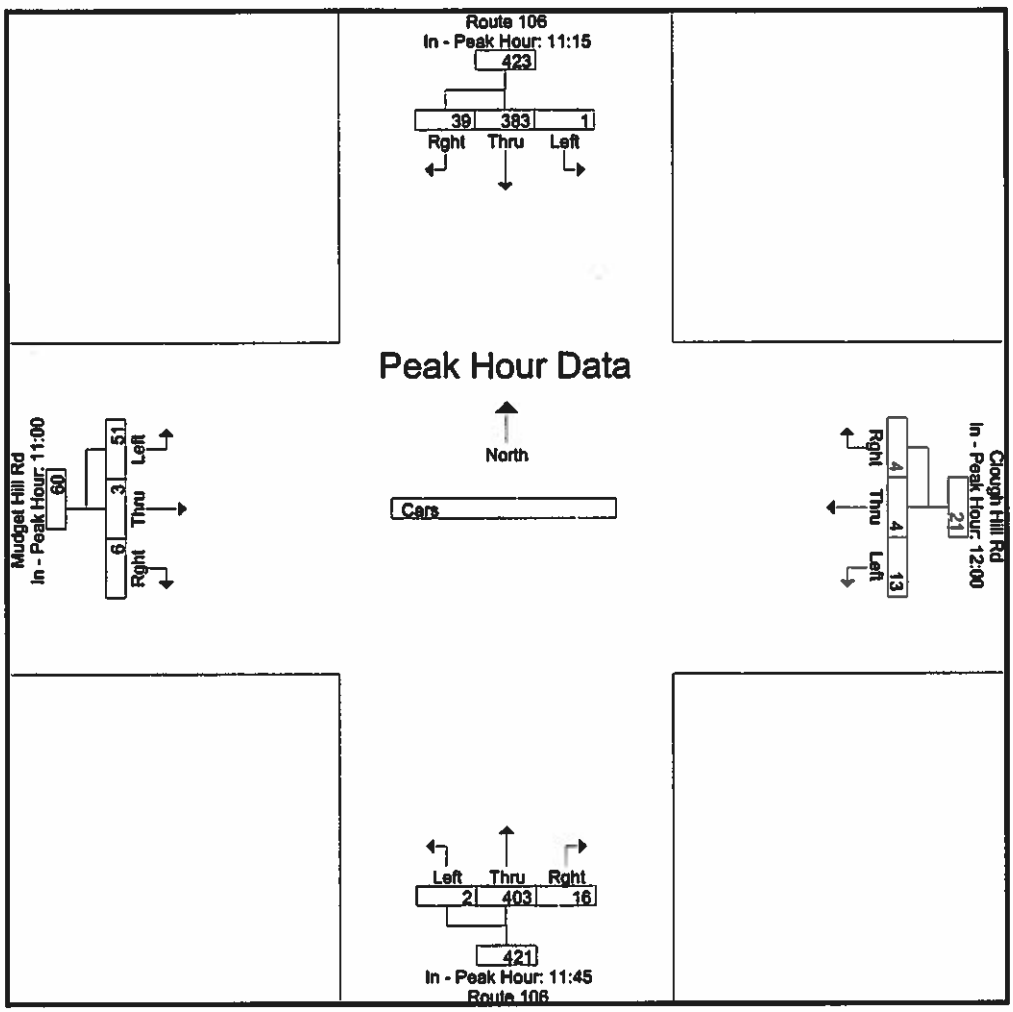
Peak Hour for Each Approach Begins at:

	11:15				12:00				11:45				11:00			
+0 mins.	0	95	13	108	6	1	0	7	1	101	2	104	16	0	2	18
+15 mins.	1	88	11	100	2	2	2	6	1	100	5	106	15	0	3	18
+30 mins.	0	96	9	105	0	0	1	1	0	103	6	109	11	3	1	15
+45 mins.	0	104	6	110	5	1	1	7	0	99	3	102	9	0	0	9
Total Volume	1	383	39	423	13	4	4	21	2	403	16	421	51	3	6	60
% App. Total	0.2	90.5	9.2		61.9	19	19		0.5	95.7	3.8		85	5	10	
PHF	.250	.921	.750	.961	.542	.500	.500	.750	.500	.978	.667	.966	.797	.250	.500	.833

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Clough Hill / Mudget Hill
City/State : Loudon, NH
Weather : Rain

File Name : 755300S3
Site Code : 75530003
Start Date : 6/11/2011
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Clough Hill / Mudget Hill
City/State : Loudon, NH
Weather : Rain

File Name : 755300S
Site Code : 7553000
Start Date : 6/11/201
Page No : 1

Groups Printed- Trucks

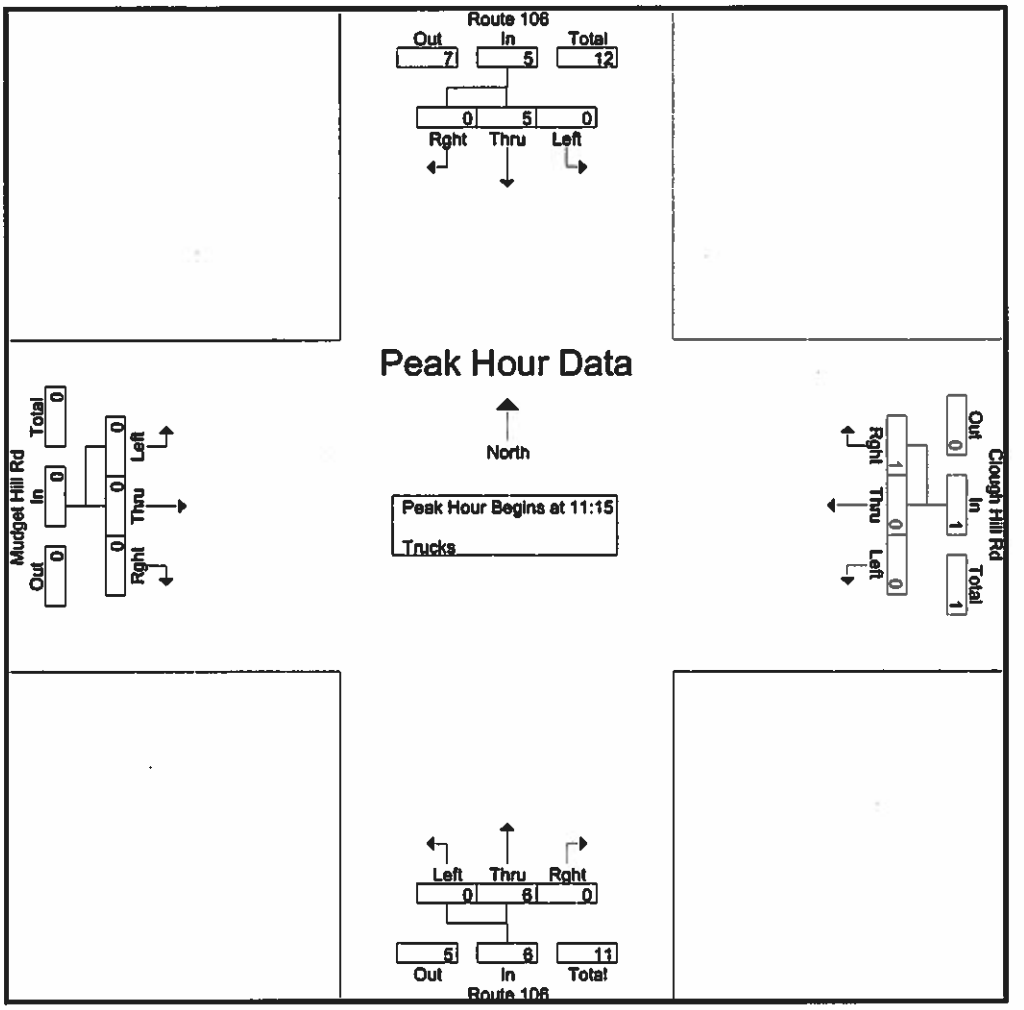
	Route 106 From North			Clough Hill Rd From East			Route 106 From South			Mudget Hill Rd From West			
Start Time	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Int. Total
11:00	0	0	0	0	0	0	0	1	0	0	0	0	1
11:15	0	2	0	0	0	0	0	1	0	0	0	0	3
11:30	0	1	0	0	0	1	0	2	0	0	0	0	4
11:45	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	3	0	0	0	1	0	6	0	0	0	0	10
12:00	0	2	0	0	0	0	0	1	0	0	0	0	3
12:15	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30	0	1	0	0	0	1	0	0	0	0	0	0	2
12:45	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	0	0	0	1	0	1	0	0	0	0	7
Grand Total	0	8	0	0	0	2	0	7	0	0	0	0	17
Apprch %	0	100	0	0	0	100	0	100	0	0	0	0	
Total %	0	47.1	0	0	0	11.8	0	41.2	0	0	0	0	

	Route 106 From North				Clough Hill Rd From East				Route 106 From South				Mudget Hill Rd From West				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:15																	
11:15	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
11:30	0	1	0	1	0	0	1	1	0	2	0	2	0	0	0	0	4
11:45	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
12:00	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total Volume	0	5	0	5	0	0	1	1	0	6	0	6	0	0	0	0	12
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.625	.000	.625	.000	.000	.250	.250	.000	.750	.000	.750	.000	.000	.000	.000	.750

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Clough Hill / Mudget Hill
City/State : Loudon, NH
Weather : Rain

File Name : 755300S3
Site Code : 75530003
Start Date : 6/11/2011
Page No : 2



Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1

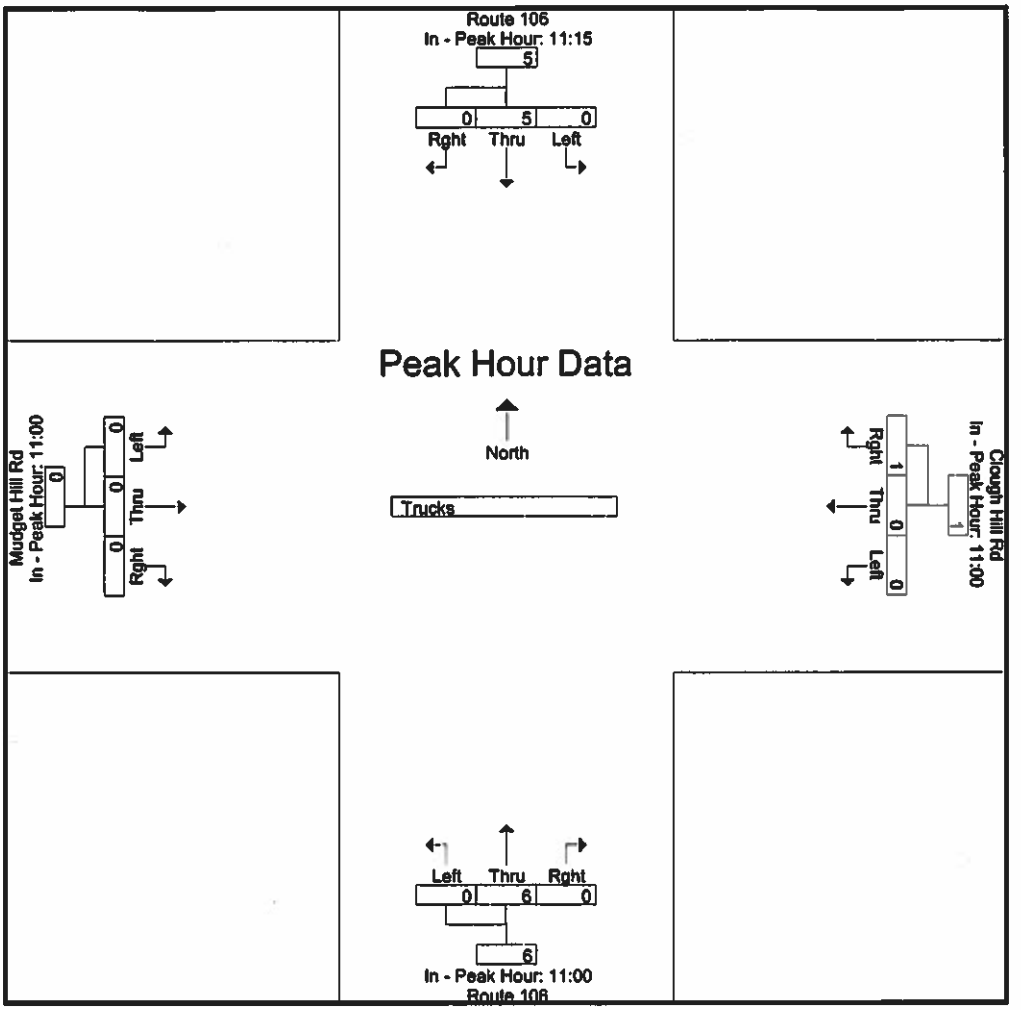
Peak Hour for Each Approach Begins at:

	11:15				11:00				11:00				11:00			
+0 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	1	0	2	0	2	0	0	0	0
+45 mins.	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	0	5	0	5	0	0	1	1	0	6	0	6	0	0	0	0
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0	
PHF	.000	.625	.000	.625	.000	.000	.250	.250	.000	.750	.000	.750	.000	.000	.000	.000

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Clough Hill / Mudget Hill
City/State : Loudon, NH
Weather : Rain

File Name : 755300S3
Site Code : 75530003
Start Date : 6/11/2011
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Clear

File Name : 75530005
Site Code : 75530005
Start Date : 5/25/2011
Page No : 1

Groups Printed- Cars - Trucks

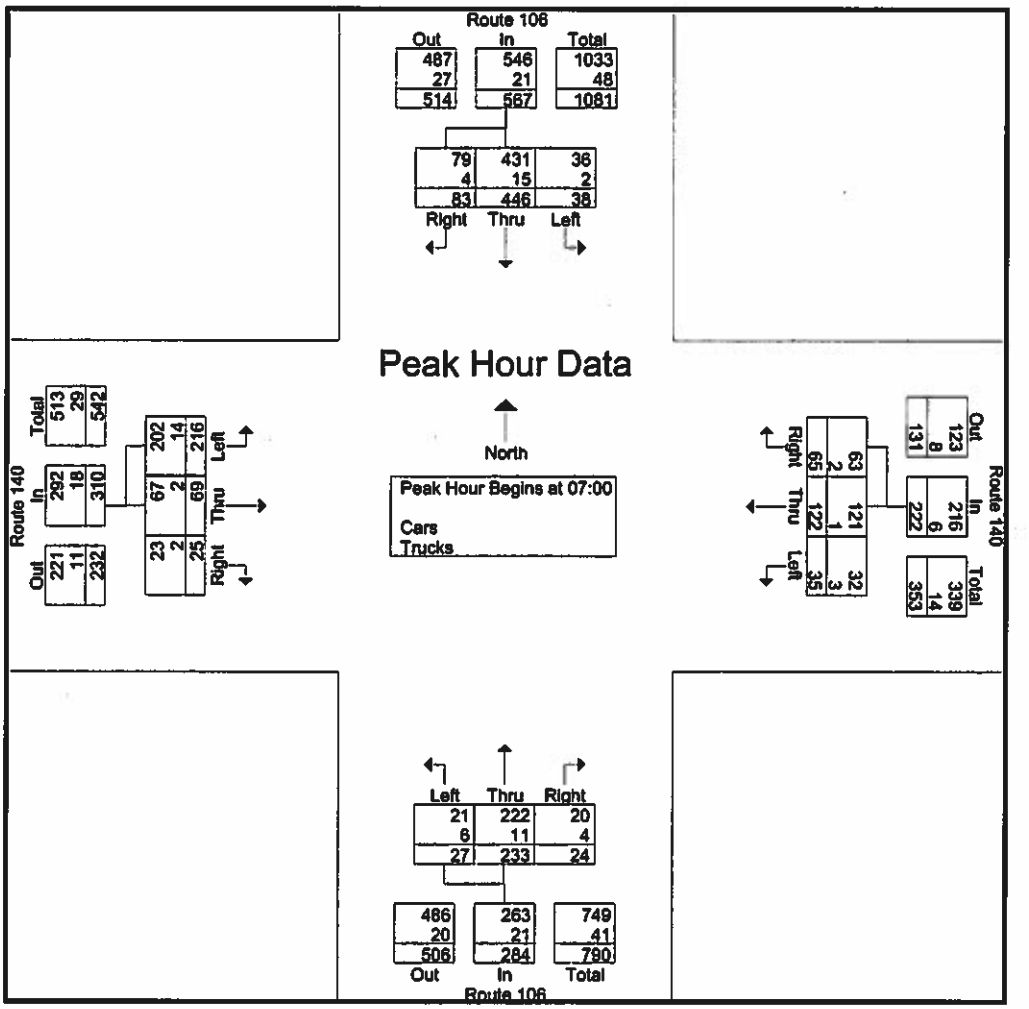
	Route 106 From North			Route 140 From East			Route 106 From South			Route 140 From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00	6	93	21	6	27	18	7	46	2	43	17	7	293
07:15	9	157	25	13	32	15	5	46	6	49	16	7	380
07:30	5	94	18	5	22	13	4	79	5	68	17	5	335
07:45	18	102	19	11	41	19	11	62	11	56	19	6	375
Total	38	446	83	35	122	65	27	233	24	216	69	25	1383
08:00	15	93	20	9	19	9	2	43	5	53	18	5	291
08:15	33	70	16	2	28	23	11	56	10	31	25	4	309
08:30	23	65	6	2	43	39	5	55	7	31	39	5	320
08:45	11	60	13	3	38	37	4	35	3	48	20	2	274
Total	82	288	55	16	128	108	22	189	25	163	102	16	1194
Grand Total	120	734	138	51	250	173	49	422	49	379	171	41	2577
Apprch %	12.1	74	13.9	10.8	52.7	36.5	9.4	81.2	9.4	64.1	28.9	6.9	
Total %	4.7	28.5	5.4	2	9.7	6.7	1.9	16.4	1.9	14.7	6.6	1.6	
Cars	113	709	127	47	243	160	40	403	43	358	162	38	2443
% Cars	94.2	96.6	92	92.2	97.2	92.5	81.6	95.5	87.8	94.5	94.7	92.7	94.8
Trucks	7	25	11	4	7	13	9	19	6	21	9	3	134
% Trucks	5.8	3.4	8	7.8	2.8	7.5	18.4	4.5	12.2	5.5	5.3	7.3	5.2

	Route 106 From North				Route 140 From East				Route 106 From South				Route 140 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 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	6	93	21	120	6	27	18	51	7	46	2	55	43	17	7	67	293
07:15	9	**157**	**25**	**191**	**13**	32	15	60	5	46	6	57	49	16	7	72	**380**
07:30	5	94	18	117	5	22	13	40	4	79	5	**88**	**68**	17	5	**90**	335
07:45	**18**	102	19	139	11	**41**	**19**	**71**	**11**	62	**11**	84	56	19	6	81	375
Total Volume	38	446	83	567	35	122	65	222	27	233	24	284	216	69	25	310	1383
% App. Total	6.7	78.7	14.6		15.8	55	29.3		9.5	82	8.5		69.7	22.3	8.1		
PHF	.528	.710	.830	.742	.673	.744	.855	.782	.614	.737	.545	.807	.794	.908	.893	.861	.910
Cars	36	431	79	546	32	121	63	216	21	222	20	263	202	67	23	292	1317
% Cars	94.7	96.6	95.2	96.3	91.4	99.2	96.9	97.3	77.8	95.3	83.3	92.6	93.5	97.1	92.0	94.2	95.2
Trucks	2	15	4	21	3	1	2	6	6	11	4	21	14	2	2	18	66
% Trucks	5.3	3.4	4.8	3.7	8.6	0.8	3.1	2.7	22.2	4.7	16.7	7.4	6.5	2.9	8.0	5.8	4.8

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Clear

File Name : 7553000S
Site Code : 7553000S
Start Date : 5/25/2011
Page No : 2



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

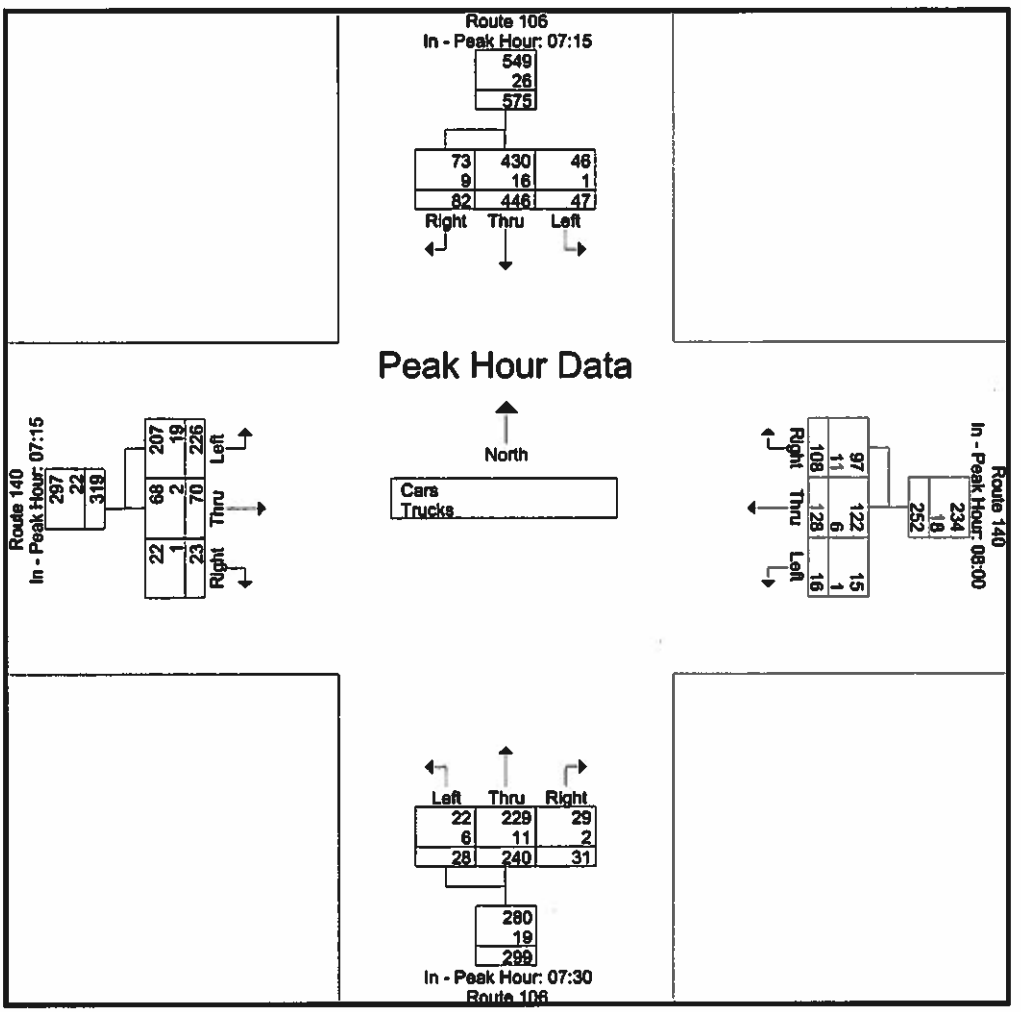
Peak Hour for Each Approach Begins at:

	07:15				08:00				07:30				07:15			
+0 mins.	9	157	25	191	9	19	9	37	4	79	5	88	49	16	7	72
+15 mins.	5	94	18	117	2	28	23	53	11	62	11	84	68	17	5	90
+30 mins.	18	102	19	139	2	43	39	84	2	43	5	50	56	19	6	81
+45 mins.	15	93	20	128	3	38	37	78	11	56	10	77	53	18	5	76
Total Volume	47	446	82	575	16	128	108	252	28	240	31	299	226	70	23	319
% App. Total	8.2	77.6	14.3		6.3	50.8	42.9		9.4	80.3	10.4		70.8	21.9	7.2	
PHF	.653	.710	.820	.753	.444	.744	.692	.750	.636	.759	.705	.849	.831	.921	.821	.886
Cars	46	430	73	549	15	122	97	234	22	229	29	280	207	68	22	297
% Cars	97.9	96.4	89	95.5	93.8	95.3	89.8	92.9	78.6	95.4	93.5	93.6	91.6	97.1	95.7	93.1
Trucks	1	16	9	26	1	6	11	18	6	11	2	19	19	2	1	22
% Trucks	2.1	3.6	11	4.5	6.2	4.7	10.2	7.1	21.4	4.6	6.5	6.4	8.4	2.9	4.3	6.9

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Clear

File Name : 75530005
Site Code : 75530005
Start Date : 5/25/2011
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 1

Groups Printed- Cars

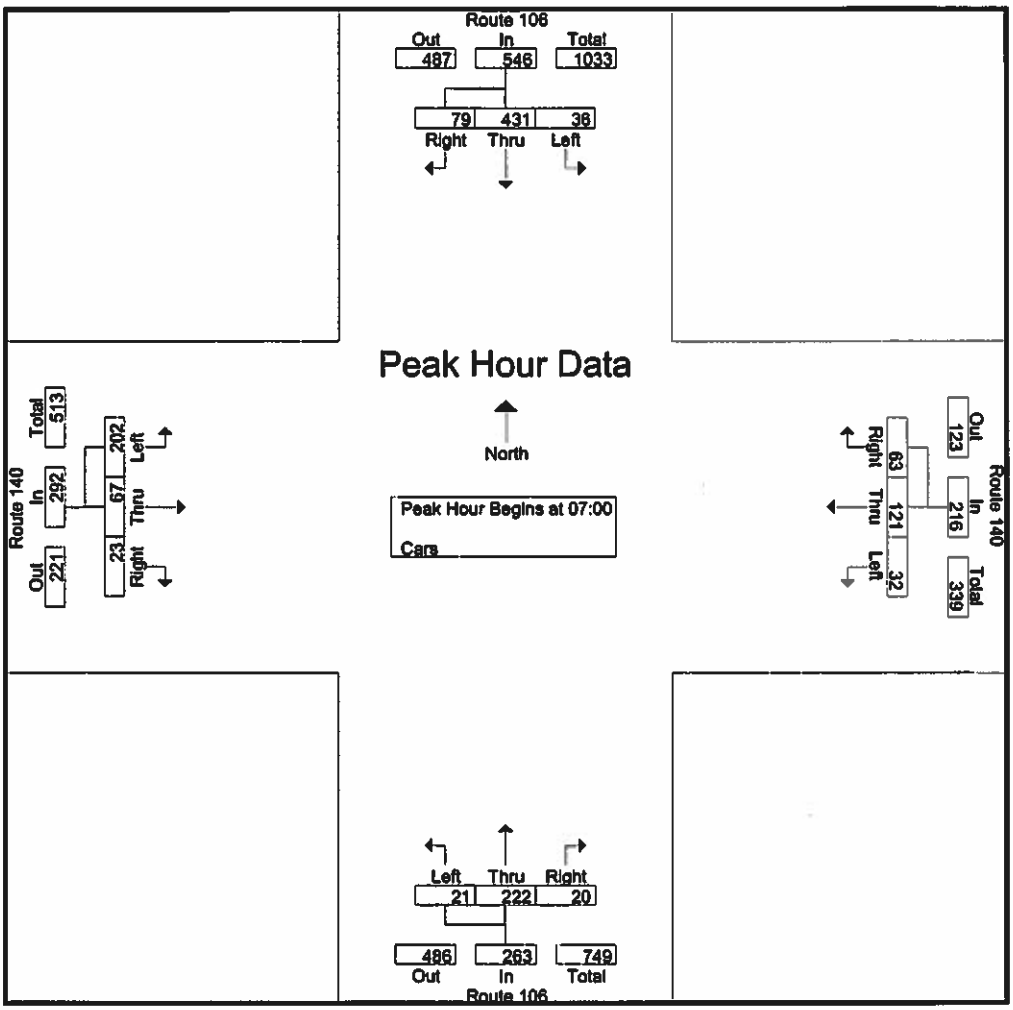
	Route 106 From North			Route 140 From East			Route 106 From South			Route 140 From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00	5	92	21	6	27	16	6	43	2	43	16	6	283
07:15	9	153	24	11	31	15	4	46	4	44	15	7	363
07:30	5	89	18	5	22	13	3	75	4	61	17	4	316
07:45	17	97	16	10	41	19	8	58	10	54	19	6	355
Total	36	431	79	32	121	63	21	222	20	202	67	23	1317
08:00	15	91	15	8	19	8	1	41	5	48	17	5	273
08:15	32	67	14	2	26	21	10	55	10	31	22	4	294
08:30	20	64	6	2	42	35	4	50	5	29	36	5	298
08:45	10	56	13	3	35	33	4	35	3	48	20	1	261
Total	77	278	48	15	122	97	19	181	23	156	95	15	1126
Grand Total	113	709	127	47	243	160	40	403	43	358	162	38	2443
Apprch %	11.9	74.7	13.4	10.4	54	35.6	8.2	82.9	8.8	64.2	29	6.8	
Total %	4.6	29	5.2	1.9	9.9	6.5	1.6	16.5	1.8	14.7	6.6	1.6	

	Route 106 From North				Route 140 From East				Route 106 From South				Route 140 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 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	5	92	21	118	6	27	16	49	6	43	2	51	43	16	6	65	283
07:15	9	153	24	186	11	31	15	57	4	46	4	54	44	15	7	66	363
07:30	5	89	18	112	5	22	13	40	3	75	4	82	61	17	4	82	316
07:45	17	97	16	130	10	41	19	70	8	58	10	76	54	19	6	79	355
Total Volume	36	431	79	546	32	121	63	216	21	222	20	263	202	67	23	292	1317
% App. Total	6.6	78.9	14.5		14.8	56	29.2		8	84.4	7.6		69.2	22.9	7.9		
PHF	.529	.704	.823	.734	.727	.738	.829	.771	.656	.740	.500	.802	.828	.882	.821	.890	.907

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Clear

File Name : 75530005
Site Code : 75530005
Start Date : 5/25/2011
Page No : 2



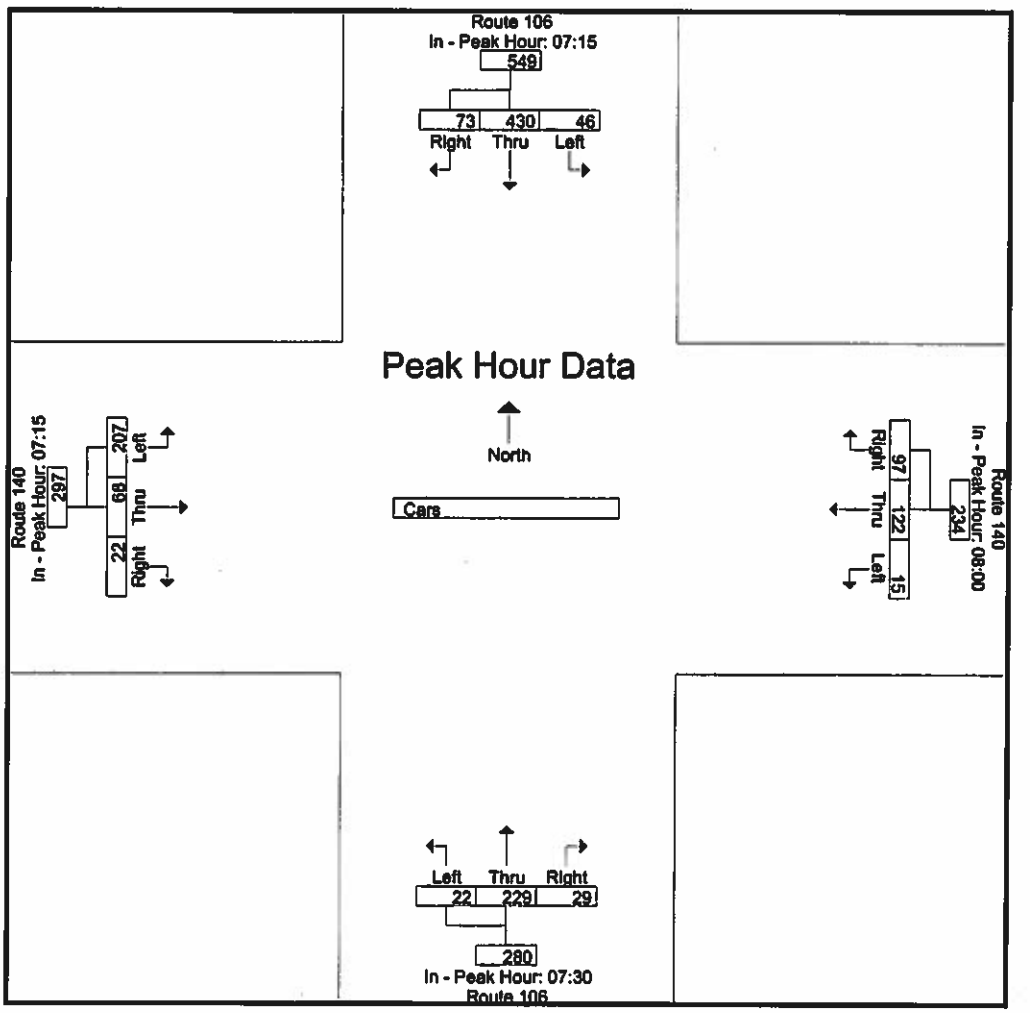
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15				08:00				07:30				07:15			
+0 mins.	9	153	24	186	8	19	8	35	3	75	4	82	44	15	7	66
+15 mins.	5	89	18	112	2	26	21	49	8	58	10	76	61	17	4	82
+30 mins.	17	97	16	130	2	42	35	79	1	41	5	47	54	19	6	79
+45 mins.	15	91	15	121	3	35	33	71	10	55	10	75	48	17	5	70
Total Volume	46	430	73	549	15	122	97	234	22	229	29	280	207	68	22	297
% App. Total	8.4	78.3	13.3		6.4	52.1	41.5		7.9	81.8	10.4		69.7	22.9	7.4	
PHF	.676	.703	.760	.738	.469	.726	.693	.741	.550	.763	.725	.854	.848	.895	.786	.905

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Clear

File Name : 75530005
Site Code : 75530005
Start Date : 5/25/2011
Page No : 1

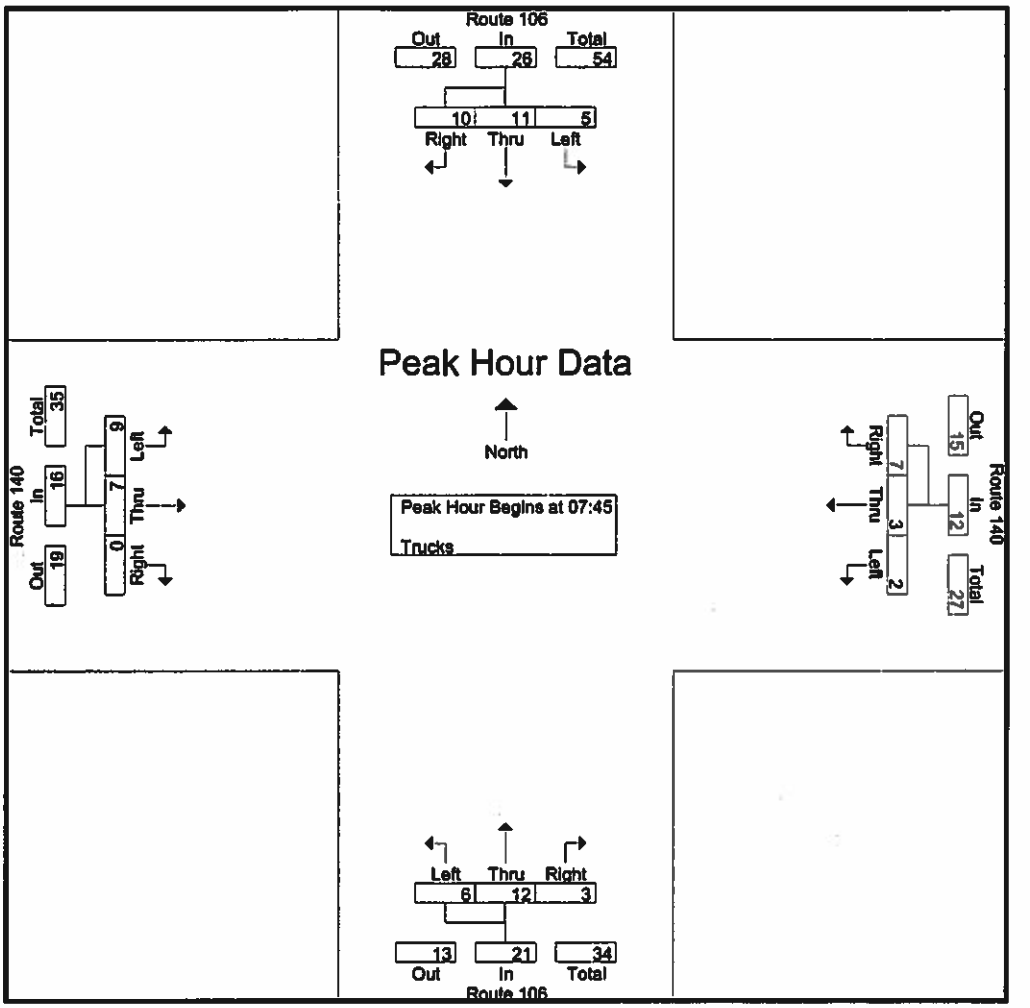
Groups Printed- Trucks

	Route 106 From North			Route 140 From East			Route 106 From South			Route 140 From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00	1	1	0	0	0	2	1	3	0	0	1	1	10
07:15	0	4	1	2	1	0	1	0	2	5	1	0	17
07:30	0	5	0	0	0	0	1	4	1	7	0	1	19
07:45	1	5	3	1	0	0	3	4	1	2	0	0	20
Total	2	15	4	3	1	2	6	11	4	14	2	2	66
08:00	0	2	5	1	0	1	1	2	0	5	1	0	18
08:15	1	3	2	0	2	2	1	1	0	0	3	0	15
08:30	3	1	0	0	1	4	1	5	2	2	3	0	22
08:45	1	4	0	0	3	4	0	0	0	0	0	1	13
Total	5	10	7	1	6	11	3	8	2	7	7	1	68
Grand Total	7	25	11	4	7	13	9	19	6	21	9	3	134
Apprch %	16.3	58.1	25.6	16.7	29.2	54.2	26.5	55.9	17.6	63.6	27.3	9.1	
Total %	5.2	18.7	8.2	3	5.2	9.7	6.7	14.2	4.5	15.7	6.7	2.2	

	Route 106 From North				Route 140 From East				Route 106 From South				Route 140 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 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	1	5	3	9	1	0	0	1	3	4	1	8	2	0	0	2	20
08:00	0	2	5	7	1	0	1	2	1	2	0	3	5	1	0	6	18
08:15	1	3	2	6	0	2	2	4	1	1	0	2	0	3	0	3	15
08:30	3	1	0	4	0	1	4	5	1	5	2	8	2	3	0	5	22
Total Volume	5	11	10	26	2	3	7	12	6	12	3	21	9	7	0	16	75
% App. Total	19.2	42.3	38.5		16.7	25	58.3		28.6	57.1	14.3		56.2	43.8	0		
PHF	.417	.550	.500	.722	.500	.375	.438	.600	.500	.600	.375	.656	.450	.583	.000	.667	.852

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 2



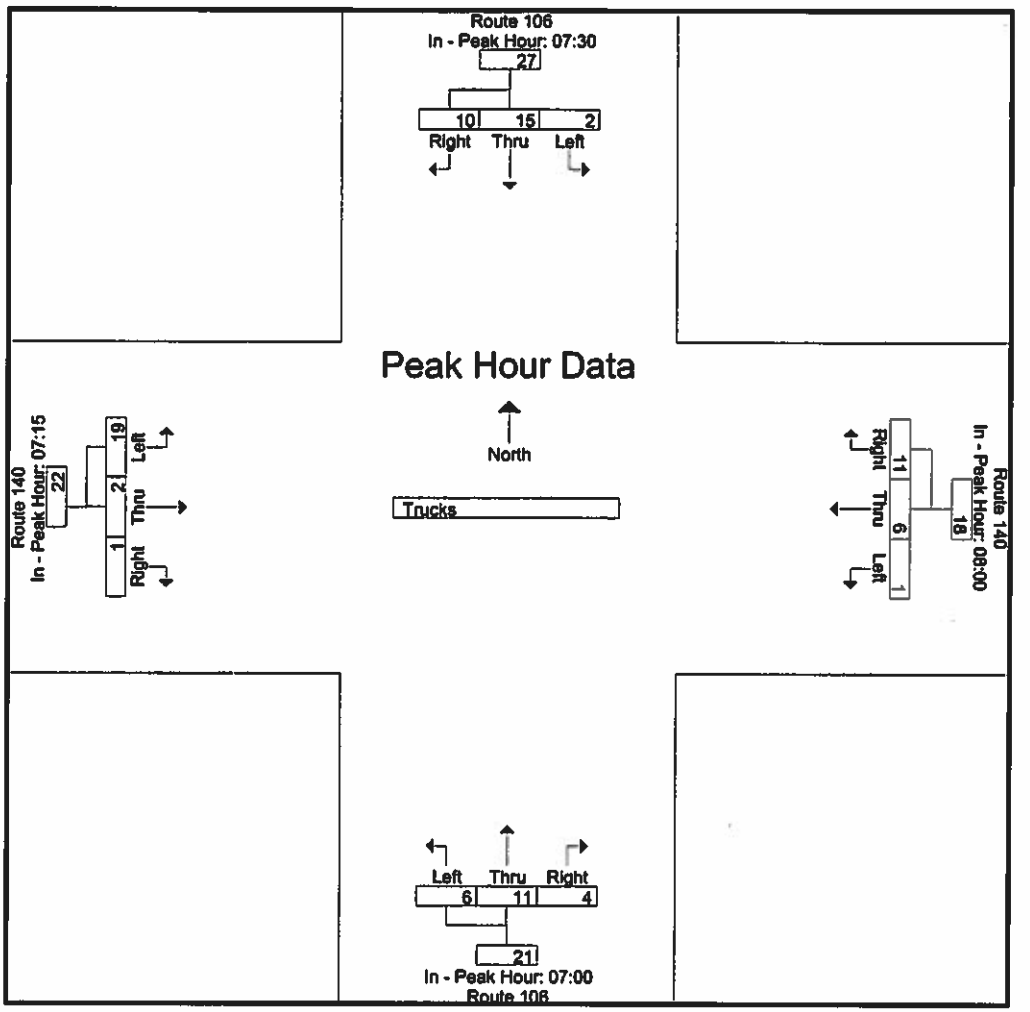
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30				08:00				07:00				07:15			
+0 mins.	0	5	0	5	1	0	1	2	1	3	0	4	5	1	0	6
+15 mins.	1	5	3	9	0	2	2	4	1	0	2	3	7	0	1	8
+30 mins.	0	2	5	7	0	1	4	5	1	4	1	6	2	0	0	2
+45 mins.	1	3	2	6	0	3	4	7	3	4	1	8	5	1	0	6
Total Volume	2	15	10	27	1	6	11	18	6	11	4	21	19	2	1	22
% App. Total	7.4	55.6	37		5.6	33.3	61.1		28.6	52.4	19		86.4	9.1	4.5	
PHF	.500	.750	.500	.750	.250	.500	.688	.643	.500	.688	.500	.656	.679	.500	.250	.688

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Clear

File Name : 75530005
Site Code : 75530005
Start Date : 5/25/2011
Page No : 1

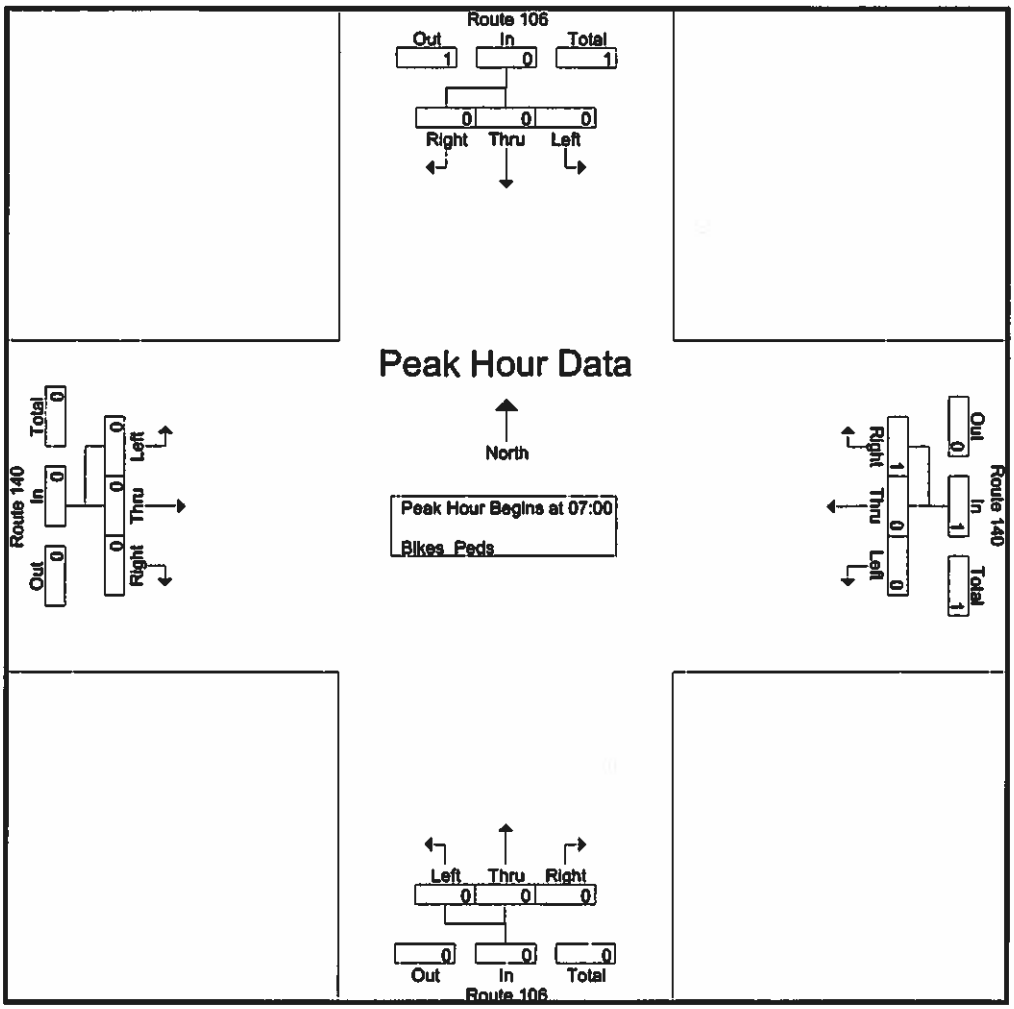
Groups Printed- Bikes Peds

	Route 106 From North				Route 140 From East				Route 106 From South				Route 140 From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Excls. Total	Inclu. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	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	1	0	0	0	0	0	0	0	0	0	0	1	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	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	1	0	0	0	0	0	0	0	0	0	0	1	1
Apprch %	0	0	0		0	0	100		0	0	0		0	0	0				
Total %	0	0	0		0	0	100		0	0	0		0	0	0		0	100	

	Route 106 From North				Route 140 From East				Route 106 From South				Route 140 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 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	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	1	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		0	0	100		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Clear

File Name : 75530005
Site Code : 75530005
Start Date : 5/25/2011
Page No : 2



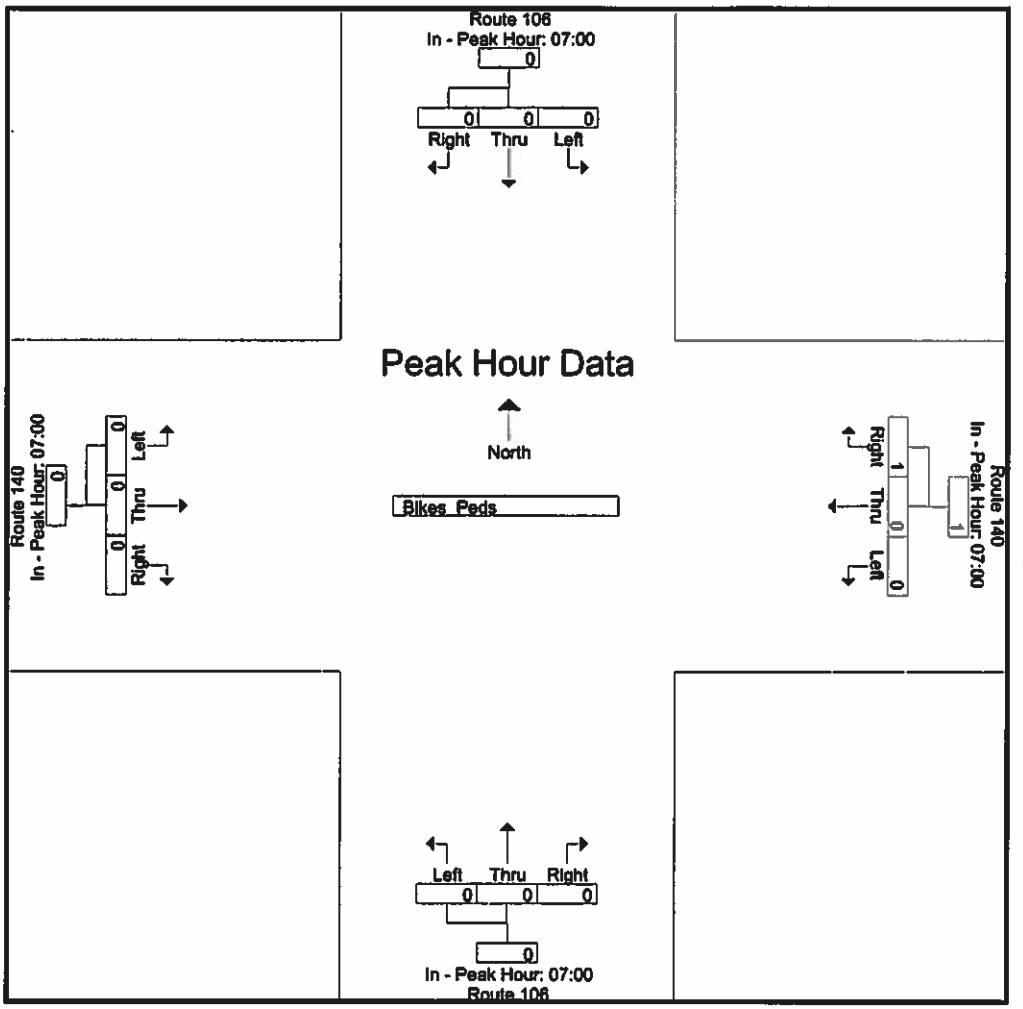
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00				07:00				07:00				07:00			
+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	1	1	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	1	1	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	100		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Clear

File Name : 75530005
Site Code : 75530005
Start Date : 5/25/2011
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 1

Groups Printed- Cars - Trucks

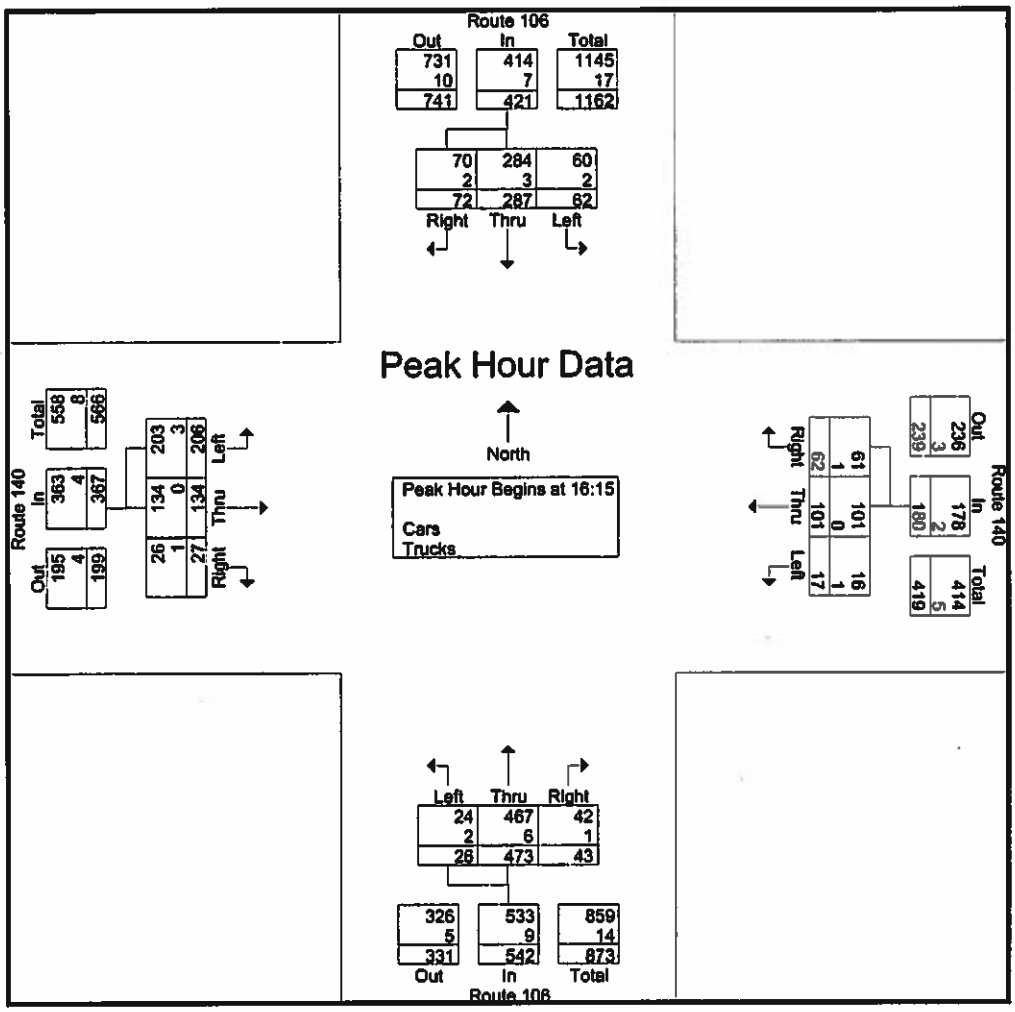
	Route 106 From North			Route 140 From East			Route 106 From South			Route 140 From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
16:00	18	77	27	2	21	14	13	97	10	58	43	5	385
16:15	21	67	22	4	25	22	11	109	19	64	35	8	407
16:30	16	80	23	4	22	15	6	109	8	50	27	5	365
16:45	13	66	12	2	29	9	4	110	7	50	41	5	348
Total	68	290	84	12	97	60	34	425	44	222	146	23	1505
17:00	12	74	15	7	25	16	5	145	9	42	31	9	390
17:15	10	79	27	3	17	14	7	116	6	71	35	8	393
17:30	24	66	25	5	25	20	13	114	2	40	35	6	375
17:45	25	52	14	3	34	11	15	84	7	49	33	4	331
Total	71	271	81	18	101	61	40	459	24	202	134	27	1489
Grand Total	139	561	165	30	198	121	74	884	68	424	280	50	2994
Apprch %	16.1	64.9	19.1	8.6	56.7	34.7	7.2	86.2	6.6	56.2	37.1	6.6	
Total %	4.6	18.7	5.5	1	6.6	4	2.5	29.5	2.3	14.2	9.4	1.7	
Cars	136	558	161	28	197	119	72	873	67	420	278	47	2956
% Cars	97.8	99.5	97.6	93.3	99.5	98.3	97.3	98.8	98.5	99.1	99.3	94	98.7
Trucks	3	3	4	2	1	2	2	11	1	4	2	3	38
% Trucks	2.2	0.5	2.4	6.7	0.5	1.7	2.7	1.2	1.5	0.9	0.7	6	1.3

	Route 106 From North				Route 140 From East				Route 106 From South				Route 140 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 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:15																	
16:15	**21**	67	22	110	4	25	**22**	**51**	11	109	19	139	**64**	35	8	107	**407**
16:30	16	**80**	**23**	**119**	4	22	15	41	6	109	8	123	50	27	5	82	365
16:45	13	66	12	91	2	**29**	9	40	4	110	7	121	50	**41**	5	96	348
17:00	12	74	15	101	**7**	25	16	48	5	**145**	9	**159**	42	31	**9**	82	390
Total Volume	62	287	72	421	17	101	62	180	26	473	43	542	206	134	27	367	1510
% App. Total	14.7	68.2	17.1		9.4	56.1	34.4		4.8	87.3	7.9		56.1	36.5	7.4		
PHF	.738	.897	.783	.884	.607	.871	.705	.882	.591	.816	.566	.852	.805	.817	.750	.857	.928
Cars	60	284	70	414	16	101	61	178	24	467	42	533	203	134	26	363	1488
% Cars	96.8	99.0	97.2	98.3	94.1	100	98.4	98.9	92.3	98.7	97.7	98.3	98.5	100	96.3	98.9	98.5
Trucks	2	3	2	7	1	0	1	2	2	6	1	9	3	0	1	4	22
% Trucks	3.2	1.0	2.8	1.7	5.9	0	1.6	1.1	7.7	1.3	2.3	1.7	1.5	0	3.7	1.1	1.5

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Clear

File Name : 75530005
Site Code : 75530005
Start Date : 5/25/2011
Page No : 2



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

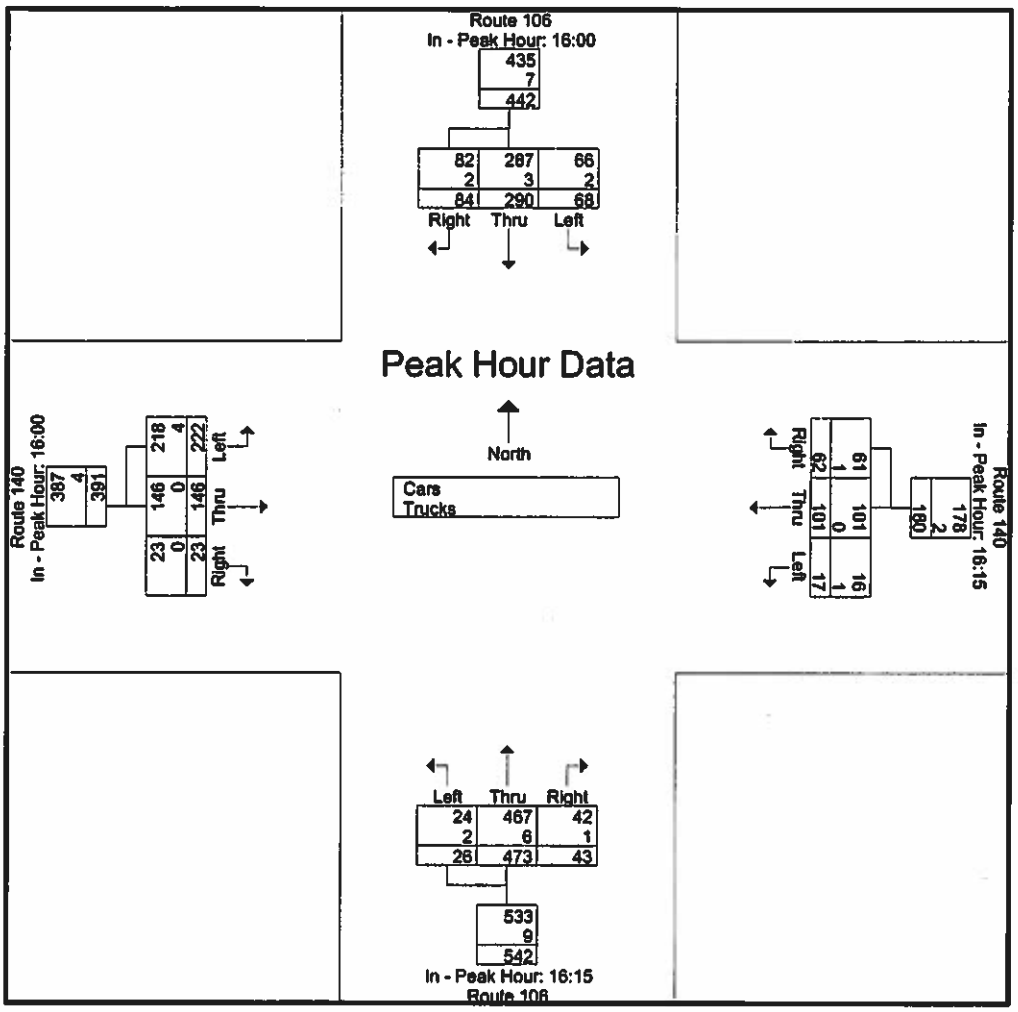
Peak Hour for Each Approach Begins at:

	16:00				16:15				16:15				16:00			
+0 mins.	18	77	27	122	4	25	22	51	11	109	19	139	58	43	5	106
+15 mins.	21	67	22	110	4	22	15	41	6	109	8	123	64	35	8	107
+30 mins.	16	80	23	119	2	29	9	40	4	110	7	121	50	27	5	82
+45 mins.	13	66	12	91	7	25	16	48	5	145	9	159	50	41	5	96
Total Volume	68	290	84	442	17	101	62	180	26	473	43	542	222	146	23	391
% App. Total	15.4	65.6	19		9.4	56.1	34.4		4.8	87.3	7.9		56.8	37.3	5.9	
PHF	.810	.906	.778	.906	.607	.871	.705	.882	.591	.816	.566	.852	.867	.849	.719	.914
Cars	66	287	82	435	16	101	61	178	24	467	42	533	218	146	23	387
% Cars	97.1	99	97.6	98.4	94.1	100	98.4	98.9	92.3	98.7	97.7	98.3	98.2	100	100	99
Trucks	2	3	2	7	1	0	1	2	2	6	1	9	4	0	0	4
% Trucks	2.9	1	2.4	1.6	5.9	0	1.6	1.1	7.7	1.3	2.3	1.7	1.8	0	0	1

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Clear

File Name : 75530005
Site Code : 75530005
Start Date : 5/25/2011
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 1

Groups Printed- Cars

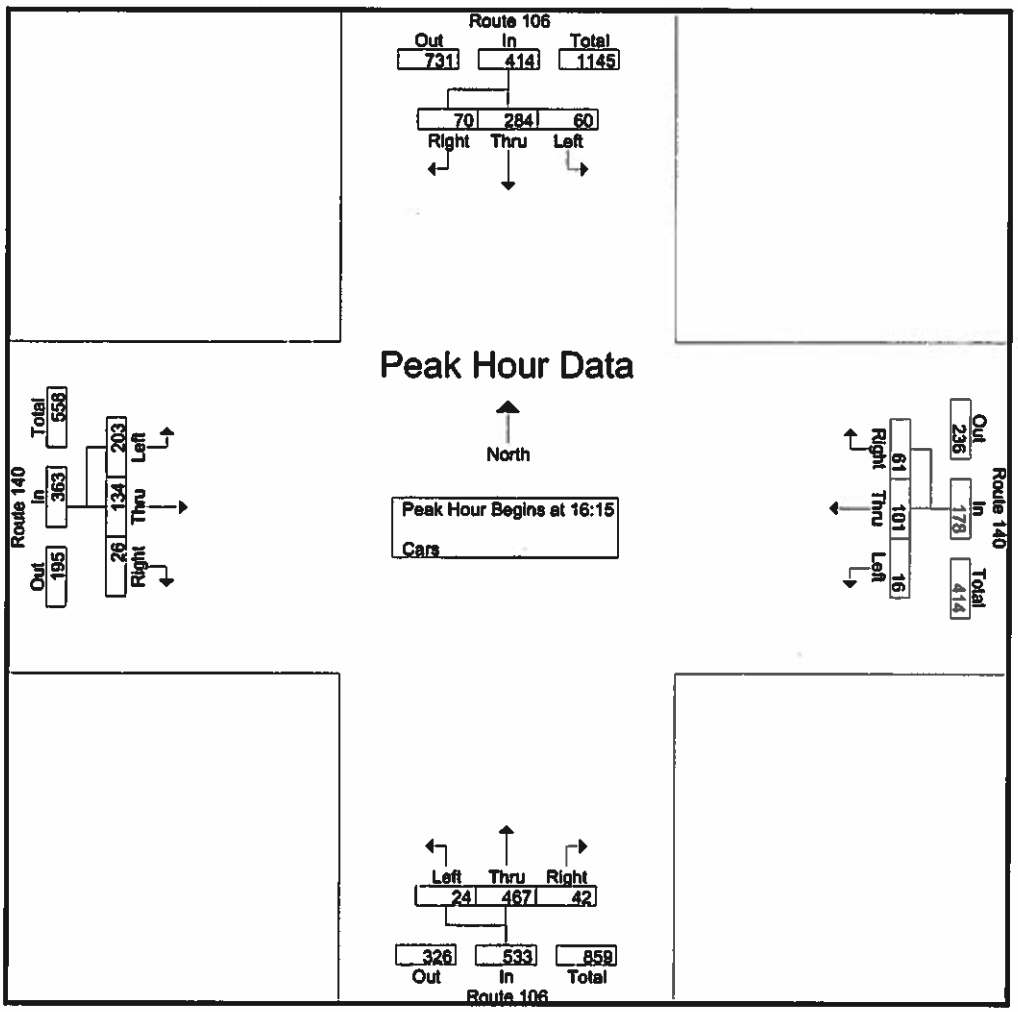
	Route 106 From North			Route 140 From East			Route 106 From South			Route 140 From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
16:00	18	77	27	2	21	13	13	96	10	57	43	5	382
16:15	21	66	22	4	25	21	10	105	18	63	35	8	398
16:30	15	79	21	4	22	15	6	109	8	48	27	5	359
16:45	12	65	12	2	29	9	4	108	7	50	41	5	344
Total	66	287	82	12	97	58	33	418	43	218	146	23	1483
17:00	12	74	15	6	25	16	4	145	9	42	31	8	387
17:15	10	79	26	3	16	14	7	115	6	71	34	7	388
17:30	23	66	24	4	25	20	13	112	2	40	35	5	369
17:45	25	52	14	3	34	11	15	83	7	49	32	4	329
Total	70	271	79	16	100	61	39	455	24	202	132	24	1473
Grand Total	136	558	161	28	197	119	72	873	67	420	278	47	2956
Apprch %	15.9	65.3	18.8	8.1	57.3	34.6	7.1	86.3	6.6	56.4	37.3	6.3	
Total %	4.6	18.9	5.4	0.9	6.7	4	2.4	29.5	2.3	14.2	9.4	1.6	

	Route 106 From North				Route 140 From East				Route 106 From South				Route 140 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 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:15																	
16:15	21	66	22	109	4	25	21	50	10	105	18	133	63	35	8	106	398
16:30	15	79	21	115	4	22	15	41	6	109	8	123	48	27	5	80	359
16:45	12	65	12	89	2	29	9	40	4	108	7	119	50	41	5	96	344
17:00	12	74	15	101	6	25	16	47	4	145	9	158	42	31	8	81	387
Total Volume	60	284	70	414	16	101	61	178	24	467	42	533	203	134	26	363	1488
% App. Total	14.5	68.6	16.9		9	56.7	34.3		4.5	87.6	7.9		55.9	36.9	7.2		
PHF	.714	.899	.795	.900	.667	.871	.726	.890	.600	.805	.583	.843	.806	.817	.813	.856	.935

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Clear

File Name : 75530005
Site Code : 75530005
Start Date : 5/25/2011
Page No : 2

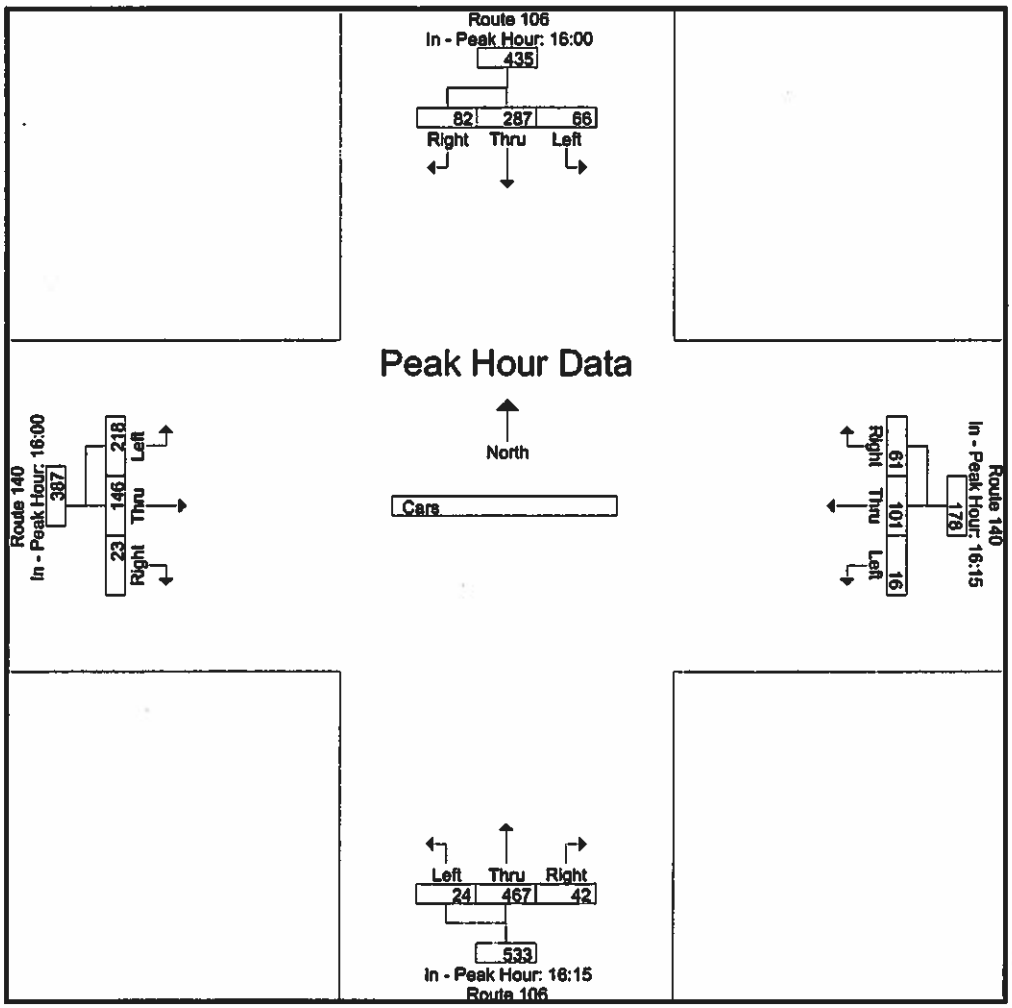


Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:00				16:15				16:15				16:00			
+0 mins.	18	77	27	122	4	25	21	50	10	105	18	133	57	43	5	105
+15 mins.	21	66	22	109	4	22	15	41	6	109	8	123	63	35	8	106
+30 mins.	15	79	21	115	2	29	9	40	4	108	7	119	48	27	5	80
+45 mins.	12	65	12	89	6	25	16	47	4	145	9	158	50	41	5	96
Total Volume	66	287	82	435	16	101	61	178	24	467	42	533	218	146	23	387
% App. Total	15.2	66	18.9		9	56.7	34.3		4.5	87.6	7.9		56.3	37.7	5.9	
PHF	.786	.908	.759	.891	.667	.871	.726	.890	.600	.805	.583	.843	.865	.849	.719	.913

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Clear

File Name : 75530005
Site Code : 75530005
Start Date : 5/25/2011
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 1

Groups Printed- Trucks

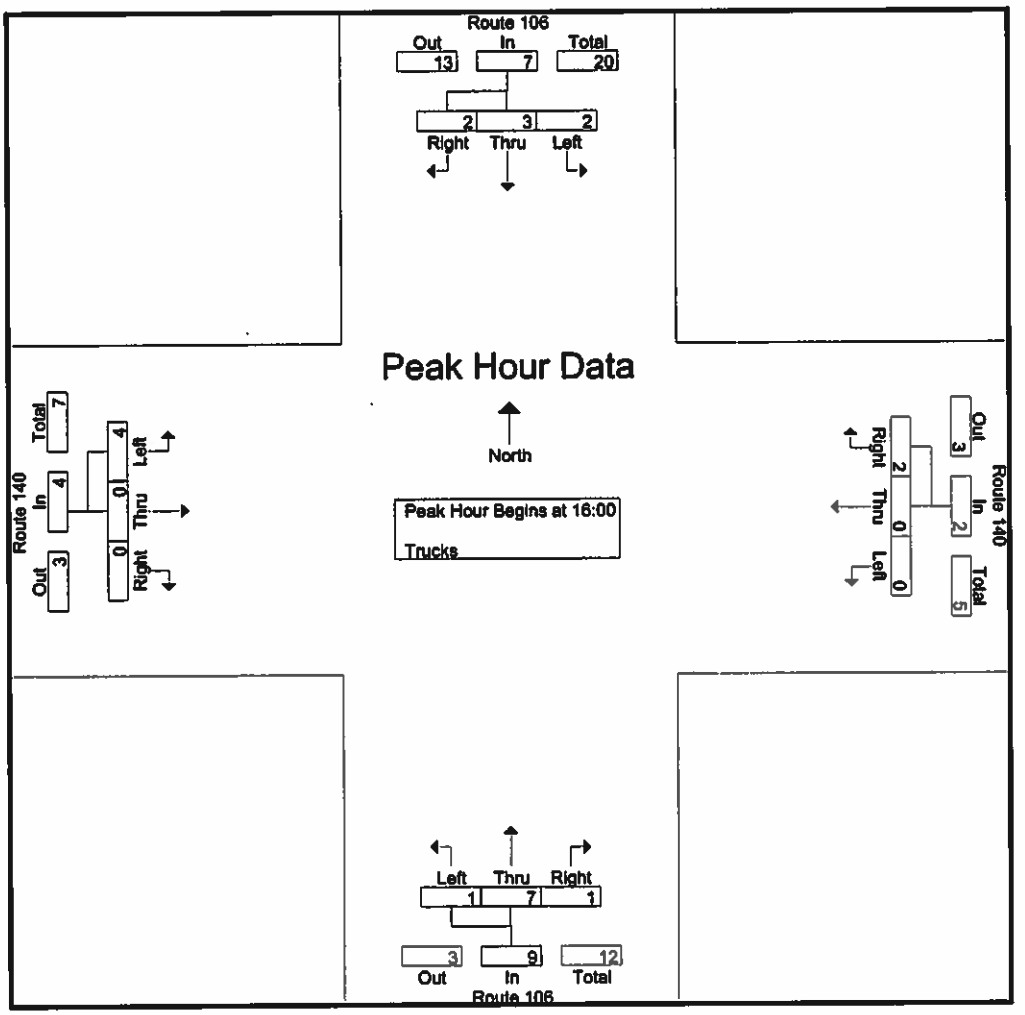
	Route 106 From North			Route 140 From East			Route 106 From South			Route 140 From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
16:00	0	0	0	0	0	1	0	1	0	1	0	0	3
16:15	0	1	0	0	0	1	1	4	1	1	0	0	9
16:30	1	1	2	0	0	0	0	0	0	2	0	0	6
16:45	1	1	0	0	0	0	0	2	0	0	0	0	4
Total	2	3	2	0	0	2	1	7	1	4	0	0	22
17:00	0	0	0	1	0	0	1	0	0	0	0	1	3
17:15	0	0	1	0	1	0	0	1	0	0	1	1	5
17:30	1	0	1	1	0	0	0	2	0	0	0	1	6
17:45	0	0	0	0	0	0	0	1	0	0	1	0	2
Total	1	0	2	2	1	0	1	4	0	0	2	3	16
Grand Total	3	3	4	2	1	2	2	11	1	4	2	3	38
Apprch %	30	30	40	40	20	40	14.3	78.6	7.1	44.4	22.2	33.3	
Total %	7.9	7.9	10.5	5.3	2.6	5.3	5.3	28.9	2.6	10.5	5.3	7.9	

	Route 106 From North				Route 140 From East				Route 106 From South				Route 140 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 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	0	0	0	0	0	0	1	1	0	1	0	1	1	0	0	1	3
16:15	0	1	0	1	0	0	1	1	1	4	1	6	1	0	0	1	9
16:30	1	1	2	4	0	0	0	0	0	0	0	0	2	0	0	2	6
16:45	1	1	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total Volume	2	3	2	7	0	0	2	2	1	7	1	9	4	0	0	4	22
% App. Total	28.6	42.9	28.6		0	0	100		11.1	77.8	11.1		100	0	0		
PHF	.500	.750	.250	.438	.000	.000	.500	.500	.250	.438	.250	.375	.500	.000	.000	.500	.611

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Clear

File Name : 75530005
Site Code : 75530005
Start Date : 5/25/2011
Page No : 2



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

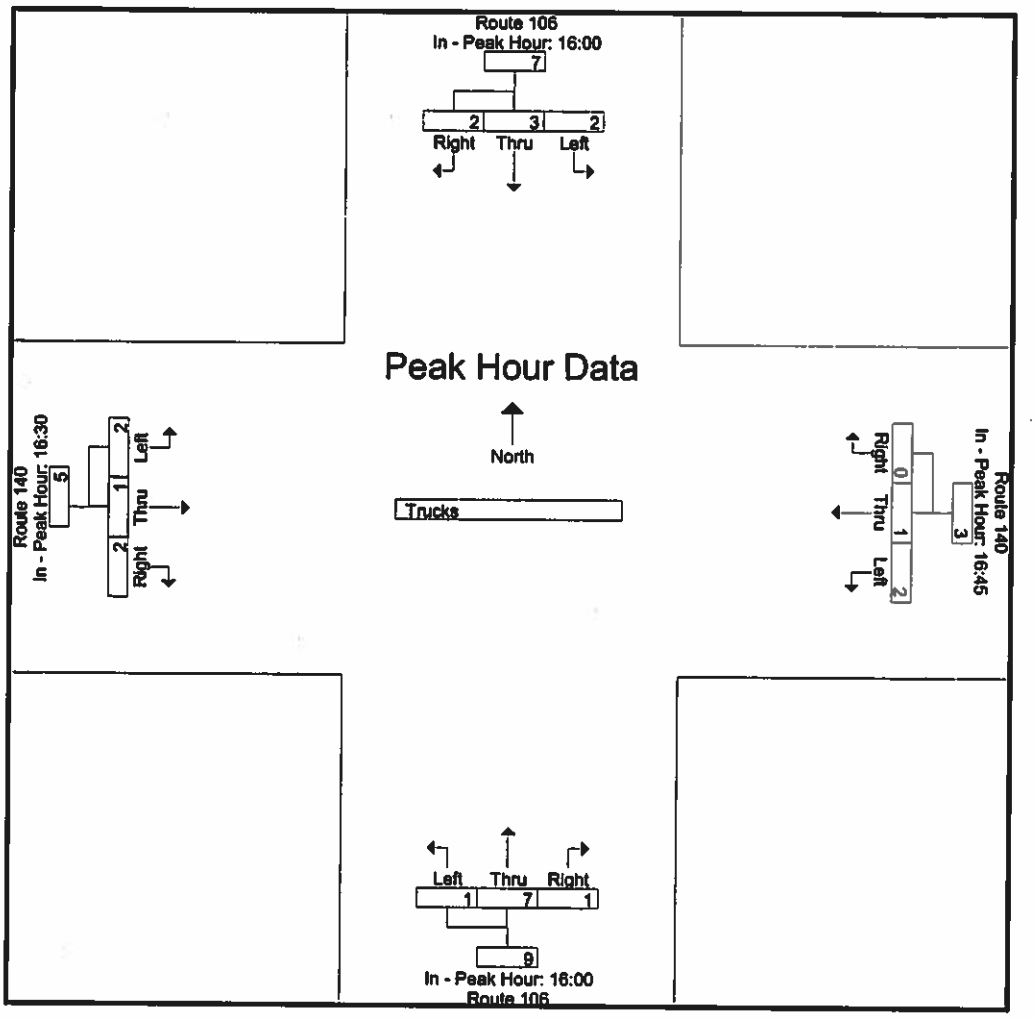
Peak Hour for Each Approach Begins at:

	16:00				16:45				16:00				16:30			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	2
+15 mins.	0	1	0	1	1	0	0	1	1	4	1	6	0	0	0	0
+30 mins.	1	1	2	4	0	1	0	1	0	0	0	0	0	0	1	1
+45 mins.	1	1	0	2	1	0	0	1	0	2	0	2	0	1	1	2
Total Volume	2	3	2	7	2	1	0	3	1	7	1	9	2	1	2	5
% App. Total	28.6	42.9	28.6		66.7	33.3	0		11.1	77.8	11.1		40	20	40	
PHF	.500	.750	.250	.438	.500	.250	.000	.750	.250	.438	.250	.375	.250	.250	.500	.625

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Clear

File Name : 75530005
Site Code : 75530005
Start Date : 5/25/2011
Page No : 1

Groups Printed- Bikes Peds

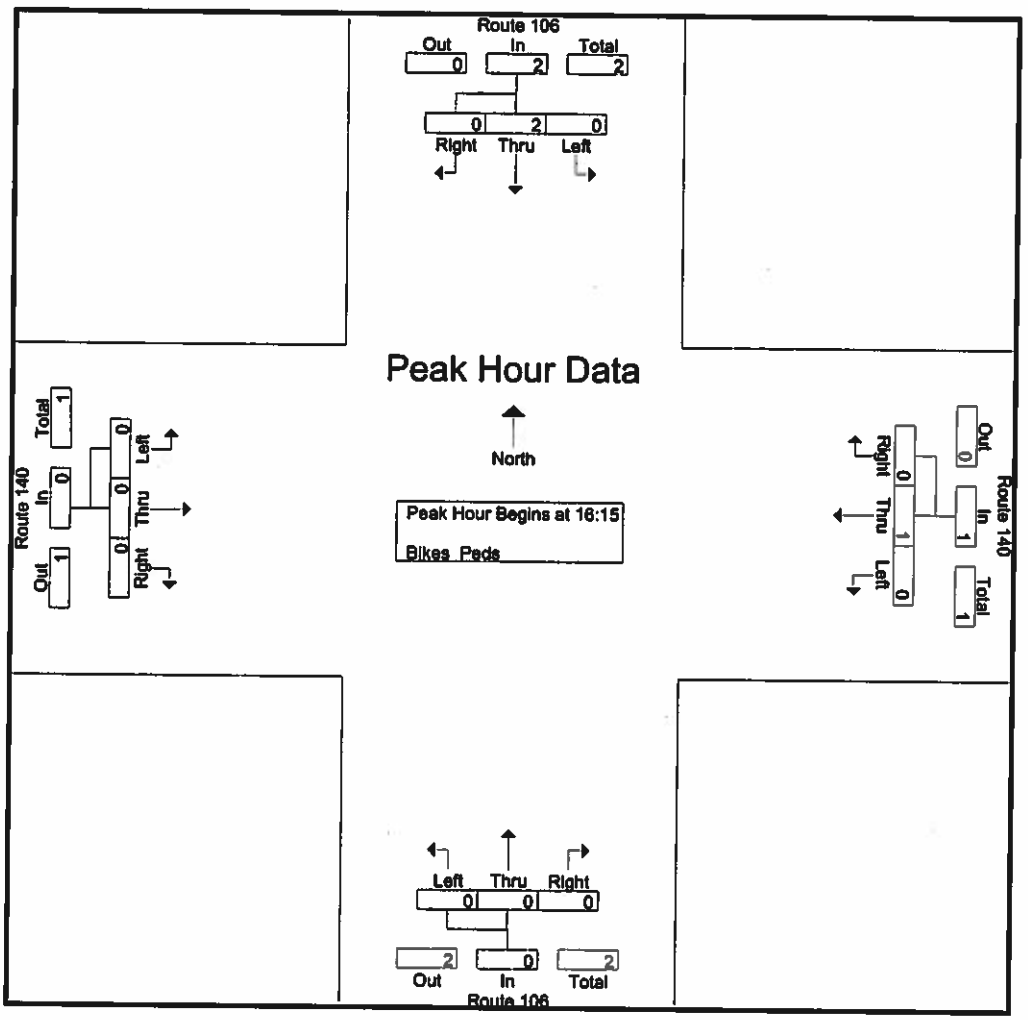
	Route 106 From North				Route 140 From East				Route 106 From South				Route 140 From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
17:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1
17:45	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	1	0	0	0	0	1	1	2
Grand Total	0	2	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	3	4
Apprch %	0	100	0		0	100	0		0	0	0		0	0	0				
Total %	0	66.7	0		0	33.3	0		0	0	0		0	0	0		25	75	

	Route 106 From North				Route 140 From East				Route 106 From South				Route 140 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 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:15																	
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
17:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
% App. Total	0	100	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.375

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Clear

File Name : 7553000
Site Code : 7553000
Start Date : 5/25/201
Page No : 2



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

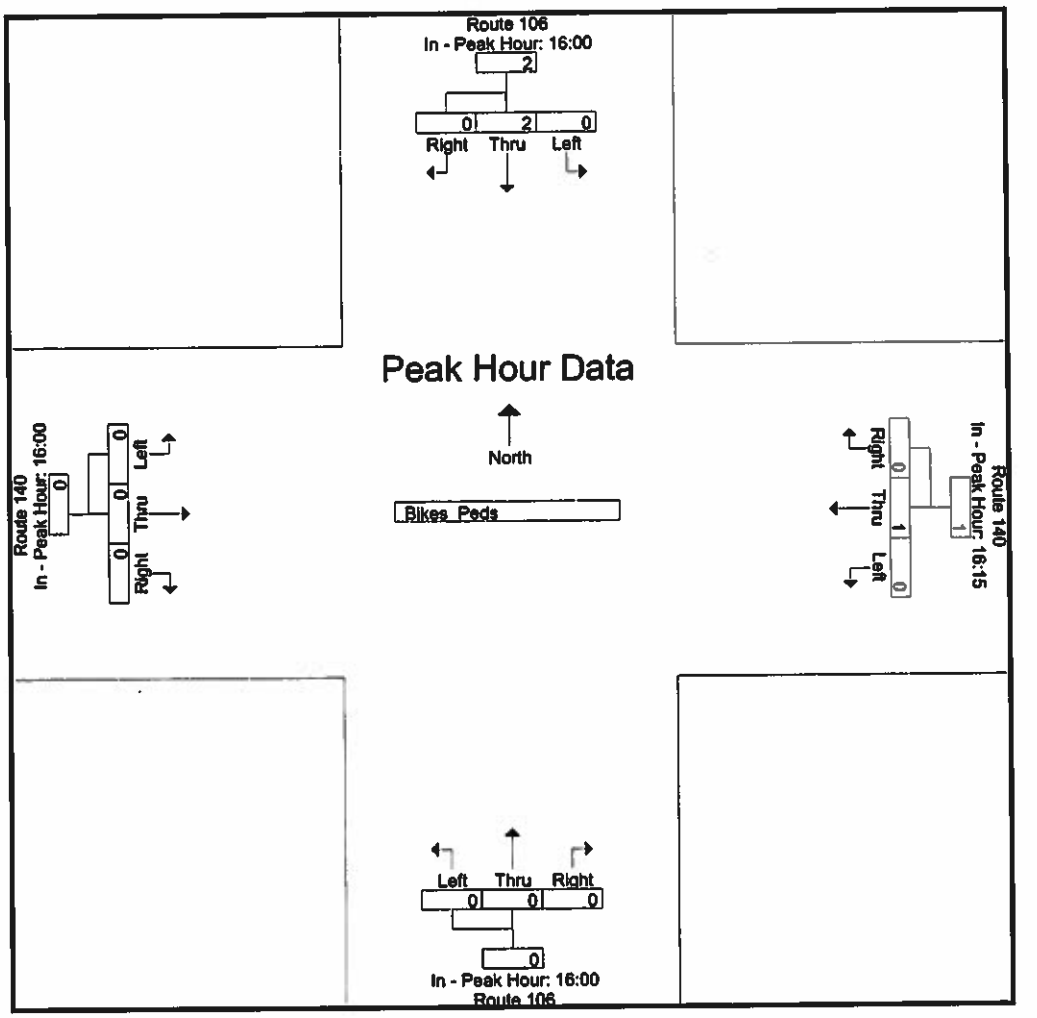
Peak Hour for Each Approach Begins at:

	16:00				16:15				16:00				16:00			
+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	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0
% App. Total	0	100	0		0	100	0		0	0	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Clear

File Name : 75530005
Site Code : 75530005
Start Date : 5/25/2011
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Rain

File Name : 755300S
Site Code : 7553000
Start Date : 6/11/201
Page No : 1

Groups Printed- Cars - Trucks

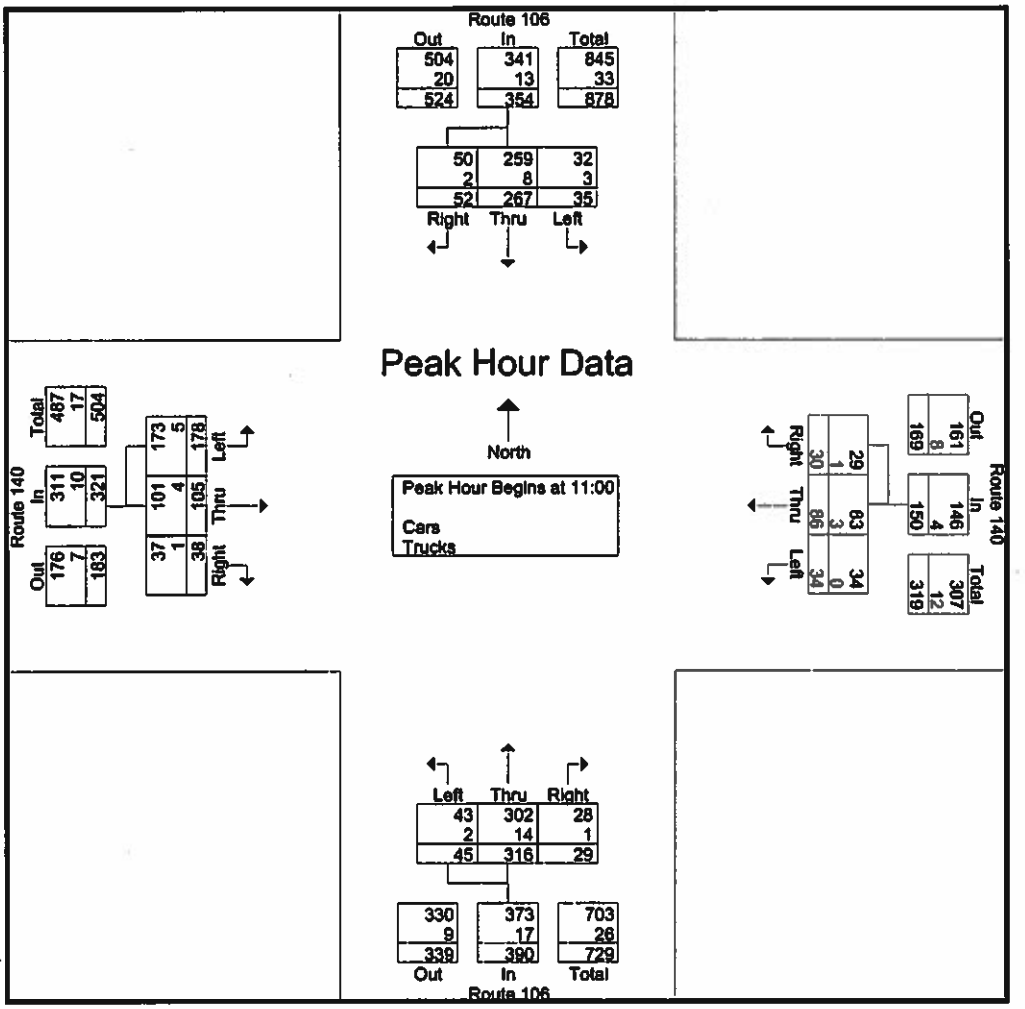
	Route 106 From North			Route 140 From East			Route 106 From South			Route 140 From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00	7	68	12	12	15	9	16	94	10	76	26	10	355
11:15	13	71	17	10	26	6	13	82	8	38	31	10	325
11:30	7	71	16	7	18	8	8	80	5	38	22	10	290
11:45	8	57	7	5	27	7	8	60	6	26	26	8	245
Total	35	267	52	34	86	30	45	316	29	178	105	38	1215
12:00	16	58	4	6	18	7	4	53	5	48	15	6	240
12:15	9	67	13	8	23	8	8	91	5	40	28	2	302
12:30	10	58	14	5	28	5	7	61	5	37	18	5	253
12:45	2	77	9	8	27	23	13	71	8	20	16	7	281
Total	37	260	40	27	96	43	32	276	23	145	77	20	1076
Grand Total	72	527	92	61	182	73	77	592	52	323	182	58	2291
Apprch %	10.4	76.3	13.3	19.3	57.6	23.1	10.7	82.1	7.2	57.4	32.3	10.3	
Total %	3.1	23	4	2.7	7.9	3.2	3.4	25.8	2.3	14.1	7.9	2.5	
Cars	69	511	89	61	178	70	74	570	50	318	177	57	2224
% Cars	95.8	97	96.7	100	97.8	95.9	96.1	96.3	96.2	98.5	97.3	98.3	97.1
Trucks	3	16	3	0	4	3	3	22	2	5	5	1	67
% Trucks	4.2	3	3.3	0	2.2	4.1	3.9	3.7	3.8	1.5	2.7	1.7	2.9

	Route 106 From North				Route 140 From East				Route 106 From South				Route 140 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 to 12:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00																	
11:00	7	68	12	87	12	15	9	36	16	94	10	120	76	26	10	112	355
11:15	13	71	17	101	10	26	6	42	13	82	8	103	38	31	10	79	325
11:30	7	71	16	94	7	18	8	33	8	80	5	93	38	22	10	70	290
11:45	8	57	7	72	5	27	7	39	8	60	6	74	26	26	8	60	245
Total Volume	35	267	52	354	34	86	30	150	45	316	29	390	178	105	38	321	1215
% App. Total	9.9	75.4	14.7		22.7	57.3	20		11.5	81	7.4		55.5	32.7	11.8		
PHF	.673	.940	.765	.876	.708	.796	.833	.893	.703	.840	.725	.813	.586	.847	.950	.717	.856
Cars	32	259	50	341	34	83	29	146	43	302	28	373	173	101	37	311	1171
% Cars	91.4	97.0	96.2	96.3	100	96.5	96.7	97.3	95.6	95.6	96.6	95.6	97.2	96.2	97.4	96.9	96.4
Trucks	3	8	2	13	0	3	1	4	2	14	1	17	5	4	1	10	44
% Trucks	8.6	3.0	3.8	3.7	0	3.5	3.3	2.7	4.4	4.4	3.4	4.4	2.8	3.8	2.6	3.1	3.6

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Rain

File Name : 755300S5
Site Code : 75530005
Start Date : 6/11/2011
Page No : 2



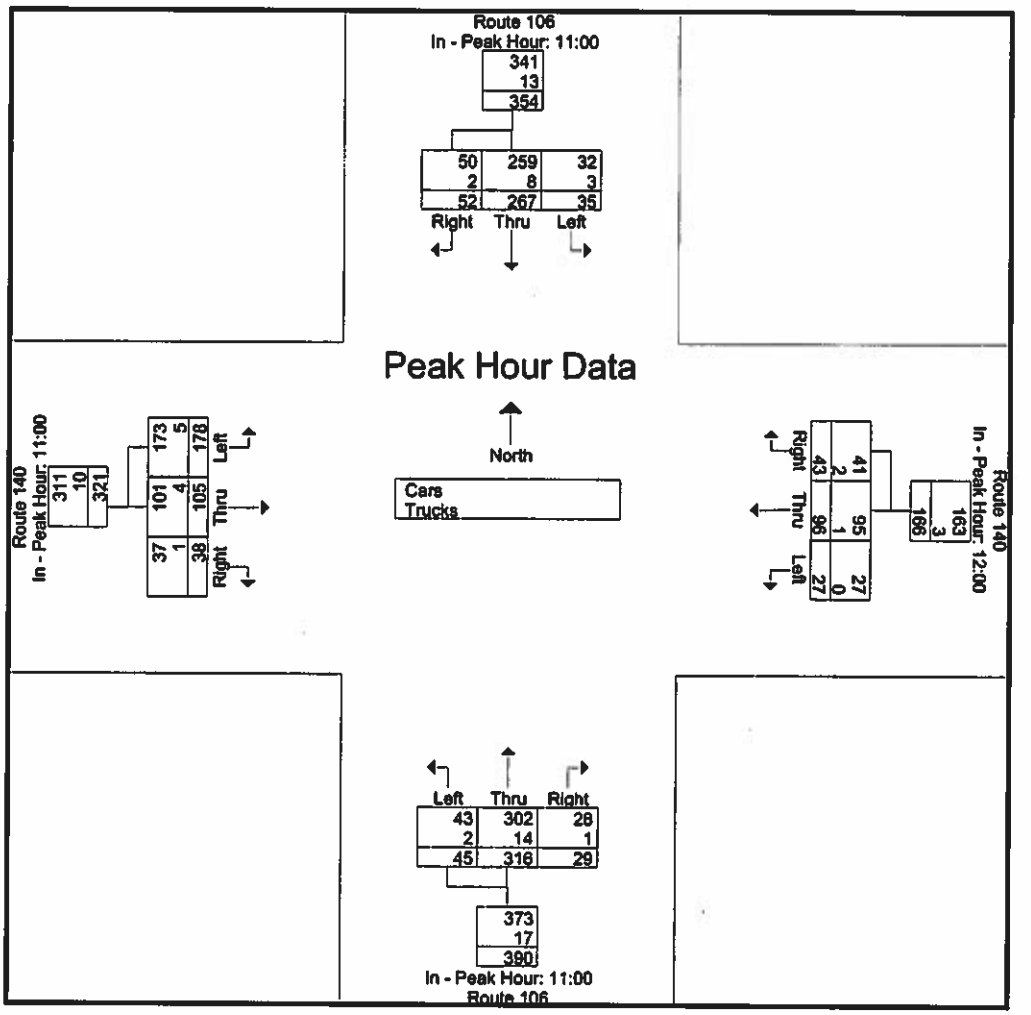
Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:00				12:00				11:00				11:00			
+0 mins.	7	68	12	87	6	18	7	31	16	94	10	120	76	26	10	112
+15 mins.	13	71	17	101	8	23	8	39	13	82	8	103	38	31	10	79
+30 mins.	7	71	16	94	5	28	5	38	8	80	5	93	38	22	10	70
+45 mins.	8	57	7	72	8	27	23	58	8	60	6	74	26	26	8	60
Total Volume	35	267	52	354	27	96	43	166	45	316	29	390	178	105	38	321
% App. Total	9.9	75.4	14.7		16.3	57.8	25.9		11.5	81	7.4		55.5	32.7	11.8	
PHF	.673	.940	.765	.876	.844	.857	.467	.716	.703	.840	.725	.813	.586	.847	.950	.717
Cars	32	259	50	341	27	95	41	163	43	302	28	373	173	101	37	311
% Cars	91.4	97	96.2	96.3	100	99	95.3	98.2	95.6	95.6	96.6	95.6	97.2	96.2	97.4	96.9
Trucks	3	8	2	13	0	1	2	3	2	14	1	17	5	4	1	10
% Trucks	8.6	3	3.8	3.7	0	1	4.7	1.8	4.4	4.4	3.4	4.4	2.8	3.8	2.6	3.1

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Rain

File Name : 755300S5
Site Code : 7553000S
Start Date : 6/11/2011
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Rain

File Name : 755300S5
Site Code : 75530005
Start Date : 6/11/2011
Page No : 1

Groups Printed- Cars

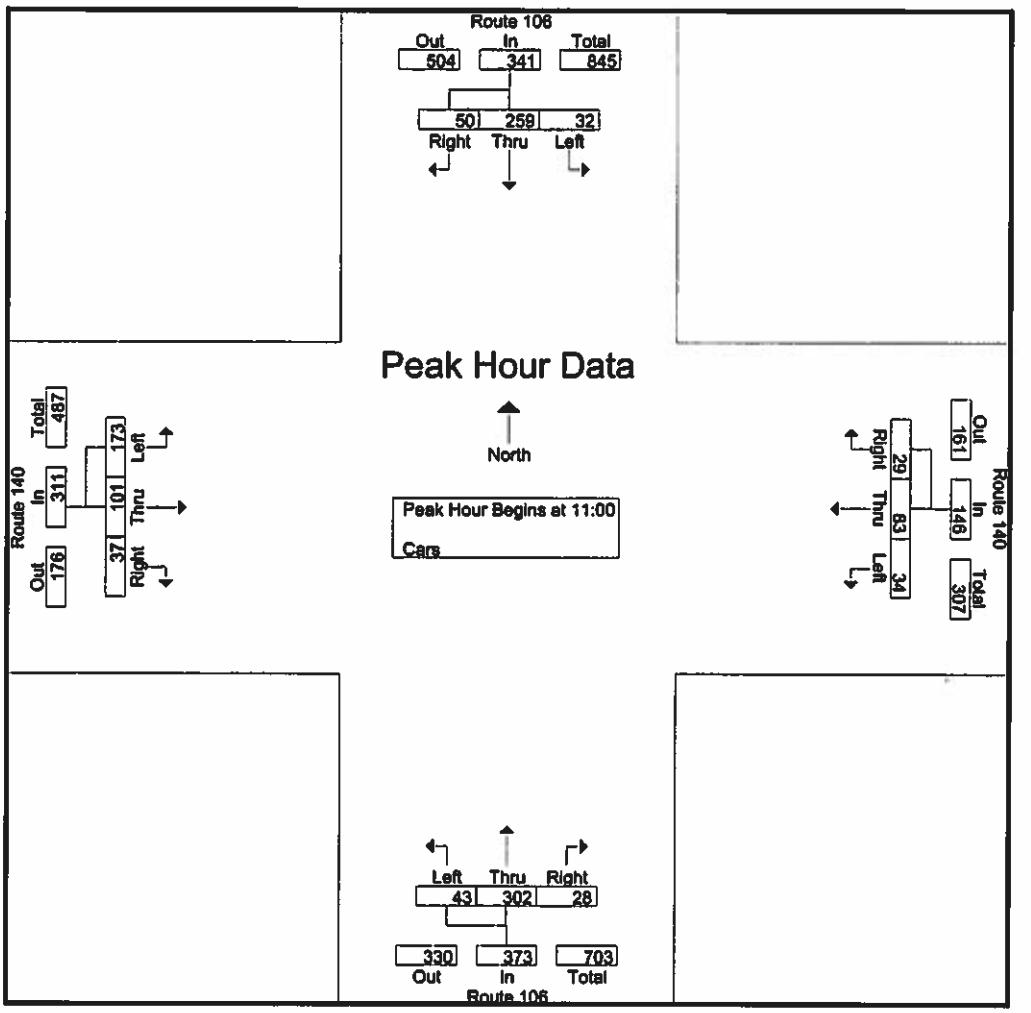
	Route 106 From North			Route 140 From East			Route 106 From South			Route 140 From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00	5	65	12	12	15	9	15	89	10	75	25	10	342
11:15	13	68	16	10	25	6	13	81	7	38	28	10	315
11:30	7	70	15	7	17	8	8	75	5	34	22	10	278
11:45	7	56	7	5	26	6	7	57	6	26	26	7	236
Total	32	259	50	34	83	29	43	302	28	173	101	37	1171
12:00	16	54	3	6	17	6	4	51	5	48	14	6	230
12:15	9	67	13	8	23	7	7	90	5	40	28	2	299
12:30	10	56	14	5	28	5	7	56	4	37	18	5	245
12:45	2	75	9	8	27	23	13	71	8	20	16	7	279
Total	37	252	39	27	95	41	31	268	22	145	76	20	1053
Grand Total	69	511	89	61	178	70	74	570	50	318	177	57	2224
Apprch %	10.3	76.4	13.3	19.7	57.6	22.7	10.7	82.1	7.2	57.6	32.1	10.3	
Total %	3.1	23	4	2.7	8	3.1	3.3	25.6	2.2	14.3	8	2.6	

	Route 106 From North				Route 140 From East				Route 106 From South				Route 140 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 to 12:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00																	
11:00	5	65	12	82	12	15	9	36	15	89	10	114	75	25	10	110	342
11:15	13	68	16	97	10	25	6	41	13	81	7	101	38	28	10	76	315
11:30	7	70	15	92	7	17	8	32	8	75	5	88	34	22	10	66	278
11:45	7	56	7	70	5	26	6	37	7	57	6	70	26	26	7	59	236
Total Volume	32	259	50	341	34	83	29	146	43	302	28	373	173	101	37	311	1171
% App. Total	9.4	76	14.7		23.3	56.8	19.9		11.5	81	7.5		55.6	32.5	11.9		
PHF	.615	.925	.781	.879	.708	.798	.806	.890	.717	.848	.700	.818	.577	.902	.925	.707	.856

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Rain

File Name : 755300S5
Site Code : 75530005
Start Date : 6/11/2011
Page No : 2



Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1

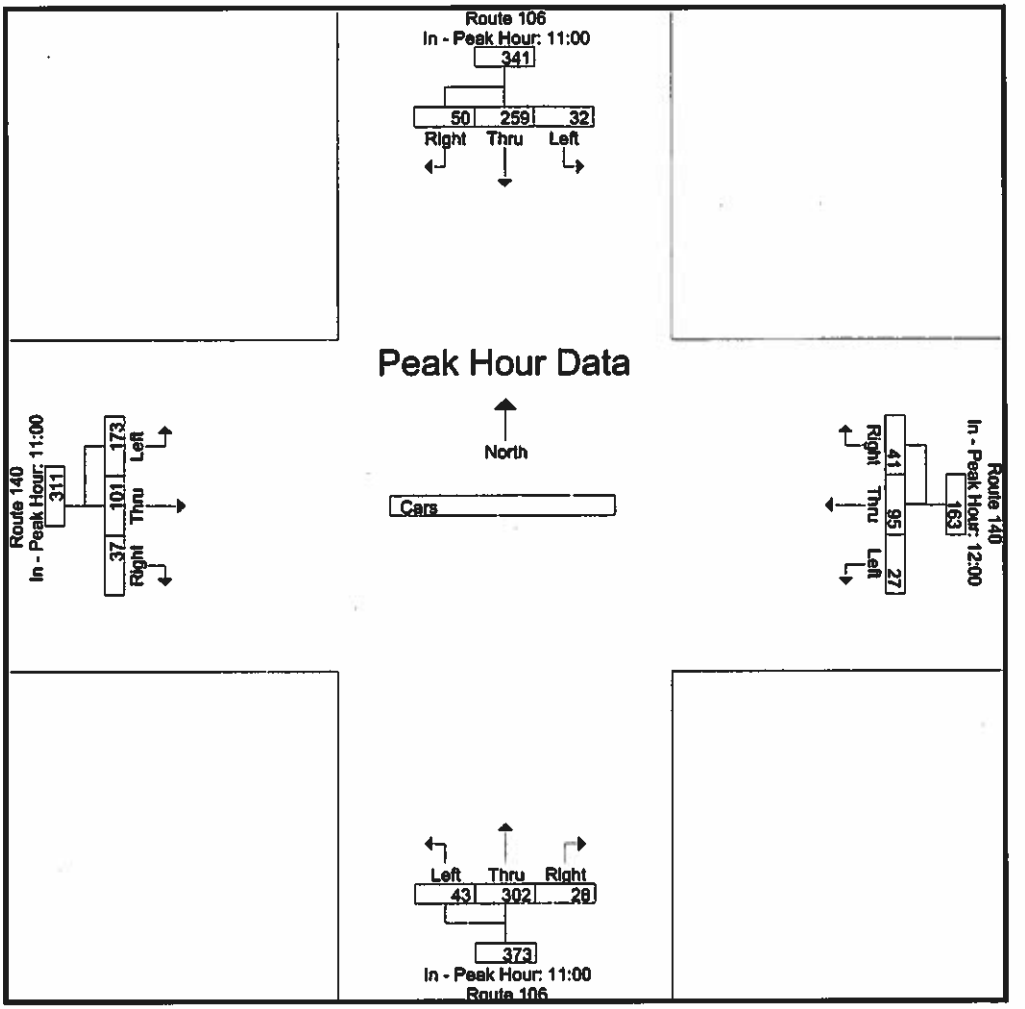
Peak Hour for Each Approach Begins at:

	11:00				12:00				11:00				11:00			
+0 mins.	5	65	12	82	6	17	6	29	15	89	10	114	75	25	10	110
+15 mins.	13	68	16	97	8	23	7	38	13	81	7	101	38	28	10	76
+30 mins.	7	70	15	92	5	28	5	38	8	75	5	88	34	22	10	66
+45 mins.	7	56	7	70	8	27	23	58	7	57	6	70	26	26	7	59
Total Volume	32	259	50	341	27	95	41	163	43	302	28	373	173	101	37	311
% App. Total	9.4	76	14.7		16.6	58.3	25.2		11.5	81	7.5		55.6	32.5	11.9	
PHF	.615	.925	.781	.879	.844	.848	.446	.703	.717	.848	.700	.818	.577	.902	.925	.707

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Rain

File Name : 755300S5
Site Code : 75530005
Start Date : 6/11/2011
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Rain

File Name : 755300S
Site Code : 7553000
Start Date : 6/11/201
Page No : 1

Groups Printed- Trucks

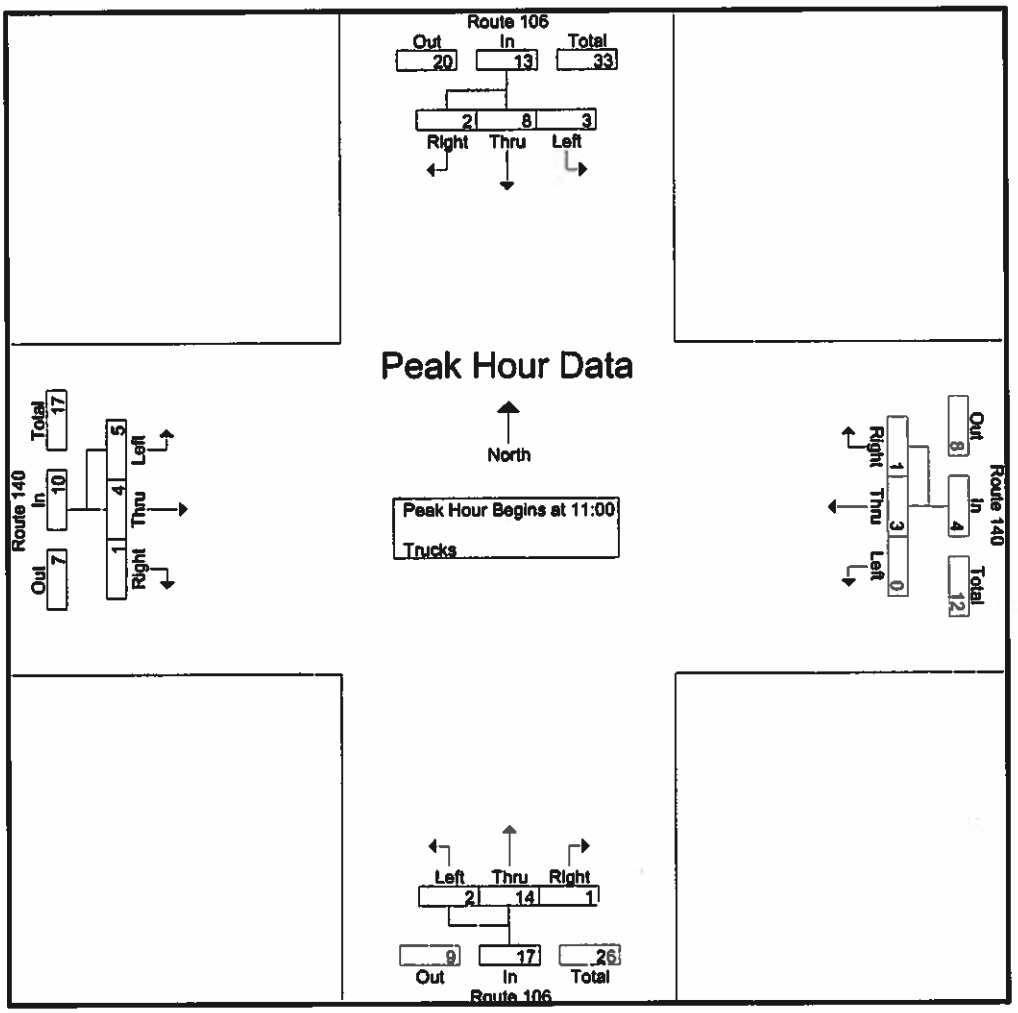
	Route 106 From North			Route 140 From East			Route 106 From South			Route 140 From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00	2	3	0	0	0	0	1	5	0	1	1	0	13
11:15	0	3	1	0	1	0	0	1	1	0	3	0	10
11:30	0	1	1	0	1	0	0	5	0	4	0	0	12
11:45	1	1	0	0	1	1	1	3	0	0	0	1	9
Total	3	8	2	0	3	1	2	14	1	5	4	1	44
12:00	0	4	1	0	1	1	0	2	0	0	1	0	10
12:15	0	0	0	0	0	1	1	1	0	0	0	0	3
12:30	0	2	0	0	0	0	0	5	1	0	0	0	8
12:45	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	8	1	0	1	2	1	8	1	0	1	0	23
Grand Total	3	16	3	0	4	3	3	22	2	5	5	1	67
Apprch %	13.6	72.7	13.6	0	57.1	42.9	11.1	81.5	7.4	45.5	45.5	9.1	
Total %	4.5	23.9	4.5	0	6	4.5	4.5	32.8	3	7.5	7.5	1.5	

	Route 106 From North				Route 140 From East				Route 106 From South				Route 140 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 to 12:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00																	
11:00	2	3	0	5	0	0	0	0	1	5	0	6	1	1	0	2	13
11:15	0	3	1	4	0	1	0	1	0	1	1	2	0	3	0	3	10
11:30	0	1	1	2	0	1	0	1	0	5	0	5	4	0	0	4	12
11:45	1	1	0	2	0	1	1	2	1	3	0	4	0	0	1	1	9
Total Volume	3	8	2	13	0	3	1	4	2	14	1	17	5	4	1	10	44
% App. Total	23.1	61.5	15.4		0	75	25		11.8	82.4	5.9		50	40	10		
PHF	.375	.667	.500	.650	.000	.750	.250	.500	.500	.700	.250	.708	.313	.333	.250	.625	.846

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Rain

File Name : 755300S5
Site Code : 75530005
Start Date : 6/11/2011
Page No : 2



Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1

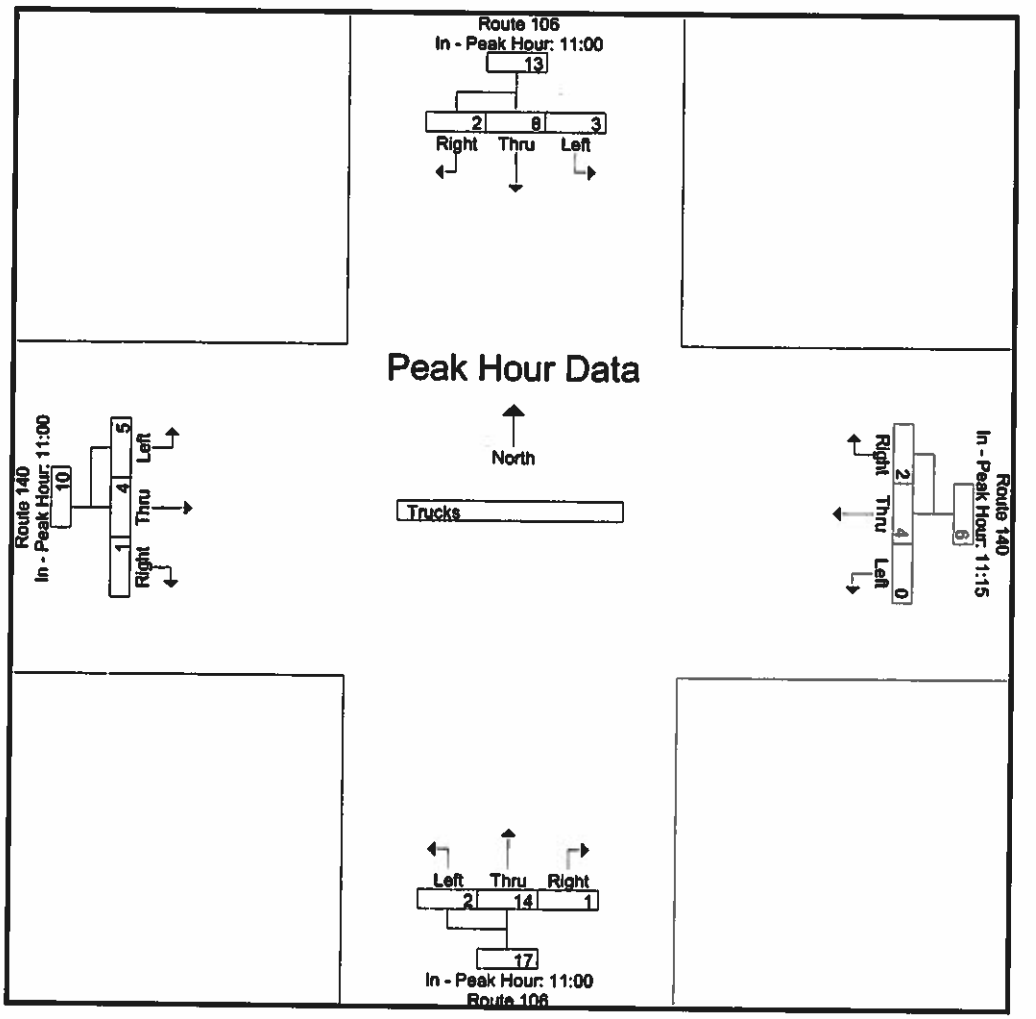
Peak Hour for Each Approach Begins at:

	11:00				11:15				11:00				11:00			
+0 mins.	2	3	0	5	0	1	0	1	1	5	0	6	1	1	0	2
+15 mins.	0	3	1	4	0	1	0	1	0	1	1	2	0	3	0	3
+30 mins.	0	1	1	2	0	1	1	2	0	5	0	5	4	0	0	4
+45 mins.	1	1	0	2	0	1	1	2	1	3	0	4	0	0	1	1
Total Volume	3	8	2	13	0	4	2	6	2	14	1	17	5	4	1	10
% App. Total	23.1	61.5	15.4		0	66.7	33.3		11.8	82.4	5.9		50	40	10	
PHF	.375	.667	.500	.650	.000	1.000	.500	.750	.500	.700	.250	.708	.313	.333	.250	.625

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Rain

File Name : 755300S
Site Code : 7553000
Start Date : 6/11/201
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Rain

File Name : 755300S5
Site Code : 75530005
Start Date : 6/11/2011
Page No : 1

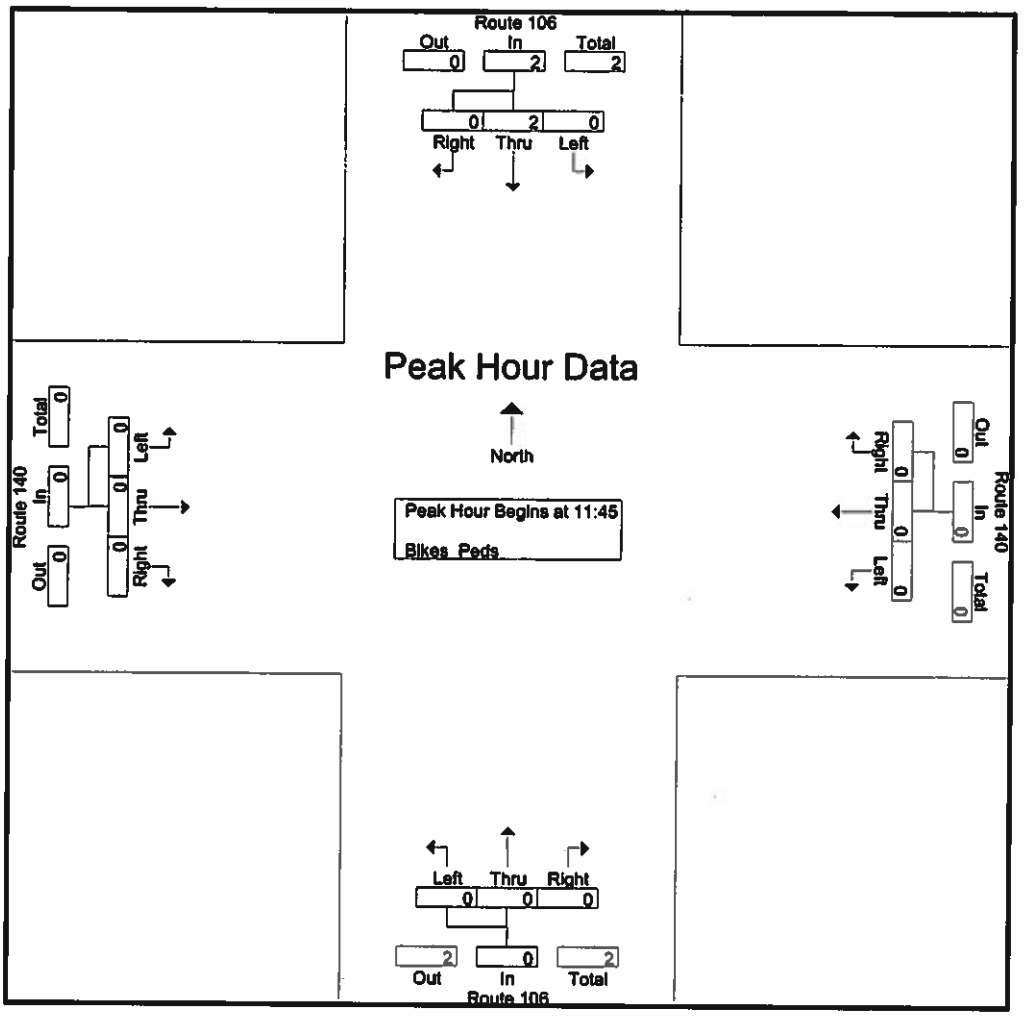
Groups Printed- Bikes Peds

	Route 106 From North			Route 140 From East			Route 106 From South			Route 140 From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	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
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	2	0	0	0	0	0	0	0	0	0	0	2
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	2	0	0	0	0	0	0	0	0	0	0	2
Apprch %	0	100	0	0	0	0	0	0	0	0	0	0	
Total %	0	100	0	0	0	0	0	0	0	0	0	0	

	Route 106 From North				Route 140 From East				Route 106 From South				Route 140 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 to 12:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45																	
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Rain

File Name : 755300S
Site Code : 7553000
Start Date : 6/11/201
Page No : 2



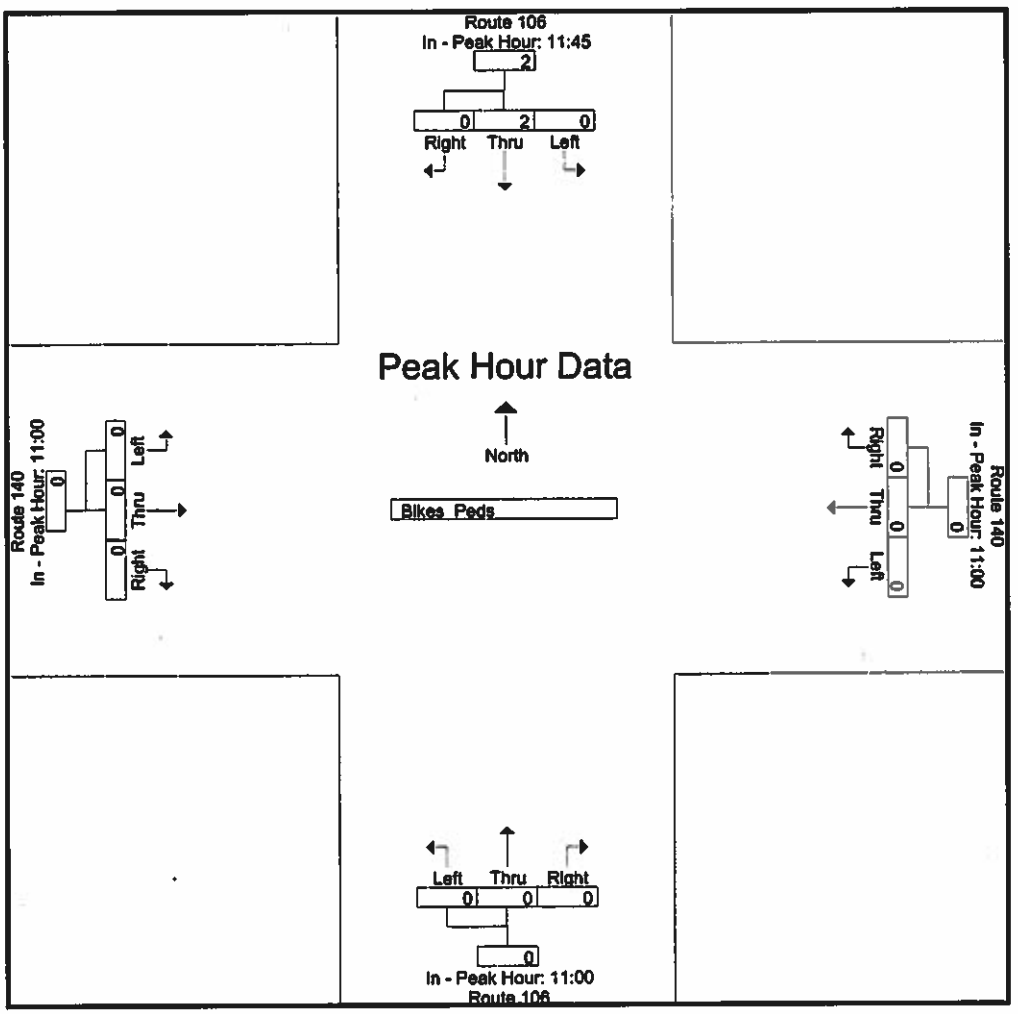
Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:45				11:00				11:00				11:00			
+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	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts
978-664-2565

N/S Street : Route 106
E/W Street: Route 140
City/State : Belmont, NH
Weather : Rain

File Name : 755300S5
Site Code : 75530005
Start Date : 6/11/2011
Page No : 3



ADJUSTMENT FACTORS

CPS 10/18/11 ✓

Year 2010 Monthly Data

Peak Hour Data

Stations = 099315 Concord, NH 106 NB N of Haines Rd. Loudon TL
099056 Concord, NH 106 N of Haines Rd. Loudon TL Group: 04
099314 Concord, NH 106 SB N of Haines Rd. Loudon TL

Month	Data AM	Mid	PM	Sat Mid	Factors AM	Mid	PM	Sat Mid	Number of Days
Jan	1339	831	1444	1049	1.09	1.18	1.12	1.22	29
Feb	1340	849	1436	1122	1.09	1.15	1.13	1.14	26
Mar	1458	859	1550	1189	1.00	1.14	1.04	1.08	30
Apr	1496	937	1629	1271	0.97	1.05	0.99	1.01	29
May	[1513]	999	[1666]	1266	0.96	0.98	0.97	1.01	30
Jun	1561	1170	1806	[1632]	0.93	0.84	0.90	0.78	27
Jul	[1363]	1078	[1692]	1322	1.07	0.91	0.96	0.97	30
Aug	1426	1084	1719	1346	1.02	0.90	0.94	0.95	30
Sep	1560	1122	1697	1564	0.93	0.87	0.95	0.82	28
Oct	1531	964	1643	1277	0.95	1.02	0.98	1.00	31
Nov	1412	941	1536	1154	1.03	1.04	1.05	1.11	29
Dec	1486	926	1600	1169	0.98	1.06	1.01	1.10	6
Average	1457	980	1618	1280					

Average Daily Data

Month	Data AveSun	AveWD	AveSat	AveDay	Factors AveSun	AveWD	AveSat	AveDay
Jan	9815	14709	12114	13501	1.36	1.16	1.28	1.21
Feb	11134	14964	13610	14223	1.20	1.14	1.14	1.15
Mar	11078	15860	14050	15009	1.21	1.08	1.10	1.09
Apr	12043	16940	15411	16083	1.11	1.01	1.01	1.01
May	13960	17823	16029	16910	0.96	0.96	0.97	0.96
Jun	19701	19728	20556	19835	0.68	0.87	0.75	0.82
Jul	13891	18262	15721	17288	0.96	0.94	0.99	0.94
Aug	14683	18323	15976	17433	0.91	0.93	0.97	0.94
Sep	19399	18662	19457	18866	0.69	0.92	0.80	0.86
Oct	12336	17045	15222	15991	1.08	1.00	1.02	1.02
Nov	11049	16001	13879	15058	1.21	1.07	1.12	1.08
Dec	11163	16602	14082	15575	1.20	1.03	1.10	1.05
Average	13354	17077	15509	16314				

Notes:
1. A box around the data indicates a calculated value. Do not use as data.
2. Yearly average days may not match the published report
3. Factors are based on Average Month

MAY AM = $\frac{1561}{1513}$ = 1.03

PM = $\frac{1806}{1666}$ = 1.08

JUNE SAT $\frac{1632}{1632}$ = NONE

JULY AM = $\frac{1561}{1561}$ = NONE

PM = $\frac{1806}{1692}$ = 1.07

VEHICLE SPEED DATA

Vehicle Speeds by Floating Car Method
Raw Data (Off Peak Hour = 2:15-3:15PM)

Direction	Time Period	Posted Speed	Observed Speed
South of Route 129			
NB	Off Peak	67	55
	Off Peak	64	55
	Off Peak	63	55
	Off Peak	65	55
SB	Off Peak	58	55
	Off Peak	65	55
	Off Peak	64	55
	Off Peak	60	55
South of Shaker Road			
NB	Off Peak	63	55
	Off Peak	62	55
	Off Peak	63	55
	Off Peak	61	55
SB	Off Peak	63	55
	Off Peak	59	55
	Off Peak	64	55
	Off Peak	62	55

Direction	Time Period	Posted Speed	Observed Speed
North of Asby Road			
NB	Off Peak	55	55
	Off Peak	59	55
	Off Peak	60	55
	Off Peak	57	55
SB	Off Peak	59	55
	Off Peak	59	55
	Off Peak	57	55
	Off Peak	60	55
South of Route 140			
NB	Off Peak	44	40
	Off Peak	42	40
	Off Peak	42	40
	Off Peak	43	40
SB	Off Peak	46	40
	Off Peak	42	40
	Off Peak	43	40
	Off Peak	42	40

Vehicle Speeds by Floating Car Method
Raw Data (Peak Hour = 5:15-6:15PM)

Direction	Time Period	Posted Speed	Observed Speed
South of Route 129			
NB	Peak	60	55
	Peak	60	55
	Peak	62	55
SB	Peak	59	55
	Peak	60	55
	Peak	60	55
South of Shaker Road			
NB	Peak	56	55
	Peak	62	55
	Peak	58	55
SB	Peak	62	55
	Peak	61	55
	Peak	62	55

Direction	Time Period	Posted Speed	Observed Speed
North of Asby Road			
NB	Peak	58	55
	Peak	56	55
	Peak	56	55
SB	Peak	60	55
	Peak	58	55
	Peak	57	55
South of Route 140			
NB	Peak	40	40
	Peak	43	40
	Peak	42	40
SB	Peak	41	40
	Peak	39	40
	Peak	43	40

CRASH DATA

SafetyAnalyst

Accident Summary for Project 1

Apr 21, 2011

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Table 1. Accident Case Identifier by Year

Description	Accident Case Identifier
2002	02007361, 02017872, 02019596, 02026284, 02017868, 02033502, 02017871
2003	03009816, 03021257, 03020224, 03020048, 03016163, 03032989, 03036446, 03020227, 03014280, 03020229, 03023340, 03029772, 03000038, 03031850, 03029770, 03035088, 03022127, 03015112, 03000023, 03014339, 03020226, 03020230, 03029776, 03020228, 03000011, 03023331, 03028097
2004	04002405, 04030219, 04035300, 04036525, 04022959, 04022956, 04012889, 04026657, 04022955, 04020678, 04015206, 04013685, 04022446, 04003207, 04018457, 04017579, 04007480, 04026159, 04018458, 04018238
2005	05010965, 05026937, 05035618, 05028840, 05029915, 05023080, 05023775, 05012668, 05036155, 05005973, 05010979, 05005977, 05010966, 05021743, 05005976, 05005981
2006	06022062, 06022070, 06005758, 06012236, 06002302, 06023421, 06017192, 06014713, 06002652, 06029328, 06029629, 06017639, 06026650, 06032849, 06015664, 06010251, 06033065, 06007381, 06016580, 06009923, 06032850
2007	07005888, 07028996, 07020441, 07017970, 07016473, 07010412, 07002466, 07031938, 07027220, 07022305, 07033960, 07023356, 07020432, 07021482, 07019438, 07009350, 07033970, 07019212, 07020438
2008	08009122, 08025600, 08002247, 08005584, 08034022, 08006052, 08034019, 08019142, 08005581, 08007974, 08019669, 08021953, 08025597, 08032238, 08034020, 08027908, 08034017
2009	09016006, 09016007, 09006262, 09016011, 09026350, 09024618, 09026378, 09024620, 09013633, 09030261, 09025720, 09032527, 09026361, 09016885, 09032523, 09016010, 09023299, 09008902, 09023307, 09016008, 09022624, 09030251, 09032521

1.2 Accident Month

The month in which the accident occurred.

Table 2. Accident Month

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
January	0	0	2	1	3	1	1	0	8	5	11
February	0	0	0	4	2	0	4	1	11	7	9
March	1	2	1	2	0	2	1	1	10	7	9
April	0	2	0	1	0	1	0	0	4	3	7
May	0	3	3	0	1	0	0	1	8	5	7
June	3	10	4	1	3	1	0	5	27	18	9
July	1	3	5	2	0	3	1	2	17	11	8
August	0	0	2	1	0	5	2	1	11	7	7
September	1	4	1	1	6	1	0	2	16	11	6
October	1	0	1	1	1	2	2	4	12	8	7
November	0	3	1	1	2	1	2	2	12	8	8
December	0	0	0	1	3	2	4	4	14	9	10
Total Accidents	7	27	20	16	21	19	17	23	150	100	100

Table 5. Accident Severity Level 1 (Accident Case Identifier)

Description	Accident Case Identifier
Fatal Injury	03000038, 03000023, 03000011
Severe Injury	03009816, 04002405, 02017872, 06014713, 05035618, 03022127, 02017868, 06015664, 04007480, 02033502, 03023331, 05021743, 06009923, 07019212, 04018238
Non-Incapacitating Injury	07005888, 03021257, 03020224, 08009122, 02007361, 03036446, 06002302, 03014280, 08002247, 02019596, 03035088, 02026284, 04013685, 06026650, 07023356, 04022446, 04003207, 03020228, 07020432, 04017579, 06010251, 02017871, 07019438, 06016580, 04026159, 03028097
Possible Injury	07028996, 03032989, 07020441, 06012236, 04036525, 07016473, 09026378, 09030261, 04020678, 04015206, 03015112, 08019142, 08021953, 09023307, 09032521, 06032850
Property-Damage-Only	06022062, 04030219, 06022070, 03020048, 04035300, 06005758, 09016006, 03016163, 04022959, 04022956, 03020227, 09016007, 04012889, 06023421, 07017970, 06017192, 09006262, 05010965, 08025600, 09016011, 06002652, 05026937, 09026350, 07010412, 09024618, 04026657, 09024620, 03020229, 03023340, 05028840, 09013633, 03029772, 08005584, 09025720, 04022955, 07002466, 07031938, 09032527, 05029915, 09026361, 08034022, 03031850, 06029328, 09016885, 03029770, 05023080, 06029629, 08006052, 06017639, 08034019, 03014339, 05023775, 09032523, 09016010, 03020226, 07027220, 07022305, 08005581, 03020230, 07033960, 05012668, 05036155, 08007974, 03029776, 08019669, 05005973, 09023299, 05010979, 08025597, 09008902, 09016008, 08032238, 04018457, 06032849, 05005977, 09022624, 05010966, 06033065, 07021482, 06007381, 08034020, 05005976, 05005981, 08027908, 09030251, 07009350, 08034017, 07033970, 07020438, 04018458

1.4 Accident Time of Day

The time (hour and minute) at which the accident occurred.

Table 6. Accident Time of Day

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
12:00 am to 12:59 am	0	1	0	0	0	1	0	0	2	1	N/A
1:00 am to 1:59 am	0	0	0	2	0	0	0	0	2	1	N/A
2:00 am to 2:59 am	0	0	0	0	0	0	1	0	1	1	N/A
3:00 am to 3:59 am	0	0	1	0	0	0	0	0	1	1	N/A
4:00 am to 4:59 am	0	0	0	0	0	0	0	1	1	1	N/A
5:00 am to 5:59 am	0	0	0	0	0	1	0	1	2	1	N/A
6:00 am to 6:59 am	0	0	0	2	1	1	3	2	9	6	N/A
7:00 am to 7:59 am	1	2	5	5	1	2	0	1	17	11	N/A
8:00 am to 8:59 am	0	0	2	0	0	1	1	2	6	4	N/A
9:00 am to 9:59 am	0	0	1	1	3	2	1	0	8	5	N/A
10:00 am to 10:59 am	1	1	1	1	3	0	1	0	8	5	N/A
11:00 am to 11:59 am	0	3	1	0	0	0	0	2	6	4	N/A
12:00 pm to 12:59 pm	0	0	0	1	0	3	3	0	7	5	N/A
1:00 pm to 1:59 pm	2	4	0	0	1	0	1	1	9	6	N/A
2:00 pm to 2:59 pm	0	0	0	0	3	0	1	1	5	3	N/A
3:00 pm to 3:59 pm	0	1	3	0	1	0	0	0	5	3	N/A
4:00 pm to 4:59 pm	1	3	1	1	2	3	2	3	16	11	N/A
5:00 pm to 5:59 pm	2	3	1	0	3	1	1	1	12	8	N/A
6:00 pm to 6:59 pm	0	2	0	0	0	1	1	0	4	3	N/A
7:00 pm to 7:59 pm	0	3	3	1	1	0	0	1	9	6	N/A
8:00 pm to 8:59 pm	0	2	0	1	1	0	1	3	8	5	N/A
9:00 pm to 9:59 pm	0	0	0	1	1	2	0	2	6	4	N/A
10:00 pm to 10:59 pm	0	0	1	0	0	1	0	2	4	3	N/A
11:00 pm to 11:59 pm	0	2	0	0	0	0	0	0	2	1	N/A
Total Accidents	7	27	20	16	21	19	17	23	150	100	N/A

Table 8. Accident Type and Manner of Collision

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Collision with parked motor vehicle	0	0	0	0	1	0	0	0	1	1	0
Collision with bicyclist	1	0	0	0	0	0	0	0	1	1	0
Collision with animal	0	2	2	3	4	5	3	11	30	20	16
Collision with fixed object	0	4	0	4	4	0	6	4	22	15	37
Collision with other object	1	2	0	0	0	0	0	1	4	3	1
Other single-vehicle collision	0	0	0	0	1	0	0	0	1	1	1
Overturn	0	1	2	1	0	2	1	0	7	5	6
Other single-vehicle non-collision	0	2	2	0	0	2	0	0	6	4	4
Rear-end	0	1	0	0	0	1	2	0	4	3	3
Angle	0	1	0	0	0	0	0	0	1	1	1
Sideswipe, same direction	0	1	0	0	0	0	0	0	1	1	0
Other multiple-vehicle collision	5	13	14	8	11	9	5	7	72	48	27
Total Accidents	7	27	20	16	21	19	17	23	150	100	100

Table 9. Accident Type and Manner of Collision (Accident Case Identifier)

Description	Accident Case Identifier
Collision with parked motor vehicle	06005758
Collision with bicyclist	02033502
Collision with animal	04030219, 09016006, 06023421, 07017970, 08025600, 09016011, 06014713, 09026350, 09024618, 09024620, 03020229, 09013633, 09025720, 04022955, 05029915, 09026361, 08034022, 03031850, 06029328, 09016885, 05023080, 06029629, 09032523, 07022305, 07033960, 05012668, 09022624, 08027908, 07009350, 07020438
Collision with fixed object	03009816, 03032989, 08009122, 09016007, 03014280, 06002652, 05035618, 09032527, 08006052, 06017639, 08034019, 08019142, 05005973, 08032238, 06032849, 05010966, 03023331, 08034020, 05005981, 09030251, 09032521, 06032850
Collision with other object	03020224, 03020048, 02017872, 09006262
Other single-vehicle collision	06012236
Overturn	07028996, 03036446, 05010965, 08005581, 04026159, 07019212, 04018458
Other single-vehicle non-collision	03021257, 07020441, 03020227, 07031938, 04013685, 04017579
Rear-end	03023340, 08002247, 08005584, 07020432
Angle	03016163
Sideswipe, same direction	03014339
Other multiple-vehicle collision	07005888, 06022062, 04002405, 06022070, 04035300, 02007361, 04036525, 04022959, 04022956, 04012889, 06002302, 06017192, 07016473, 05026937, 07010412, 09026378, 04026657, 05028840, 03029772, 09030261, 03000038, 07002466, 04020678, 02019596, 04015206, 03029770, 03035088, 03022127, 03015112, 02026284, 03000023, 06026650, 05023775, 09016010, 03020226, 07027220, 03020230, 05036155, 08007974, 03029776, 08019669, 07023356, 04022446, 08021953, 04003207, 09023299, 05010979, 08025597, 09008902, 09023307, 09016008, 02017868, 03020228, 03000011, 04018457, 05005977, 06015664, 06010251, 04007480, 02017871, 06033065, 07021482, 06007381, 05021743, 05005976, 07019438, 06016580, 06009923, 08034017, 03028097, 07033970, 04018238

Table 12. Bicycle Indicator

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Yes	1	0	0	0	0	0	0	0	1	1	0
No	6	27	20	16	21	19	17	23	149	99	100
Total Accidents	7	27	20	16	21	19	17	23	150	100	100

Table 13. Bicycle Indicator (Accident Case Identifier)

Description	Accident Case Identifier
Yes	02033502
No	03009816, 07005888, 06022062, 03021257, 04002405, 04030219, 07028996, 03020224, 06022070, 03020048, 04035300, 06005758, 09016006, 03016163, 03032989, 08009122, 07020441, 02007361, 02017872, 06012236, 04036525, 04022959, 03036446, 04022956, 03020227, 09016007, 04012889, 06002302, 06023421, 07017970, 03014280, 06017192, 09006262, 05010965, 08025600, 07016473, 09016011, 06014713, 06002652, 05026937, 05035618, 09026350, 07010412, 09024618, 09026378, 04026657, 09024620, 03020229, 03023340, 05028840, 08002247, 09013633, 03029772, 09030261, 03000038, 08005584, 09025720, 04022955, 07002466, 07031938, 04020678, 09032527, 05029915, 09026361, 08034022, 03031850, 06029328, 02019596, 09016885, 04015206, 03029770, 05023080, 03035088, 03022127, 03015112, 06029629, 08006052, 02026284, 03000023, 06017639, 08034019, 03014339, 04013685, 06026650, 05023775, 09032523, 08019142, 09016010, 03020226, 07027220, 07022305, 08005581, 03020230, 07033960, 05012668, 05036155, 08007974, 03029776, 08019669, 07023356, 05005973, 04022446, 08021953, 04003207, 09023299, 05010979, 08025597, 09008902, 09023307, 09016008, 02017868, 03020228, 08032238, 07020432, 03000011, 04018457, 06032849, 05005977, 09022624, 05010966, 06015664, 04017579, 06010251, 04007480, 02017871, 06033065, 03023331, 07021482, 06007381, 05021743, 08034020, 05005976, 05005981, 08027908, 07019438, 09030251, 06016580, 09032521, 07009350, 06009923, 06032850, 04026159, 08034017, 03028097, 07033970, 07019212, 07020438, 04018458, 04018238

1.8 Contributing Circumstances, Environment

Apparent environmental conditions which contributed to the accident.

Table 14. Contributing Circumstances, Environment

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
None	6	16	13	9	9	11	7	7	78	52	52
Weather conditions	0	3	4	3	6	2	6	3	27	18	28
Physical obstruction(s)	0	1	1	0	0	0	0	0	2	1	2
Animal(s) in roadway	0	2	1	3	3	5	3	11	28	19	14
Other	0	0	0	0	1	0	0	0	1	1	0
Unknown	1	5	1	1	2	1	1	2	14	9	4
Total Accidents	7	27	20	16	21	19	17	23	150	100	100

Table 17. Contributing Circumstances, Road (Accident Case Identifier)

Description	Accident Case Identifier
None	03009816, 07005888, 06022062, 03021257, 04002405, 04030219, 07028996, 03020224, 04035300, 09016006, 03016163, 03032989, 07020441, 02007361, 02017872, 06012236, 04036525, 04022959, 03036446, 04022956, 03020227, 09016007, 04012889, 06023421, 03014280, 09006262, 05010965, 08025600, 07016473, 09016011, 06014713, 06002652, 05026937, 05035618, 09026350, 07010412, 09024618, 09026378, 04026657, 09024620, 03020229, 03023340, 05028840, 09013633, 03029772, 09030261, 03000038, 09025720, 04022955, 07002466, 07031938, 04020678, 09032527, 05029915, 09026361, 08034022, 06029328, 02019596, 09016885, 04015206, 03029770, 05023080, 03035088, 03022127, 03015112, 06029629, 08006052, 02026284, 03000023, 08034019, 03014339, 04013685, 06026650, 05023775, 09032523, 08019142, 09016010, 03020226, 07027220, 07022305, 08005581, 03020230, 07033960, 05012668, 05036155, 08007974, 03029776, 08019669, 07023356, 04022446, 08021953, 04003207, 09023299, 08025597, 09008902, 09023307, 09016008, 02017868, 03020228, 08032238, 07020432, 03000011, 04018457, 06032849, 05005977, 09022624, 06015664, 04017579, 06010251, 04007480, 02033502, 02017871, 06033065, 03023331, 07021482, 06007381, 05021743, 08034020, 05005976, 05005981, 08027908, 07019438, 09030251, 06016580, 09032521, 07009350, 06009923, 06032850, 04026159, 08034017, 03028097, 07033970, 07019212, 07020438, 04018458, 04018238
Road surface condition (wet, icy, snow, slush, etc.)	08009122, 06002302, 08002247, 08005584, 06017639, 05005973, 05010979, 05010966
Unknown	06022070, 03020048, 06005758, 07017970, 06017192, 03031850

1.10 Day of Week

The day of the week on which the accident occurred.

Table 20. Divided Highway Flag-Side of Road

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Unknown	7	27	20	16	21	19	17	23	150	100	100
Total Accidents	7	27	20	16	21	19	17	23	150	100	100

Table 21. Divided Highway Flag-Side of Road (Accident Case Identifier)

Description	Accident Case Identifier
Unknown	03009816, 07005888, 06022062, 03021257, 04002405, 04030219, 07028996, 03020224, 06022070, 03020048, 04035300, 06005758, 09016006, 03016163, 03032989, 08009122, 07020441, 02007361, 02017872, 06012236, 04036525, 04022959, 03036446, 04022956, 03020227, 09016007, 04012889, 06002302, 06023421, 07017970, 03014280, 06017192, 09006262, 05010965, 08025600, 07016473, 09016011, 06014713, 06002652, 05026937, 05035618, 09026350, 07010412, 09024618, 09026378, 04026657, 09024620, 03020229, 03023340, 05028840, 08002247, 09013633, 03029772, 09030261, 03000038, 08005584, 09025720, 04022955, 07002466, 07031938, 04020678, 09032527, 05029915, 09026361, 08034022, 03031850, 06029328, 02019596, 09016885, 04015206, 03029770, 05023080, 03035088, 03022127, 03015112, 06029629, 08006052, 02026284, 03000023, 06017639, 08034019, 03014339, 04013685, 06026650, 05023775, 09032523, 08019142, 09016010, 03020226, 07027220, 07022305, 08005581, 03020230, 07033960, 05012668, 05036155, 08007974, 03029776, 08019669, 07023356, 05005973, 04022446, 08021953, 04003207, 09023299, 05010979, 08025597, 09008902, 09023307, 09016008, 02017868, 03020228, 08032238, 07020432, 03000011, 04018457, 06032849, 05005977, 09022624, 05010966, 06015664, 04017579, 06010251, 04007480, 02033502, 02017871, 06033065, 03023331, 07021482, 06007381, 05021743, 08034020, 05005976, 05005981, 08027908, 07019438, 09030251, 06016580, 09032521, 07009350, 06009923, 06032850, 04026159, 08034017, 03028097, 07033970, 07019212, 07020438, 04018458, 04018238

1.12 Driver Age

The value of this item is the driver age, in years, at the time of the accident. The value of this item is calculated during data set post processing.

Table 22. Driver Age in Years

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Under 25	3	12	6	9	7	6	4	2	49	21	N/A
25 to 34	3	9	4	4	1	4	1	6	32	14	N/A
35 to 44	1	12	10	1	11	4	7	8	54	23	N/A
45 to 54	3	4	9	6	9	9	4	8	52	23	N/A
55 to 64	0	6	4	2	2	5	5	6	30	13	N/A
65 to 74	0	0	1	0	4	1	2	0	8	3	N/A
75 to 84	2	1	0	1	0	1	0	0	5	2	N/A
85 and over	0	0	0	0	0	0	1	0	1	0	N/A
Total Vehicles	12	44	34	23	34	30	24	30	231	100	N/A

Table 25. Driveway Indicator (Accident Case Identifier)

Description	Accident Case Identifier
No	03009816, 06022062, 04002405, 04030219, 07028996, 03020224, 06022070, 03020048, 04035300, 06005758, 09016006, 03016163, 03032989, 08009122, 07020441, 02007361, 02017872, 06012236, 04036525, 04022959, 03036446, 04022956, 03020227, 09016007, 06002302, 06023421, 07017970, 03014280, 06017192, 09006262, 05010965, 08025600, 07016473, 09016011, 06014713, 06002652, 05026937, 05035618, 09026350, 07010412, 09024618, 09026378, 04026657, 09024620, 03020229, 03023340, 05028840, 08002247, 09013633, 03029772, 09030261, 03000038, 08005584, 09025720, 04022955, 07031938, 04020678, 09032527, 05029915, 09026361, 08034022, 03031850, 06029328, 02019596, 09016885, 03029770, 05023080, 03022127, 03015112, 06029629, 08006052, 02026284, 03000023, 06017639, 08034019, 03014339, 04013685, 06026650, 05023775, 09032523, 08019142, 09016010, 03020226, 07027220, 07022305, 08005581, 03020230, 07033960, 05012668, 08019669, 05005973, 04022446, 04003207, 09023299, 09008902, 09016008, 08032238, 03000011, 06032849, 05005977, 09022624, 05010966, 06015664, 04017579, 06010251, 02033502, 07021482, 06007381, 05021743, 08034020, 05005976, 05005981, 08027908, 09030251, 06016580, 09032521, 07009350, 06009923, 06032850, 04026159, 03028097, 07033970, 07019212, 07020438, 04018458, 04018238
Yes, at driveway	07005888, 03021257, 04012889, 07002466, 04015206, 03035088, 05036155, 08007974, 03029776, 07023356, 08021953, 05010979, 08025597, 09023307, 02017868, 03020228, 07020432, 04018457, 04007480, 02017871, 06033065, 03023331, 07019438, 08034017

1.14 First Harmful Event

The first injury or damage-producing event that characterizes the accident type.

Table 26. First Harmful Event

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Thrown or falling object	0	0	0	0	2	0	0	0	2	1	N/A
Bicyclist	2	0	0	0	0	0	0	0	2	1	N/A
Animal	0	2	2	3	4	6	3	11	31	13	N/A
Motor vehicle in transport	10	32	28	16	22	20	14	14	156	67	N/A
Parked motor vehicle	0	0	0	0	2	0	0	0	2	1	N/A
Embankment	0	0	0	0	0	0	2	2	4	2	N/A
Guardrail face	0	1	0	3	0	0	1	1	6	3	N/A
Standing tree	0	2	0	1	1	0	1	0	5	2	N/A
Utility pole/Light support	0	0	0	0	1	0	0	0	1	0	N/A
Highway traffic sign or signpost	0	0	0	0	1	0	1	0	2	1	N/A
Fence	0	0	0	0	0	0	1	1	2	1	N/A
Other fixed object (wall, building, tunnel, etc.)	0	1	0	0	0	0	0	0	1	0	N/A
Unknown fixed object	1	3	0	0	0	0	0	1	5	2	N/A
Unknown	0	4	4	1	1	4	1	0	15	6	N/A
Total Vehicles	13	45	34	24	34	30	24	30	234	100	N/A

1.15 Initial Direction of Travel

The direction of a vehicle's normal, general travel on the roadway before the accident. Notice that this is not a compass direction but a direction consistent with the designated direction of the road. For example, the direction of a state designated north-south highway must be either northbound or southbound even though a vehicle may have been traveling due east as a result of a short segment of the highway having an east-west orientation.

Table 28. Initial Direction of Travel

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Northbound	8	15	14	10	18	19	13	13	110	47	N/A
Southbound	4	22	13	14	14	10	10	15	102	44	N/A
Eastbound	0	5	1	0	0	1	1	0	8	3	N/A
Westbound	0	0	2	0	1	0	0	2	5	2	N/A
Unknown	1	3	4	0	1	0	0	0	9	4	N/A
Total Vehicles	13	45	34	24	34	30	24	30	234	100	N/A

Table 31. Light Condition (Accident Case Identifier)

Description	Accident Case Identifier
Daylight	07005888, 03021257, 04002405, 04030219, 03020224, 06022070, 09016006, 03016163, 08009122, 07020441, 02007361, 02017872, 06012236, 04036525, 04022959, 04022956, 03020227, 09016007, 04012889, 06002302, 06023421, 06017192, 05010965, 06014713, 09026350, 07010412, 09026378, 04026657, 05028840, 08002247, 03029772, 03000038, 07002466, 04020678, 09032527, 02019596, 09016885, 04015206, 05023080, 03022127, 03015112, 02026284, 03000023, 06017639, 04013685, 06026650, 05023775, 09032523, 08019142, 03020226, 07027220, 07022305, 03020230, 08007974, 03029776, 08019669, 07023356, 05005973, 08021953, 04003207, 05010979, 08025597, 09008902, 09023307, 09016008, 02017868, 03020228, 07020432, 03000011, 04018457, 06032849, 05005977, 09022624, 05010966, 04017579, 06010251, 04007480, 02033502, 02017871, 03023331, 07021482, 06007381, 05021743, 05005976, 07019438, 06016580, 06009923, 04026159, 08034017, 03028097, 07019212, 04018458, 04018238
Dawn	07028996, 08025600, 09016011, 06002652, 08005584, 05012668, 07020438
Dusk	03023340, 08032238
Dark-lighted	06022062, 09006262, 03035088, 08006052, 09016010, 08005581, 04022446, 09023299, 09030251, 09032521, 07033970
Dark-not lighted	03009816, 04035300, 03032989, 03036446, 03014280, 07016473, 05026937, 05035618, 09024618, 09024620, 03020229, 09013633, 09030261, 09025720, 04022955, 07031938, 05029915, 09026361, 08034022, 06029328, 03029770, 06029629, 08034019, 03014339, 07033960, 05036155, 06015664, 06033065, 08034020, 05005981, 08027908, 07009350, 06032850
Unknown	03020048, 06005758, 07017970, 03031850

1.17 Number of Vehicles Involved

The count of motor vehicles (e.g., automobiles, single-unit trucks, truck combinations that are in motion or on a roadway) involved in the accident. (Note: Parked vehicles are not included in this vehicle count, nor are bicycles and pedestrians.)

Table 32. Number of Vehicles Involved

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
1 Vehicle	1	9	6	8	8	8	10	16	66	44	N/A
2 Vehicles	5	16	12	5	11	11	7	6	73	49	N/A
More than 2 Vehicles	1	2	2	3	2	0	0	1	11	7	N/A
Total Accidents	7	27	20	16	21	19	17	23	150	100	N/A

Table 35. Pedestrian Indicator (Accident Case Identifier)

Description	Accident Case Identifier
No	03009816, 07005888, 06022062, 03021257, 04002405, 04030219, 07028996, 03020224, 06022070, 03020048, 04035300, 06005758, 09016006, 03016163, 03032989, 08009122, 07020441, 02007361, 02017872, 06012236, 04036525, 04022959, 03036446, 04022956, 03020227, 09016007, 04012889, 06002302, 06023421, 07017970, 03014280, 06017192, 09006262, 05010965, 08025600, 07016473, 09016011, 06014713, 06002652, 05026937, 05035618, 09026350, 07010412, 09024618, 09026378, 04026657, 09024620, 03020229, 03023340, 05028840, 08002247, 09013633, 03029772, 09030261, 03000038, 08005584, 09025720, 04022955, 07002466, 07031938, 04020678, 09032527, 05029915, 09026361, 08034022, 03031850, 06029328, 02019596, 09016885, 04015206, 03029770, 05023080, 03035088, 03022127, 03015112, 06029629, 08006052, 02026284, 03000023, 06017639, 08034019, 03014339, 04013685, 06026650, 05023775, 09032523, 08019142, 09016010, 03020226, 07027220, 07022305, 08005581, 03020230, 07033960, 05012668, 05036155, 08007974, 03029776, 08019669, 07023356, 05005973, 04022446, 08021953, 04003207, 09023299, 05010979, 08025597, 09008902, 09023307, 09016008, 02017868, 03020228, 08032238, 07020432, 03000011, 04018457, 06032849, 05005977, 09022624, 05010966, 06015664, 04017579, 06010251, 04007480, 02033502, 02017871, 06033065, 03023331, 07021482, 06007381, 05021743, 08034020, 05005976, 05005981, 08027908, 07019438, 09030251, 06016580, 09032521, 07009350, 06009923, 06032850, 04026159, 08034017, 03028097, 07033970, 07019212, 07020438, 04018458, 04018238

1.19 Relationship to Junction

Identifies the type of related cross street to the accident site. Definitions vary across states. For compatibility with the structure of SafetyAnalyst, a recoding that differs from MMUCC is recommended. Some distinctions that MMUCC tries to make in this field will instead be made in site characteristics data in SafetyAnalyst.

Table 36. Relationship to Junction

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Non-junction	5	21	16	14	20	14	13	22	125	83	92
At driveway or driveway-related	2	5	4	2	1	5	4	1	24	16	7
Other	0	1	0	0	0	0	0	0	1	1	1
Total Accidents	7	27	20	16	21	19	17	23	150	100	100

Table 39. Roadway Surface Condition (Accident Case Identifier)

Description	Accident Case Identifier
Dry	03009816, 06022062, 03021257, 04030219, 07028996, 03020224, 06022070, 03020048, 06005758, 09016006, 03016163, 03032989, 07020441, 02007361, 02017872, 06012236, 04036525, 04022959, 03036446, 04022956, 03020227, 09016007, 04012889, 06023421, 07017970, 06017192, 09006262, 08025600, 07016473, 09016011, 06014713, 05035618, 09026350, 09024618, 09026378, 04026657, 09024620, 03023340, 05028840, 09013633, 03029772, 09030261, 09025720, 07002466, 07031938, 04020678, 05029915, 09026361, 08034022, 03031850, 06029328, 02019596, 09016885, 04015206, 03029770, 05023080, 03035088, 03022127, 08006052, 02026284, 03000023, 03014339, 04013685, 06026650, 09032523, 08019142, 03020226, 07027220, 07022305, 03020230, 07033960, 05012668, 05036155, 03029776, 08019669, 07023356, 08021953, 09023299, 08025597, 09008902, 09023307, 09016008, 02017868, 03020228, 08032238, 07020432, 04018457, 05005977, 09022624, 06015664, 04017579, 06010251, 02033502, 02017871, 03023331, 07021482, 05021743, 05005976, 08027908, 07019438, 06016580, 07009350, 06009923, 06032850, 04026159, 08034017, 03028097, 07033970, 07019212, 07020438, 04018458, 04018238
Wet	04035300, 05026937, 03020229, 03000038, 04022955, 03015112, 06029629, 05023775, 09016010, 04022446, 04007480, 06033065
Snow	07005888, 04002405, 03014280, 05010965, 06002652, 07010412, 08034019, 08005581, 08007974, 04003207, 03000011, 06032849, 06007381, 08034020, 05005981, 09030251
Ice/frost	08009122, 06002302, 08002247, 08005584, 06017639, 05005973, 05010979, 05010966, 09032521
Other	09032527

1.21 Run-Off Road Indicator

Indicates whether any vehicle involved in the accident ran off the roadway.

Table 40. Run-Off Road Indicator

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Yes	1	5	0	6	4	2	6	4	28	19	41
No	6	22	20	10	17	17	11	19	122	81	59
Total Accidents	7	27	20	16	21	19	17	23	150	100	100

Table 43. School Bus Related (Accident Case Identifier)

Description	Accident Case Identifier
Unknown	03009816, 07005888, 06022062, 03021257, 04002405, 04030219, 07028996, 03020224, 06022070, 03020048, 04035300, 06005758, 09016006, 03016163, 03032989, 08009122, 07020441, 02007361, 02017872, 06012236, 04036525, 04022959, 03036446, 04022956, 03020227, 09016007, 04012889, 06002302, 06023421, 07017970, 03014280, 06017192, 09006262, 05010965, 08025600, 07016473, 09016011, 06014713, 06002652, 05026937, 05035618, 09026350, 07010412, 09024618, 09026378, 04026657, 09024620, 03020229, 03023340, 05028840, 08002247, 09013633, 03029772, 09030261, 03000038, 08005584, 09025720, 04022955, 07002466, 07031938, 04020678, 09032527, 05029915, 09026361, 08034022, 03031850, 06029328, 02019596, 09016885, 04015206, 03029770, 05023080, 03035088, 03022127, 03015112, 06029629, 08006052, 02026284, 03000023, 06017639, 08034019, 03014339, 04013685, 06026650, 05023775, 09032523, 08019142, 09016010, 03020226, 07027220, 07022305, 08005581, 03020230, 07033960, 05012668, 05036155, 08007974, 03029776, 08019669, 07023356, 05005973, 04022446, 08021953, 04003207, 09023299, 05010979, 08025597, 09008902, 09023307, 09016008, 02017868, 03020228, 08032238, 07020432, 03000011, 04018457, 06032849, 05005977, 09022624, 05010966, 06015664, 04017579, 06010251, 04007480, 02033502, 02017871, 06033065, 03023331, 07021482, 06007381, 05021743, 08034020, 05005976, 05005981, 08027908, 07019438, 09030251, 06016580, 09032521, 07009350, 06009923, 06032850, 04026159, 08034017, 03028097, 07033970, 07019212, 07020438, 04018458, 04018238

1.23 Tow-Away Indicator

Indicates whether any vehicle involved in the accident was towed away from the scene.

Table 44. Tow-Away Indicator

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Unknown	7	27	20	16	21	19	17	23	150	100	100
Total Accidents	7	27	20	16	21	19	17	23	150	100	100

Table 47. Vehicle Configuration (Accident Case Identifier)

Description	Accident Case Identifier
Passenger car	03009816, 07005888, 06022062, 03021257, 04002405, 03020048, 06005758, 03016163, 03032989, 02007361, 02017872, 04036525, 04036525, 04022959, 03036446, 09016007, 04012889, 04012889, 06023421, 07017970, 08025600, 09016011, 06002652, 05026937, 05035618, 09026350, 07010412, 07010412, 09024618, 09026378, 04026657, 03020229, 05028840, 08002247, 09030261, 04022955, 07031938, 09032527, 08034022, 03031850, 06029328, 02019596, 09016885, 04015206, 03029770, 03035088, 03022127, 03022127, 03015112, 06029629, 08006052, 02026284, 08034019, 06026650, 06026650, 03020226, 03020226, 08007974, 03029776, 05005973, 04022446, 04022446, 08021953, 04003207, 04003207, 05010979, 09008902, 09008902, 09023307, 09023307, 09016008, 02017868, 08032238, 03000011, 04018457, 06032849, 05005977, 05005977, 09022624, 06015664, 06015664, 06010251, 02033502, 02017871, 06033065, 06033065, 03023331, 06007381, 05021743, 08034020, 05005976, 05005981, 08027908, 06016580, 06016580, 07009350, 07009350, 04026159, 07033970, 07019212, 07020438, 04018238
Light truck, only four tires	07005888, 04002405, 06022070, 06022070, 03020048, 04035300, 04035300, 06005758, 09016006, 03016163, 04022959, 09006262, 05010965, 05026937, 09026378, 09024620, 03023340, 05028840, 08002247, 03029772, 03029772, 03000038, 03000038, 08005584, 04020678, 05029915, 03035088, 03015112, 02026284, 03000023, 06017639, 03014339, 03014339, 05023775, 05023775, 09032523, 08019142, 07027220, 07022305, 08005581, 03020230, 05036155, 05036155, 08007974, 08019669, 08019669, 07023356, 09023299, 09023299, 05010979, 08025597, 09016008, 03020228, 03020228, 04018457, 04007480, 04007480, 05021743, 07019438, 09032521, 06009923, 06032850, 03028097, 07033970
Sport utility vehicle	06022062, 07028996, 08009122, 02007361, 06012236, 04022956, 06002302, 03014280, 07016473, 04026657, 09013633, 08005584, 09025720, 07002466, 07002466, 04020678, 09026361, 02019596, 04015206, 03029770, 09016010, 09016010, 07027220, 03020230, 07033960, 05012668, 08021953, 07020432, 03000011, 05010966, 02017871, 07021482, 06007381, 05005976, 09030251, 08034017
Motorcycle/Moped	03020224, 07020441, 03020227, 07016473, 06014713, 03023340, 04013685, 07023356, 08025597, 02017868, 04017579, 06010251, 06009923, 03028097, 04018458
Motor home/recreational vehicle	06017192
Other	05023080, 07019438, 04018238
Unknown vehicle configuration	03021257, 04030219, 06012236, 04022956, 06002302, 06017192, 09030261, 03000023, 03029776, 07020432, 02033502, 07021482, 08034017

1.25 Vehicle Maneuver/Action

The controlled maneuver that the vehicle was doing prior to the first event in the sequence of events for this vehicle.

Table 49. Vehicle Maneuver/Action (Accident Case Identifier)

Description	Accident Case Identifier
Movements essentially straight ahead	07005888, 06022062, 06022062, 04002405, 04002405, 07028996, 06022070, 06022070, 03020048, 04035300, 06005758, 09016006, 03016163, 03032989, 08009122, 07020441, 02007361, 02007361, 02017872, 06012236, 04036525, 04036525, 04022959, 04022959, 04022956, 03020227, 09016007, 04012889, 06002302, 06002302, 06023421, 07017970, 03014280, 06017192, 06017192, 09006262, 05010965, 07016473, 09016011, 06014713, 06002652, 09026350, 07010412, 07010412, 09024618, 09026378, 09026378, 04026657, 09024620, 03020229, 05028840, 08002247, 08002247, 09013633, 03029772, 03029772, 09030261, 09030261, 03000038, 03000038, 08005584, 08005584, 09025720, 04022955, 07031938, 04020678, 05029915, 09026361, 08034022, 03031850, 06029328, 02019596, 02019596, 09016885, 04015206, 03029770, 05023080, 03035088, 03022127, 06029629, 08006052, 02026284, 02026284, 06017639, 08034019, 03014339, 06026650, 05023775, 05023775, 09032523, 08019142, 03020226, 07027220, 07027220, 07022305, 08005581, 03020230, 03020230, 07033960, 05012668, 08007974, 03029776, 05005973, 04022446, 08021953, 04003207, 09023299, 05010979, 09008902, 09023307, 09016008, 02017868, 03020228, 08032238, 07020432, 03000011, 03000011, 06032849, 05005977, 05005977, 09022624, 05010966, 06015664, 04017579, 06010251, 04007480, 02033502, 02017871, 06033065, 03023331, 07021482, 07021482, 06007381, 05021743, 05021743, 08034020, 05005976, 05005976, 05005981, 08027908, 07019438, 09030251, 09032521, 07009350, 07009350, 06009923, 06032850, 04026159, 03028097, 07033970, 07020438, 04018238, 04018238
Backing	03023340
Changing lanes	04035300, 04022956, 04026657, 03015112, 03015112
Overtaking/passing	03020048, 07016473, 05035618, 07002466, 03000023, 04013685, 08019669, 07023356, 04003207, 06015664, 04018458
Turning right	04012889, 08019669
Turning left	03021257, 03016163, 07002466, 05036155, 07023356, 04022446, 05010979, 09008902, 09023307, 09016008, 02017868, 03020228, 07020432, 02017871, 06033065, 06007381, 07019438, 06009923, 08034017, 08034017
Entering traffic lane	04015206, 04007480
Leaving traffic lane	09032527
Slowing	06026650, 09016010, 03020226, 08025597, 04018457, 04018457, 06016580, 06016580, 03028097
Stopped in traffic	07005888, 06005758, 03023340, 05028840, 04020678, 03029770, 03035088, 08021953, 09023299, 06010251, 07033970
Unknown	03009816, 03021257, 04030219, 03020224, 06012236, 03036446, 08025600, 05026937, 05026937, 03022127, 03000023, 03014339, 09016010, 05036155, 08007974, 03029776, 08025597, 02033502, 07019212

accident.

Table 52. Weather Condition

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Clear	5	20	13	9	13	14	6	15	95	63	52
Cloudy	2	3	3	4	2	3	5	5	27	18	20
Fog, smog, smoke	0	0	1	0	0	0	0	0	1	1	2
Rain	0	1	2	2	2	0	1	1	9	6	8
Sleet, hail (freezing rain or drizzle)	0	1	0	0	0	0	0	0	1	1	2
Snow	0	1	1	1	4	2	5	2	16	11	16
Unknown	0	1	0	0	0	0	0	0	1	1	0
Total Accidents	7	27	20	16	21	19	17	23	150	100	100

Table 53. Weather Condition (Accident Case Identifier)

Description	Accident Case Identifier
Clear	03009816, 06022062, 03021257, 07028996, 03020224, 06022070, 09016006, 03016163, 07020441, 02017872, 04036525, 04022959, 03036446, 04022956, 03020227, 09016007, 04012889, 06023421, 07017970, 06017192, 09006262, 08025600, 07016473, 06014713, 05035618, 09024618, 09026378, 04026657, 09024620, 03023340, 08002247, 09013633, 03029772, 09030261, 09025720, 07031938, 04020678, 05029915, 09026361, 08034022, 03031850, 06029328, 02019596, 04015206, 03029770, 03035088, 03022127, 02026284, 03000023, 06017639, 03014339, 04013685, 06026650, 08019142, 03020226, 07027220, 07022305, 03020230, 07033960, 05012668, 05036155, 03029776, 07023356, 05005973, 09023299, 09008902, 09023307, 09016008, 03020228, 07020432, 04018457, 05005977, 09022624, 05010966, 06015664, 04017579, 06010251, 02033502, 02017871, 03023331, 07021482, 05021743, 05005976, 08027908, 06016580, 06009923, 06032850, 04026159, 08034017, 03028097, 07033970, 07019212, 07020438, 04018458, 04018238
Cloudy	04002405, 04030219, 06005758, 03032989, 02007361, 06012236, 05010965, 09016011, 05026937, 09026350, 03020229, 05028840, 07002466, 09032527, 09016885, 05023080, 03015112, 08006052, 09032523, 08019669, 08021953, 08025597, 02017868, 08032238, 04007480, 07019438, 07009350
Fog, smog, smoke	04022446
Rain	04035300, 03000038, 04022955, 06029629, 05023775, 09016010, 06033065, 08034020, 05005981
Sleet, hail (freezing rain or drizzle)	03000011
Snow	07005888, 08009122, 06002302, 03014280, 06002652, 07010412, 08005584, 08034019, 08005581, 08007974, 04003207, 05010979, 06032849, 06007381, 09030251, 09032521
Unknown	03020048

1.28 Work Zone Related

Indicates whether the accident occurred in or near a construction, maintenance, or utility work zone, whether workers were actually present at the time of the accident or not. Work zone related accidents include those involving vehicles slowed or stopped because of the work zone, even if the first harmful event was before the first warning sign. MMUCC has

2. Project 1 Summary

2.1 Route SR S0000106__, Milepost 10.154 to 10.527

Roadway Segment
Segment ID: 5505
Internal Segment ID: S13743
Route Number Display Value: SRS0000106__
Site Subtype: Seg/Rur; 2-lane
Start Location: 10.154
End Location: 10.527
GIS Identifier: 5505
Next Roadway Segment ID: S10941
Previous Roadway Segment ID: S7413
Next Intersection ID: I6852
Previous Intersection ID: I638
Segment Length: 0.3730 miles
Roadway Class Level 1: Principal arterial-other freeway or expressway
Roadway Class Level 2: Principal arterial-other rural
Roadway Class Level 3: Rural two-lane
Number of Through Lanes - Combined: 2
Median Type Level 1: Undivided
Median Type Level 2: Undivided
Median Width: 0.00 feet
Access Control: No Access Control
Growth Factor: 1.0000
Growth Factor Source: Defaulted
Maximum AADT: 12,000 vehicles per day
Two-Way vs. One-Way Operation: Two-way road or street
Direction of Travel: Not applicable
Direction of Increasing Mileposts or Distances: Northbound
Interchange Influence Area on Mainline Freeway: No
Number of Accidents: 3

Geographic Description
Identifier: G504
Route Type: State route
Route Name: S0000106__
Major Road Name: NH 106
County: MERRIMACK
District: 3
City/Town: LOUDON
Jurisdiction: State maintained

Median Type Level 2: Undivided
Median Width: 0.00 feet
Access Control: No Access Control
Growth Factor: 1.0000
Growth Factor Source: Defaulted
Maximum AADT: 12,000 vehicles per day
Two-Way vs. One-Way Operation: Two-way road or street
Direction of Travel: Not applicable
Direction of Increasing Mileposts or Distances: Northbound
Interchange Influence Area on Mainline Freeway: No
Number of Accidents: 5

Geographic Description
Identifier: G504
Route Type: State route
Route Name: S0000106__
Major Road Name: NH 106
County: MERRIMACK
District: 3
City/Town: LOUDON
Jurisdiction: State maintained
Area Type: Rural

Table 58. Route SR S0000106__, Milepost 9.892 to 10.154 Directional Attributes

Direction	Number of Through Lanes	Average Lane Width	Shoulder Type - Outside	Shoulder Type - Inside	Average Shoulder Width - Outside	Average Shoulder Width - Inside	Bikeway	Comment
Direction 1	1	12.00	Paved	Paved	10.00	10.00		
Direction 2	1	12.00	Paved	Paved	10.00	10.00		

Geographic Description
Identifier: G504
Route Type: State route
Route Name: S0000106__
Major Road Name: NH 106
County: MERRIMACK
District: 3
City/Town: LOUDON
Jurisdiction: State maintained
Area Type: Rural

Table 60. Route SR S0000106__, Milepost 9.473 to 9.784 Directional Attributes

Direction	Number of Through Lanes	Average Lane Width	Shoulder Type - Outside	Shoulder Type - Inside	Average Shoulder Width - Outside	Average Shoulder Width - Inside	Bikeway	Comment
Direction 1	1	12.00	Paved	Paved	10.00	10.00		
Direction 2	1	12.00	Paved	Paved	10.00	10.00		

Table 61. Route SR S0000106__, Milepost 9.473 to 9.784 Annual Traffic

Year	AADT	Heavy Vehicles	Peak or Design Volume	Volume Source	Comment
2002	12,000			Growth Factor Applied	
2003	12,000			Growth Factor Applied	
2004	12,000			Growth Factor Applied	
2005	12,000			Growth Factor Applied	
2006	12,000			Growth Factor Applied	
2007	12,000			Growth Factor Applied	
2008	12,000			Growth Factor Applied	
2009	12,000			Measured	

2.4 Route SR S0000106__, Milepost 6.673 to 7.154

Roadway Segment
Segment ID: 32888
Internal Segment ID: S15105
Route Number Display Value: SRS0000106__
Site Subtype: Seg/Rur; 2-lane
Start Location: 6.673
End Location: 7.154
GIS Identifier: 32888
Next Roadway Segment ID: S6225a

Table 63. Route SR S0000106__, Milepost 6.673 to 7.154 Annual Traffic

Year	AADT	Heavy Vehicles	Peak or Design Volume	Volume Source	Comment
2002	14,000			Growth Factor Applied	
2003	14,000			Growth Factor Applied	
2004	14,000			Growth Factor Applied	
2005	14,000			Growth Factor Applied	
2006	14,000			Growth Factor Applied	
2007	14,000			Growth Factor Applied	
2008	14,000			Growth Factor Applied	
2009	14,000			Measured	

2.5 Route SR S0000106__, Milepost 7.154 to 7.506

Roadway Segment

Segment ID: 55869...58032
Internal Segment ID: S6225a
Route Number Display Value: SRS0000106__
Site Subtype: Seg/Rur; 2-lane
Start Location: 7.154
End Location: 7.506
GIS Identifier: 55869
Next Roadway Segment ID: S13122
Previous Roadway Segment ID: S15105
Next Intersection ID: 16357
Previous Intersection ID: 13807
Segment Length: 0.3520 miles
Roadway Class Level 1: Principal arterial-other freeway or expressway
Roadway Class Level 2: Principal arterial-other rural
Roadway Class Level 3: Rural two-lane
Number of Through Lanes - Combined: 2
Median Type Level 1: Undivided
Median Type Level 2: Undivided
Median Width: 0.00 feet
Access Control: No Access Control
Growth Factor: 1.0000
Growth Factor Source: Defaulted
Maximum AADT: 14,000 vehicles per day
Two-Way vs. One-Way Operation: Two-way road or street
Direction of Travel: Not applicable
Direction of Increasing Mileposts or Distances: Northbound
Interchange Influence Area on Mainline Freeway: No
Aggregated Segment IDs: S6225...S8747
Number of Accidents: 10

Next Roadway Segment ID: S14325
Previous Roadway Segment ID: S8434
Next Intersection ID: I8461
Previous Intersection ID: I1540
Segment Length: 0.8400 miles
Roadway Class Level 1: Principal arterial-other freeway or expressway
Roadway Class Level 2: Principal arterial-other rural
Roadway Class Level 3: Rural two-lane
Number of Through Lanes - Combined: 2
Median Type Level 1: Undivided
Median Type Level 2: Undivided
Median Width: 0.00 feet
Access Control: No Access Control
Growth Factor: 1.0000
Growth Factor Source: Defaulted
Maximum AADT: 12,000 vehicles per day
Two-Way vs. One-Way Operation: Two-way road or street
Direction of Travel: Not applicable
Direction of Increasing Mileposts or Distances: Northbound
Interchange Influence Area on Mainline Freeway: No
Number of Accidents: 4

Geographic Description
Identifier: G504
Route Type: State route
Route Name: S0000106__
Major Road Name: NH 106
County: MERRIMACK
District: 3
City/Town: LOUDON
Jurisdiction: State maintained
Area Type: Rural

Table 66. Route SR S0000106__, Milepost 8.052 to 8.892 Directional Attributes

Direction	Number of Through Lanes	Average Lane Width	Shoulder Type - Outside	Shoulder Type - Inside	Average Shoulder Width - Outside	Average Shoulder Width - Inside	Bikeway	Comment
Direction 1	1	12.00	Paved	Paved	10.00	10.00		
Direction 2	1	12.00	Paved	Paved	10.00	10.00		

Geographic Description
Identifier: G504
Route Type: State route
Route Name: S0000106__
Major Road Name: NH 106
County: MERRIMACK
District: 3
City/Town: LOUDON
Jurisdiction: State maintained
Area Type: Rural

Table 68. Route SR S0000106__, Milepost 7.818 to 8.052 Directional Attributes

Direction	Number of Through Lanes	Average Lane Width	Shoulder Type - Outside	Shoulder Type - Inside	Average Shoulder Width - Outside	Average Shoulder Width - Inside	Bikeway	Comment
Direction 1	1	12.00	Paved	Paved	12.00	12.00		
Direction 2	1	12.00	Paved	Paved	12.00	12.00		

Table 69. Route SR S0000106__, Milepost 7.818 to 8.052 Annual Traffic

Year	AADT	Heavy Vehicles	Peak or Design Volume	Volume Source	Comment
2002	14,000			Growth Factor Applied	
2003	14,000			Growth Factor Applied	
2004	14,000			Growth Factor Applied	
2005	14,000			Growth Factor Applied	
2006	14,000			Growth Factor Applied	
2007	14,000			Growth Factor Applied	
2008	14,000			Growth Factor Applied	
2009	14,000			Measured	

2.8 Route SR S0000106__, Milepost 11.82 to 12.053

Roadway Segment
Segment ID: 41565
Internal Segment ID: S4339
Route Number Display Value: SRS0000106__
Site Subtype: Seg/Rur; 2-lane
Start Location: 11.82
End Location: 12.053
GIS Identifier: 41565

Table 71. Route SR S0000106__, Milepost 11.82 to 12.053 Annual Traffic

Year	AADT	Heavy Vehicles	Peak or Design Volume	Volume Source	Comment
2002	8,200			Growth Factor Applied	
2003	8,200			Growth Factor Applied	
2004	8,200			Growth Factor Applied	
2005	8,200			Growth Factor Applied	
2006	8,200			Growth Factor Applied	
2007	8,200			Growth Factor Applied	
2008	8,200			Growth Factor Applied	
2009	8,200			Measured	

2.9 Route SR S0000106__, Milepost 10.527 to 10.717

Roadway Segment

Segment ID: 95455
Internal Segment ID: S10941
Route Number Display Value: SRS0000106__
Site Subtype: Seg/Rur; 2-lane
Start Location: 10.527
End Location: 10.717
GIS Identifier: 95455
Next Roadway Segment ID: S917
Previous Roadway Segment ID: S13743
Next Intersection ID: I617
Previous Intersection ID: I6852
Segment Length: 0.1900 miles
Roadway Class Level 1: Principal arterial-other freeway or expressway
Roadway Class Level 2: Principal arterial-other rural
Roadway Class Level 3: Rural two-lane
Number of Through Lanes - Combined: 2
Median Type Level 1: Undivided
Median Type Level 2: Undivided
Median Width: 0.00 feet
Access Control: No Access Control
Growth Factor: 1.0000
Growth Factor Source: Defaulted
Maximum AADT: 12,000 vehicles per day
Two-Way vs. One-Way Operation: Two-way road or street
Direction of Travel: Not applicable
Direction of Increasing Mileposts or Distances: Northbound
Interchange Influence Area on Mainline Freeway: No

GIS Identifier: 8832
Next Roadway Segment ID: S4339
Previous Roadway Segment ID: S7922
Next Intersection ID: I6784
Segment Length: 0.8050 miles
Roadway Class Level 1: Principal arterial-other freeway or expressway
Roadway Class Level 2: Principal arterial-other rural
Roadway Class Level 3: Rural two-lane
Number of Through Lanes - Combined: 2
Median Type Level 1: Undivided
Median Type Level 2: Undivided
Median Width: 0.00 feet
Access Control: No Access Control
Growth Factor: 1.0000
Growth Factor Source: Defaulted
Maximum AADT: 8,200 vehicles per day
Two-Way vs. One-Way Operation: Two-way road or street
Direction of Travel: Not applicable
Direction of Increasing Mileposts or Distances: Northbound
Interchange Influence Area on Mainline Freeway: No
Number of Accidents: 12

Geographic Description
Identifier: G504
Route Type: State route
Route Name: S0000106__
Major Road Name: NH 106
County: MERRIMACK
District: 3
City/Town: LOUDON
Jurisdiction: State maintained
Area Type: Rural

Table 74. Route SR S0000106__, Milepost 11.015 to 11.82 Directional Attributes

Direction	Number of Through Lanes	Average Lane Width	Shoulder Type - Outside	Shoulder Type - Inside	Average Shoulder Width - Outside	Average Shoulder Width - Inside	Bikeway	Comment
Direction 1	1	12.00	Paved	Paved	12.00	12.00		
Direction 2	1	12.00	Paved	Paved	12.00	12.00		

Geographic Description
Identifier: G504
Route Type: State route
Route Name: S0000106__
Major Road Name: NH 106
County: MERRIMACK
District: 3
City/Town: LOUDON
Jurisdiction: State maintained
Area Type: Rural

Table 76. Route SR S0000106__, Milepost 5.402 to 5.611 Directional Attributes

Direction	Number of Through Lanes	Average Lane Width	Shoulder Type - Outside	Shoulder Type - Inside	Average Shoulder Width - Outside	Average Shoulder Width - Inside	Bikeway	Comment
Direction 1	1	12.00	Paved	Paved	10.00	10.00		
Direction 2	1	12.00	Paved	Paved	10.00	10.00		

Table 77. Route SR S0000106__, Milepost 5.402 to 5.611 Annual Traffic

Year	AADT	Heavy Vehicles	Peak or Design Volume	Volume Source	Comment
2002	16,133			Growth Factor Applied	
2003	16,133			Growth Factor Applied	
2004	16,133			Growth Factor Applied	
2005	16,133			Growth Factor Applied	
2006	16,133			Growth Factor Applied	
2007	16,133			Growth Factor Applied	
2008	16,133			Growth Factor Applied	
2009	16,133			Measured	

2.12 Route SR S0000106__, Milepost 12.764 to 12.938

Roadway Segment
Segment ID: 33978
Internal Segment ID: S12110
Route Number Display Value: SRS0000106__
Site Subtype: Seg/Rur; 2-lane
Start Location: 12.764
End Location: 12.938
GIS Identifier: 33978

Table 79. Route SR S0000106__, Milepost 12.764 to 12.938 Annual Traffic

Year	AADT	Heavy Vehicles	Peak or Design Volume	Volume Source	Comment
2002	8,200			Growth Factor Applied	
2003	8,200			Growth Factor Applied	
2004	8,200			Growth Factor Applied	
2005	8,200			Growth Factor Applied	
2006	8,200			Growth Factor Applied	
2007	8,200			Growth Factor Applied	
2008	8,200			Growth Factor Applied	
2009	8,200			Measured	

2.13 Route SR S0000106__, Milepost 4.349 to 5.402

Roadway Segment

Segment ID: 32848
Internal Segment ID: S12660
Route Number Display Value: SRS0000106__
Site Subtype: Seg/Rur; 2-lane
Start Location: 4.349
End Location: 5.402
GIS Identifier: 32848
Next Roadway Segment ID: S12529
Previous Roadway Segment ID: S7916
Previous Intersection ID: I9694
Segment Length: 1.0530 miles
Roadway Class Level 1: Principal arterial-other freeway or expressway
Roadway Class Level 2: Principal arterial-other rural
Roadway Class Level 3: Rural two-lane
Number of Through Lanes - Combined: 2
Median Type Level 1: Undivided
Median Type Level 2: Undivided
Median Width: 0.00 feet
Access Control: No Access Control
Growth Factor: 1.0000
Growth Factor Source: Defaulted
Maximum AADT: 16,133 vehicles per day
Two-Way vs. One-Way Operation: Two-way road or street
Direction of Travel: Not applicable
Direction of Increasing Mileposts or Distances: Northbound
Interchange Influence Area on Mainline Freeway: No
Number of Accidents: 12

Next Roadway Segment ID: S7413
Previous Roadway Segment ID: S4148
Next Intersection ID: I7314
Previous Intersection ID: I4340
Segment Length: 0.1080 miles
Roadway Class Level 1: Principal arterial-other freeway or expressway
Roadway Class Level 2: Principal arterial-other rural
Roadway Class Level 3: Rural two-lane
Number of Through Lanes - Combined: 2
Median Type Level 1: Undivided
Median Type Level 2: Undivided
Median Width: 0.00 feet
Access Control: No Access Control
Growth Factor: 1.0000
Growth Factor Source: Defaulted
Maximum AADT: 12,000 vehicles per day
Two-Way vs. One-Way Operation: Two-way road or street
Direction of Travel: Not applicable
Direction of Increasing Mileposts or Distances: Northbound
Interchange Influence Area on Mainline Freeway: No
Number of Accidents: 3

Geographic Description
Identifier: G504
Route Type: State route
Route Name: S0000106__
Major Road Name: NH 106
County: MERRIMACK
District: 3
City/Town: LOUDON
Jurisdiction: State maintained
Area Type: Rural

Table 82. Route SR S0000106__, Milepost 9.784 to 9.892 Directional Attributes

Direction	Number of Through Lanes	Average Lane Width	Shoulder Type - Outside	Shoulder Type - Inside	Average Shoulder Width - Outside	Average Shoulder Width - Inside	Bikeway	Comment
Direction 1	1	12.00	Paved	Paved	10.00	10.00		
Direction 2	1	12.00	Paved	Paved	10.00	10.00		

Number of Accidents: 2

Geographic Description
Identifier: G504
Route Type: State route
Route Name: S0000106__
Major Road Name: NH 106
County: MERRIMACK
District: 3
City/Town: LOUDON
Jurisdiction: State maintained
Area Type: Rural

Table 84. Route SR S0000106__, Milepost 10.717 to 10.806 Directional Attributes

Direction	Number of Through Lanes	Average Lane Width	Shoulder Type - Outside	Shoulder Type - Inside	Average Shoulder Width - Outside	Average Shoulder Width - Inside	Bikeway	Comment
Direction 1	1	12.00	Paved	Paved	10.00	10.00		
Direction 2	1	12.00	Paved	Paved	10.00	10.00		

Table 85. Route SR S0000106__, Milepost 10.717 to 10.806 Annual Traffic

Year	AADT	Heavy Vehicles	Peak or Design Volume	Volume Source	Comment
2002	12,000			Growth Factor Applied	
2003	12,000			Growth Factor Applied	
2004	12,000			Growth Factor Applied	
2005	12,000			Growth Factor Applied	
2006	12,000			Growth Factor Applied	
2007	12,000			Growth Factor Applied	
2008	12,000			Growth Factor Applied	
2009	12,000			Measured	

2.16 Route SR S0000106__, Milepost 7.506 to 7.784

Roadway Segment
Segment ID: 40542
Internal Segment ID: S13122
Route Number Display Value: SRS0000106__
Site Subtype: Seg/Rur; 2-lane
Start Location: 7.506
End Location: 7.784

Table 87. Route SR S0000106__, Milepost 7.506 to 7.784 Annual Traffic

Year	AADT	Heavy Vehicles	Peak or Design Volume	Volume Source	Comment
2002	14,000			Growth Factor Applied	
2003	14,000			Growth Factor Applied	
2004	14,000			Growth Factor Applied	
2005	14,000			Growth Factor Applied	
2006	14,000			Growth Factor Applied	
2007	14,000			Growth Factor Applied	
2008	14,000			Growth Factor Applied	
2009	14,000			Measured	

2.17 Route SR S0000106__, Milepost 9.108 to 9.473

Roadway Segment

Segment ID: 9951
Internal Segment ID: S9442
Route Number Display Value: SRS0000106__
Site Subtype: Seg/Rur; 2-lane
Start Location: 9.108
End Location: 9.473
GIS Identifier: 9951
Next Roadway Segment ID: S4148
Previous Roadway Segment ID: S14325
Next Intersection ID: I705
Previous Intersection ID: I3885
Segment Length: 0.3650 miles
Roadway Class Level 1: Principal arterial-other freeway or expressway
Roadway Class Level 2: Principal arterial-other rural
Roadway Class Level 3: Rural two-lane
Number of Through Lanes - Combined: 2
Median Type Level 1: Undivided
Median Type Level 2: Undivided
Median Width: 0.00 feet
Access Control: No Access Control
Growth Factor: 1.0000
Growth Factor Source: Defaulted
Maximum AADT: 12,000 vehicles per day
Two-Way vs. One-Way Operation: Two-way road or street
Direction of Travel: Not applicable
Direction of Increasing Mileposts or Distances: Northbound
Interchange Influence Area on Mainline Freeway: No

GIS Identifier: 16534
Next Roadway Segment ID: S8434
Previous Roadway Segment ID: S13122
Previous Intersection ID: I6796
Segment Length: 0.0340 miles
Roadway Class Level 1: Principal arterial-other freeway or expressway
Roadway Class Level 2: Principal arterial-other rural
Roadway Class Level 3: Rural two-lane
Number of Through Lanes - Combined: 2
Median Type Level 1: Undivided
Median Type Level 2: Undivided
Median Width: 0.00 feet
Access Control: No Access Control
Growth Factor: 1.0000
Growth Factor Source: Defaulted
Maximum AADT: 14,000 vehicles per day
Two-Way vs. One-Way Operation: Two-way road or street
Direction of Travel: Not applicable
Direction of Increasing Mileposts or Distances: Northbound
Interchange Influence Area on Mainline Freeway: No
Number of Accidents: 0

Geographic Description
Identifier: G504
Route Type: State route
Route Name: S0000106__
Major Road Name: NH 106
County: MERRIMACK
District: 3
City/Town: LOUDON
Jurisdiction: State maintained
Area Type: Rural

Table 90. Route SR S0000106__, Milepost 7.784 to 7.818 Directional Attributes

Direction	Number of Through Lanes	Average Lane Width	Shoulder Type - Outside	Shoulder Type - Inside	Average Shoulder Width - Outside	Average Shoulder Width - Inside	Bikeway	Comment
Direction 1	1	12.00	Paved	Paved	10.00	10.00		
Direction 2	1	12.00	Paved	Paved	10.00	10.00		

Number of Accidents: 19

Geographic Description
Identifier: G504
Route Type: State route
Route Name: S0000106__
Major Road Name: NH 106
County: MERRIMACK
District: 3
City/Town: LOUDON
Jurisdiction: State maintained
Area Type: Rural

Table 92. Route SR S0000106__, Milepost 12.053 to 12.764 Directional Attributes

Direction	Number of Through Lanes	Average Lane Width	Shoulder Type - Outside	Shoulder Type - Inside	Average Shoulder Width - Outside	Average Shoulder Width - Inside	Bikeway	Comment
Direction 1	1	12.00	Paved	Paved	12.00	12.00		
Direction 2	1	12.00	Paved	Paved	12.00	12.00		

Table 93. Route SR S0000106__, Milepost 12.053 to 12.764 Annual Traffic

Year	AADT	Heavy Vehicles	Peak or Design Volume	Volume Source	Comment
2002	8,200			Growth Factor Applied	
2003	8,200			Growth Factor Applied	
2004	8,200			Growth Factor Applied	
2005	8,200			Growth Factor Applied	
2006	8,200			Growth Factor Applied	
2007	8,200			Growth Factor Applied	
2008	8,200			Growth Factor Applied	
2009	8,200			Measured	

2.20 Route SR S0000106__, Milepost 5.611 to 6.673

Roadway Segment
Segment ID: 27368...14867
Internal Segment ID: S14105a
Route Number Display Value: SRS0000106__
Site Subtype: Seg/Rur; 2-lane
Start Location: 5.611
End Location: 6.673

Table 94. Route SR S0000106__, Milepost 5.611 to 6.673 Directional Attributes

Direction	Number of Through Lanes	Average Lane Width	Shoulder Type - Outside	Shoulder Type - Inside	Average Shoulder Width - Outside	Average Shoulder Width - Inside	Bikeway	Comment
Direction 1	1	12.00	Not applicable	Not applicable	10.00	10.00		
Direction 2	1	12.00	Not applicable	Not applicable	10.00	10.00		

Table 95. Route SR S0000106__, Milepost 5.611 to 6.673 Annual Traffic

Year	AADT	Heavy Vehicles	Peak or Design Volume	Volume Source	Comment
2002	16,133			Growth Factor Applied	
2003	16,133			Growth Factor Applied	
2004	16,133			Growth Factor Applied	
2005	16,133			Growth Factor Applied	
2006	16,133			Growth Factor Applied	
2007	16,133			Growth Factor Applied	
2008	16,133			Growth Factor Applied	
2009	16,133			Measured	

2.21 Route SR S0000106__, Milepost 10.806 to 11.015

Roadway Segment

Segment ID: 50280
Internal Segment ID: S7922
Route Number Display Value: SRS0000106__
Site Subtype: Seg/Rur; 2-lane
Start Location: 10.806
End Location: 11.015
GIS Identifier: 50280
Next Roadway Segment ID: S8647
Previous Roadway Segment ID: S917
Previous Intersection ID: 19461
Segment Length: 0.2090 miles
Roadway Class Level 1: Principal arterial-other freeway or expressway
Roadway Class Level 2: Principal arterial-other rural
Roadway Class Level 3: Rural two-lane
Number of Through Lanes - Combined: 2
Median Type Level 1: Other divided
Median Type Level 2: Divided
Median Width: 12.00 feet
Access Control: No Access Control
Growth Factor: 1.0000

2.22 Route SR S0000106__, Milepost 8.892 to 9.108

Roadway Segment
Segment ID: I7955
Internal Segment ID: S14325
Route Number Display Value: SRS0000106__
Site Subtype: Seg/Rur; 2-lane
Start Location: 8.892
End Location: 9.108
GIS Identifier: 17955
Next Roadway Segment ID: S9442
Previous Roadway Segment ID: S10115
Next Intersection ID: I3885
Previous Intersection ID: I8461
Segment Length: 0.2160 miles
Roadway Class Level 1: Principal arterial-other freeway or expressway
Roadway Class Level 2: Principal arterial-other rural
Roadway Class Level 3: Rural two-lane
Number of Through Lanes - Combined: 2
Median Type Level 1: Undivided
Median Type Level 2: Undivided
Median Width: 0.00 feet
Access Control: No Access Control
Growth Factor: 1.0000
Growth Factor Source: Defaulted
Maximum AADT: 12,000 vehicles per day
Two-Way vs. One-Way Operation: Two-way road or street
Direction of Travel: Not applicable
Direction of Increasing Mileposts or Distances: Northbound
Interchange Influence Area on Mainline Freeway: No
Number of Accidents: 3

Geographic Description
Identifier: G504
Route Type: State route
Route Name: S0000106__
Major Road Name: NH 106
County: MERRIMACK
District: 3
City/Town: LOUDON
Jurisdiction: State maintained
Area Type: Rural

SafetyAnalyst

Accident Summary for Route SR S0000106__, Milepost 5.611 (Intersection 13997)

ROUTE 106 + STANIELS ROAD

Apr 21, 2011

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1. Accident Summary

This is a summary of the accident data associated with the following Intersection from the **NH State 2009** data set, created on Apr 2, 2010 9:54 AM:

Route SR S0000106__, Milepost 5.611 (Intersection 13997)

The details for this site are listed in the next section.

Notes:
The summary includes **16 Total Accidents** spanning the dates **1/1/2002** to **12/31/2009**.

Dates excluded from the summary period due to major reconstruction: **option not selected when specifying the analysis period.**

1.1 Accident Case Identifier

Unique case numbers of the accidents for the site and analysis period.

Table 1. Accident Case Identifier by Year

Description	Accident Case Identifier
2003	03023327
2004	04018528, 04036538
2005	05036161, 05026436
2006	06024485, 06008743, 06021616, 06016944
2007	07029006
2008	08012027, 08034024, 08019149, 08012021
2009	09023265, 09022621

1.2 Accident Month

The month in which the accident occurred.

Table 2. Accident Month

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
April	0	0	0	0	1	0	2	0	3	19	7
June	0	0	1	0	1	0	0	0	2	13	10
July	0	1	0	0	0	0	1	0	2	13	10
August	0	0	0	1	1	0	0	1	3	19	10
September	0	0	0	0	1	1	0	1	3	19	10
December	0	0	1	1	0	0	1	0	3	19	8
Total Accidents	0	1	2	2	4	1	4	2	16	100	100

Table 3. Accident Month (Accident Case Identifier)

Description	Accident Case Identifier
April	08012027, 06008743, 08012021
June	04018528, 06016944
July	08019149, 03023327
August	09022621, 05026436, 06021616
September	09023265, 06024485, 07029006
December	05036161, 08034024, 04036538

1.3 Accident Severity Level 1

The severity of the accident based on the most severe injury to any person involved.

Table 4. Accident Severity Level 1

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Severe Injury	0	0	0	0	1	0	0	0	1	6	N/A
Non-Incapacitating Injury	0	1	0	0	1	0	2	1	5	31	N/A
Possible Injury	0	0	1	0	0	0	1	0	2	13	N/A
Property-Damage-Only	0	0	1	2	2	1	1	1	8	50	N/A
Total Accidents	0	1	2	2	4	1	4	2	16	100	N/A

Table 5. Accident Severity Level 1 (Accident Case Identifier)

Description	Accident Case Identifier
Severe Injury	06021616
Non-Incapacitating Injury	08012027, 09022621, 06008743, 08019149, 03023327
Possible Injury	08034024, 04036538
Property-Damage-Only	04018528, 05036161, 09023265, 06024485, 05026436, 07029006, 06016944, 08012021

1.4 Accident Time of Day

The time (hour and minute) at which the accident occurred.

Table 6. Accident Time of Day

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
6:00 am to 6:59 am	0	0	0	1	1	0	0	0	2	13	N/A
7:00 am to 7:59 am	0	0	0	0	0	0	1	0	1	6	N/A
10:00 am to 10:59 am	0	0	1	0	0	0	0	1	2	13	N/A
11:00 am to 11:59 am	0	0	1	0	1	0	0	0	2	13	N/A
12:00 pm to 12:59 pm	0	0	0	1	0	0	0	0	1	6	N/A
1:00 pm to 1:59 pm	0	0	0	0	0	0	0	1	1	6	N/A
2:00 pm to 2:59 pm	0	0	0	0	0	0	1	0	1	6	N/A
4:00 pm to 4:59 pm	0	1	0	0	1	0	1	0	3	19	N/A
5:00 pm to 5:59 pm	0	0	0	0	0	0	1	0	1	6	N/A
6:00 pm to 6:59 pm	0	0	0	0	1	0	0	0	1	6	N/A
7:00 pm to 7:59 pm	0	0	0	0	0	1	0	0	1	6	N/A
Total Accidents	0	1	2	2	4	1	4	2	16	100	N/A

Table 7. Accident Time of Day (Accident Case Identifier)

Description	Accident Case Identifier
6:00 am to 6:59 am	05026436,06021616
7:00 am to 7:59 am	08012021
10:00 am to 10:59 am	09023265, 04036538
11:00 am to 11:59 am	04018528, 06016944
12:00 pm to 12:59 pm	05036161
1:00 pm to 1:59 pm	09022621
2:00 pm to 2:59 pm	08012027
4:00 pm to 4:59 pm	08034024,06008743,03023327
5:00 pm to 5:59 pm	08019149
6:00 pm to 6:59 pm	06024485
7:00 pm to 7:59 pm	07029006

1.5 Accident Type and Manner of Collision

The type of first harmful event in a single-vehicle accident or, in a multiple-vehicle collision, manner in which two vehicles in transport initially came together without regard to the direction of force, or the type of object with which a single vehicle collided.

Table 8. Accident Type and Manner of Collision

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Collision with fixed object	0	0	0	0	1	0	0	0	1	6	5
Angle	0	0	0	0	0	0	1	0	1	6	9
Other multiple-vehicle collision	0	1	2	2	3	1	3	2	14	88	77
Total Accidents	0	1	2	2	4	1	4	2	16	100	100

Table 9. Accident Type and Manner of Collision (Accident Case Identifier)

Description	Accident Case Identifier
Collision with fixed object	06008743
Angle	08034024
Other multiple-vehicle collision	04018528, 05036161, 08012027, 09023265, 06024485, 09022621, 05026436, 07029006, 06021616, 08019149, 06016944, 03023327, 04036538, 08012021

1.6 Alcohol/Drug Involvement

The investigating police officer's assessment of whether alcohol or drug use was suspected or demonstrated to be present by test for any vehicle driver or non-motorist in the accident.

Table 10. Alcohol/Drug Involvement

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Neither alcohol nor other drugs	0	1	2	2	4	1	4	2	16	100	98
Total Accidents	0	1	2	2	4	1	4	2	16	100	100

Table 11. Alcohol/Drug Involvement (Accident Case Identifier)

Description	Accident Case Identifier
Neither alcohol nor other drugs	04018528, 05036161, 08012027, 08034024, 09023265, 06024485, 09022621, 05026436, 07029006, 06008743, 06021616, 08019149, 06016944, 03023327, 04036538, 08012021

1.7 Bicycle Indicator

Indicates whether a bicycle was involved in the accident.

Table 12. Bicycle Indicator

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
No	0	1	2	2	4	1	4	2	16	100	100
Total Accidents	0	1	2	2	4	1	4	2	16	100	100

Table 13. Bicycle Indicator (Accident Case Identifier)

Description	Accident Case Identifier
No	04018528, 05036161, 08012027, 08034024, 09023265, 06024485, 09022621, 05026436, 07029006, 06008743, 06021616, 08019149, 06016944, 03023327, 04036538, 08012021

1.8 Contributing Circumstances, Environment

Apparent environmental conditions which contributed to the accident.

Table 14. Contributing Circumstances, Environment

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
None	0	1	1	2	2	1	3	2	12	75	70
Weather conditions	0	0	1	0	2	0	1	0	4	25	16
Total Accidents	0	1	2	2	4	1	4	2	16	100	100

Table 15. Contributing Circumstances, Environment (Accident Case Identifier)

Description	Accident Case Identifier
None	05036161, 08012027, 08034024, 09023265, 06024485, 09022621, 05026436, 07029006, 06016944, 03023327, 04036538, 08012021
Weather conditions	04018528, 06008743, 06021616, 08019149

1.9 Contributing Circumstances, Road

Apparent conditions of the road which contributed to the accident.

Table 16. Contributing Circumstances, Road

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
None	0	1	2	2	4	0	4	2	15	94	95
Unknown	0	0	0	0	0	1	0	0	1	6	2
Total Accidents	0	1	2	2	4	1	4	2	16	100	100

Table 17. Contributing Circumstances, Road (Accident Case Identifier)

Description	Accident Case Identifier
None	04018528, 05036161, 08012027, 08034024, 09023265, 06024485, 09022621, 05026436, 06008743, 06021616, 08019149, 06016944, 03023327, 04036538, 08012021
Unknown	07029006

1.10 Day of Week

The day of the week on which the accident occurred.

Table 18. Day of Week

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Sunday	0	0	0	0	0	1	0	1	2	13	11
Monday	0	0	0	1	0	0	0	0	1	6	14
Tuesday	0	0	0	1	1	0	0	0	2	13	13
Wednesday	0	0	0	0	1	0	1	0	2	13	15
Thursday	0	0	0	0	0	0	1	0	1	6	16
Friday	0	1	1	0	1	0	1	0	4	25	17
Saturday	0	0	1	0	1	0	1	1	4	25	14
Total Accidents	0	1	2	2	4	1	4	2	16	100	100

Table 19. Day of Week (Accident Case Identifier)

Description	Accident Case Identifier
Sunday	09023265, 07029006
Monday	05036161
Tuesday	05026436, 06016944
Wednesday	06021616, 08019149
Thursday	08012021
Friday	08034024, 06008743, 03023327, 04036538
Saturday	04018528, 08012027, 06024485, 09022621

1.11 Divided Highway Flag-Side of Road

Indicates the direction of travel for the side of the divided highway where the accident occurred. Mandatory for agencies that keep independent records for the individual sides of a divided highway. Can be used for divided highway by any agency.

Table 20. Divided Highway Flag-Side of Road

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Unknown	0	1	2	2	4	1	4	2	16	100	100
Total Accidents	0	1	2	2	4	1	4	2	16	100	100

Table 21. Divided Highway Flag-Side of Road (Accident Case Identifier)

Description	Accident Case Identifier
Unknown	04018528, 05036161, 08012027, 08034024, 09023265, 06024485, 09022621, 05026436, 07029006, 06008743, 06021616, 08019149, 06016944, 03023327, 04036538, 08012021

1.12 Driver Age

The value of this item is the driver age, in years, at the time of the accident. The value of this item is calculated during data set post processing.

Table 22. Driver Age in Years

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Under 25	0	2	0	0	3	0	4	0	9	29	N/A
25 to 34	0	0	0	1	0	1	2	2	6	19	N/A
35 to 44	0	0	2	3	1	1	1	1	9	29	N/A
45 to 54	0	0	1	0	1	0	1	0	3	10	N/A
55 to 64	0	0	0	0	2	0	0	1	3	10	N/A
65 to 74	0	0	1	0	0	0	0	0	1	3	N/A
Total Vehicles	0	2	4	4	7	2	8	4	31	100	N/A

Table 23. Driver Age in Years (Accident Case Identifier)

Description	Accident Case Identifier
Under 25	08034024, 08034024, 06024485, 06021616, 08019149, 06016944, 03023327, 03023327, 08012021
25 to 34	05036161, 08012027, 09023265, 09022621, 07029006, 08019149
35 to 44	04018528, 05036161, 09023265, 06024485, 05026436, 05026436, 07029006, 04036538, 08012021
45 to 54	04018528, 08012027, 06008743
55 to 64	09022621, 06021616, 06016944
65 to 74	04036538

1.13 Driveway Indicator

Indicates if the accident occurred at or near a driveway junction.

Table 24. Driveway Indicator

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
No	0	1	2	2	4	1	4	2	16	100	100
Total Accidents	0	1	2	2	4	1	4	2	16	100	100

Table 25. Driveway Indicator (Accident Case Identifier)

Description	Accident Case Identifier
No	04018528, 05036161, 08012027, 08034024, 09023265, 06024485, 09022621, 05026436, 07029006, 06008743, 06021616, 08019149, 06016944, 03023327, 04036538, 08012021

1.14 First Harmful Event

The first injury or damage-producing event that characterizes the accident type.

Table 26. First Harmful Event

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Motor vehicle in transport	0	2	4	4	6	2	8	4	30	97	N/A
Highway traffic sign or signpost	0	0	0	0	1	0	0	0	1	3	N/A
Total Vehicles	0	2	4	4	7	2	8	4	31	100	N/A

Table 27. First Harmful Event (Accident Case Identifier)

Description	Accident Case Identifier
Motor vehicle in transport	04018528, 04018528, 05036161, 05036161, 08012027, 08012027, 08034024, 08034024, 09023265, 09023265, 06024485, 06024485, 09022621, 09022621, 05026436, 05026436, 07029006, 07029006, 06021616, 06021616, 08019149, 08019149, 06016944, 06016944, 03023327, 03023327, 04036538, 04036538, 08012021, 08012021
Highway traffic sign or signpost	06008743

1.15 Initial Direction of Travel

The direction of a vehicle's normal, general travel on the roadway before the accident. Notice that this is not a compass direction but a direction consistent with the designated direction of the road. For example, the direction of a state designated north-south highway must be either northbound or southbound even though a vehicle may have been traveling due east as a result of a short segment of the highway having an east-west orientation.

Table 28. Initial Direction of Travel

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Northbound	0	1	1	0	4	0	4	3	13	42	N/A
Southbound	0	0	1	1	1	2	0	0	5	16	N/A
Eastbound	0	0	1	0	1	0	0	0	2	6	N/A
Westbound	0	1	1	3	1	0	3	1	10	32	N/A
Unknown	0	0	0	0	0	0	1	0	1	3	N/A
Total Vehicles	0	2	4	4	7	2	8	4	31	100	N/A

Table 29. Initial Direction of Travel (Accident Case Identifier)

Description	Accident Case Identifier
Northbound	04018528, 08012027, 08034024, 09023265, 09023265, 06024485, 09022621, 06008743, 06021616, 08019149, 06016944, 03023327, 08012021
Southbound	05036161, 06024485, 07029006, 07029006, 04036538
Eastbound	06021616, 04036538
Westbound	04018528, 05036161, 08012027, 08034024, 09022621, 05026436, 05026436, 06016944, 03023327, 08012021
Unknown	08019149

1.16 Light Condition

The type/level of lighting that existed at the time of the accident.

Table 30. Light Condition

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Daylight	0	1	2	2	2	0	3	2	12	75	79
Dawn	0	0	0	0	1	0	0	0	1	6	1
Dusk	0	0	0	0	0	1	1	0	2	13	4
Dark-lighted	0	0	0	0	1	0	0	0	1	6	7
Total Accidents	0	1	2	2	4	1	4	2	16	100	100

Table 31. Light Condition (Accident Case Identifier)

Description	Accident Case Identifier
Daylight	04018528, 05036161, 08012027, 09023265, 09022621, 05026436, 06008743, 08019149, 06016944, 03023327, 04036538, 08012021
Dawn	06021616
Dusk	08034024, 07029006
Dark-lighted	06024485

1.17 Number of Vehicles Involved

The count of motor vehicles (e.g., automobiles, single-unit trucks, truck

combinations that are in motion or on a roadway) involved in the accident. (Note: Parked vehicles are not included in this vehicle count, nor are bicycles and pedestrians.)

Table 32. Number of Vehicles Involved

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
1 Vehicle	0	0	0	0	1	0	0	0	1	6	N/A
2 Vehicles	0	1	2	2	3	1	4	2	15	94	N/A
Total Accidents	0	1	2	2	4	1	4	2	16	100	N/A

Table 33. Number of Vehicles Involved (Accident Case Identifier)

Description	Accident Case Identifier
1 Vehicle	06008743
2 Vehicles	04018528, 05036161, 08012027, 08034024, 09023265, 06024485, 09022621, 05026436, 07029006, 06021616, 08019149, 06016944, 03023327, 04036538, 08012021

1.18 Pedestrian Indicator

Indicates whether a pedestrian was involved in the accident.

Table 34. Pedestrian Indicator

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
No	0	1	2	2	4	1	4	2	16	100	100
Total Accidents	0	1	2	2	4	1	4	2	16	100	100

Table 35. Pedestrian Indicator (Accident Case Identifier)

Description	Accident Case Identifier
No	04018528, 05036161, 08012027, 08034024, 09023265, 06024485, 09022621, 05026436, 07029006, 06008743, 06021616, 08019149, 06016944, 03023327, 04036538, 08012021

1.19 Relationship to Junction

Identifies the type of related cross street to the accident site. Definitions vary across states. For compatibility with the structure of SafetyAnalyst, a recoding that differs from MMUCC is recommended. Some distinctions that MMUCC tries to make in this field will instead be made in site characteristics data in SafetyAnalyst.

Table 36. Relationship to Junction

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
At intersection	0	1	2	2	4	0	4	2	15	94	84
Intersection-related	0	0	0	0	0	1	0	0	1	6	16
Total Accidents	0	1	2	2	4	1	4	2	16	100	100

Table 37. Relationship to Junction (Accident Case Identifier)

Description	Accident Case Identifier
At intersection	04018528, 05036161, 08012027, 08034024, 09023265, 06024485, 09022621, 05026436, 06008743, 06021616, 08019149, 06016944, 03023327, 04036538, 08012021
Intersection-related	07029006

1.20 Roadway Surface Condition

The roadway surface condition at the time and place of the accident.

Table 38. Roadway Surface Condition

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Dry	0	1	1	2	2	1	2	2	11	69	74
Wet	0	0	1	0	2	0	2	0	5	31	15
Total Accidents	0	1	2	2	4	1	4	2	16	100	100

Table 39. Roadway Surface Condition (Accident Case Identifier)

Description	Accident Case Identifier
Dry	05036161, 08012027, 09023265, 06024485, 09022621, 05026436, 07029006, 06016944, 03023327, 04036538, 08012021
Wet	04018528, 08034024, 06008743, 06021616, 08019149

1.21 Run-Off Road Indicator

Indicates whether any vehicle involved in the accident ran off the roadway.

Table 40. Run-Off Road Indicator

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Yes	0	0	0	0	1	0	0	0	1	6	5
No	0	1	2	2	3	1	4	2	15	94	95
Total Accidents	0	1	2	2	4	1	4	2	16	100	100

Table 41. Run-Off Road Indicator (Accident Case Identifier)

Description	Accident Case Identifier
Yes	06008743
No	04018528, 05036161, 08012027, 08034024, 09023265, 06024485, 09022621, 05026436, 07029006, 06021616, 08019149, 06016944, 03023327, 04036538, 08012021

1.22 School Bus Related

Indicates if a school bus or vehicle functioning as a school bus for a school-related purpose was involved in the accident. The school bus, with or without a passenger on board, must be directly involved as a contact vehicle or indirectly involved as a non-contact vehicle.

Table 42. School Bus Related

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Unknown	0	1	2	2	4	1	4	2	16	100	100
Total Accidents	0	1	2	2	4	1	4	2	16	100	100

Table 43. School Bus Related (Accident Case Identifier)

Description	Accident Case Identifier
Unknown	04018528, 05036161, 08012027, 08034024, 09023265, 06024485, 09022621, 05026436, 07029006, 06008743, 06021616, 08019149, 06016944, 03023327, 04036538, 08012021

1.23 Tow-Away Indicator

Indicates whether any vehicle involved in the accident was towed away from the scene.

Table 44. Tow-Away Indicator

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Unknown	0	1	2	2	4	1	4	2	16	100	100
Total Accidents	0	1	2	2	4	1	4	2	16	100	100

Table 45. Tow-Away Indicator (Accident Case Identifier)

Description	Accident Case Identifier
Unknown	04018528, 05036161, 08012027, 08034024, 09023265, 06024485, 09022621, 05026436, 07029006, 06008743, 06021616, 08019149, 06016944, 03023327, 04036538, 08012021

1.24 Vehicle Configuration

Indicates the general configuration of the vehicle.

Table 46. Vehicle Configuration

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Passenger car	0	1	0	2	6	1	2	4	16	52	N/A
Light truck, only four tires	0	1	2	1	1	1	3	0	9	29	N/A
Sport utility vehicle	0	0	2	0	0	0	2	0	4	13	N/A
Unknown vehicle configuration	0	0	0	1	0	0	1	0	2	6	N/A
Total Vehicles	0	2	4	4	7	2	8	4	31	100	N/A

Table 47. Vehicle Configuration (Accident Case Identifier)

Description	Accident Case Identifier
Passenger car	05036161, 08012027, 08012027, 09023265, 09023265, 06024485, 06024485, 09022621, 09022621, 05026436, 07029006, 06008743, 06021616, 06021616, 06016944, 03023327
Light truck, only four tires	04018528, 08034024, 08034024, 05026436, 07029006, 06016944, 03023327, 04036538, 08012021
Sport utility vehicle	04018528, 08019149, 04036538, 08012021
Unknown vehicle configuration	05036161, 08019149

1.25 Vehicle Maneuver/Action

The controlled maneuver that the vehicle was doing prior to the first event in the sequence of events for this vehicle.

Table 48. Vehicle Maneuver/Action

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Movements essentially straight ahead	0	1	2	2	4	1	4	3	17	55	N/A
Turning right	0	0	0	0	0	0	1	0	1	3	N/A
Turning left	0	1	1	0	3	1	1	0	7	23	N/A
Entering traffic lane	0	0	1	0	0	0	0	1	2	6	N/A
Slowing	0	0	0	1	0	0	0	0	1	3	N/A
Stopped in traffic	0	0	0	0	0	0	1	0	1	3	N/A
Unknown	0	0	0	1	0	0	1	0	2	6	N/A
Total Vehicles	0	2	4	4	7	2	8	4	31	100	N/A

Table 49. Vehicle Maneuver/Action (Accident Case Identifier)

Description	Accident Case Identifier
Movements essentially straight ahead	04018528, 05036161, 08012027, 08034024, 09023265, 09023265, 06024485, 09022621, 05026436, 07029006, 06008743, 06021616, 08019149, 06016944, 03023327, 04036538, 08012021
Turning right	08034024
Turning left	04018528, 08012027, 06024485, 07029006, 06021616, 06016944, 03023327
Entering traffic lane	09022621, 04036538
Slowing	05026436
Stopped in traffic	08012021
Unknown	05036161, 08019149

1.26 Vehicle Turning Movement

Characterization of multiple vehicle accidents where any involved vehicle was performing a turning maneuver prior to impact. Any left turn maneuver or U-turn maneuver will take precedence over any right turn maneuver. For example, if Vehicle 1 made a left turn and Vehicle 2 made a right turn, then this data item will be classified as a left turn accident. Even though the first level of this data element is labeled Left turn, the left turn category also includes U-turn accidents.

Table 50. Vehicle Turning Movement

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Left turn	0	1	1	0	3	1	1	0	7	44	30
Right turn	0	0	0	0	0	0	1	0	1	6	6
No-turn	0	0	1	2	1	0	2	2	8	50	64
Total Accidents	0	1	2	2	4	1	4	2	16	100	100

Table 51. Vehicle Turning Movement (Accident Case Identifier)

Description	Accident Case Identifier
Left turn	04018528, 08012027, 06024485, 07029006, 06021616, 06016944, 03023327
Right turn	08034024
No-turn	05036161, 09023265, 09022621, 05026436, 06008743, 08019149, 04036538, 08012021

1.27 Weather Condition

The main prevailing atmospheric conditions that existed at the time of the accident.

Table 52. Weather Condition

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Clear	0	1	1	2	2	0	3	1	10	63	63
Cloudy	0	0	0	0	0	0	0	1	1	6	20
Fog, smog, smoke	0	0	0	0	1	0	0	0	1	6	0
Rain	0	0	1	0	1	0	1	0	3	19	9
Unknown	0	0	0	0	0	1	0	0	1	6	0
Total Accidents	0	1	2	2	4	1	4	2	16	100	100

Table 53. Weather Condition (Accident Case Identifier)

Description	Accident Case Identifier
Clear	05036161, 08012027, 08034024, 09023265, 06024485, 05026436, 06016944, 03023327, 04036538, 08012021
Cloudy	09022621
Fog, smog, smoke	06021616
Rain	04018528, 06008743, 08019149
Unknown	07029006

1.28 Work Zone Related

Indicates whether the accident occurred in or near a construction, maintenance, or utility work zone, whether workers were actually present at the time of the accident or not. Work zone related accidents include those

involving vehicles slowed or stopped because of the work zone, even if the first harmful event was before the first warning sign. MMUCC has additional subfields related to this data item that are not included in this format.

Table 54. Work Zone Related

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
No	0	1	2	2	4	1	4	2	16	100	99
Total Accidents	0	1	2	2	4	1	4	2	16	100	100

Table 55. Work Zone Related (Accident Case Identifier)

Description	Accident Case Identifier
No	04018528, 05036161, 08012027, 08034024, 09023265, 06024485, 09022621, 05026436, 07029006, 06008743, 06021616, 08019149, 06016944, 03023327, 04036538, 08012021

2. Route SR S0000106__, Milepost 5.611

Intersection

Intersection ID: 13997
Internal Intersection ID: 11077
Route Number Display Value: SRS0000106__
Site Subtype: Int/Rur; 4-leg minor-rd STOP
Location: 5.611
GIS Identifier: 13997
Major Road Direction: North-South
Minor Road Name: Josiah Bartlett Rd
Minor Road Location: 0.229
Intersection Type Level 1: Four-leg intersection
Intersection Type Level 2: Four-legs
Traffic Control Type at Intersection: Stop signs on cross street only
Growth Factor: 1.0000
Growth Factor Source: Specified
Maximum AADT: 16,133 vehicles per day
Number of Accidents: 16

Geographic Description

Identifier: G504
Route Type: State route
Route Name: S0000106__
Major Road Name: NH 106
County: MERRIMACK
District: 3
City/Town: LOUDON
Jurisdiction: State maintained
Area Type: Rural

Table 56. Route SR S0000106__, Milepost 5.611 Major Road Annual Traffic

Year	AADT	Volume Source	Comment
2002	16,133	Growth Factor Applied	
2003	16,133	Growth Factor Applied	
2004	16,133	Growth Factor Applied	
2005	16,133	Growth Factor Applied	
2006	16,133	Growth Factor Applied	
2007	16,133	Growth Factor Applied	
2008	16,133	Growth Factor Applied	
2009	16,133	Measured	

Table 57. Route SR S0000106__, Milepost 5.611 Minor Road Annual Traffic

Year	AADT	Volume Source	Comment
2002	553	Growth Factor Applied	
2003	553	Growth Factor Applied	
2004	553	Growth Factor Applied	
2005	553	Growth Factor Applied	
2006	553	Growth Factor Applied	
2007	553	Growth Factor Applied	
2008	553	Growth Factor Applied	
2009	553	Measured	

Intersection Leg

Leg ID: 1

Type: Major road, increasing milepost direction

Leg Location: 5.611

Direction: NB approach

Thru Lanes: 1

Median Type: Unknown

Left-Turn Phasing: Unknown

Turn Prohibitions: Unknown

Operation: Unknown

Intersection Leg

Leg ID: 2

Type: Major road, decreasing milepost direction

Leg Location: 5.611

Direction: SB approach

Thru Lanes: 1

Median Type: Unknown

Left-Turn Phasing: Unknown

Turn Prohibitions: Unknown
Operation: Unknown
Intersection Leg
Leg ID: 3
Type: Minor road, increasing milepost direction
Leg Location: 0.229
Direction: EB approach
Thru Lanes: 1
Median Type: Unknown
Left-Turn Phasing: Unknown
Turn Prohibitions: Unknown
Operation: Unknown
Intersection Leg
Leg ID: 4
Type: Minor road, decreasing milepost direction
Leg Location: 0.229
Direction: WB approach
Thru Lanes: 1
Median Type: Unknown
Left-Turn Phasing: Unknown
Turn Prohibitions: Unknown
Operation: Unknown

3. Accident Case Details

Accident Details: Accident Case ID: 04018528

Accident
Accident ID: 04018528
Internal Accident ID: A21699
Inventory Element: 11077
Location: 5.61138
GIS Identifier: 04018528
Accident Date: 2004/06/26
Accident Month: June
Accident Time of Day: 1100
Accident Date Stamp: 06/26/04 11:00:00
Accident Year: 2004
Accident Severity Level 1: Property-Damage-Only
Number of Fatalities: 0
Number of Non-Fatal Injuries: 0
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Rain
Roadway Surface Condition: Wet
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: Weather conditions
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: Left turn
Day of Week: Saturday
Agency Intersection Identifier: 13997

Table 58. Accident 04018528 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Westbound	Turning left	Light truck, only four tires	Motor vehicle in transport	1963/02/06	41
Vehicle 2	Northbound	Movements essentially straight ahead	Sport utility vehicle	Motor vehicle in transport	1957/06/02	47

Accident Details: Accident Case ID: 05036161

Accident
Accident ID: 05036161
Internal Accident ID: A48082
Inventory Element: 11077
Location: 5.6021
GIS Identifier: 05036161
Accident Date: 2005/12/05
Accident Month: December
Accident Time of Day: 1220
Accident Date Stamp: 12/05/05 12:20:00
Accident Year: 2005
Accident Severity Level 1: Property-Damage-Only
Number of Fatalities: 0
Number of Non-Fatal Injuries: 0
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Clear
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Monday

Agency Intersection Identifier: 13997

Table 59. Accident 05036161 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Southbound	Movements essentially straight ahead	Unknown vehicle configuration	Motor vehicle in transport	1965/11/17	40
Vehicle 2	Westbound	Unknown	Passenger car	Motor vehicle in transport	1978/02/11	27

Accident Details: Accident Case ID: 08012027

Accident

Accident ID: 08012027
Internal Accident ID: A102856
Inventory Element: 11077
Location: 5.61138
GIS Identifier: 08012027
Accident Date: 2008/04/19
Accident Month: April
Accident Time of Day: 1403
Accident Date Stamp: 04/19/08 14:03:00
Accident Year: 2008
Accident Severity Level 1: Non-Incapacitating Injury
Number of Fatalities: 0
Number of Non-Fatal Injuries: 2
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Clear
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No

Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: Left turn
Day of Week: Saturday
Agency Intersection Identifier: 13997

Table 60. Accident 08012027 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Westbound	Turning left	Passenger car	Motor vehicle in transport	1976/01/13	32
Vehicle 2	Northbound	Movements essentially straight ahead	Passenger car	Motor vehicle in transport	1954/05/13	53

Accident Details: Accident Case ID: 08034024

Accident
Accident ID: 08034024
Internal Accident ID: A119589
Inventory Element: 11077
Location: 5.5911
GIS Identifier: 08034024
Accident Date: 2008/12/26
Accident Month: December
Accident Time of Day: 1630
Accident Date Stamp: 12/26/08 16:30:00
Accident Year: 2008
Accident Severity Level 1: Possible Injury
Number of Fatalities: 0
Number of Non-Fatal Injuries: 1
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Dusk
Weather Condition: Clear
Roadway Surface Condition: Wet
Accident Type and Manner of Collision: Angle
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown

Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: Right turn
Day of Week: Friday
Agency Intersection Identifier: 13997

Table 61. Accident 08034024 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Westbound	Turning right	Light truck, only four tires	Motor vehicle in transport	1992/03/25	16
Vehicle 2	Northbound	Movements essentially straight ahead	Light truck, only four tires	Motor vehicle in transport	1988/01/05	20

Accident Details: Accident Case ID: 09023265

Accident
Accident ID: 09023265
Internal Accident ID: A134966
Inventory Element: 11077
Location: 5.61138
GIS Identifier: 09023265
Accident Date: 2009/09/20
Accident Month: September
Accident Time of Day: 1020
Accident Date Stamp: 09/20/09 10:20:00
Accident Year: 2009
Accident Severity Level 1: Property-Damage-Only
Number of Fatalities: 0
Number of Non-Fatal Injuries: 0
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Clear
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No

Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Sunday
Agency Intersection Identifier: 13997

Table 62. Accident 09023265 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Northbound	Movements essentially straight ahead	Passenger car	Motor vehicle in transport	1972/10/31	36
Vehicle 2	Northbound	Movements essentially straight ahead	Passenger car	Motor vehicle in transport	1984/09/19	25

Accident Details: Accident Case ID: 06024485

Accident
Accident ID: 06024485
Internal Accident ID: A68146
Inventory Element: 11077
Location: 5.6133
GIS Identifier: 06024485
Accident Date: 2006/09/30
Accident Month: September
Accident Time of Day: 1852
Accident Date Stamp: 09/30/06 18:52:00
Accident Year: 2006
Accident Severity Level 1: Property-Damage-Only
Number of Fatalities: 0
Number of Non-Fatal Injuries: 0
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Dark-lighted
Weather Condition: Clear
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None

Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: Left turn
Day of Week: Saturday
Agency Intersection Identifier: 13997

Table 63. Accident 06024485 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Northbound	Movements essentially straight ahead	Passenger car	Motor vehicle in transport	1964/02/24	42
Vehicle 2	Southbound	Turning left	Passenger car	Motor vehicle in transport	1982/07/31	24

Accident Details: Accident Case ID: 09022621

Accident
Accident ID: 09022621
Internal Accident ID: A133655
Inventory Element: 11077
Location: 5.61138
GIS Identifier: 09022621
Accident Date: 2009/08/15
Accident Month: August
Accident Time of Day: 1320
Accident Date Stamp: 08/15/09 13:20:00
Accident Year: 2009
Accident Severity Level 1: Non-Incapacitating Injury
Number of Fatalities: 0
Number of Non-Fatal Injuries: 3
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Cloudy

Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Saturday
Agency Intersection Identifier: 13997

Table 64. Accident 09022621 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Northbound	Movements essentially straight ahead	Passenger car	Motor vehicle in transport	1946/12/01	62
Vehicle 2	Westbound	Entering traffic lane	Passenger car	Motor vehicle in transport	1974/12/17	34

Accident Details: Accident Case ID: 05026436

Accident
Accident ID: 05026436
Internal Accident ID: A43112
Inventory Element: 11077
Location: 5.61138
GIS Identifier: 05026436
Accident Date: 2005/08/23
Accident Month: August
Accident Time of Day: 0650
Accident Date Stamp: 08/23/05 06:50:00
Accident Year: 2005
Accident Severity Level 1: Property-Damage-Only
Number of Fatalities: 0
Number of Non-Fatal Injuries: 0
Relationship to Junction: At intersection

Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Clear
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Tuesday
Agency Intersection Identifier: 13997

Table 65. Accident 05026436 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Westbound	Movements essentially straight ahead	Passenger car	Motor vehicle in transport	1961/05/10	44
Vehicle 2	Westbound	Slowing	Light truck, only four tires	Motor vehicle in transport	1961/05/10	44

Accident Details: Accident Case ID: 07029006

Accident
Accident ID: 07029006
Internal Accident ID: A90833
Inventory Element: 11077
Location: 5.61138
GIS Identifier: 07029006
Accident Date: 2007/09/16
Accident Month: September
Accident Time of Day: 1945
Accident Date Stamp: 09/16/07 19:45:00
Accident Year: 2007
Accident Severity Level 1: Property-Damage-Only

Number of Fatalities: 0
Number of Non-Fatal Injuries: 0
Relationship to Junction: Intersection-related
Driveway Indicator: No
Light Condition: Dusk
Weather Condition: Unknown
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: Unknown
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: Left turn
Day of Week: Sunday
Agency Intersection Identifier: 13997

Table 66. Accident 07029006 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Southbound	Movements essentially straight ahead	Light truck, only four tires	Motor vehicle in transport	1970/04/07	37
Vehicle 2	Southbound	Turning left	Passenger car	Motor vehicle in transport	1982/08/22	25

Accident Details: Accident Case ID: 06008743

Accident
Accident ID: 06008743
Internal Accident ID: A53158
Inventory Element: I1077
Location: 5.61138
GIS Identifier: 06008743
Accident Date: 2006/04/07
Accident Month: April
Accident Time of Day: 1644

Accident Date Stamp: 04/07/06 16:44:00
Accident Year: 2006
Accident Severity Level 1: Non-Incapacitating Injury
Number of Fatalities: 0
Number of Non-Fatal Injuries: 1
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Rain
Roadway Surface Condition: Wet
Accident Type and Manner of Collision: Collision with fixed object
Contributing Circumstances, Environment: Weather conditions
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 1
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: Yes
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Friday
Agency Intersection Identifier: 13997

Table 67. Accident 06008743 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Northbound	Movements essentially straight ahead	Passenger car	Highway traffic sign or signpost	1955/01/19	51
Vehicle 2	Unknown	Unknown	Unknown vehicle configuration	Highway traffic sign or signpost		

Accident Details: Accident Case ID: 06021616

Accident
Accident ID: 06021616
Internal Accident ID: A64557
Inventory Element: 11077
Location: 5.61138
GIS Identifier: 06021616

Accident Date: 2006/08/30
Accident Month: August
Accident Time of Day: 0600
Accident Date Stamp: 08/30/06 06:00:00
Accident Year: 2006
Accident Severity Level 1: Severe Injury
Number of Fatalities: 0
Number of Non-Fatal Injuries: 2
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Dawn
Weather Condition: Fog, smog, smoke
Roadway Surface Condition: Wet
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: Weather conditions
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: Left turn
Day of Week: Wednesday
Agency Intersection Identifier: 13997

Table 68. Accident 06021616 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Northbound	Movements essentially straight ahead	Passenger car	Motor vehicle in transport	1951/07/13	55
Vehicle 2	Eastbound	Turning left	Passenger car	Motor vehicle in transport	1985/06/02	21

Accident Details: Accident Case ID: 08019149

Accident
Accident ID: 08019149
Internal Accident ID: A109358

Inventory Element: 11077
Location: 5.61138
GIS Identifier: 08019149
Accident Date: 2008/07/23
Accident Month: July
Accident Time of Day: 1750
Accident Date Stamp: 07/23/08 17:50:00
Accident Year: 2008
Accident Severity Level 1: Non-Incapacitating Injury
Number of Fatalities: 0
Number of Non-Fatal Injuries: 2
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Rain
Roadway Surface Condition: Wet
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: Weather conditions
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Wednesday
Agency Intersection Identifier: 13997

Table 69. Accident 08019149 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Unknown	Unknown	Unknown vehicle configuration	Motor vehicle in transport	1981/06/09	27
Vehicle 2	Northbound	Movements essentially straight ahead	Sport utility vehicle	Motor vehicle in transport	1989/08/12	18

Accident Details: Accident Case ID: 06016944

Accident

Accident ID: 06016944
Internal Accident ID: A61103
Inventory Element: I1077
Location: 5.6019
GIS Identifier: 06016944
Accident Date: 2006/06/27
Accident Month: June
Accident Time of Day: 1105
Accident Date Stamp: 06/27/06 11:05:00
Accident Year: 2006
Accident Severity Level 1: Property-Damage-Only
Number of Fatalities: 0
Number of Non-Fatal Injuries: 0
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Clear
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: Left turn
Day of Week: Tuesday
Agency Intersection Identifier: 13997

Table 70. Accident 06016944 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Westbound	Turning left	Passenger car	Motor vehicle in transport	1987/02/08	19
Vehicle 2	Northbound	Movements essentially straight ahead	Light truck, only four tires	Motor vehicle in transport	1941/12/20	64

Accident Details: Accident Case ID: 03023327

Accident
Accident ID: 03023327
Internal Accident ID: A10520
Inventory Element: 11077
Location: 5.61138
GIS Identifier: 03023327
Accident Date: 2003/07/11
Accident Month: July
Accident Time of Day: 1646
Accident Date Stamp: 07/11/03 16:46:00
Accident Year: 2003
Accident Severity Level 1: Non-Incapacitating Injury
Number of Fatalities: 0
Number of Non-Fatal Injuries: 2
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Clear
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: Left turn
Day of Week: Friday

Agency Intersection Identifier: 13997

Table 71. Accident 03023327 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Westbound	Turning left	Passenger car	Motor vehicle in transport	1983/03/31	20
Vehicle 2	Northbound	Movements essentially straight ahead	Light truck, only four tires	Motor vehicle in transport	1980/06/12	23

Accident Details: Accident Case ID: 04036538

Accident

Accident ID: 04036538
Internal Accident ID: A26969
Inventory Element: 11077
Location: 5.61138
GIS Identifier: 04036538
Accident Date: 2004/12/17
Accident Month: December
Accident Time of Day: 1057
Accident Date Stamp: 12/17/04 10:57:00
Accident Year: 2004
Accident Severity Level 1: Possible Injury
Number of Fatalities: 0
Number of Non-Fatal Injuries: 1
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Clear
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No

Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Friday
Agency Intersection Identifier: 13997

Table 72. Accident 04036538 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Southbound	Movements essentially straight ahead	Sport utility vehicle	Motor vehicle in transport	1935/01/21	69
Vehicle 2	Eastbound	Entering traffic lane	Light truck, only four tires	Motor vehicle in transport	1962/01/09	42

Accident Details: Accident Case ID: 08012021

Accident
Accident ID: 08012021
Internal Accident ID: A103095
Inventory Element: 11077
Location: 5.61138
GIS Identifier: 08012021
Accident Date: 2008/04/24
Accident Month: April
Accident Time of Day: 0730
Accident Date Stamp: 04/24/08 07:30:00
Accident Year: 2008
Accident Severity Level 1: Property-Damage-Only
Number of Fatalities: 0
Number of Non-Fatal Injuries: 0
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Clear
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown

Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Thursday
Agency Intersection Identifier: 13997

Table 73. Accident 08012021 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Westbound	Stopped in traffic	Sport utility vehicle	Motor vehicle in transport	1967/09/25	40
Vehicle 2	Northbound	Movements essentially straight ahead	Light truck, only four tires	Motor vehicle in transport	1986/09/26	21

SafetyAnalyst

Accident Summary for Route SR S0000106__, Milepost 7.154 (Intersection 30076)

ROUTE 106 + CHICHESTER ROAD

Apr 21, 2011

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1. Accident Summary

This is a summary of the accident data associated with the following Intersection from the **NH State 2009** data set, created on Apr 2, 2010 9:54 AM:

Route SR S0000106__, Milepost 7.154 (Intersection 30076)

The details for this site are listed in the next section.

Notes:
The summary includes **16 Total Accidents** spanning the dates **1/1/2002** to **12/31/2009**.

Dates excluded from the summary period due to major reconstruction: **option not selected when specifying the analysis period.**

1.1 Accident Case Identifier

Unique case numbers of the accidents for the site and analysis period.

Table 1. Accident Case Identifier by Year

Description	Accident Case Identifier
2002	02021525, 02033712
2003	03026063
2004	04018530, 04015282
2005	05021971, 05022882
2006	06012086, 06008882
2007	07029000, 07033966
2008	08004783
2009	09016881, 09006267, 09003853, 09024574

1.2 Accident Month

The month in which the accident occurred.

Table 2. Accident Month

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
January	0	0	0	0	0	0	0	1	1	6	8
February	0	0	0	0	0	0	1	1	2	13	8
April	0	0	0	0	1	0	0	0	1	6	7
May	0	0	1	0	1	0	0	0	2	13	8
June	0	0	1	0	0	0	0	1	2	13	10
July	1	0	0	2	0	0	0	0	3	19	10
August	0	1	0	0	0	0	0	0	1	6	10
October	0	0	0	0	0	1	0	1	2	13	8
November	1	0	0	0	0	0	0	0	1	6	7
December	0	0	0	0	0	1	0	0	1	6	8
Total Accidents	2	1	2	2	2	2	1	4	16	100	100

Table 3. Accident Month (Accident Case Identifier)

Description	Accident Case Identifier
January	09003853
February	09006267, 08004783
April	06008882
May	06012086, 04015282
June	09016881, 04018530
July	02021525, 05021971, 05022882
August	03026063
October	07029000, 09024574
November	02033712
December	07033966

1.3 Accident Severity Level 1

The severity of the accident based on the most severe injury to any person involved.

Table 4. Accident Severity Level 1

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Non-Incapacitating Injury	2	1	0	0	0	0	1	2	6	38	N/A
Possible Injury	0	0	0	1	0	1	0	1	3	19	N/A
Property-Damage-Only	0	0	2	1	2	1	0	1	7	44	N/A
Total Accidents	2	1	2	2	2	2	1	4	16	100	N/A

Table 5. Accident Severity Level 1 (Accident Case Identifier)

Description	Accident Case Identifier
Non-Incapacitating Injury	02021525, 09016881, 02033712, 09024574, 03026063, 08004783
Possible Injury	09003853, 07029000, 05021971
Property-Damage-Only	09006267, 06012086, 06008882, 04018530, 04015282, 07033966, 05022882

1.4 Accident Time of Day

The time (hour and minute) at which the accident occurred.

Table 6. Accident Time of Day

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
12:00 am to 12:59 am	0	1	0	0	0	0	0	0	1	6	N/A
6:00 am to 6:59 am	0	0	0	0	0	0	1	0	1	6	N/A
8:00 am to 8:59 am	0	0	0	0	0	0	0	1	1	6	N/A
10:00 am to 10:59 am	0	0	0	1	0	0	0	0	1	6	N/A
11:00 am to 11:59 am	0	0	1	0	0	0	0	0	1	6	N/A
12:00 pm to 12:59 pm	1	0	0	0	0	0	0	0	1	6	N/A
1:00 pm to 1:59 pm	0	0	0	1	1	0	0	1	3	19	N/A
3:00 pm to 3:59 pm	0	0	0	0	0	0	0	1	1	6	N/A
4:00 pm to 4:59 pm	0	0	1	0	0	2	0	0	3	19	N/A
5:00 pm to 5:59 pm	1	0	0	0	0	0	0	0	1	6	N/A
7:00 pm to 7:59 pm	0	0	0	0	1	0	0	0	1	6	N/A
8:00 pm to 8:59 pm	0	0	0	0	0	0	0	1	1	6	N/A
Total Accidents	2	1	2	2	2	2	1	4	16	100	N/A

Table 7. Accident Time of Day (Accident Case Identifier)

Description	Accident Case Identifier
12:00 am to 12:59 am	03026063
6:00 am to 6:59 am	08004783
8:00 am to 8:59 am	09024574
10:00 am to 10:59 am	05021971
11:00 am to 11:59 am	04015282
12:00 pm to 12:59 pm	02033712
1:00 pm to 1:59 pm	09006267,06012086, 05022882
3:00 pm to 3:59 pm	09003853
4:00 pm to 4:59 pm	07029000,04018530,07033966
5:00 pm to 5:59 pm	02021525
7:00 pm to 7:59 pm	06008882
8:00 pm to 8:59 pm	09016881

1.5 Accident Type and Manner of Collision

The type of first harmful event in a single-vehicle accident or, in a multiple-vehicle collision, manner in which two vehicles in transport initially came together without regard to the direction of force, or the type of object with which a single vehicle collided.

Table 8. Accident Type and Manner of Collision

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Rear-end	0	0	0	0	0	0	0	1	1	6	3
Other multiple-vehicle collision	2	1	2	2	2	2	1	3	15	94	77
Total Accidents	2	1	2	2	2	2	1	4	16	100	100

Table 9. Accident Type and Manner of Collision (Accident Case Identifier)

Description	Accident Case Identifier
Rear-end	09016881
Other multiple-vehicle collision	02021525, 09006267, 06012086, 06008882, 09003853, 07029000, 02033712, 04018530, 05021971, 09024574, 03026063, 04015282, 07033966, 08004783, 05022882

1.6 Alcohol/Drug Involvement

The investigating police officer's assessment of whether alcohol or drug use was suspected or demonstrated to be present by test for any vehicle driver or non-motorist in the accident.

Table 10. Alcohol/Drug Involvement

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Neither alcohol nor other drugs	2	1	2	2	2	2	1	4	16	100	98
Total Accidents	2	1	2	2	2	2	1	4	16	100	100

Table 11. Alcohol/Drug Involvement (Accident Case Identifier)

Description	Accident Case Identifier
Neither alcohol nor other drugs	02021525, 09016881, 09006267, 06012086, 06008882, 09003853, 07029000, 02033712, 04018530, 05021971, 09024574, 03026063, 04015282, 07033966, 08004783, 05022882

1.7 Bicycle Indicator

Indicates whether a bicycle was involved in the accident.

Table 12. Bicycle Indicator

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
No	2	1	2	2	2	2	1	4	16	100	100
Total Accidents	2	1	2	2	2	2	1	4	16	100	100

Table 13. Bicycle Indicator (Accident Case Identifier)

Description	Accident Case Identifier
No	02021525, 09016881, 09006267, 06012086, 06008882, 09003853, 07029000, 02033712, 04018530, 05021971, 09024574, 03026063, 04015282, 07033966, 08004783, 05022882

1.8 Contributing Circumstances, Environment

Apparent environmental conditions which contributed to the accident.

Table 14. Contributing Circumstances, Environment

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
None	1	0	2	2	1	2	1	3	12	75	70
Weather conditions	1	1	0	0	1	0	0	1	4	25	16
Total Accidents	2	1	2	2	2	2	1	4	16	100	100

Table 15. Contributing Circumstances, Environment (Accident Case Identifier)

Description	Accident Case Identifier
None	02021525, 09016881, 09006267, 06008882, 09003853, 07029000, 04018530, 05021971, 04015282, 07033966, 08004783, 05022882
Weather conditions	06012086, 02033712, 09024574, 03026063

1.9 Contributing Circumstances, Road

Apparent conditions of the road which contributed to the accident.

Table 16. Contributing Circumstances, Road

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
None	2	1	2	2	2	2	1	4	16	100	95
Total Accidents	2	1	2	2	2	2	1	4	16	100	100

Table 17. Contributing Circumstances, Road (Accident Case Identifier)

Description	Accident Case Identifier
None	02021525, 09016881, 09006267, 06012086, 06008882, 09003853, 07029000, 02033712, 04018530, 05021971, 09024574, 03026063, 04015282, 07033966, 08004783, 05022882

1.10 Day of Week

The day of the week on which the accident occurred.

Table 18. Day of Week

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Sunday	0	0	1	1	1	0	0	0	3	19	11
Tuesday	0	0	0	1	0	1	0	0	2	13	13
Wednesday	0	0	0	0	0	0	0	2	2	13	15
Thursday	0	0	1	0	0	0	0	1	2	13	16
Friday	1	0	0	0	0	1	1	0	3	19	17
Saturday	1	1	0	0	1	0	0	1	4	25	14
Total Accidents	2	1	2	2	2	2	1	4	16	100	100

Table 19. Day of Week (Accident Case Identifier)

Description	Accident Case Identifier
Sunday	06008882, 05021971, 04015282
Tuesday	07033966, 05022882
Wednesday	09003853, 09024574
Thursday	09016881, 04018530
Friday	02021525, 07029000, 08004783
Saturday	09006267, 06012086, 02033712, 03026063

1.11 Divided Highway Flag-Side of Road

Indicates the direction of travel for the side of the divided highway where the accident occurred. Mandatory for agencies that keep independent records for the individual sides of a divided highway. Can be used for divided highway by any agency.

Table 20. Divided Highway Flag-Side of Road

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Unknown	2	1	2	2	2	2	1	4	16	100	100
Total Accidents	2	1	2	2	2	2	1	4	16	100	100

Table 21. Divided Highway Flag-Side of Road (Accident Case Identifier)

Description	Accident Case Identifier
Unknown	02021525, 09016881, 09006267, 06012086, 06008882, 09003853, 07029000, 02033712, 04018530, 05021971, 09024574, 03026063, 04015282, 07033966, 08004783, 05022882

1.12 Driver Age

The value of this item is the driver age, in years, at the time of the accident. The value of this item is calculated during data set post processing.

Table 22. Driver Age in Years

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Under 25	1	2	2	1	1	0	1	2	10	31	N/A
25 to 34	0	0	0	1	1	1	0	0	3	9	N/A
35 to 44	1	0	1	2	1	1	0	0	6	19	N/A
45 to 54	2	0	0	0	1	1	1	4	9	28	N/A
55 to 64	0	0	0	0	0	1	0	0	1	3	N/A
75 to 84	0	0	0	0	0	0	0	2	2	6	N/A
85 and over	0	0	1	0	0	0	0	0	1	3	N/A
Total Vehicles	4	2	4	4	4	4	2	8	32	100	N/A

Table 23. Driver Age in Years (Accident Case Identifier)

Description	Accident Case Identifier
Under 25	02021525, 09006267, 06012086, 09003853, 03026063, 03026063, 04015282, 04015282, 08004783, 05022882
25 to 34	06012086, 07029000, 05021971
35 to 44	06008882, 07029000, 02033712, 04018530, 05021971, 05022882
45 to 54	02021525, 09016881, 09016881, 09006267, 06008882, 02033712, 09024574, 07033966, 08004783
55 to 64	07033966
75 to 84	09003853, 09024574
85 and over	04018530

1.13 Driveway Indicator

Indicates if the accident occurred at or near a driveway junction.

Table 24. Driveway Indicator

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
No	2	1	2	2	2	2	1	4	16	100	100
Total Accidents	2	1	2	2	2	2	1	4	16	100	100

Table 25. Driveway Indicator (Accident Case Identifier)

Description	Accident Case Identifier
No	02021525, 09016881, 09006267, 06012086, 06008882, 09003853, 07029000, 02033712, 04018530, 05021971, 09024574, 03026063, 04015282, 07033966, 08004783, 05022882

1.14 First Harmful Event

The first injury or damage-producing event that characterizes the accident type.

Table 26. First Harmful Event

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Motor vehicle in transport	4	2	4	4	4	4	2	8	32	100	N/A
Total Vehicles	4	2	4	4	4	4	2	8	32	100	N/A

Table 27. First Harmful Event (Accident Case Identifier)

Description	Accident Case Identifier
Motor vehicle in transport	02021525, 02021525, 09016881, 09016881, 09006267, 09006267, 06012086, 06012086, 06008882, 06008882, 09003853, 09003853, 07029000, 07029000, 02033712, 02033712, 04018530, 04018530, 05021971, 05021971, 09024574, 09024574, 03026063, 03026063, 04015282, 04015282, 07033966, 07033966, 08004783, 08004783, 05022882, 05022882

1.15 Initial Direction of Travel

The direction of a vehicle's normal, general travel on the roadway before the accident. Notice that this is not a compass direction but a direction consistent with the designated direction of the road. For example, the direction of a state designated north-south highway must be either northbound or southbound even though a vehicle may have been traveling due east as a result of a short segment of the highway having an east-west orientation.

Table 28. Initial Direction of Travel

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Northbound	1	1	1	1	3	1	0	3	11	34	N/A
Southbound	1	1	1	2	0	0	1	3	9	28	N/A
Eastbound	0	0	2	0	0	1	0	2	5	16	N/A
Westbound	2	0	0	1	1	2	1	0	7	22	N/A
Total Vehicles	4	2	4	4	4	4	2	8	32	100	N/A

Table 29. Initial Direction of Travel (Accident Case Identifier)

Description	Accident Case Identifier
Northbound	02021525, 09016881, 09006267, 06012086, 06012086, 06008882, 07029000, 04018530, 05021971, 09024574, 03026063
Southbound	09016881, 09006267, 09003853, 02033712, 05021971, 03026063, 04015282, 08004783, 05022882
Eastbound	09003853, 04018530, 09024574, 04015282, 07033966
Westbound	02021525, 06008882, 07029000, 02033712, 07033966, 08004783, 05022882

1.16 Light Condition

The type/level of lighting that existed at the time of the accident.

Table 30. Light Condition

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Daylight	2	0	2	2	2	1	0	3	12	75	79
Dawn	0	0	0	0	0	0	1	0	1	6	1
Dusk	0	0	0	0	0	1	0	0	1	6	4
Dark-lighted	0	1	0	0	0	0	0	1	2	13	7
Total Accidents	2	1	2	2	2	2	1	4	16	100	100

Table 31. Light Condition (Accident Case Identifier)

Description	Accident Case Identifier
Daylight	02021525, 09006267, 06012086, 06008882, 09003853, 07029000, 02033712, 04018530, 05021971, 09024574, 04015282, 05022882
Dawn	08004783
Dusk	07033966
Dark-lighted	09016881, 03026063

1.17 Number of Vehicles Involved

The count of motor vehicles (e.g., automobiles, single-unit trucks, truck combinations that are in motion or on a roadway) involved in the accident.

(Note: Parked vehicles are not included in this vehicle count, nor are bicycles and pedestrians.)

Table 32. Number of Vehicles Involved

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
2 Vehicles	2	1	2	2	2	2	1	3	15	94	N/A
More than 2 Vehicles	0	0	0	0	0	0	0	1	1	6	N/A
Total Accidents	2	1	2	2	2	2	1	4	16	100	N/A

Table 33. Number of Vehicles Involved (Accident Case Identifier)

Description	Accident Case Identifier
2 Vehicles	02021525, 09016881, 09006267, 06012086, 06008882, 07029000, 02033712, 04018530, 05021971, 09024574, 03026063, 04015282, 07033966, 08004783, 05022882
More than 2 Vehicles	09003853

1.18 Pedestrian Indicator

Indicates whether a pedestrian was involved in the accident.

Table 34. Pedestrian Indicator

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
No	2	1	2	2	2	2	1	4	16	100	100
Total Accidents	2	1	2	2	2	2	1	4	16	100	100

Table 35. Pedestrian Indicator (Accident Case Identifier)

Description	Accident Case Identifier
No	02021525, 09016881, 09006267, 06012086, 06008882, 09003853, 07029000, 02033712, 04018530, 05021971, 09024574, 03026063, 04015282, 07033966, 08004783, 05022882

1.19 Relationship to Junction

Identifies the type of related cross street to the accident site. Definitions vary across states. For compatibility with the structure of SafetyAnalyst, a recoding that differs from MMUCC is recommended. Some distinctions that MMUCC tries to make in this field will instead be made in site characteristics data in SafetyAnalyst.

Table 36. Relationship to Junction

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
At intersection	2	0	1	2	2	1	0	4	12	75	84
Intersection-related	0	1	1	0	0	1	1	0	4	25	16
Total Accidents	2	1	2	2	2	2	1	4	16	100	100

Table 37. Relationship to Junction (Accident Case Identifier)

Description	Accident Case Identifier
At intersection	02021525, 09016881, 09006267, 06012086, 06008882, 09003853, 02033712, 04018530, 05021971, 09024574, 07033966, 05022882
Intersection-related	07029000, 03026063, 04015282, 08004783

1.20 Roadway Surface Condition

The roadway surface condition at the time and place of the accident.

Table 38. Roadway Surface Condition

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Dry	1	0	2	2	1	1	1	3	11	69	74
Wet	1	1	0	0	1	0	0	1	4	25	15
Snow	0	0	0	0	0	1	0	0	1	6	8
Total Accidents	2	1	2	2	2	2	1	4	16	100	100

Table 39. Roadway Surface Condition (Accident Case Identifier)

Description	Accident Case Identifier
Dry	02021525, 09016881, 09006267, 06008882, 09003853, 07029000, 04018530, 05021971, 04015282, 08004783, 05022882
Wet	06012086, 02033712, 09024574, 03026063
Snow	07033966

1.21 Run-Off Road Indicator

Indicates whether any vehicle involved in the accident ran off the roadway.

Table 40. Run-Off Road Indicator

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
No	2	1	2	2	2	2	1	4	16	100	95
Total Accidents	2	1	2	2	2	2	1	4	16	100	100

Table 41. Run-Off Road Indicator (Accident Case Identifier)

Description	Accident Case Identifier
No	02021525, 09016881, 09006267, 06012086, 06008882, 09003853, 07029000, 02033712, 04018530, 05021971, 09024574, 03026063, 04015282, 07033966, 08004783, 05022882

1.22 School Bus Related

Indicates if a school bus or vehicle functioning as a school bus for a school-related purpose was involved in the accident. The school bus, with or without a passenger on board, must be directly involved as a contact vehicle or indirectly involved as a non-contact vehicle.

Table 42. School Bus Related

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Unknown	2	1	2	2	2	2	1	4	16	100	100
Total Accidents	2	1	2	2	2	2	1	4	16	100	100

Table 43. School Bus Related (Accident Case Identifier)

Description	Accident Case Identifier
Unknown	02021525, 09016881, 09006267, 06012086, 06008882, 09003853, 07029000, 02033712, 04018530, 05021971, 09024574, 03026063, 04015282, 07033966, 08004783, 05022882

1.23 Tow-Away Indicator

Indicates whether any vehicle involved in the accident was towed away from the scene.

Table 44. Tow-Away Indicator

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Unknown	2	1	2	2	2	2	1	4	16	100	100
Total Accidents	2	1	2	2	2	2	1	4	16	100	100

Table 45. Tow-Away Indicator (Accident Case Identifier)

Description	Accident Case Identifier
Unknown	02021525, 09016881, 09006267, 06012086, 06008882, 09003853, 07029000, 02033712, 04018530, 05021971, 09024574, 03026063, 04015282, 07033966, 08004783, 05022882

1.24 Vehicle Configuration

Indicates the general configuration of the vehicle.

Table 46. Vehicle Configuration

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Passenger car	1	2	3	3	3	2	1	4	19	59	N/A
Light truck, only four tires	1	0	0	0	0	1	1	2	5	16	N/A
Sport utility vehicle	2	0	0	1	1	1	0	0	5	16	N/A
Unknown vehicle configuration	0	0	1	0	0	0	0	2	3	9	N/A
Total Vehicles	4	2	4	4	4	4	2	8	32	100	N/A

Table 47. Vehicle Configuration (Accident Case Identifier)

Description	Accident Case Identifier
Passenger car	09016881, 09006267, 06012086, 06008882, 06008882, 09003853, 07029000, 02033712, 04018530, 04018530, 05021971, 09024574, 03026063, 03026063, 04015282, 07033966, 08004783, 05022882, 05022882
Light truck, only four tires	09016881, 09003853, 02033712, 07033966, 08004783
Sport utility vehicle	02021525, 02021525, 06012086, 07029000, 05021971
Unknown vehicle configuration	09006267, 09024574, 04015282

1.25 Vehicle Maneuver/Action

The controlled maneuver that the vehicle was doing prior to the first event in the sequence of events for this vehicle.

Table 48. Vehicle Maneuver/Action

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Movements essentially straight ahead	3	1	2	2	2	2	1	4	17	53	N/A
Turning left	0	1	1	1	0	1	1	1	6	19	N/A
Entering traffic lane	0	0	0	1	0	1	0	2	4	13	N/A
Slowing	1	0	0	0	1	0	0	0	2	6	N/A
Stopped in traffic	0	0	0	0	1	0	0	0	1	3	N/A
Unknown	0	0	1	0	0	0	0	1	2	6	N/A
Total Vehicles	4	2	4	4	4	4	2	8	32	100	N/A

Table 49. Vehicle Maneuver/Action (Accident Case Identifier)

Description	Accident Case Identifier
Movements essentially straight ahead	02021525, 09016881, 09006267, 06012086, 06008882, 09003853, 07029000, 02033712, 02033712, 05021971, 09024574, 03026063, 04015282, 04015282, 07033966, 08004783, 05022882
Turning left	09016881, 04018530, 05021971, 03026063, 07033966, 08004783
Entering traffic lane	09003853, 07029000, 09024574, 05022882
Slowing	02021525, 06008882
Stopped in traffic	06012086
Unknown	09006267, 04018530

1.26 Vehicle Turning Movement

Characterization of multiple vehicle accidents where any involved vehicle was performing a turning maneuver prior to impact. Any left turn maneuver or U-turn maneuver will take precedence over any right turn maneuver. For example, if Vehicle 1 made a left turn and Vehicle 2 made a right turn, then this data item will be classified as a left turn accident. Even though the first level of this data element is labeled Left turn, the left turn category also includes U-turn accidents.

Table 50. Vehicle Turning Movement

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Left turn	0	1	1	1	0	1	1	1	6	38	30
No-turn	2	0	1	1	2	1	0	3	10	63	64
Total Accidents	2	1	2	2	2	2	1	4	16	100	100

Table 51. Vehicle Turning Movement (Accident Case Identifier)

Description	Accident Case Identifier
Left turn	09016881, 04018530, 05021971, 03026063, 07033966, 08004783
No-turn	02021525, 09006267, 06012086, 06008882, 09003853, 07029000, 02033712, 09024574, 04015282, 05022882

1.27 Weather Condition

The main prevailing atmospheric conditions that existed at the time of the accident.

Table 52. Weather Condition

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Clear	1	0	2	0	1	1	0	2	7	44	63
Cloudy	0	0	0	2	0	1	1	1	5	31	20
Rain	0	1	0	0	1	0	0	1	3	19	9
Snow	1	0	0	0	0	0	0	0	1	6	7
Total Accidents	2	1	2	2	2	2	1	4	16	100	100

Table 53. Weather Condition (Accident Case Identifier)

Description	Accident Case Identifier
Clear	02021525, 09006267, 06008882, 09003853, 07029000, 04018530, 04015282
Cloudy	09016881, 05021971, 07033966, 08004783, 05022882
Rain	06012086, 09024574, 03026063
Snow	02033712

1.28 Work Zone Related

Indicates whether the accident occurred in or near a construction, maintenance, or utility work zone, whether workers were actually present at the time of the accident or not. Work zone related accidents include those involving vehicles slowed or stopped because of the work zone, even if the first harmful event was before the first warning sign. MMUCC has additional subfields related to this data item that are not included in this format.

Table 54. Work Zone Related

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
No	2	1	2	2	2	2	1	4	16	100	99
Total Accidents	2	1	2	2	2	2	1	4	16	100	100

Table 55. Work Zone Related (Accident Case Identifier)

Description	Accident Case Identifier
No	02021525, 09016881, 09006267, 06012086, 06008882, 09003853, 07029000, 02033712, 04018530, 05021971, 09024574, 03026063, 04015282, 07033966, 08004783, 05022882

2. Route SR S0000106__, Milepost 7.154

Intersection

Intersection ID: 30076
Internal Intersection ID: 13807
Route Number Display Value: SRS0000106__
Site Subtype: Int/Rur; 4-leg minor-rd STOP
Location: 7.154
GIS Identifier: 30076
Major Road Direction: North-South
Minor Road Name: Chichester Rd
Minor Road Location: 0.06
Intersection Type Level 1: Four-leg intersection
Intersection Type Level 2: Four-legs
Traffic Control Type at Intersection: Stop signs on cross street only
Growth Factor: 1.0000
Growth Factor Source: Specified
Maximum AADT: 14,000 vehicles per day
Number of Accidents: 16

Geographic Description

Identifier: G504
Route Type: State route
Route Name: S0000106__
Major Road Name: NH 106
County: MERRIMACK
District: 3
City/Town: LOUDON
Jurisdiction: State maintained
Area Type: Rural

Table 56. Route SR S0000106__, Milepost 7.154 Major Road Annual Traffic

Year	AADT	Volume Source	Comment
2002	14,000	Growth Factor Applied	
2003	14,000	Growth Factor Applied	
2004	14,000	Growth Factor Applied	
2005	14,000	Growth Factor Applied	
2006	14,000	Growth Factor Applied	
2007	14,000	Growth Factor Applied	
2008	14,000	Growth Factor Applied	
2009	14,000	Measured	

Table 57. Route SR S0000106__, Milepost 7.154 Minor Road Annual Traffic

Year	AADT	Volume Source	Comment
2002	553	Growth Factor Applied	
2003	553	Growth Factor Applied	
2004	553	Growth Factor Applied	
2005	553	Growth Factor Applied	
2006	553	Growth Factor Applied	
2007	553	Growth Factor Applied	
2008	553	Growth Factor Applied	
2009	553	Measured	

Intersection Leg

Leg ID: 1

Type: Major road, increasing milepost direction

Leg Location: 7.154

Direction: NB approach

Thru Lanes: 1

Median Type: Unknown

Left-Turn Phasing: Unknown

Turn Prohibitions: Unknown

Operation: Unknown

Intersection Leg

Leg ID: 2

Type: Major road, decreasing milepost direction

Leg Location: 7.154

Direction: SB approach

Thru Lanes: 1

Median Type: Unknown

Left-Turn Phasing: Unknown

Turn Prohibitions: Unknown
Operation: Unknown
Intersection Leg
Leg ID: 3
Type: Minor road, increasing milepost direction
Leg Location: 0.06
Direction: EB approach
Thru Lanes: 1
Median Type: Unknown
Left-Turn Phasing: Unknown
Turn Prohibitions: Unknown
Operation: Unknown
Intersection Leg
Leg ID: 4
Type: Minor road, decreasing milepost direction
Leg Location: 0.06
Direction: WB approach
Thru Lanes: 1
Median Type: Unknown
Left-Turn Phasing: Unknown
Turn Prohibitions: Unknown
Operation: Unknown

3. Accident Case Details

Accident Details: Accident Case ID: 02021525

Accident
Accident ID: 02021525
Internal Accident ID: A4551
Inventory Element: I3807
Location: 7.15413
GIS Identifier: 02021525
Accident Date: 2002/07/26
Accident Month: July
Accident Time of Day: 1730
Accident Date Stamp: 07/26/02 17:30:00
Accident Year: 2002
Accident Severity Level 1: Non-Incapacitating Injury
Number of Fatalities: 0
Number of Non-Fatal Injuries: 2
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Clear
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Friday
Agency Intersection Identifier: 30076

Table 58. Accident 02021525 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Northbound	Movements essentially straight ahead	Sport utility vehicle	Motor vehicle in transport	1948/02/03	54
Vehicle 2	Westbound	Slowing	Sport utility vehicle	Motor vehicle in transport	1985/01/02	17

Accident Details: Accident Case ID: 09016881

Accident

Accident ID: 09016881
Internal Accident ID: A132205
Inventory Element: 13807
Location: 7.15413
GIS Identifier: 09016881
Accident Date: 2009/06/25
Accident Month: June
Accident Time of Day: 2055
Accident Date Stamp: 06/25/09 20:55:00
Accident Year: 2009
Accident Severity Level 1: Non-Incapacitating Injury
Number of Fatalities: 0
Number of Non-Fatal Injuries: 1
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Dark-lighted
Weather Condition: Cloudy
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Rear-end
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: Left turn
Day of Week: Thursday

Agency Intersection Identifier: 30076

Table 59. Accident 09016881 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Southbound	Movements essentially straight ahead	Passenger car	Motor vehicle in transport	1959/08/29	49
Vehicle 2	Northbound	Turning left	Light truck, only four tires	Motor vehicle in transport	1962/10/22	46

Accident Details: Accident Case ID: 09006267

Accident
Accident ID: 09006267
Internal Accident ID: A123507
Inventory Element: I3807
Location: 0.0505
GIS Identifier: 09006267
Accident Date: 2009/02/07
Accident Month: February
Accident Time of Day: 1327
Accident Date Stamp: 02/07/09 13:27:00
Accident Year: 2009
Accident Severity Level 1: Property-Damage-Only
Number of Fatalities: 0
Number of Non-Fatal Injuries: 0
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Clear
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No

Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Saturday
Agency Intersection Identifier: 30076

Table 60. Accident 09006267 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Northbound	Unknown	Unknown vehicle configuration	Motor vehicle in transport	1986/06/20	22
Vehicle 2	Southbound	Movements essentially straight ahead	Passenger car	Motor vehicle in transport	1956/01/21	53

Accident Details: Accident Case ID: 06012086

Accident
Accident ID: 06012086
Internal Accident ID: A55500
Inventory Element: 13807
Location: 7.15413
GIS Identifier: 06012086
Accident Date: 2006/05/13
Accident Month: May
Accident Time of Day: 1300
Accident Date Stamp: 05/13/06 13:00:00
Accident Year: 2006
Accident Severity Level 1: Property-Damage-Only
Number of Fatalities: 0
Number of Non-Fatal Injuries: 0
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Rain
Roadway Surface Condition: Wet
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: Weather conditions
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown

Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Saturday
Agency Intersection Identifier: 30076

Table 61. Accident 06012086 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Northbound	Stopped in traffic	Sport utility vehicle	Motor vehicle in transport	1978/01/06	28
Vehicle 2	Northbound	Movements essentially straight ahead	Passenger car	Motor vehicle in transport	1986/04/08	20

Accident Details: Accident Case ID: 06008882

Accident
Accident ID: 06008882
Internal Accident ID: A57764
Inventory Element: I3807
Location: 7.15413
GIS Identifier: 06008882
Accident Date: 2006/04/02
Accident Month: April
Accident Time of Day: 1802
Accident Date Stamp: 04/02/06 19:02:00
Accident Year: 2006
Accident Severity Level 1: Property-Damage-Only
Number of Fatalities: 0
Number of Non-Fatal Injuries: 0
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Clear
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No

Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Sunday
Agency Intersection Identifier: 30076

Table 62. Accident 06008882 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Northbound	Movements essentially straight ahead	Passenger car	Motor vehicle in transport	1968/07/14	37
Vehicle 2	Westbound	Slowing	Passenger car	Motor vehicle in transport	1951/07/10	54

Accident Details: Accident Case ID: 09003853

Accident
Accident ID: 09003853
Internal Accident ID: A122090
Inventory Element: 13807
Location: 7.15413
GIS Identifier: 09003853
Accident Date: 2009/01/14
Accident Month: January
Accident Time of Day: 1500
Accident Date Stamp: 01/14/09 15:00:00
Accident Year: 2009
Accident Severity Level 1: Possible Injury
Number of Fatalities: 0
Number of Non-Fatal Injuries: 1
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Clear
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None

Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 3
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Wednesday
Agency Intersection Identifier: 30076

Table 63. Accident 09003853 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Eastbound	Entering traffic lane	Light truck, only four tires	Motor vehicle in transport	1925/05/06	83
Vehicle 2	Southbound	Movements essentially straight ahead	Passenger car	Motor vehicle in transport	1990/02/06	18

Accident Details: Accident Case ID: 07029000

Accident
Accident ID: 07029000
Internal Accident ID: A90698
Inventory Element: I3807
Location: 7.15413
GIS Identifier: 07029000
Accident Date: 2007/10/26
Accident Month: October
Accident Time of Day: 1638
Accident Date Stamp: 10/26/07 16:38:00
Accident Year: 2007
Accident Severity Level 1: Possible Injury
Number of Fatalities: 0
Number of Non-Fatal Injuries: 1
Relationship to Junction: Intersection-related
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Clear

Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Friday
Agency Intersection Identifier: 30076

Table 64. Accident 07029000 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Northbound	Movements essentially straight ahead	Sport utility vehicle	Motor vehicle in transport	1980/11/20	26
Vehicle 2	Westbound	Entering traffic lane	Passenger car	Motor vehicle in transport	1966/12/21	40

Accident Details: Accident Case ID: 02033712

Accident
Accident ID: 02033712
Internal Accident ID: A6781
Inventory Element: 13807
Location: 7.15413
GIS Identifier: 02033712
Accident Date: 2002/11/16
Accident Month: November
Accident Time of Day: 1219
Accident Date Stamp: 11/16/02 12:19:00
Accident Year: 2002
Accident Severity Level 1: Non-Incapacitating Injury
Number of Fatalities: 0
Number of Non-Fatal Injuries: 3
Relationship to Junction: At intersection

Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Snow
Roadway Surface Condition: Wet
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: Weather conditions
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Saturday
Agency Intersection Identifier: 30076

Table 65. Accident 02033712 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Westbound	Movements essentially straight ahead	Light truck, only four tires	Motor vehicle in transport	1956/12/20	45
Vehicle 2	Southbound	Movements essentially straight ahead	Passenger car	Motor vehicle in transport	1967/04/17	35

Accident Details: Accident Case ID: 04018530

Accident
Accident ID: 04018530
Internal Accident ID: A22063
Inventory Element: I3807
Location: 7.15413
GIS Identifier: 04018530
Accident Date: 2004/06/10
Accident Month: June
Accident Time of Day: 1630
Accident Date Stamp: 06/10/04 16:30:00
Accident Year: 2004
Accident Severity Level 1: Property-Damage-Only

Number of Fatalities: 0
Number of Non-Fatal Injuries: 0
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Clear
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: Left turn
Day of Week: Thursday
Agency Intersection Identifier: 30076

Table 66. Accident 04018530 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Eastbound	Turning left	Passenger car	Motor vehicle in transport	1917/03/04	87
Vehicle 2	Northbound	Unknown	Passenger car	Motor vehicle in transport	1967/11/26	36

Accident Details: Accident Case ID: 05021971

Accident
Accident ID: 05021971
Internal Accident ID: A35129
Inventory Element: 13807
Location: 7.15413
GIS Identifier: 05021971
Accident Date: 2005/07/17
Accident Month: July
Accident Time of Day: 1027

Accident Date Stamp: 07/17/05 10:27:00
Accident Year: 2005
Accident Severity Level 1: Possible Injury
Number of Fatalities: 0
Number of Non-Fatal Injuries: 1
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Cloudy
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: Left turn
Day of Week: Sunday
Agency Intersection Identifier: 30076

Table 67. Accident 05021971 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Northbound	Turning left	Passenger car	Motor vehicle in transport	1977/04/04	28
Vehicle 2	Southbound	Movements essentially straight ahead	Sport utility vehicle	Motor vehicle in transport	1966/09/10	38

Accident Details: Accident Case ID: 09024574

Accident
Accident ID: 09024574
Internal Accident ID: A137572
Inventory Element: I3807
Location: 7.15413
GIS Identifier: 09024574

Accident Date: 2009/10/07
Accident Month: October
Accident Time of Day: 0835
Accident Date Stamp: 10/07/09 08:35:00
Accident Year: 2009
Accident Severity Level 1: Non-Incapacitating Injury
Number of Fatalities: 0
Number of Non-Fatal Injuries: 1
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Rain
Roadway Surface Condition: Wet
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: Weather conditions
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Wednesday
Agency Intersection Identifier: 30076

Table 68. Accident 09024574 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Northbound	Movements essentially straight ahead	Passenger car	Motor vehicle in transport	1962/11/20	46
Vehicle 2	Eastbound	Entering traffic lane	Unknown vehicle configuration	Motor vehicle in transport	1931/06/22	78

Accident Details: Accident Case ID: 03026063

Accident
Accident ID: 03026063
Internal Accident ID: A14651

Inventory Element: 13807
Location: 7.15413
GIS Identifier: 03026063
Accident Date: 2003/08/02
Accident Month: August
Accident Time of Day: 0020
Accident Date Stamp: 08/02/03 00:20:00
Accident Year: 2003
Accident Severity Level 1: Non-Incapacitating Injury
Number of Fatalities: 0
Number of Non-Fatal Injuries: 1
Relationship to Junction: Intersection-related
Driveway Indicator: No
Light Condition: Dark-lighted
Weather Condition: Rain
Roadway Surface Condition: Wet
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: Weather conditions
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: Left turn
Day of Week: Saturday
Agency Intersection Identifier: 30076

Table 69. Accident 03026063 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Southbound	Movements essentially straight ahead	Passenger car	Motor vehicle in transport	1983/01/17	20
Vehicle 2	Northbound	Turning left	Passenger car	Motor vehicle in transport	1985/02/07	18

Accident Details: Accident Case ID: 04015282

Accident

Accident ID: 04015282
Internal Accident ID: A19107
Inventory Element: 13807
Location: 7.15413
GIS Identifier: 04015282
Accident Date: 2004/05/16
Accident Month: May
Accident Time of Day: 1155
Accident Date Stamp: 05/16/04 11:55:00
Accident Year: 2004
Accident Severity Level 1: Property-Damage-Only
Number of Fatalities: 0
Number of Non-Fatal Injuries: 0
Relationship to Junction: Intersection-related
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Clear
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Sunday
Agency Intersection Identifier: 30076

Table 70. Accident 04015282 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Eastbound	Movements essentially straight ahead	Passenger car	Motor vehicle in transport	1988/02/02	16
Vehicle 2	Southbound	Movements essentially straight ahead	Unknown vehicle configuration	Motor vehicle in transport	1985/12/19	18

Accident Details: Accident Case ID: 07033966

Accident

Accident ID: 07033966
Internal Accident ID: A93667
Inventory Element: I3807
Location: 7.15413
GIS Identifier: 07033966
Accident Date: 2007/12/04
Accident Month: December
Accident Time of Day: 1650
Accident Date Stamp: 12/04/07 16:50:00
Accident Year: 2007
Accident Severity Level 1: Property-Damage-Only
Number of Fatalities: 0
Number of Non-Fatal Injuries: 0
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Dusk
Weather Condition: Cloudy
Roadway Surface Condition: Snow
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: Left turn
Day of Week: Tuesday

Agency Intersection Identifier: 30076

Table 71. Accident 07033966 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Eastbound	Movements essentially straight ahead	Light truck, only four tires	Motor vehicle in transport	1942/12/20	64
Vehicle 2	Westbound	Turning left	Passenger car	Motor vehicle in transport	1958/03/28	49

Accident Details: Accident Case ID: 08004783

Accident

Accident ID: 08004783
Internal Accident ID: A97250
Inventory Element: 13807
Location: 7.15413
GIS Identifier: 08004783
Accident Date: 2008/02/01
Accident Month: February
Accident Time of Day: 0630
Accident Date Stamp: 02/01/08 06:30:00
Accident Year: 2008
Accident Severity Level 1: Non-Incapacitating Injury
Number of Fatalities: 0
Number of Non-Fatal Injuries: 1
Relationship to Junction: Intersection-related
Driveway Indicator: No
Light Condition: Dawn
Weather Condition: Cloudy
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No

Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: Left turn
Day of Week: Friday
Agency Intersection Identifier: 30076

Table 72. Accident 08004783 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Southbound	Movements essentially straight ahead	Light truck, only four tires	Motor vehicle in transport	1957/12/24	50
Vehicle 2	Westbound	Turning left	Passenger car	Motor vehicle in transport	1987/04/24	20

Accident Details: Accident Case ID: 05022882

Accident
Accident ID: 05022882
Internal Accident ID: A40456
Inventory Element: 13807
Location: 7.154 I3
GIS Identifier: 05022882
Accident Date: 2005/07/19
Accident Month: July
Accident Time of Day: 1300
Accident Date Stamp: 07/19/05 13:00:00
Accident Year: 2005
Accident Severity Level 1: Property-Damage-Only
Number of Fatalities: 0
Number of Non-Fatal Injuries: 0
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Cloudy
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown

Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Tuesday
Agency Intersection Identifier: 30076

Table 73. Accident 05022882 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Southbound	Movements essentially straight ahead	Passenger car	Motor vehicle in transport	1961/07/17	44
Vehicle 2	Westbound	Entering traffic lane	Passenger car	Motor vehicle in transport	1987/11/23	17

SafetyAnalyst

Accident Summary for Route SR S0000106__, Milepost 8.052 (Intersection 26951)

ROUTE 106 + ROUTE 129

Apr 21, 2011

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1. Accident Summary

This is a summary of the accident data associated with the following Intersection from the **NH State 2009** data set, created on Apr 2, 2010 9:54 AM:

Route SR S0000106__, Milepost 8.052 (Intersection 26951)

The details for this site are listed in the next section.

Notes:
The summary includes **14 Total Accidents** spanning the dates **1/1/2002** to **12/31/2009**.

Dates excluded from the summary period due to major reconstruction: **option not selected when specifying the analysis period.**

1.1 Accident Case Identifier

Unique case numbers of the accidents for the site and analysis period.

Table 1. Accident Case Identifier by Year

Description	Accident Case Identifier
2003	03020225
2004	04026155
2005	05024959, 05023776, 05010985, 05028193
2006	06022067, 06013738, 06030256
2007	07022293
2008	08019082, 08000827, 08019144
2009	09022645

1.2 Accident Month

The month in which the accident occurred.

Table 2. Accident Month

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
January	0	0	0	0	0	0	1	0	1	7	26
February	0	0	0	1	0	0	0	0	1	7	5
June	0	1	0	0	1	0	0	0	2	14	7
July	0	0	0	1	0	0	1	1	3	21	8
August	0	0	0	1	0	1	1	0	3	21	9
September	0	0	1	1	1	0	0	0	3	21	7
November	0	0	0	0	1	0	0	0	1	7	6
Total Accidents	0	1	1	4	3	1	3	1	14	100	100

Table 3. Accident Month (Accident Case Identifier)

Description	Accident Case Identifier
January	08000827
February	05010985
June	03020225, 06013738
July	05023776, 09022645, 08019144
August	05024959, 07022293, 08019082
September	06022067, 04026155, 05028193
November	06030256

1.3 Accident Severity Level 1

The severity of the accident based on the most severe injury to any person involved.

Table 4. Accident Severity Level 1

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Non-Incapacitating Injury	0	0	1	0	0	0	0	0	1	7	N/A
Possible Injury	0	0	0	2	2	0	1	0	5	36	N/A
Property-Damage-Only	0	1	0	2	1	1	2	1	8	57	N/A
Total Accidents	0	1	1	4	3	1	3	1	14	100	N/A

Table 5. Accident Severity Level 1 (Accident Case Identifier)

Description	Accident Case Identifier
Non-Incapacitating Injury	04026155
Possible Injury	06022067, 05024959, 06030256, 08019144, 05028193
Property-Damage-Only	05023776, 09022645, 07022293, 03020225, 08019082, 05010985, 06013738, 08000827

1.4 Accident Time of Day

The time (hour and minute) at which the accident occurred.

Table 6. Accident Time of Day

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
6:00 am to 6:59 am	0	0	0	0	0	0	0	1	1	7	N/A
7:00 am to 7:59 am	0	0	0	0	0	0	1	0	1	7	N/A
8:00 am to 8:59 am	0	0	0	0	1	0	1	0	2	14	N/A
11:00 am to 11:59 am	0	0	0	1	1	0	0	0	2	14	N/A
3:00 pm to 3:59 pm	0	0	0	0	1	0	0	0	1	7	N/A
4:00 pm to 4:59 pm	0	1	0	0	0	0	1	0	2	14	N/A
5:00 pm to 5:59 pm	0	0	0	1	0	0	0	0	1	7	N/A
6:00 pm to 6:59 pm	0	0	0	1	0	1	0	0	2	14	N/A
8:00 pm to 8:59 pm	0	0	0	1	0	0	0	0	1	7	N/A
9:00 pm to 9:59 pm	0	0	1	0	0	0	0	0	1	7	N/A
Total Accidents	0	1	1	4	3	1	3	1	14	100	N/A

Table 7. Accident Time of Day (Accident Case Identifier)

Description	Accident Case Identifier
6:00 am to 6:59 am	09022645
7:00 am to 7:59 am	08000827
8:00 am to 8:59 am	08019082,06030256
11:00 am to 11:59 am	05023776, 06013738
3:00 pm to 3:59 pm	06022067
4:00 pm to 4:59 pm	03020225,08019144
5:00 pm to 5:59 pm	05028193
6:00 pm to 6:59 pm	05024959,07022293
8:00 pm to 8:59 pm	05010985
9:00 pm to 9:59 pm	04026155

1.5 Accident Type and Manner of Collision

The type of first harmful event in a single-vehicle accident or, in a multiple-vehicle collision, manner in which two vehicles in transport initially came together without regard to the direction of force, or the type of object with which a single vehicle collided.

Table 8. Accident Type and Manner of Collision

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Rear-end	0	0	0	0	0	0	1	0	1	7	29
Other multiple-vehicle collision	0	1	1	4	3	1	2	1	13	93	9
Total Accidents	0	1	1	4	3	1	3	1	14	100	100

Table 9. Accident Type and Manner of Collision (Accident Case Identifier)

Description	Accident Case Identifier
Rear-end	08000827
Other multiple-vehicle collision	06022067, 05024959, 05023776, 09022645, 07022293, 04026155, 03020225, 08019082, 05010985, 06013738, 06030256, 08019144, 05028193

1.6 Alcohol/Drug Involvement

The investigating police officer's assessment of whether alcohol or drug use was suspected or demonstrated to be present by test for any vehicle driver or non-motorist in the accident.

Table 10. Alcohol/Drug Involvement

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Neither alcohol nor other drugs	0	1	1	4	3	1	3	1	14	100	94
Total Accidents	0	1	1	4	3	1	3	1	14	100	100

Table 11. Alcohol/Drug Involvement (Accident Case Identifier)

Description	Accident Case Identifier
Neither alcohol nor other drugs	06022067, 05024959, 05023776, 09022645, 07022293, 04026155, 03020225, 08019082, 05010985, 06013738, 08000827, 06030256, 08019144, 05028193

1.7 Bicycle Indicator

Indicates whether a bicycle was involved in the accident.

Table 12. Bicycle Indicator

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
No	0	1	1	4	3	1	3	1	14	100	N/A
Total Accidents	0	1	1	4	3	1	3	1	14	100	N/A

Table 13. Bicycle Indicator (Accident Case Identifier)

Description	Accident Case Identifier
No	06022067, 05024959, 05023776, 09022645, 07022293, 04026155, 03020225, 08019082, 05010985, 06013738, 08000827, 06030256, 08019144, 05028193

1.8 Contributing Circumstances, Environment

Apparent environmental conditions which contributed to the accident.

Table 14. Contributing Circumstances, Environment

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
None	0	1	1	2	3	1	2	1	11	79	10
Unknown	0	0	0	2	0	0	1	0	3	21	86
Total Accidents	0	1	1	4	3	1	3	1	14	100	100

Table 15. Contributing Circumstances, Environment (Accident Case Identifier)

Description	Accident Case Identifier
None	06022067, 05024959, 09022645, 07022293, 04026155, 03020225, 08019082, 05010985, 06013738, 06030256, 08019144
Unknown	05023776, 08000827, 05028193

1.9 Contributing Circumstances, Road

Apparent conditions of the road which contributed to the accident.

Table 16. Contributing Circumstances, Road

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
None	0	1	1	4	3	1	2	1	13	93	0
Unknown	0	0	0	0	0	0	1	0	1	7	97
Total Accidents	0	1	1	4	3	1	3	1	14	100	100

Table 17. Contributing Circumstances, Road (Accident Case Identifier)

Description	Accident Case Identifier
None	06022067, 05024959, 05023776, 09022645, 07022293, 04026155, 03020225, 08019082, 05010985, 06013738, 06030256, 08019144, 05028193
Unknown	08000827

1.10 Day of Week

The day of the week on which the accident occurred.

Table 18. Day of Week

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Sunday	0	0	1	1	0	0	0	0	2	14	11
Tuesday	0	0	0	0	1	0	2	0	3	21	14
Wednesday	0	0	0	0	1	0	0	0	1	7	15
Thursday	0	1	0	0	0	1	1	0	3	21	13
Friday	0	0	0	1	1	0	0	1	3	21	19
Saturday	0	0	0	2	0	0	0	0	2	14	15
Total Accidents	0	1	1	4	3	1	3	1	14	100	100

Table 19. Day of Week (Accident Case Identifier)

Description	Accident Case Identifier
Sunday	04026155, 05028193
Tuesday	08019082, 06013738, 08019144
Wednesday	06030256
Thursday	07022293, 03020225, 08000827
Friday	06022067, 05024959, 09022645
Saturday	05023776, 05010985

1.11 Divided Highway Flag-Side of Road

Indicates the direction of travel for the side of the divided highway where the accident occurred. Mandatory for agencies that keep independent records for the individual sides of a divided highway. Can be used for divided highway by any agency.

Table 20. Divided Highway Flag-Side of Road

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Unknown	0	1	1	4	3	1	3	1	14	100	N/A
Total Accidents	0	1	1	4	3	1	3	1	14	100	N/A

Table 21. Divided Highway Flag-Side of Road (Accident Case Identifier)

Description	Accident Case Identifier
Unknown	06022067, 05024959, 05023776, 09022645, 07022293, 04026155, 03020225, 08019082, 05010985, 06013738, 08000827, 06030256, 08019144, 05028193

1.12 Driver Age

The value of this item is the driver age, in years, at the time of the accident. The value of this item is calculated during data set post processing.

Table 22. Driver Age in Years

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Under 25	0	0	0	0	0	1	1	0	2	7	N/A
25 to 34	0	0	1	2	2	0	0	0	5	18	N/A
35 to 44	0	2	0	4	2	0	1	0	9	32	N/A
45 to 54	0	0	0	1	1	0	2	1	5	18	N/A
55 to 64	0	0	1	1	1	0	2	1	6	21	N/A
75 to 84	0	0	0	0	0	1	0	0	1	4	N/A
Total Vehicles	0	2	2	8	6	2	6	2	28	100	N/A

Table 23. Driver Age in Years (Accident Case Identifier)

Description	Accident Case Identifier
Under 25	07022293, 08019082
25 to 34	06022067, 05024959, 05023776, 04026155, 06030256
35 to 44	05024959, 05023776, 03020225, 03020225, 05010985, 05010985, 06013738, 08000827, 06030256
45 to 54	06022067, 09022645, 08019082, 08019144, 05028193
55 to 64	09022645, 04026155, 06013738, 08000827, 08019144, 05028193
75 to 84	07022293

1.13 Driveway Indicator

Indicates if the accident occurred at or near a driveway junction.

Table 24. Driveway Indicator

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
No	0	1	1	4	3	1	3	1	14	100	100
Total Accidents	0	1	1	4	3	1	3	1	14	100	100

Table 25. Driveway Indicator (Accident Case Identifier)

Description	Accident Case Identifier
No	06022067, 05024959, 05023776, 09022645, 07022293, 04026155, 03020225, 08019082, 05010985, 06013738, 08000827, 06030256, 08019144, 05028193

1.14 First Harmful Event

The first injury or damage-producing event that characterizes the accident type.

Table 26. First Harmful Event

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Motor vehicle in transport	0	2	2	8	6	2	6	2	28	100	N/A
Total Vehicles	0	2	2	8	6	2	6	2	28	100	N/A

Table 27. First Harmful Event (Accident Case Identifier)

Description	Accident Case Identifier
Motor vehicle in transport	06022067, 06022067, 05024959, 05024959, 05023776, 05023776, 09022645, 09022645, 07022293, 07022293, 04026155, 04026155, 03020225, 03020225, 08019082, 08019082, 05010985, 05010985, 06013738, 06013738, 08000827, 08000827, 06030256, 06030256, 08019144, 08019144, 05028193, 05028193

1.15 Initial Direction of Travel

The direction of a vehicle's normal, general travel on the roadway before the accident. Notice that this is not a compass direction but a direction consistent with the designated direction of the road. For example, the direction of a state designated north-south highway must be either northbound or southbound even though a vehicle may have been traveling due east as a result of a short segment of the highway having an east-west orientation.

Table 28. Initial Direction of Travel

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Northbound	0	2	0	2	2	0	3	0	9	32	N/A
Southbound	0	0	1	1	0	0	2	0	4	14	N/A
Eastbound	0	0	0	3	1	1	1	0	6	21	N/A
Westbound	0	0	1	1	3	1	0	2	8	29	N/A
Unknown	0	0	0	1	0	0	0	0	1	4	N/A
Total Vehicles	0	2	2	8	6	2	6	2	28	100	N/A

Table 29. Initial Direction of Travel (Accident Case Identifier)

Description	Accident Case Identifier
Northbound	05023776, 05023776, 03020225, 03020225, 08019082, 08019082, 06013738, 06013738, 08019144
Southbound	04026155, 08000827, 08000827, 05028193
Eastbound	05024959, 07022293, 05010985, 06030256, 08019144, 05028193
Westbound	06022067, 06022067, 09022645, 09022645, 07022293, 04026155, 05010985, 06030256
Unknown	05024959

1.16 Light Condition

The type/level of lighting that existed at the time of the accident.

Table 30. Light Condition

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Daylight	0	1	0	3	3	1	2	1	11	79	76
Dark-lighted	0	0	1	1	0	0	0	0	2	14	17
Unknown	0	0	0	0	0	0	1	0	1	7	0
Total Accidents	0	1	1	4	3	1	3	1	14	100	100

Table 31. Light Condition (Accident Case Identifier)

Description	Accident Case Identifier
Daylight	06022067, 05024959, 05023776, 09022645, 07022293, 03020225, 08019082, 06013738, 06030256, 08019144, 05028193
Dark-lighted	04026155, 05010985
Unknown	08000827

1.17 Number of Vehicles Involved

The count of motor vehicles (e.g., automobiles, single-unit trucks, truck combinations that are in motion or on a roadway) involved in the accident. (Note: Parked vehicles are not included in this vehicle count, nor are bicycles and pedestrians.)

Table 32. Number of Vehicles Involved

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
2 Vehicles	0	1	1	4	3	1	3	1	14	100	N/A
Total Accidents	0	1	1	4	3	1	3	1	14	100	N/A

Table 33. Number of Vehicles Involved (Accident Case Identifier)

Description	Accident Case Identifier
2 Vehicles	06022067, 05024959, 05023776, 09022645, 07022293, 04026155, 03020225, 08019082, 05010985, 06013738, 08000827, 06030256, 08019144, 05028193

1.18 Pedestrian Indicator

Indicates whether a pedestrian was involved in the accident.

Table 34. Pedestrian Indicator

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
No	0	1	1	4	3	1	3	1	14	100	N/A
Total Accidents	0	1	1	4	3	1	3	1	14	100	N/A

Table 35. Pedestrian Indicator (Accident Case Identifier)

Description	Accident Case Identifier
No	06022067, 05024959, 05023776, 09022645, 07022293, 04026155, 03020225, 08019082, 05010985, 06013738, 08000827, 06030256, 08019144, 05028193

1.19 Relationship to Junction

Identifies the type of related cross street to the accident site.
Definitions vary across states. For compatibility with the structure of SafetyAnalyst, a recoding that differs from MMUCC is recommended. Some

distinctions that MMUCC tries to make in this field will instead be made in site characteristics data in SafetyAnalyst.

Table 36. Relationship to Junction

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
At intersection	0	0	1	4	1	1	3	1	11	79	N/A
Intersection-related	0	1	0	0	2	0	0	0	3	21	N/A
Total Accidents	0	1	1	4	3	1	3	1	14	100	N/A

Table 37. Relationship to Junction (Accident Case Identifier)

Description	Accident Case Identifier
At intersection	05024959, 05023776, 09022645, 07022293, 04026155, 08019082, 05010985, 08000827, 06030256, 08019144, 05028193
Intersection-related	06022067, 03020225, 06013738

1.20 Roadway Surface Condition

The roadway surface condition at the time and place of the accident.

Table 38. Roadway Surface Condition

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Dry	0	1	1	4	2	1	1	1	11	79	73
Wet	0	0	0	0	1	0	2	0	3	21	15
Total Accidents	0	1	1	4	3	1	3	1	14	100	100

Table 39. Roadway Surface Condition (Accident Case Identifier)

Description	Accident Case Identifier
Dry	06022067, 05024959, 05023776, 09022645, 07022293, 04026155, 03020225, 05010985, 06013738, 08000827, 05028193
Wet	08019082, 06030256, 08019144

1.21 Run-Off Road Indicator

Indicates whether any vehicle involved in the accident ran off the roadway.

Table 40. Run-Off Road Indicator

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
No	0	1	1	4	3	1	3	1	14	100	N/A
Total Accidents	0	1	1	4	3	1	3	1	14	100	N/A

Table 41. Run-Off Road Indicator (Accident Case Identifier)

Description	Accident Case Identifier
No	06022067, 05024959, 05023776, 09022645, 07022293, 04026155, 03020225, 08019082, 05010985, 06013738, 08000827, 06030256, 08019144, 05028193

1.22 School Bus Related

Indicates if a school bus or vehicle functioning as a school bus for a school-related purpose was involved in the accident. The school bus, with or without a passenger on board, must be directly involved as a contact vehicle or indirectly involved as a non-contact vehicle.

Table 42. School Bus Related

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Unknown	0	1	1	4	3	1	3	1	14	100	86
Total Accidents	0	1	1	4	3	1	3	1	14	100	100

Table 43. School Bus Related (Accident Case Identifier)

Description	Accident Case Identifier
Unknown	06022067, 05024959, 05023776, 09022645, 07022293, 04026155, 03020225, 08019082, 05010985, 06013738, 08000827, 06030256, 08019144, 05028193

1.23 Tow-Away Indicator

Indicates whether any vehicle involved in the accident was towed away from the scene.

Table 44. Tow-Away Indicator

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Unknown	0	1	1	4	3	1	3	1	14	100	0
Total Accidents	0	1	1	4	3	1	3	1	14	100	100

Table 45. Tow-Away Indicator (Accident Case Identifier)

Description	Accident Case Identifier
Unknown	06022067, 05024959, 05023776, 09022645, 07022293, 04026155, 03020225, 08019082, 05010985, 06013738, 08000827, 06030256, 08019144, 05028193

1.24 Vehicle Configuration

Indicates the general configuration of the vehicle.

Table 46. Vehicle Configuration

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Passenger car	0	0	2	3	2	2	2	0	11	39	N/A
Light truck, only four tires	0	1	0	3	2	0	2	0	8	29	N/A
Sport utility vehicle	0	0	0	1	0	0	1	2	4	14	N/A
Motorcycle/Moped	0	0	0	0	1	0	0	0	1	4	N/A
Other	0	1	0	0	1	0	0	0	2	7	N/A
Unknown vehicle configuration	0	0	0	1	0	0	1	0	2	7	N/A
Total Vehicles	0	2	2	8	6	2	6	2	28	100	N/A

Table 47. Vehicle Configuration (Accident Case Identifier)

Description	Accident Case Identifier
Passenger car	06022067, 05024959, 05023776, 07022293, 07022293, 04026155, 04026155, 05010985, 06013738, 08000827, 08019144
Light truck, only four tires	05024959, 03020225, 08019082, 05010985, 08000827, 06030256, 06030256, 05028193
Sport utility vehicle	09022645, 09022645, 08019082, 05028193
Motorcycle/Moped	06022067
Other	03020225, 06013738
Unknown vehicle configuration	05023776, 08019144

1.25 Vehicle Maneuver/Action

The controlled maneuver that the vehicle was doing prior to the first event in the sequence of events for this vehicle.

Table 48. Vehicle Maneuver/Action

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Movements essentially straight ahead	0	0	2	6	2	1	1	2	14	50	N/A
Overtaking/passing	0	0	0	0	1	0	0	0	1	4	N/A
Turning right	0	0	0	0	1	0	0	0	1	4	N/A
Turning left	0	0	0	0	1	1	0	0	2	7	N/A
Entering traffic lane	0	0	0	0	0	0	1	0	1	4	N/A
Slowing	0	1	0	1	1	0	3	0	6	21	N/A
Stopped in traffic	0	1	0	0	0	0	1	0	2	7	N/A
Unknown	0	0	0	1	0	0	0	0	1	4	N/A
Total Vehicles	0	2	2	8	6	2	6	2	28	100	N/A

Table 49. Vehicle Maneuver/Action (Accident Case Identifier)

Description	Accident Case Identifier
Movements essentially straight ahead	06022067, 05024959, 05024959, 09022645, 09022645, 07022293, 04026155, 04026155, 05010985, 05010985, 06013738, 08019144, 05028193, 05028193
Overtaking/passing	06030256
Turning right	06022067
Turning left	07022293, 06030256
Entering traffic lane	08019082
Slowing	05023776, 03020225, 06013738, 08000827, 08000827, 08019144
Stopped in traffic	03020225, 08019082
Unknown	05023776

1.26 Vehicle Turning Movement

Characterization of multiple vehicle accidents where any involved vehicle was performing a turning maneuver prior to impact. Any left turn maneuver or U-turn maneuver will take precedence over any right turn maneuver. For example, if Vehicle 1 made a left turn and Vehicle 2 made a right turn, then this data item will be classified as a left turn accident. Even though the first level of this data element is labeled Left turn, the left turn category also includes U-turn accidents.

Table 50. Vehicle Turning Movement

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Left turn	0	0	0	0	1	1	0	0	2	14	0
Right turn	0	0	0	0	1	0	0	0	1	7	0
No-turn	0	1	1	4	1	0	3	1	11	79	13
Total Accidents	0	1	1	4	3	1	3	1	14	100	100

Table 51. Vehicle Turning Movement (Accident Case Identifier)

Description	Accident Case Identifier
Left turn	07022293, 06030256
Right turn	06022067
No-turn	05024959, 05023776, 09022645, 04026155, 03020225, 08019082, 05010985, 06013738, 08000827, 08019144, 05028193

1.27 Weather Condition

The main prevailing atmospheric conditions that existed at the time of the accident.

Table 52. Weather Condition

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Clear	0	1	1	4	3	1	1	0	11	79	57
Cloudy	0	0	0	0	0	0	2	1	3	21	27
Total Accidents	0	1	1	4	3	1	3	1	14	100	100

Table 53. Weather Condition (Accident Case Identifier)

Description	Accident Case Identifier
Clear	06022067, 05024959, 05023776, 07022293, 04026155, 03020225, 05010985, 06013738, 08000827, 06030256, 05028193
Cloudy	09022645, 08019082, 08019144

1.28 Work Zone Related

Indicates whether the accident occurred in or near a construction, maintenance, or utility work zone, whether workers were actually present at the time of the accident or not. Work zone related accidents include those involving vehicles slowed or stopped because of the work zone, even if the first harmful event was before the first warning sign. MMUCC has additional subfields related to this data item that are not included in this format.

Table 54. Work Zone Related

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
No	0	1	1	4	3	1	3	1	14	100	97
Total Accidents	0	1	1	4	3	1	3	1	14	100	100

Table 55. Work Zone Related (Accident Case Identifier)

Description	Accident Case Identifier
No	06022067, 05024959, 05023776, 09022645, 07022293, 04026155, 03020225, 08019082, 05010985, 06013738, 08000827, 06030256, 08019144, 05028193

2. Route SR S0000106__, Milepost 8.052

Intersection

Intersection ID: 26951
Internal Intersection ID: 11540
Route Number Display Value: SRS0000106__
Site Subtype: Int/Rur; 4-leg signalized
Location: 8.052
GIS Identifier: 26951
Major Road Direction: North-South
Minor Road Name: NH 129
Minor Road Location: 0.0
Intersection Type Level 1: Four-leg intersection
Intersection Type Level 2: Four-legs
Traffic Control Type at Intersection: Signals semi-actuated (multi-phase)
Growth Factor: 1.0000
Growth Factor Source: Specified
Maximum AADT: 14,000 vehicles per day
Number of Accidents: 14

Geographic Description

Identifier: G504
Route Type: State route
Route Name: S0000106__
Major Road Name: NH 106
County: MERRIMACK
District: 3
City/Town: LOUDON
Jurisdiction: State maintained
Area Type: Rural

Table 56. Route SR S0000106__, Milepost 8.052 Major Road Annual Traffic

Year	AADT	Volume Source	Comment
2002	14,000	Growth Factor Applied	
2003	14,000	Growth Factor Applied	
2004	14,000	Growth Factor Applied	
2005	14,000	Growth Factor Applied	
2006	14,000	Growth Factor Applied	
2007	14,000	Growth Factor Applied	
2008	14,000	Growth Factor Applied	
2009	14,000	Measured	

Table 57. Route SR S0000106__, Milepost 8.052 Minor Road Annual Traffic

Year	AADT	Volume Source	Comment
2002	1,058	Growth Factor Applied	
2003	1,058	Growth Factor Applied	
2004	1,058	Growth Factor Applied	
2005	1,058	Growth Factor Applied	
2006	1,058	Growth Factor Applied	
2007	1,058	Growth Factor Applied	
2008	1,058	Growth Factor Applied	
2009	1,058	Measured	

Intersection Leg

Leg ID: 1

Type: Major road, increasing milepost direction

Leg Location: 8.052

Direction: NB approach

Thru Lanes: 1

Median Type: Unknown

Left-Turn Phasing: Unknown

Turn Prohibitions: Unknown

Operation: Unknown

Intersection Leg

Leg ID: 2

Type: Major road, decreasing milepost direction

Leg Location: 8.052

Direction: SB approach

Thru Lanes: 1

Median Type: Unknown

Left-Turn Phasing: Unknown

Turn Prohibitions: Unknown
Operation: Unknown
Intersection Leg
Leg ID: 3
Type: Minor road, increasing milepost direction
Leg Location: 0.0
Direction: EB approach
Thru Lanes: 1
Median Type: Unknown
Left-Turn Phasing: Unknown
Turn Prohibitions: Unknown
Operation: Unknown
Intersection Leg
Leg ID: 4
Type: Minor road, decreasing milepost direction
Leg Location: 0.0
Direction: WB approach
Thru Lanes: 1
Median Type: Unknown
Left-Turn Phasing: Unknown
Turn Prohibitions: Unknown
Operation: Unknown

3. Accident Case Details

Accident Details: Accident Case ID: 06022067

Accident
Accident ID: 06022067
Internal Accident ID: A64000
Inventory Element: 11540
Location: 0.2241
GIS Identifier: 06022067
Accident Date: 2006/09/08
Accident Month: September
Accident Time of Day: 1515
Accident Date Stamp: 09/08/06 15:15:00
Accident Year: 2006
Accident Severity Level 1: Possible Injury
Number of Fatalities: 0
Number of Non-Fatal Injuries: 1
Relationship to Junction: Intersection-related
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Clear
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: Right turn
Day of Week: Friday
Agency Intersection Identifier: 26951

Table 58. Accident 06022067 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Westbound	Turning right	Passenger car	Motor vehicle in transport	1971/10/16	34
Vehicle 2	Westbound	Movements essentially straight ahead	Motorcycle/Moped	Motor vehicle in transport	1955/04/03	51

Accident Details: Accident Case ID: 05024959

Accident
Accident ID: 05024959
Internal Accident ID: A41652
Inventory Element: I1540
Location: 8.052
GIS Identifier: 05024959
Accident Date: 2005/08/05
Accident Month: August
Accident Time of Day: 1849
Accident Date Stamp: 08/05/05 18:49:00
Accident Year: 2005
Accident Severity Level 1: Possible Injury
Number of Fatalities: 0
Number of Non-Fatal Injuries: 3
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Clear
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Friday

Agency Intersection Identifier: 26951

Table 59. Accident 05024959 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Eastbound	Movements essentially straight ahead	Passenger car	Motor vehicle in transport	1968/05/29	37
Vehicle 2	Unknown	Movements essentially straight ahead	Light truck, only four tires	Motor vehicle in transport	1976/05/30	29

Accident Details: Accident Case ID: 05023776

Accident

Accident ID: 05023776
Internal Accident ID: A42838
Inventory Element: I1540
Location: 8.052
GIS Identifier: 05023776
Accident Date: 2005/07/30
Accident Month: July
Accident Time of Day: 1130
Accident Date Stamp: 07/30/05 11:30:00
Accident Year: 2005
Accident Severity Level 1: Property-Damage-Only
Number of Fatalities: 0
Number of Non-Fatal Injuries: 0
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Clear
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: Unknown
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No

Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Saturday
Agency Intersection Identifier: 26951

Table 60. Accident 05023776 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Northbound	Unknown	Passenger car	Motor vehicle in transport	1971/03/01	34
Vehicle 2	Northbound	Slowing	Unknown vehicle configuration	Motor vehicle in transport	1965/01/22	40

Accident Details: Accident Case ID: 09022645

Accident
Accident ID: 09022645
Internal Accident ID: A134937
Inventory Element: 11540
Location: 8.052
GIS Identifier: 09022645
Accident Date: 2009/07/31
Accident Month: July
Accident Time of Day: 0645
Accident Date Stamp: 07/31/09 06:45:00
Accident Year: 2009
Accident Severity Level 1: Property-Damage-Only
Number of Fatalities: 0
Number of Non-Fatal Injuries: 0
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Cloudy
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown

Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Friday
Agency Intersection Identifier: 26951

Table 61. Accident 09022645 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Westbound	Movements essentially straight ahead	Sport utility vehicle	Motor vehicle in transport	1963/12/09	45
Vehicle 2	Westbound	Movements essentially straight ahead	Sport utility vehicle	Motor vehicle in transport	1950/03/21	59

Accident Details: Accident Case ID: 07022293

Accident
Accident ID: 07022293
Internal Accident ID: A86688
Inventory Element: 11540
Location: 8.052
GIS Identifier: 07022293
Accident Date: 2007/08/16
Accident Month: August
Accident Time of Day: 1848
Accident Date Stamp: 08/16/07 18:48:00
Accident Year: 2007
Accident Severity Level 1: Property-Damage-Only
Number of Fatalities: 0
Number of Non-Fatal Injuries: 0
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Clear
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No

Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: Left turn
Day of Week: Thursday
Agency Intersection Identifier: 26951

Table 62. Accident 07022293 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Eastbound	Turning left	Passenger car	Motor vehicle in transport	1990/04/25	17
Vehicle 2	Westbound	Movements essentially straight ahead	Passenger car	Motor vehicle in transport	1925/03/27	82

Accident Details: Accident Case ID: 04026155

Accident
Accident ID: 04026155
Internal Accident ID: A25136
Inventory Element: I1540
Location: 8.052
GIS Identifier: 04026155
Accident Date: 2004/09/12
Accident Month: September
Accident Time of Day: 2135
Accident Date Stamp: 09/12/04 21:35:00
Accident Year: 2004
Accident Severity Level 1: Non-Incapacitating Injury
Number of Fatalities: 0
Number of Non-Fatal Injuries: 2
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Dark-lighted
Weather Condition: Clear
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None

Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Sunday
Agency Intersection Identifier: 26951

Table 63. Accident 04026155 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Westbound	Movements essentially straight ahead	Passenger car	Motor vehicle in transport	1948/06/17	56
Vehicle 2	Southbound	Movements essentially straight ahead	Passenger car	Motor vehicle in transport	1973/09/27	30

Accident Details: Accident Case ID: 03020225

Accident
Accident ID: 03020225
Internal Accident ID: A11386
Inventory Element: I1540
Location: 8.0378
GIS Identifier: 03020225
Accident Date: 2003/06/12
Accident Month: June
Accident Time of Day: 1620
Accident Date Stamp: 06/12/03 16:20:00
Accident Year: 2003
Accident Severity Level 1: Property-Damage-Only
Number of Fatalities: 0
Number of Non-Fatal Injuries: 0
Relationship to Junction: Intersection-related
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Clear

Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Thursday
Agency Intersection Identifier: 26951

Table 64. Accident 03020225 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Northbound	Stopped in traffic	Other	Motor vehicle in transport	1963/11/23	39
Vehicle 2	Northbound	Slowing	Light truck, only four tires	Motor vehicle in transport	1962/11/20	40

Accident Details: Accident Case ID: 08019082

Accident
Accident ID: 08019082
Internal Accident ID: A109424
Inventory Element: 11540
Location: 8.052
GIS Identifier: 08019082
Accident Date: 2008/08/12
Accident Month: August
Accident Time of Day: 0840
Accident Date Stamp: 08/12/08 08:40:00
Accident Year: 2008
Accident Severity Level 1: Property-Damage-Only
Number of Fatalities: 0
Number of Non-Fatal Injuries: 0
Relationship to Junction: At intersection

Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Cloudy
Roadway Surface Condition: Wet
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Tuesday
Agency Intersection Identifier: 26951

Table 65. Accident 08019082 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Northbound	Stopped in traffic	Light truck, only four tires	Motor vehicle in transport	1990/09/24	17
Vehicle 2	Northbound	Entering traffic lane	Sport utility vehicle	Motor vehicle in transport	1957/03/18	51

Accident Details: Accident Case ID: 05010985

Accident
Accident ID: 05010985
Internal Accident ID: A35873
Inventory Element: 11540
Location: 8.052
GIS Identifier: 05010985
Accident Date: 2005/02/26
Accident Month: February
Accident Time of Day: 2002
Accident Date Stamp: 02/26/05 20:02:00
Accident Year: 2005
Accident Severity Level 1: Property-Damage-Only

Number of Fatalities: 0
Number of Non-Fatal Injuries: 0
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Dark-lighted
Weather Condition: Clear
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Saturday
Agency Intersection Identifier: 26951

Table 66. Accident 05010985 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Eastbound	Movements essentially straight ahead	Light truck, only four tires	Motor vehicle in transport	1963/04/27	41
Vehicle 2	Westbound	Movements essentially straight ahead	Passenger car	Motor vehicle in transport	1967/01/09	38

Accident Details: Accident Case ID: 06013738

Accident
Accident ID: 06013738
Internal Accident ID: A56240
Inventory Element: I1540
Location: 8.052
GIS Identifier: 06013738
Accident Date: 2006/06/20
Accident Month: June
Accident Time of Day: 1105

Accident Date Stamp: 06/20/06 11:05:00
Accident Year: 2006
Accident Severity Level 1: Property-Damage-Only
Number of Fatalities: 0
Number of Non-Fatal Injuries: 0
Relationship to Junction: Intersection-related
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Clear
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Tuesday
Agency Intersection Identifier: 26951

Table 67. Accident 06013738 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Northbound	Slowing	Passenger car	Motor vehicle in transport	1946/12/26	59
Vehicle 2	Northbound	Movements essentially straight ahead	Other	Motor vehicle in transport	1962/12/27	43

Accident Details: Accident Case ID: 08000827

Accident
Accident ID: 08000827
Internal Accident ID: A99217
Inventory Element: 11540
Location: 8.052
GIS Identifier: 08000827

Accident Date: 2008/01/24
Accident Month: January
Accident Time of Day: 0745
Accident Date Stamp: 01/24/08 07:45:00
Accident Year: 2008
Accident Severity Level 1: Property-Damage-Only
Number of Fatalities: 0
Number of Non-Fatal Injuries: 0
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Unknown
Weather Condition: Clear
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Rear-end
Contributing Circumstances, Environment: Unknown
Contributing Circumstances, Road: Unknown
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Thursday
Agency Intersection Identifier: 26951

Table 68. Accident 08000827 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Southbound	Slowing	Light truck, only four tires	Motor vehicle in transport	1950/06/24	57
Vehicle 2	Southbound	Slowing	Passenger car	Motor vehicle in transport	1972/04/19	35

Accident Details: Accident Case ID: 06030256

Accident
Accident ID: 06030256
Internal Accident ID: A67259

Inventory Element: 11540
Location: 8.052
GIS Identifier: 06030256
Accident Date: 2006/11/29
Accident Month: November
Accident Time of Day: 0800
Accident Date Stamp: 11/29/06 08:00:00
Accident Year: 2006
Accident Severity Level 1: Possible Injury
Number of Fatalities: 0
Number of Non-Fatal Injuries: 1
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Clear
Roadway Surface Condition: Wet
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: Left turn
Day of Week: Wednesday
Agency Intersection Identifier: 26951

Table 69. Accident 06030256 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Westbound	Overtaking/passing	Light truck, only four tires	Motor vehicle in transport	1970/10/04	36
Vehicle 2	Eastbound	Turning left	Light truck, only four tires	Motor vehicle in transport	1972/01/16	34

Accident Details: Accident Case ID: 08019144

Accident

Accident ID: 08019144
Internal Accident ID: A109473
Inventory Element: 11540
Location: 8.052
GIS Identifier: 08019144
Accident Date: 2008/07/01
Accident Month: July
Accident Time of Day: 1630
Accident Date Stamp: 07/01/08 16:30:00
Accident Year: 2008
Accident Severity Level 1: Possible Injury
Number of Fatalities: 0
Number of Non-Fatal Injuries: 1
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Cloudy
Roadway Surface Condition: Wet
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Tuesday
Agency Intersection Identifier: 26951

Table 70. Accident 08019144 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Northbound	Slowing	Passenger car	Motor vehicle in transport	1963/06/10	45
Vehicle 2	Eastbound	Movements essentially straight ahead	Unknown vehicle configuration	Motor vehicle in transport	1949/12/01	58

Accident Details: Accident Case ID: 05028193

Accident

Accident ID: 05028193
Internal Accident ID: A40922
Inventory Element: 11540
Location: 8.052
GIS Identifier: 05028193
Accident Date: 2005/09/18
Accident Month: September
Accident Time of Day: 1745
Accident Date Stamp: 09/18/05 17:45:00
Accident Year: 2005
Accident Severity Level 1: Possible Injury
Number of Fatalities: 0
Number of Non-Fatal Injuries: 1
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Clear
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: Unknown
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Sunday

Agency Intersection Identifier: 26951

Table 71. Accident 05028193 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Southbound	Movements essentially straight ahead	Light truck, only four tires	Motor vehicle in transport	1956/10/21	48
Vehicle 2	Eastbound	Movements essentially straight ahead	Sport utility vehicle	Motor vehicle in transport	1949/03/25	56

SafetyAnalyst

Accident Summary for Route SR S0000106__, Milepost 10.806 (Intersection 11550)

ROUTE 106 + SHAKER ROAD

Apr 21, 2011

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1. Accident Summary

This is a summary of the accident data associated with the following Intersection from the **NH State 2009** data set, created on Apr 2, 2010 9:54 AM:

Route SR S0000106__, Milepost 10.806 (Intersection 11550)

The details for this site are listed in the next section.

Notes:
The summary includes **7 Total Accidents** spanning the dates **1/1/2002** to **12/31/2009**.

Dates excluded from the summary period due to major reconstruction: **option not selected when specifying the analysis period.**

1.1 Accident Case Identifier

Unique case numbers of the accidents for the site and analysis period.

Table 1. Accident Case Identifier by Year

Description	Accident Case Identifier
2004	04022965
2005	05028370
2006	06011150
2008	08003628, 08023804, 08032246
2009	09023260

1.2 Accident Month

The month in which the accident occurred.

Table 2. Accident Month

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
January	0	0	0	0	0	0	1	0	1	14	24
May	0	0	0	0	1	0	0	0	1	14	5
July	0	0	1	0	0	0	0	0	1	14	7
September	0	0	0	1	0	0	1	1	3	43	8
December	0	0	0	0	0	0	1	0	1	14	12
Total Accidents	0	0	1	1	1	0	3	1	7	100	100

Table 3. Accident Month (Accident Case Identifier)

Description	Accident Case Identifier
January	08003628
May	06011150
July	04022965
September	08023804, 05028370, 09023260
December	08032246

1.3 Accident Severity Level 1

The severity of the accident based on the most severe injury to any person involved.

Table 4. Accident Severity Level 1

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Property-Damage-Only	0	0	1	1	1	0	3	1	7	100	N/A
Total Accidents	0	0	1	1	1	0	3	1	7	100	N/A

Table 5. Accident Severity Level 1 (Accident Case Identifier)

Description	Accident Case Identifier
Property-Damage-Only	08003628, 08023804, 05028370, 04022965, 09023260, 06011150, 08032246

1.4 Accident Time of Day

The time (hour and minute) at which the accident occurred.

Table 6. Accident Time of Day

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
9:00 am to 9:59 am	0	0	0	0	0	0	1	0	1	14	N/A
10:00 am to 10:59 am	0	0	0	1	0	0	0	0	1	14	N/A
11:00 am to 11:59 am	0	0	0	0	1	0	0	0	1	14	N/A
2:00 pm to 2:59 pm	0	0	0	0	0	0	1	0	1	14	N/A
4:00 pm to 4:59 pm	0	0	0	0	0	0	1	0	1	14	N/A
7:00 pm to 7:59 pm	0	0	0	0	0	0	0	1	1	14	N/A
8:00 pm to 8:59 pm	0	0	1	0	0	0	0	0	1	14	N/A
Total Accidents	0	0	1	1	1	0	3	1	7	100	N/A

Table 7. Accident Time of Day (Accident Case Identifier)

Description	Accident Case Identifier
9:00 am to 9:59 am	08003628
10:00 am to 10:59 am	05028370
11:00 am to 11:59 am	06011150
2:00 pm to 2:59 pm	08032246
4:00 pm to 4:59 pm	08023804
7:00 pm to 7:59 pm	09023260
8:00 pm to 8:59 pm	04022965

1.5 Accident Type and Manner of Collision

The type of first harmful event in a single-vehicle accident or, in a multiple-vehicle collision, manner in which two vehicles in transport initially came together without regard to the direction of force, or the type of object with which a single vehicle collided.

Table 8. Accident Type and Manner of Collision

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Rear-end	0	0	0	0	0	0	2	0	2	29	45
Other multiple-vehicle collision	0	0	1	1	1	0	1	1	5	71	4
Total Accidents	0	0	1	1	1	0	3	1	7	100	100

Table 9. Accident Type and Manner of Collision (Accident Case Identifier)

Description	Accident Case Identifier
Rear-end	08003628, 08032246
Other multiple-vehicle collision	08023804, 05028370, 04022965, 09023260, 06011150

1.6 Alcohol/Drug Involvement

The investigating police officer's assessment of whether alcohol or drug use was suspected or demonstrated to be present by test for any vehicle driver or non-motorist in the accident.

Table 10. Alcohol/Drug Involvement

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Neither alcohol nor other drugs	0	0	1	1	1	0	3	1	7	100	83
Total Accidents	0	0	1	1	1	0	3	1	7	100	100

Table 11. Alcohol/Drug Involvement (Accident Case Identifier)

Description	Accident Case Identifier
Neither alcohol nor other drugs	08003628, 08023804, 05028370, 04022965, 09023260, 06011150, 08032246

1.7 Bicycle Indicator

Indicates whether a bicycle was involved in the accident.

Table 12. Bicycle Indicator

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
No	0	0	1	1	1	0	3	1	7	100	N/A
Total Accidents	0	0	1	1	1	0	3	1	7	100	N/A

Table 13. Bicycle Indicator (Accident Case Identifier)

Description	Accident Case Identifier
No	08003628, 08023804, 05028370, 04022965, 09023260, 06011150, 08032246

1.8 Contributing Circumstances, Environment

Apparent environmental conditions which contributed to the accident.

Table 14. Contributing Circumstances, Environment

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
None	0	0	0	1	1	0	1	1	4	57	10
Weather conditions	0	0	0	0	0	0	2	0	2	29	2
Unknown	0	0	1	0	0	0	0	0	1	14	88
Total Accidents	0	0	1	1	1	0	3	1	7	100	100

Table 15. Contributing Circumstances, Environment (Accident Case Identifier)

Description	Accident Case Identifier
None	08003628, 05028370, 09023260, 06011150
Weather conditions	08023804, 08032246
Unknown	04022965

1.9 Contributing Circumstances, Road

Apparent conditions of the road which contributed to the accident.

Table 16. Contributing Circumstances, Road

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
None	0	0	1	1	1	0	3	1	7	100	0
Total Accidents	0	0	1	1	1	0	3	1	7	100	100

Table 17. Contributing Circumstances, Road (Accident Case Identifier)

Description	Accident Case Identifier
None	08003628, 08023804, 05028370, 04022965, 09023260, 06011150, 08032246

1.10 Day of Week

The day of the week on which the accident occurred.

Table 18. Day of Week

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Sunday	0	0	1	0	0	0	0	0	1	14	11
Wednesday	0	0	0	0	0	0	1	0	1	14	13
Thursday	0	0	0	0	1	0	1	0	2	29	8
Friday	0	0	0	1	0	0	1	0	2	29	18
Saturday	0	0	0	0	0	0	0	1	1	14	20
Total Accidents	0	0	1	1	1	0	3	1	7	100	100

Table 19. Day of Week (Accident Case Identifier)

Description	Accident Case Identifier
Sunday	04022965
Wednesday	08032246
Thursday	08003628, 06011150
Friday	08023804, 05028370
Saturday	09023260

1.11 Divided Highway Flag-Side of Road

Indicates the direction of travel for the side of the divided highway where the accident occurred. Mandatory for agencies that keep independent records for the individual sides of a divided highway. Can be used for divided highway by any agency.

Table 20. Divided Highway Flag-Side of Road

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Unknown	0	0	1	1	1	0	3	1	7	100	N/A
Total Accidents	0	0	1	1	1	0	3	1	7	100	N/A

Table 21. Divided Highway Flag-Side of Road (Accident Case Identifier)

Description	Accident Case Identifier
Unknown	08003628, 08023804, 05028370, 04022965, 09023260, 06011150, 08032246

1.12 Driver Age

The value of this item is the driver age, in years, at the time of the accident. The value of this item is calculated during data set post processing.

Table 22. Driver Age in Years

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Under 25	0	0	1	0	1	0	1	1	4	29	N/A
35 to 44	0	0	0	1	1	0	0	1	3	21	N/A
45 to 54	0	0	1	0	0	0	2	0	3	21	N/A
65 to 74	0	0	0	1	0	0	2	0	3	21	N/A
85 and over	0	0	0	0	0	0	1	0	1	7	N/A
Total Vehicles	0	0	2	2	2	0	6	2	14	100	N/A

Table 23. Driver Age in Years (Accident Case Identifier)

Description	Accident Case Identifier
Under 25	08023804, 04022965, 09023260, 06011150
35 to 44	05028370, 09023260, 06011150
45 to 54	08023804, 04022965, 08032246
65 to 74	08003628, 05028370, 08032246
85 and over	08003628

1.13 Driveway Indicator

Indicates if the accident occurred at or near a driveway junction.

Table 24. Driveway Indicator

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
No	0	0	1	1	1	0	3	1	7	100	100
Total Accidents	0	0	1	1	1	0	3	1	7	100	100

Table 25. Driveway Indicator (Accident Case Identifier)

Description	Accident Case Identifier
No	08003628, 08023804, 05028370, 04022965, 09023260, 06011150, 08032246

1.14 First Harmful Event

The first injury or damage-producing event that characterizes the accident type.

Table 26. First Harmful Event

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Motor vehicle in transport	0	0	2	2	2	0	6	2	14	100	N/A
Total Vehicles	0	0	2	2	2	0	6	2	14	100	N/A

Table 27. First Harmful Event (Accident Case Identifier)

Description	Accident Case Identifier
Motor vehicle in transport	08003628, 08003628, 08023804, 08023804, 05028370, 05028370, 04022965, 04022965, 09023260, 09023260, 06011150, 06011150, 08032246, 08032246

1.15 Initial Direction of Travel

The direction of a vehicle's normal, general travel on the roadway before the accident. Notice that this is not a compass direction but a direction consistent with the designated direction of the road. For example, the direction of a state designated north-south highway must be either northbound or southbound even though a vehicle may have been traveling due east as a result of a short segment of the highway having an east-west orientation.

Table 28. Initial Direction of Travel

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Northbound	0	0	0	0	0	0	4	0	4	29	N/A
Southbound	0	0	2	2	2	0	2	2	10	71	N/A
Total Vehicles	0	0	2	2	2	0	6	2	14	100	N/A

Table 29. Initial Direction of Travel (Accident Case Identifier)

Description	Accident Case Identifier
Northbound	08003628, 08003628, 08032246, 08032246
Southbound	08023804, 08023804, 05028370, 05028370, 04022965, 04022965, 09023260, 09023260, 06011150, 06011150

1.16 Light Condition

The type/level of lighting that existed at the time of the accident.

Table 30. Light Condition

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Daylight	0	0	0	1	1	0	3	0	5	71	69
Dusk	0	0	1	0	0	0	0	1	2	29	3
Total Accidents	0	0	1	1	1	0	3	1	7	100	100

Table 31. Light Condition (Accident Case Identifier)

Description	Accident Case Identifier
Daylight	08003628, 08023804, 05028370, 06011150, 08032246
Dusk	04022965, 09023260

1.17 Number of Vehicles Involved

The count of motor vehicles (e.g., automobiles, single-unit trucks, truck combinations that are in motion or on a roadway) involved in the accident. (Note: Parked vehicles are not included in this vehicle count, nor are bicycles and pedestrians.)

Table 32. Number of Vehicles Involved

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
2 Vehicles	0	0	1	1	0	0	2	1	5	71	N/A
More than 2 Vehicles	0	0	0	0	1	0	1	0	2	29	N/A
Total Accidents	0	0	1	1	1	0	3	1	7	100	N/A

Table 33. Number of Vehicles Involved (Accident Case Identifier)

Description	Accident Case Identifier
2 Vehicles	08003628, 08023804, 05028370, 04022965, 09023260
More than 2 Vehicles	06011150, 08032246

1.18 Pedestrian Indicator

Indicates whether a pedestrian was involved in the accident.

Table 34. Pedestrian Indicator

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
No	0	0	1	1	1	0	3	1	7	100	N/A
Total Accidents	0	0	1	1	1	0	3	1	7	100	N/A

Table 35. Pedestrian Indicator (Accident Case Identifier)

Description	Accident Case Identifier
No	08003628, 08023804, 05028370, 04022965, 09023260, 06011150, 08032246

1.19 Relationship to Junction

Identifies the type of related cross street to the accident site. Definitions vary across states. For compatibility with the structure of SafetyAnalyst, a recoding that differs from MMUCC is recommended. Some distinctions that MMUCC tries to make in this field will instead be made in site characteristics data in SafetyAnalyst.

Table 36. Relationship to Junction

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Intersection-related	0	0	1	1	1	0	3	1	7	100	N/A
Total Accidents	0	0	1	1	1	0	3	1	7	100	N/A

Table 37. Relationship to Junction (Accident Case Identifier)

Description	Accident Case Identifier
Intersection-related	08003628, 08023804, 05028370, 04022965, 09023260, 06011150, 08032246

1.20 Roadway Surface Condition

The roadway surface condition at the time and place of the accident.

Table 38. Roadway Surface Condition

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Dry	0	0	1	1	1	0	2	1	6	86	79
Wet	0	0	0	0	0	0	1	0	1	14	14
Total Accidents	0	0	1	1	1	0	3	1	7	100	100

Table 39. Roadway Surface Condition (Accident Case Identifier)

Description	Accident Case Identifier
Dry	08003628, 08023804, 05028370, 04022965, 09023260, 06011150
Wet	08032246

1.21 Run-Off Road Indicator

Indicates whether any vehicle involved in the accident ran off the roadway.

Table 40. Run-Off Road Indicator

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
No	0	0	1	1	1	0	3	1	7	100	N/A
Total Accidents	0	0	1	1	1	0	3	1	7	100	N/A

Table 41. Run-Off Road Indicator (Accident Case Identifier)

Description	Accident Case Identifier
No	08003628, 08023804, 05028370, 04022965, 09023260, 06011150, 08032246

1.22 School Bus Related

Indicates if a school bus or vehicle functioning as a school bus for a school-related purpose was involved in the accident. The school bus, with or without a passenger on board, must be directly involved as a contact vehicle or indirectly involved as a non-contact vehicle.

Table 42. School Bus Related

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Unknown	0	0	1	1	1	0	3	1	7	100	84
Total Accidents	0	0	1	1	1	0	3	1	7	100	100

Table 43. School Bus Related (Accident Case Identifier)

Description	Accident Case Identifier
Unknown	08003628, 08023804, 05028370, 04022965, 09023260, 06011150, 08032246

1.23 Tow-Away Indicator

Indicates whether any vehicle involved in the accident was towed away from the scene.

Table 44. Tow-Away Indicator

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Unknown	0	0	1	1	1	0	3	1	7	100	0
Total Accidents	0	0	1	1	1	0	3	1	7	100	100

Table 45. Tow-Away Indicator (Accident Case Identifier)

Description	Accident Case Identifier
Unknown	08003628, 08023804, 05028370, 04022965, 09023260, 06011150, 08032246

1.24 Vehicle Configuration

Indicates the general configuration of the vehicle.

Table 46. Vehicle Configuration

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Passenger car	0	0	2	1	1	0	5	0	9	64	N/A
Light truck, only four tires	0	0	0	1	1	0	1	1	4	29	N/A
Sport utility vehicle	0	0	0	0	0	0	0	1	1	7	N/A
Total Vehicles	0	0	2	2	2	0	6	2	14	100	N/A

Table 47. Vehicle Configuration (Accident Case Identifier)

Description	Accident Case Identifier
Passenger car	08003628, 08003628, 08023804, 05028370, 04022965, 04022965, 06011150, 08032246, 08032246
Light truck, only four tires	08023804, 05028370, 09023260, 06011150
Sport utility vehicle	09023260

1.25 Vehicle Maneuver/Action

The controlled maneuver that the vehicle was doing prior to the first event in the sequence of events for this vehicle.

Table 48. Vehicle Maneuver/Action

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Movements essentially straight ahead	0	0	2	1	1	0	4	2	10	71	N/A
Changing lanes	0	0	0	1	0	0	0	0	1	7	N/A
Slowing	0	0	0	0	1	0	0	0	1	7	N/A
Stopped in traffic	0	0	0	0	0	0	2	0	2	14	N/A
Total Vehicles	0	0	2	2	2	0	6	2	14	100	N/A

Table 49. Vehicle Maneuver/Action (Accident Case Identifier)

Description	Accident Case Identifier
Movements essentially straight ahead	08003628, 08023804, 08023804, 05028370, 04022965, 04022965, 09023260, 09023260, 06011150, 08032246
Changing lanes	05028370
Slowing	06011150
Stopped in traffic	08003628, 08032246

1.26 Vehicle Turning Movement

Characterization of multiple vehicle accidents where any involved vehicle was performing a turning maneuver prior to impact. Any left turn maneuver or U-turn maneuver will take precedence over any right turn maneuver. For example, if Vehicle 1 made a left turn and Vehicle 2 made a right turn, then this data item will be classified as a left turn accident. Even though the first level of this data element is labeled Left turn, the left turn

category also includes U-turn accidents.

Table 50. Vehicle Turning Movement

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
No-turn	0	0	1	1	1	0	3	1	7	100	15
Total Accidents	0	0	1	1	1	0	3	1	7	100	100

Table 51. Vehicle Turning Movement (Accident Case Identifier)

Description	Accident Case Identifier
No-turn	08003628, 08023804, 05028370, 04022965, 09023260, 06011150, 08032246

1.27 Weather Condition

The main prevailing atmospheric conditions that existed at the time of the accident.

Table 52. Weather Condition

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Clear	0	0	1	1	1	0	1	1	5	71	56
Rain	0	0	0	0	0	0	2	0	2	29	6
Total Accidents	0	0	1	1	1	0	3	1	7	100	100

Table 53. Weather Condition (Accident Case Identifier)

Description	Accident Case Identifier
Clear	08003628, 05028370, 04022965, 09023260, 06011150
Rain	08023804, 08032246

1.28 Work Zone Related

Indicates whether the accident occurred in or near a construction, maintenance, or utility work zone, whether workers were actually present at the time of the accident or not. Work zone related accidents include those

involving vehicles slowed or stopped because of the work zone, even if the first harmful event was before the first warning sign. MMUCC has additional subfields related to this data item that are not included in this format.

Table 54. Work Zone Related

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
No	0	0	1	1	1	0	3	1	7	100	98
Total Accidents	0	0	1	1	1	0	3	1	7	100	100

Table 55. Work Zone Related (Accident Case Identifier)

Description	Accident Case Identifier
No	08003628, 08023804, 05028370, 04022965, 09023260, 06011150, 08032246

2. Route SR S0000106__, Milepost 10.806

Intersection

Intersection ID: 11550
Internal Intersection ID: I9461
Route Number Display Value: SRS0000106__
Site Subtype: Int/Rur; 3-leg signalized
Location: 10.806
GIS Identifier: 11550
Major Road Direction: North-South
Minor Road Name: Shaker Rd
Minor Road Location: 0.0
Intersection Type Level 1: Tee intersection
Intersection Type Level 2: Three-legs
Traffic Control Type at Intersection: Signals semi-actuated (multi-phase)
Growth Factor: 1.0000
Growth Factor Source: Specified
Maximum AADT: 12,000 vehicles per day
Number of Accidents: 7

Geographic Description

Identifier: G504
Route Type: State route
Route Name: S0000106__
Major Road Name: NH 106
County: MERRIMACK
District: 3
City/Town: LOUDON
Jurisdiction: State maintained
Area Type: Rural

Table 56. Route SR S0000106__, Milepost 10.806 Major Road Annual Traffic

Year	AADT	Volume Source	Comment
2002	12,000	Growth Factor Applied	
2003	12,000	Growth Factor Applied	
2004	12,000	Growth Factor Applied	
2005	12,000	Growth Factor Applied	
2006	12,000	Growth Factor Applied	
2007	12,000	Growth Factor Applied	
2008	12,000	Growth Factor Applied	
2009	12,000	Measured	

Table 57. Route SR S0000106__, Milepost 10.806 Minor Road Annual Traffic

Year	AADT	Volume Source	Comment
2002	1,058	Growth Factor Applied	
2003	1,058	Growth Factor Applied	
2004	1,058	Growth Factor Applied	
2005	1,058	Growth Factor Applied	
2006	1,058	Growth Factor Applied	
2007	1,058	Growth Factor Applied	
2008	1,058	Growth Factor Applied	
2009	1,058	Measured	

Intersection Leg

Leg ID: 1

Type: Major road, increasing milepost direction

Leg Location: 10.806

Direction: NB approach

Thru Lanes: 1

Median Type: Unknown

Left-Turn Phasing: Unknown

Turn Prohibitions: Unknown

Operation: Unknown

Intersection Leg

Leg ID: 2

Type: Major road, decreasing milepost direction

Leg Location: 10.806

Direction: SB approach

Thru Lanes: 1

Median Type: Unknown

Left-Turn Phasing: Unknown

Turn Prohibitions: Unknown
Operation: Unknown
Intersection Leg
Leg ID: 3
Type: Minor road, increasing milepost direction
Leg Location: 0.0
Direction: EB approach
Thru Lanes: 1
Median Type: Unknown
Left-Turn Phasing: Unknown
Turn Prohibitions: Unknown
Operation: Unknown

3. Accident Case Details

Accident Details: Accident Case ID: 08003628

Accident

Accident ID: 08003628
Internal Accident ID: A95920
Inventory Element: 19461
Location: 10.8224
GIS Identifier: 08003628
Accident Date: 2008/01/03
Accident Month: January
Accident Time of Day: 0915
Accident Date Stamp: 01/03/08 09:15:00
Accident Year: 2008
Accident Severity Level 1: Property-Damage-Only
Number of Fatalities: 0
Number of Non-Fatal Injuries: 0
Relationship to Junction: Intersection-related
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Clear
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Rear-end
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Thursday
Agency Intersection Identifier: 11550

Table 58. Accident 08003628 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Northbound	Stopped in traffic	Passenger car	Motor vehicle in transport	1935/07/30	72
Vehicle 2	Northbound	Movements essentially straight ahead	Passenger car	Motor vehicle in transport	1920/08/11	87

Accident Details: Accident Case ID: 08023804

Accident

Accident ID: 08023804
Internal Accident ID: A113920
Inventory Element: I9461
Location: I0.8247
GIS Identifier: 08023804
Accident Date: 2008/09/12
Accident Month: September
Accident Time of Day: 1620
Accident Date Stamp: 09/12/08 16:20:00
Accident Year: 2008
Accident Severity Level 1: Property-Damage-Only
Number of Fatalities: 0
Number of Non-Fatal Injuries: 0
Relationship to Junction: Intersection-related
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Rain
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: Weather conditions
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Friday

Agency Intersection Identifier: 11550

Table 59. Accident 08023804 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Southbound	Movements essentially straight ahead	Light truck, only four tires	Motor vehicle in transport	1961/03/03	47
Vehicle 2	Southbound	Movements essentially straight ahead	Passenger car	Motor vehicle in transport	1987/09/08	21

Accident Details: Accident Case ID: 05028370

Accident

Accident ID: 05028370
Internal Accident ID: A43058
Inventory Element: I9461
Location: 10.8342
GIS Identifier: 05028370
Accident Date: 2005/09/23
Accident Month: September
Accident Time of Day: 1048
Accident Date Stamp: 09/23/05 10:48:00
Accident Year: 2005
Accident Severity Level 1: Property-Damage-Only
Number of Fatalities: 0
Number of Non-Fatal Injuries: 0
Relationship to Junction: Intersection-related
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Clear
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No

Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Friday
Agency Intersection Identifier: 11550

Table 60. Accident 05028370 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Southbound	Movements essentially straight ahead	Passenger car	Motor vehicle in transport	1936/08/24	69
Vehicle 2	Southbound	Changing lanes	Light truck, only four tires	Motor vehicle in transport	1970/08/17	35

Accident Details: Accident Case ID: 04022965

Accident
Accident ID: 04022965
Internal Accident ID: A20803
Inventory Element: I9461
Location: 10.80575
GIS Identifier: 04022965
Accident Date: 2004/07/11
Accident Month: July
Accident Time of Day: 2037
Accident Date Stamp: 07/11/04 20:37:00
Accident Year: 2004
Accident Severity Level 1: Property-Damage-Only
Number of Fatalities: 0
Number of Non-Fatal Injuries: 0
Relationship to Junction: Intersection-related
Driveway Indicator: No
Light Condition: Dusk
Weather Condition: Clear
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: Unknown
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown

Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Sunday
Agency Intersection Identifier: 11550

Table 61. Accident 04022965 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Southbound	Movements essentially straight ahead	Passenger car	Motor vehicle in transport	1957/04/28	47
Vehicle 2	Southbound	Movements essentially straight ahead	Passenger car	Motor vehicle in transport	1985/06/09	19

Accident Details: Accident Case ID: 09023260

Accident
Accident ID: 09023260
Internal Accident ID: A134855
Inventory Element: I9461
Location: 10.80575
GIS Identifier: 09023260
Accident Date: 2009/09/19
Accident Month: September
Accident Time of Day: 1925
Accident Date Stamp: 09/19/09 19:25:00
Accident Year: 2009
Accident Severity Level 1: Property-Damage-Only
Number of Fatalities: 0
Number of Non-Fatal Injuries: 0
Relationship to Junction: Intersection-related
Driveway Indicator: No
Light Condition: Dusk
Weather Condition: Clear
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No

Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Saturday
Agency Intersection Identifier: 11550

Table 62. Accident 09023260 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Southbound	Movements essentially straight ahead	Sport utility vehicle	Motor vehicle in transport	1989/05/31	20
Vehicle 2	Southbound	Movements essentially straight ahead	Light truck, only four tires	Motor vehicle in transport	1967/01/24	42

Accident Details: Accident Case ID: 06011150

Accident
Accident ID: 06011150
Internal Accident ID: A58501
Inventory Element: I9461
Location: 10.80575
GIS Identifier: 06011150
Accident Date: 2006/05/04
Accident Month: May
Accident Time of Day: 1125
Accident Date Stamp: 05/04/06 11:25:00
Accident Year: 2006
Accident Severity Level 1: Property-Damage-Only
Number of Fatalities: 0
Number of Non-Fatal Injuries: 0
Relationship to Junction: Intersection-related
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Clear
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None

Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 3
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Thursday
Agency Intersection Identifier: I1550

Table 63. Accident 06011150 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Southbound	Slowing	Passenger car	Motor vehicle in transport	1964/10/12	41
Vehicle 2	Southbound	Movements essentially straight ahead	Light truck, only four tires	Motor vehicle in transport	1987/02/25	19

Accident Details: Accident Case ID: 08032246

Accident
Accident ID: 08032246
Internal Accident ID: A115055
Inventory Element: I9461
Location: 10.8318
GIS Identifier: 08032246
Accident Date: 2008/12/10
Accident Month: December
Accident Time of Day: 1428
Accident Date Stamp: 12/10/08 14:28:00
Accident Year: 2008
Accident Severity Level I: Property-Damage-Only
Number of Fatalities: 0
Number of Non-Fatal Injuries: 1
Relationship to Junction: Intersection-related
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Rain

Roadway Surface Condition: Wet
Accident Type and Manner of Collision: Rear-end
Contributing Circumstances, Environment: Weather conditions
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 3
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Wednesday
Agency Intersection Identifier: 11550

Table 64. Accident 08032246 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Northbound	Movements essentially straight ahead	Passenger car	Motor vehicle in transport	1943/05/01	65
Vehicle 2	Northbound	Stopped in traffic	Passenger car	Motor vehicle in transport	1963/11/02	45

SafetyAnalyst

Accident Summary for Route SR S0000106__, Milepost 12.053 (Intersection 70536)

ROUTE 106 + CLOUGH HILL ROAD

Apr 21, 2011

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1. Accident Summary

This is a summary of the accident data associated with the following Intersection from the **NH State 2009** data set, created on Apr 2, 2010 9:54 AM:

Route SR S0000106__, Milepost 12.053 (Intersection 70536)

The details for this site are listed in the next section.

Notes:
The summary includes **7 Total Accidents** spanning the dates **1/1/2002** to **12/31/2009**.

Dates excluded from the summary period due to major reconstruction: **option not selected when specifying the analysis period.**

1.1 Accident Case Identifier

Unique case numbers of the accidents for the site and analysis period.

Table 1. Accident Case Identifier by Year

Description	Accident Case Identifier
2003	03026057
2005	05017254
2006	06004936
2007	07009751
2008	08023792, 08021041
2009	09023305

1.2 Accident Month

The month in which the accident occurred.

Table 2. Accident Month

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
February	0	0	0	0	1	1	0	0	2	29	8
May	0	0	0	1	0	0	0	0	1	14	8
July	0	1	0	0	0	0	0	0	1	14	10
August	0	0	0	0	0	0	1	0	1	14	10
September	0	0	0	0	0	0	1	1	2	29	10
Total Accidents	0	1	0	1	1	1	2	1	7	100	100

Table 3. Accident Month (Accident Case Identifier)

Description	Accident Case Identifier
February	06004936, 07009751
May	05017254
July	03026057
August	08021041
September	08023792, 09023305

1.3 Accident Severity Level 1

The severity of the accident based on the most severe injury to any person involved.

Table 4. Accident Severity Level 1

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Severe Injury	0	0	0	1	0	1	0	0	2	29	N/A
Possible Injury	0	0	0	0	0	0	1	0	1	14	N/A
Property-Damage-Only	0	1	0	0	1	0	1	1	4	57	N/A
Total Accidents	0	1	0	1	1	1	2	1	7	100	N/A

Table 5. Accident Severity Level 1 (Accident Case Identifier)

Description	Accident Case Identifier
Severe Injury	07009751, 05017254
Possible Injury	08023792
Property-Damage-Only	06004936, 08021041, 09023305, 03026057

1.4 Accident Time of Day

The time (hour and minute) at which the accident occurred.

Table 6. Accident Time of Day

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
8:00 am to 8:59 am	0	0	0	0	0	0	1	0	1	14	N/A
1:00 pm to 1:59 pm	0	0	0	1	0	0	0	0	1	14	N/A
3:00 pm to 3:59 pm	0	1	0	0	0	0	0	0	1	14	N/A
5:00 pm to 5:59 pm	0	0	0	0	1	1	1	0	3	43	N/A
7:00 pm to 7:59 pm	0	0	0	0	0	0	0	1	1	14	N/A
Total Accidents	0	1	0	1	1	1	2	1	7	100	N/A

Table 7. Accident Time of Day (Accident Case Identifier)

Description	Accident Case Identifier
8:00 am to 8:59 am	08023792
1:00 pm to 1:59 pm	05017254
3:00 pm to 3:59 pm	03026057
5:00 pm to 5:59 pm	06004936,08021041,07009751
7:00 pm to 7:59 pm	09023305

1.5 Accident Type and Manner of Collision

The type of first harmful event in a single-vehicle accident or, in a multiple-vehicle collision, manner in which two vehicles in transport initially came together without regard to the direction of force, or the type of object with which a single vehicle collided.

Table 8. Accident Type and Manner of Collision

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Sideswipe, opposite direction	0	0	0	0	0	0	0	1	1	14	0
Other multiple-vehicle collision	0	1	0	1	1	1	2	0	6	86	77
Total Accidents	0	1	0	1	1	1	2	1	7	100	100

Table 9. Accident Type and Manner of Collision (Accident Case Identifier)

Description	Accident Case Identifier
Sideswipe, opposite direction	09023305
Other multiple-vehicle collision	06004936, 08023792, 08021041, 07009751, 05017254, 03026057

1.6 Alcohol/Drug Involvement

The investigating police officer's assessment of whether alcohol or drug use was suspected or demonstrated to be present by test for any vehicle driver or non-motorist in the accident.

Table 10. Alcohol/Drug Involvement

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Neither alcohol nor other drugs	0	1	0	1	1	1	2	1	7	100	98
Total Accidents	0	1	0	1	1	1	2	1	7	100	100

Table 11. Alcohol/Drug Involvement (Accident Case Identifier)

Description	Accident Case Identifier
Neither alcohol nor other drugs	06004936, 08023792, 08021041, 07009751, 09023305, 05017254, 03026057

1.7 Bicycle Indicator

Indicates whether a bicycle was involved in the accident.

Table 12. Bicycle Indicator

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
No	0	1	0	1	1	1	2	1	7	100	100
Total Accidents	0	1	0	1	1	1	2	1	7	100	100

Table 13. Bicycle Indicator (Accident Case Identifier)

Description	Accident Case Identifier
No	06004936, 08023792, 08021041, 07009751, 09023305, 05017254, 03026057

1.8 Contributing Circumstances, Environment

Apparent environmental conditions which contributed to the accident.

Table 14. Contributing Circumstances, Environment

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
None	0	0	0	1	1	1	0	1	4	57	70
Weather conditions	0	0	0	0	0	0	1	0	1	14	16
Physical obstruction(s)	0	1	0	0	0	0	0	0	1	14	6
Unknown	0	0	0	0	0	0	1	0	1	14	5
Total Accidents	0	1	0	1	1	1	2	1	7	100	100

Table 15. Contributing Circumstances, Environment (Accident Case Identifier)

Description	Accident Case Identifier
None	06004936, 07009751, 09023305, 05017254
Weather conditions	08021041
Physical obstruction(s)	03026057
Unknown	08023792

1.9 Contributing Circumstances, Road

Apparent conditions of the road which contributed to the accident.

Table 16. Contributing Circumstances, Road

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
None	0	1	0	1	1	1	2	1	7	100	95
Total Accidents	0	1	0	1	1	1	2	1	7	100	100

Table 17. Contributing Circumstances, Road (Accident Case Identifier)

Description	Accident Case Identifier
None	06004936, 08023792, 08021041, 07009751, 09023305, 05017254, 03026057

1.10 Day of Week

The day of the week on which the accident occurred.

Table 18. Day of Week

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Monday	0	0	0	0	0	0	1	0	1	14	14
Tuesday	0	0	0	0	0	1	0	0	1	14	13
Wednesday	0	0	0	0	1	0	0	0	1	14	15
Thursday	0	0	0	1	0	0	0	0	1	14	16
Friday	0	0	0	0	0	0	0	1	1	14	17
Saturday	0	1	0	0	0	0	1	0	2	29	14
Total Accidents	0	1	0	1	1	1	2	1	7	100	100

Table 19. Day of Week (Accident Case Identifier)

Description	Accident Case Identifier
Monday	08023792
Tuesday	07009751
Wednesday	06004936
Thursday	05017254
Friday	09023305
Saturday	08021041, 03026057

1.11 Divided Highway Flag-Side of Road

Indicates the direction of travel for the side of the divided highway where the accident occurred. Mandatory for agencies that keep independent records for the individual sides of a divided highway. Can be used for divided highway by any agency.

Table 20. Divided Highway Flag-Side of Road

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Unknown	0	1	0	1	1	1	2	1	7	100	100
Total Accidents	0	1	0	1	1	1	2	1	7	100	100

Table 21. Divided Highway Flag-Side of Road (Accident Case Identifier)

Description	Accident Case Identifier
Unknown	06004936, 08023792, 08021041, 07009751, 09023305, 05017254, 03026057

1.12 Driver Age

The value of this item is the driver age, in years, at the time of the accident. The value of this item is calculated during data set post processing.

Table 22. Driver Age in Years

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Under 25	0	2	0	0	0	1	1	0	4	29	N/A
25 to 34	0	0	0	1	1	0	0	1	3	21	N/A
35 to 44	0	0	0	0	0	1	0	1	2	14	N/A
45 to 54	0	0	0	1	1	0	2	0	4	29	N/A
55 to 64	0	0	0	0	0	0	1	0	1	7	N/A
Total Vehicles	0	2	0	2	2	2	4	2	14	100	N/A

Table 23. Driver Age in Years (Accident Case Identifier)

Description	Accident Case Identifier
Under 25	08021041, 07009751, 03026057, 03026057
25 to 34	06004936, 09023305, 05017254
35 to 44	07009751, 09023305
45 to 54	06004936, 08023792, 08021041, 05017254
55 to 64	08023792

1.13 Driveway Indicator

Indicates if the accident occurred at or near a driveway junction.

Table 24. Driveway Indicator

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
No	0	1	0	1	1	1	2	1	7	100	100
Total Accidents	0	1	0	1	1	1	2	1	7	100	100

Table 25. Driveway Indicator (Accident Case Identifier)

Description	Accident Case Identifier
No	06004936, 08023792, 08021041, 07009751, 09023305, 05017254, 03026057

1.14 First Harmful Event

The first injury or damage-producing event that characterizes the accident type.

Table 26. First Harmful Event

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Motor vehicle in transport	0	2	0	2	2	2	4	2	14	100	N/A
Total Vehicles	0	2	0	2	2	2	4	2	14	100	N/A

Table 27. First Harmful Event (Accident Case Identifier)

Description	Accident Case Identifier
Motor vehicle in transport	06004936, 06004936, 08023792, 08023792, 08021041, 08021041, 07009751, 07009751, 09023305, 09023305, 05017254, 05017254, 03026057, 03026057

1.15 Initial Direction of Travel

The direction of a vehicle's normal, general travel on the roadway before the accident. Notice that this is not a compass direction but a direction consistent with the designated direction of the road. For example, the direction of a state designated north-south highway must be either northbound or southbound even though a vehicle may have been traveling due east as a result of a short segment of the highway having an east-west orientation.

Table 28. Initial Direction of Travel

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Northbound	0	1	0	0	2	0	0	0	3	21	N/A
Southbound	0	0	0	2	0	2	3	0	7	50	N/A
Eastbound	0	1	0	0	0	0	0	1	2	14	N/A
Westbound	0	0	0	0	0	0	1	1	2	14	N/A
Total Vehicles	0	2	0	2	2	2	4	2	14	100	N/A

Table 29. Initial Direction of Travel (Accident Case Identifier)

Description	Accident Case Identifier
Northbound	06004936, 06004936, 03026057
Southbound	08023792, 08021041, 08021041, 07009751, 07009751, 05017254, 05017254
Eastbound	09023305, 03026057
Westbound	08023792, 09023305

1.16 Light Condition

The type/level of lighting that existed at the time of the accident.

Table 30. Light Condition

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Daylight	0	1	0	1	0	1	1	0	4	57	79
Dusk	0	0	0	0	0	0	1	1	2	29	4
Dark-not lighted	0	0	0	0	1	0	0	0	1	14	6
Total Accidents	0	1	0	1	1	1	2	1	7	100	100

Table 31. Light Condition (Accident Case Identifier)

Description	Accident Case Identifier
Daylight	08023792, 07009751, 05017254, 03026057
Dusk	08021041, 09023305
Dark-not lighted	06004936

1.17 Number of Vehicles Involved

The count of motor vehicles (e.g., automobiles, single-unit trucks, truck combinations that are in motion or on a roadway) involved in the accident. (Note: Parked vehicles are not included in this vehicle count, nor are bicycles and pedestrians.)

Table 32. Number of Vehicles Involved

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
2 Vehicles	0	1	0	1	1	0	2	1	6	86	N/A
More than 2 Vehicles	0	0	0	0	0	1	0	0	1	14	N/A
Total Accidents	0	1	0	1	1	1	2	1	7	100	N/A

Table 33. Number of Vehicles Involved (Accident Case Identifier)

Description	Accident Case Identifier
2 Vehicles	06004936, 08023792, 08021041, 09023305, 05017254, 03026057
More than 2 Vehicles	07009751

1.18 Pedestrian Indicator

Indicates whether a pedestrian was involved in the accident.

Table 34. Pedestrian Indicator

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
No	0	1	0	1	1	1	2	1	7	100	100
Total Accidents	0	1	0	1	1	1	2	1	7	100	100

Table 35. Pedestrian Indicator (Accident Case Identifier)

Description	Accident Case Identifier
No	06004936, 08023792, 08021041, 07009751, 09023305, 05017254, 03026057

1.19 Relationship to Junction

Identifies the type of related cross street to the accident site. Definitions vary across states. For compatibility with the structure of SafetyAnalyst, a recoding that differs from MMUCC is recommended. Some distinctions that MMUCC tries to make in this field will instead be made in site characteristics data in SafetyAnalyst.

Table 36. Relationship to Junction

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
At intersection	0	1	0	1	1	1	2	0	6	86	84
Intersection-related	0	0	0	0	0	0	0	1	1	14	16
Total Accidents	0	1	0	1	1	1	2	1	7	100	100

Table 37. Relationship to Junction (Accident Case Identifier)

Description	Accident Case Identifier
At intersection	06004936, 08023792, 08021041, 07009751, 05017254, 03026057
Intersection-related	09023305

1.20 Roadway Surface Condition

The roadway surface condition at the time and place of the accident.

Table 38. Roadway Surface Condition

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Dry	0	1	0	1	1	1	1	0	5	71	74
Wet	0	0	0	0	0	0	1	0	1	14	15
Sand	0	0	0	0	0	0	0	1	1	14	1
Total Accidents	0	1	0	1	1	1	2	1	7	100	100

Table 39. Roadway Surface Condition (Accident Case Identifier)

Description	Accident Case Identifier
Dry	06004936, 08023792, 07009751, 05017254, 03026057
Wet	08021041
Sand	09023305

1.21 Run-Off Road Indicator

Indicates whether any vehicle involved in the accident ran off the roadway.

Table 40. Run-Off Road Indicator

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
No	0	1	0	1	1	1	2	1	7	100	95
Total Accidents	0	1	0	1	1	1	2	1	7	100	100

Table 41. Run-Off Road Indicator (Accident Case Identifier)

Description	Accident Case Identifier
No	06004936, 08023792, 08021041, 07009751, 09023305, 05017254, 03026057

1.22 School Bus Related

Indicates if a school bus or vehicle functioning as a school bus for a school-related purpose was involved in the accident. The school bus, with or without a passenger on board, must be directly involved as a contact vehicle or indirectly involved as a non-contact vehicle.

Table 42. School Bus Related

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Unknown	0	1	0	1	1	1	2	1	7	100	100
Total Accidents	0	1	0	1	1	1	2	1	7	100	100

Table 43. School Bus Related (Accident Case Identifier)

Description	Accident Case Identifier
Unknown	06004936, 08023792, 08021041, 07009751, 09023305, 05017254, 03026057

1.23 Tow-Away Indicator

Indicates whether any vehicle involved in the accident was towed away from the scene.

Table 44. Tow-Away Indicator

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Unknown	0	1	0	1	1	1	2	1	7	100	100
Total Accidents	0	1	0	1	1	1	2	1	7	100	100

Table 45. Tow-Away Indicator (Accident Case Identifier)

Description	Accident Case Identifier
Unknown	06004936, 08023792, 08021041, 07009751, 09023305, 05017254, 03026057

1.24 Vehicle Configuration

Indicates the general configuration of the vehicle.

Table 46. Vehicle Configuration

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Passenger car	0	0	0	1	1	1	3	0	6	43	N/A
Light truck, only four tires	0	1	0	1	0	0	1	2	5	36	N/A
Sport utility vehicle	0	0	0	0	0	1	0	0	1	7	N/A
Motorcycle/Moped	0	1	0	0	0	0	0	0	1	7	N/A
Other	0	0	0	0	1	0	0	0	1	7	N/A
Total Vehicles	0	2	0	2	2	2	4	2	14	100	N/A

Table 47. Vehicle Configuration (Accident Case Identifier)

Description	Accident Case Identifier
Passenger car	06004936, 08023792, 08021041, 08021041, 07009751, 05017254
Light truck, only four tires	08023792, 09023305, 09023305, 05017254, 03026057
Sport utility vehicle	07009751
Motorcycle/Moped	03026057
Other	06004936

1.25 Vehicle Maneuver/Action

The controlled maneuver that the vehicle was doing prior to the first event in the sequence of events for this vehicle.

Table 48. Vehicle Maneuver/Action

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Movements essentially straight ahead	0	1	0	1	1	1	2	1	7	50	N/A
Turning left	0	0	0	1	0	0	0	0	1	7	N/A
Entering traffic lane	0	0	0	0	0	0	1	0	1	7	N/A
Slowing	0	1	0	0	0	0	0	0	1	7	N/A
Stopped in traffic	0	0	0	0	0	1	1	1	3	21	N/A
Unknown	0	0	0	0	1	0	0	0	1	7	N/A
Total Vehicles	0	2	0	2	2	2	4	2	14	100	N/A

Table 49. Vehicle Maneuver/Action (Accident Case Identifier)

Description	Accident Case Identifier
Movements essentially straight ahead	06004936, 08023792, 08021041, 07009751, 09023305, 05017254, 03026057
Turning left	05017254
Entering traffic lane	08023792
Slowing	03026057
Stopped in traffic	08021041, 07009751, 09023305
Unknown	06004936

1.26 Vehicle Turning Movement

Characterization of multiple vehicle accidents where any involved vehicle was performing a turning maneuver prior to impact. Any left turn maneuver or U-turn maneuver will take precedence over any right turn maneuver. For example, if Vehicle 1 made a left turn and Vehicle 2 made a right turn, then this data item will be classified as a left turn accident. Even though the first level of this data element is labeled Left turn, the left turn category also includes U-turn accidents.

Table 50. Vehicle Turning Movement

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Left turn	0	0	0	1	0	0	0	0	1	14	30
No-turn	0	1	0	0	1	1	2	1	6	86	64
Total Accidents	0	1	0	1	1	1	2	1	7	100	100

Table 51. Vehicle Turning Movement (Accident Case Identifier)

Description	Accident Case Identifier
Left turn	05017254
No-turn	06004936, 08023792, 08021041, 07009751, 09023305, 03026057

1.27 Weather Condition

The main prevailing atmospheric conditions that existed at the time of the accident.

Table 52. Weather Condition

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
Clear	0	1	0	0	1	0	1	1	4	57	63
Cloudy	0	0	0	1	0	1	0	0	2	29	20
Rain	0	0	0	0	0	0	1	0	1	14	9
Total Accidents	0	1	0	1	1	1	2	1	7	100	100

Table 53. Weather Condition (Accident Case Identifier)

Description	Accident Case Identifier
Clear	06004936, 08023792, 09023305, 03026057
Cloudy	07009751, 05017254
Rain	08021041

1.28 Work Zone Related

Indicates whether the accident occurred in or near a construction, maintenance, or utility work zone, whether workers were actually present at the time of the accident or not. Work zone related accidents include those involving vehicles slowed or stopped because of the work zone, even if the first harmful event was before the first warning sign. MMUCC has additional subfields related to this data item that are not included in this format.

Table 54. Work Zone Related

Description	2002	2003	2004	2005	2006	2007	2008	2009	Total	Observed Percent	Average Percent
No	0	1	0	1	1	1	2	1	7	100	99
Total Accidents	0	1	0	1	1	1	2	1	7	100	100

Table 55. Work Zone Related (Accident Case Identifier)

Description	Accident Case Identifier
No	06004936, 08023792, 08021041, 07009751, 09023305, 05017254, 03026057

2. Route SR S0000106__, Milepost 12.053

Intersection

Intersection ID: 70536
Internal Intersection ID: 110010
Route Number Display Value: SRS0000106__
Site Subtype: Int/Rur; 4-leg minor-rd STOP
Location: 12.053
GIS Identifier: 70536
Major Road Direction: North-South
Minor Road Name: Clough Hill Rd
Minor Road Location: 0.061
Intersection Type Level 1: Four-leg intersection
Intersection Type Level 2: Four-legs
Traffic Control Type at Intersection: Stop signs on cross street only
Growth Factor: 1.0000
Growth Factor Source: Specified
Maximum AADT: 8,200 vehicles per day
Number of Accidents: 7

Geographic Description

Identifier: G504
Route Type: State route
Route Name: S0000106__
Major Road Name: NH 106
County: MERRIMACK
District: 3
City/Town: LOUDON
Jurisdiction: State maintained
Area Type: Rural

Table 56. Route SR S0000106__, Milepost 12.053 Major Road Annual Traffic

Year	AADT	Volume Source	Comment
2002	8,200	Growth Factor Applied	
2003	8,200	Growth Factor Applied	
2004	8,200	Growth Factor Applied	
2005	8,200	Growth Factor Applied	
2006	8,200	Growth Factor Applied	
2007	8,200	Growth Factor Applied	
2008	8,200	Growth Factor Applied	
2009	8,200	Measured	

Table 57. Route SR S0000106__, Milepost 12.053 Minor Road Annual Traffic

Year	AADT	Volume Source	Comment
2002	553	Growth Factor Applied	
2003	553	Growth Factor Applied	
2004	553	Growth Factor Applied	
2005	553	Growth Factor Applied	
2006	553	Growth Factor Applied	
2007	553	Growth Factor Applied	
2008	553	Growth Factor Applied	
2009	553	Measured	

Intersection Leg
Leg ID: 1
Type: Major road, increasing milepost direction
Leg Location: 12.053
Direction: NB approach
Thru Lanes: 1
Median Type: Unknown
Left-Turn Phasing: Unknown
Turn Prohibitions: Unknown
Operation: Unknown

Intersection Leg
Leg ID: 2
Type: Major road, decreasing milepost direction
Leg Location: 12.053
Direction: SB approach
Thru Lanes: 1
Median Type: Unknown
Left-Turn Phasing: Unknown

Turn Prohibitions: Unknown
Operation: Unknown
Intersection Leg
Leg ID: 3
Type: Minor road, increasing milepost direction
Leg Location: 0.061
Direction: EB approach
Thru Lanes: 1
Median Type: Unknown
Left-Turn Phasing: Unknown
Turn Prohibitions: Unknown
Operation: Unknown
Intersection Leg
Leg ID: 4
Type: Minor road, decreasing milepost direction
Leg Location: 0.061
Direction: WB approach
Thru Lanes: 1
Median Type: Unknown
Left-Turn Phasing: Unknown
Turn Prohibitions: Unknown
Operation: Unknown

3. Accident Case Details

Accident Details: Accident Case ID: 06004936

Accident
Accident ID: 06004936
Internal Accident ID: A51389
Inventory Element: I10010
Location: 12.0525
GIS Identifier: 06004936
Accident Date: 2006/02/08
Accident Month: February
Accident Time of Day: 1740
Accident Date Stamp: 02/08/06 17:40:00
Accident Year: 2006
Accident Severity Level 1: Property-Damage-Only
Number of Fatalities: 0
Number of Non-Fatal Injuries: 0
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Dark-not lighted
Weather Condition: Clear
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Wednesday
Agency Intersection Identifier: 70536

Table 58. Accident 06004936 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Northbound	Unknown	Passenger car	Motor vehicle in transport	1953/01/21	53
Vehicle 2	Northbound	Movements essentially straight ahead	Other	Motor vehicle in transport	1978/11/13	27

Accident Details: Accident Case ID: 08023792

Accident

Accident ID: 08023792
Internal Accident ID: A111030
Inventory Element: I10010
Location: 12.0525
GIS Identifier: 08023792
Accident Date: 2008/09/15
Accident Month: September
Accident Time of Day: 0840
Accident Date Stamp: 09/15/08 08:40:00
Accident Year: 2008
Accident Severity Level 1: Possible Injury
Number of Fatalities: 0
Number of Non-Fatal Injuries: 1
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Clear
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: Unknown
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Monday

Agency Intersection Identifier: 70536

Table 59. Accident 08023792 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Southbound	Movements essentially straight ahead	Light truck, only four tires	Motor vehicle in transport	1944/06/03	64
Vehicle 2	Westbound	Entering traffic lane	Passenger car	Motor vehicle in transport	1956/03/31	52

Accident Details: Accident Case ID: 08021041

Accident

Accident ID: 08021041
Internal Accident ID: A105222
Inventory Element: 110010
Location: 12.0525
GIS Identifier: 08021041
Accident Date: 2008/08/02
Accident Month: August
Accident Time of Day: 1710
Accident Date Stamp: 08/02/08 17:10:00
Accident Year: 2008
Accident Severity Level 1: Property-Damage-Only
Number of Fatalities: 0
Number of Non-Fatal Injuries: 0
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Dusk
Weather Condition: Rain
Roadway Surface Condition: Wet
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: Weather conditions
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No

Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Saturday
Agency Intersection Identifier: 70536

Table 60. Accident 08021041 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Southbound	Movements essentially straight ahead	Passenger car	Motor vehicle in transport	1990/01/20	18
Vehicle 2	Southbound	Stopped in traffic	Passenger car	Motor vehicle in transport	1961/02/25	47

Accident Details: Accident Case ID: 07009751

Accident
Accident ID: 07009751
Internal Accident ID: A75414
Inventory Element: I10010
Location: 12.0525
GIS Identifier: 07009751
Accident Date: 2007/02/13
Accident Month: February
Accident Time of Day: 1750
Accident Date Stamp: 02/13/07 17:50:00
Accident Year: 2007
Accident Severity Level 1: Severe Injury
Number of Fatalities: 0
Number of Non-Fatal Injuries: 4
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Cloudy
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 5
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown

Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Tuesday
Agency Intersection Identifier: 70536

Table 61. Accident 07009751 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Southbound	Stopped in traffic	Sport utility vehicle	Motor vehicle in transport	1971/03/10	35
Vehicle 2	Southbound	Movements essentially straight ahead	Passenger car	Motor vehicle in transport	1987/06/16	19

Accident Details: Accident Case ID: 09023305

Accident
Accident ID: 09023305
Internal Accident ID: A132915
Inventory Element: I10010
Location: 0.0468
GIS Identifier: 09023305
Accident Date: 2009/09/18
Accident Month: September
Accident Time of Day: 1915
Accident Date Stamp: 09/18/09 19:15:00
Accident Year: 2009
Accident Severity Level 1: Property-Damage-Only
Number of Fatalities: 0
Number of Non-Fatal Injuries: 0
Relationship to Junction: Intersection-related
Driveway Indicator: No
Light Condition: Dusk
Weather Condition: Clear
Roadway Surface Condition: Sand
Accident Type and Manner of Collision: Sideswipe, opposite direction
Contributing Circumstances, Environment: None
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No

Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Friday
Agency Intersection Identifier: 70536

Table 62. Accident 09023305 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Westbound	Movements essentially straight ahead	Light truck, only four tires	Motor vehicle in transport	1966/12/13	42
Vehicle 2	Eastbound	Stopped in traffic	Light truck, only four tires	Motor vehicle in transport	1983/01/14	26

Accident Details: Accident Case ID: 05017254

Accident
Accident ID: 05017254
Internal Accident ID: A39597
Inventory Element: 110010
Location: 12.0525
GIS Identifier: 05017254
Accident Date: 2005/05/19
Accident Month: May
Accident Time of Day: 1300
Accident Date Stamp: 05/19/05 13:00:00
Accident Year: 2005
Accident Severity Level 1: Severe Injury
Number of Fatalities: 0
Number of Non-Fatal Injuries: 2
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Cloudy
Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: None

Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: Left turn
Day of Week: Thursday
Agency Intersection Identifier: 70536

Table 63. Accident 05017254 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Southbound	Movements essentially straight ahead	Light truck, only four tires	Motor vehicle in transport	1951/08/18	53
Vehicle 2	Southbound	Turning left	Passenger car	Motor vehicle in transport	1976/12/06	28

Accident Details: Accident Case ID: 03026057

Accident
Accident ID: 03026057
Internal Accident ID: A14817
Inventory Element: 110010
Location: 12.0525
GIS Identifier: 03026057
Accident Date: 2003/07/26
Accident Month: July
Accident Time of Day: 1555
Accident Date Stamp: 07/26/03 15:55:00
Accident Year: 2003
Accident Severity Level 1: Property-Damage-Only
Number of Fatalities: 0
Number of Non-Fatal Injuries: 0
Relationship to Junction: At intersection
Driveway Indicator: No
Light Condition: Daylight
Weather Condition: Clear

Roadway Surface Condition: Dry
Accident Type and Manner of Collision: Other multiple-vehicle collision
Contributing Circumstances, Environment: Physical obstruction(s)
Contributing Circumstances, Road: None
School Bus Related: Unknown
Work Zone Related: No
Number of Vehicles Involved: 2
Alcohol/Drug Involvement: Neither alcohol nor other drugs
Tow-Away Indicator: Unknown
Run-Off Road Indicator: No
Pedestrian Indicator: No
Bicycle Indicator: No
Divided Highway Flag-Side of Road: Unknown
Vehicle Turning Movement: No-turn
Day of Week: Saturday
Agency Intersection Identifier: 70536

Table 64. Accident 03026057 Vehicle-Level Accident Data

Vehicle ID	Initial Direction of Travel	Vehicle Maneuver/Action	Vehicle Configuration	First Harmful Event	Driver Date of Birth	Driver Age
Vehicle 1	Eastbound	Slowing	Light truck, only four tires	Motor vehicle in transport	1983/09/20	19
Vehicle 2	Northbound	Movements essentially straight ahead	Motorcycle/Moped	Motor vehicle in transport	1984/07/07	19

TRAFFIC GROWTH DATA

RSG INC
TRANSPORTATION

MEMORANDUM

To: Jeff Santacruce, McFarland-Johnson
From: Eric Talbot, Resource Systems Group
Subject: NH 106 Growth Rates
Date: 29 July 2011

Results Summary

I have completed developing growth rates for NH 106, and the results appear below in Table 1. The analysis included 15 roadway segments along NH 106 from the Gilmonton town line on the north, to just past Loudon Road on the south (column 1). For all 15 segments, I calculated both a growth rate (column 2) and a growth factor (column 3). The growth rate is the annual traffic increase as a percentage of the previous year's volume. The growth factor results from the growth rate, and is the ratio of the 2035 volume to the 2010 volume.

Table 1. Estimated Growth.

Segment North End	Growth Rate (percent)	2010 - 2035 Growth Factor
Gilmonton Town Line	1.26	1.37
Loudon Ridge Road	1.30	1.38
Asby Road	1.21	1.35
Clough Hill Road	0.84	1.23
0.9 Miles North of Shaker Road	0.91	1.25
Shaker Road	0.39	1.10
Clough Pond Road	0.52	1.14
NH 129	1.19	1.35
Chichester Road	0.76	1.21
1.1 Miles North of Concord Town Line	0.81	1.22
Concord Town Line	0.81	1.22
Asby Road	0.90	1.25
I 393 Westbound Ramps	1.57	1.48
I 393 Eastbound Ramps	2.76	1.98
Loudon Road	2.69	1.94

Analysis Details

A common simplifying assumption used when forecasting traffic is that growth rates are constant from year to year, and across different time periods, traffic volumes and streets. For example, we might assume that

1. growth from year 1 to year 2 is the same as growth from year 2 to year 3

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2. growth is the same for the Wednesday PM peak hour as for the Thursday AM peak hour
3. growth is the same for a volume of 1000 vehicles as for 1500 vehicles
4. growth is the same for road segment A as for road segment B

This analysis used the first three assumptions to reduce analysis cost, while exploiting the CNHRPC model to produce better results than are allowed by assumption 4:

1. The model makes estimates for 2000 and 2030. Your analysis will be for 2035. We can use assumption 1 to extrapolate the growth rate beyond 2030 to include 2035.
2. The model is calibrated to the third Friday in July 2000. You will probably choose a different day of the week for your analysis. We can use assumption 2 to apply the growth rates to a different day of the week and peak hour.
3. The model does not match traffic counts exactly (differences range from two to 32 percent). We can use assumption 3 to apply model growth rates to actual traffic counts.

With the CNHRPC model, assumption 4 is not necessary. Instead, I used the model to develop a unique growth rate for each of the 15 segments of NH 106. The growth rate is given by

$$R = \left(\frac{V_{2030}}{V_{2000}}\right)^{(1/30)} - 1$$

where R is the growth rate for a segment, V_{2000} is the two-way 2000 PM model volume for the segment, and V_{2030} is the corresponding 2030 volume. I then used the growth rate to calculate the growth factor. The growth factor is given by

$$F=(1+R)^{25}$$

where F is the growth factor for a segment, and R is the growth rate for that segment. The growth rates and factors appear in Table 1.

The growth rates in Table 1 are for road segments along NH 106. The north end of each segment is in column 1. The south end of each segment is also the north end of the segment on the next row.

For an intersection that lies within a segment, the growth rate for that segment should be applied to that intersection. For an intersection that is the boundary between two segments (such as at NH 129) a conservative approach would be to use the higher of the two growth rates from the segments immediately to the north and south of the intersection.

SEGMENT ANALYSIS

Phone:
E-Mail:
Fax:

Two-Way Two-Lane Highway Segment Analysis

Analyst	JWS
Agency/Co.	McFarland Johnson
Date Performed	11/15/11
Analysis Time Period	PM Peak Hour
Highway	Route 106
From/To	I-393 to Chichester Road
Jurisdiction	NHDOT
Analysis Year	2011
Description	

Input Data

Highway class	Class 1				
Shoulder width	10.0	ft	Peak-hour factor, PHF	0.90	
Lane width	12.0	ft	% Trucks and buses	4	%
Segment length	2.6	mi	% Recreational vehicles	1	%
Terrain type	Level		% No-passing zones	81	%
Grade: Length		mi	Access points/mi	8	/mi
Up/down		%			

Two-way hourly volume, V	1666	veh/h	
Directional split	66 / 34	%	

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.996	
Two-way flow rate, (note-1) vp	1859	pc/h
Highest directional split proportion (note-2)	1227	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	55.0	mi/h
Adj. for lane and shoulder width, fLS	0.4*	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	52.6	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATS	37.1	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.0*	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	
Two-way flow rate,(note-1) vp	1851	pc/h
Highest directional split proportion (note-2)	1222	
Base percent time-spent-following, BPTSF	80.3	%
Adj.for directional distribution and no-passing zones, fd/np	4.9	
Percent time-spent-following, PTSF	85.3	%

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.58	
Peak 15-min vehicle-miles of travel, VMT15	1203	veh-mi
Peak-hour vehicle-miles of travel, VMT60	4332	veh-mi
Peak 15-min total travel time, TT15	32.4	veh-h

Notes:
1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

* These items have been entered or edited to override calculated value

Phone:
E-Mail:
Fax:

Two-Way Two-Lane Highway Segment Analysis

Analyst	JWS
Agency/Co.	McFarland Johnson
Date Performed	11/16/11
Analysis Time Period	PM Peak Hour
Highway	Route 106
From/To	Chichester Road to Route 129
Jurisdiction	NHDOT
Analysis Year	2011
Description	

Input Data

Highway class	Class 1				
Shoulder width	10.0	ft	Peak-hour factor, PHF	0.90	
Lane width	12.0	ft	% Trucks and buses	4	%
Segment length	0.9	mi	% Recreational vehicles	1	%
Terrain type	Level		% No-passing zones	100	%
Grade: Length		mi	Access points/mi	4	/mi
Up/down		%			

Two-way hourly volume, V 1515 veh/h
Directional split 66 / 34 %

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.996	
Two-way flow rate, (note-1) vp	1690	pc/h
Highest directional split proportion (note-2)	1115	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	55.0	mi/h
Adj. for lane and shoulder width, fLS	0.4*	mi/h
Adj. for access points, fA	1.0	mi/h
Free-flow speed, FFS	53.6	mi/h
Adjustment for no-passing zones, fnp	1.4	mi/h
Average travel speed, ATS	39.1	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.0*	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	
Two-way flow rate,(note-1) vp	1683	pc/h
Highest directional split proportion (note-2)	1111	
Base percent time-spent-following, BPTSF	77.2	%
Adj.for directional distribution and no-passing zones, fd/np	6.3	
Percent time-spent-following, PTSF	83.6	%

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	379	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1363	veh-mi
Peak 15-min total travel time, TT15	9.7	veh-h

Notes:
1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

* These items have been entered or edited to override calculated value

Phone:
E-Mail:
Fax:

Two-Way Two-Lane Highway Segment Analysis

Analyst	JWS
Agency/Co.	McFarland Johnson
Date Performed	11/16/11
Analysis Time Period	PM Peak Hour
Highway	Route 106
From/To	Route 129 to Shaker Road
Jurisdiction	NHDOT
Analysis Year	2011
Description	

Input Data

Highway class	Class 1				
Shoulder width	10.0	ft	Peak-hour factor, PHF	0.90	
Lane width	12.0	ft	% Trucks and buses	4	%
Segment length	2.7	mi	% Recreational vehicles	1	%
Terrain type	Level		% No-passing zones	83	%
Grade: Length		mi	Access points/mi	7	/mi
Up/down		%			

Two-way hourly volume, V 1260 veh/h
Directional split 63 / 37 %

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.996	
Two-way flow rate, (note-1) vp	1406	pc/h
Highest directional split proportion (note-2)	886	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	55.0	mi/h
Adj. for lane and shoulder width, fLS	0.4*	mi/h
Adj. for access points, fA	1.8	mi/h
Free-flow speed, FFS	52.8	mi/h
Adjustment for no-passing zones, fnp	1.4	mi/h
Average travel speed, ATS	40.5	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.0*	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	
Two-way flow rate,(note-1) vp	1400	pc/h
Highest directional split proportion (note-2)	882	
Base percent time-spent-following, BPTSF	70.8	%
Adj.for directional distribution and no-passing zones, fd/np	7.8	
Percent time-spent-following, PTSF	78.5	%

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.44	
Peak 15-min vehicle-miles of travel, VMT15	945	veh-mi
Peak-hour vehicle-miles of travel, VMT60	3402	veh-mi
Peak 15-min total travel time, TT15	23.3	veh-h

Notes:
1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

* These items have been entered or edited to override calculated value

Phone:
E-Mail:
Fax:

Two-Way Two-Lane Highway Segment Analysis

Analyst	JWS
Agency/Co.	McFarland Johnson
Date Performed	11/16/11
Analysis Time Period	PM Peak Hour
Highway	Route 106
From/To	Shaker Road to Clough Hill Rd
Jurisdiction	NHDOT
Analysis Year	2011
Description	

Input Data

Highway class	Class 1				
Shoulder width	10.0	ft	Peak-hour factor, PHF	0.90	
Lane width	12.0	ft	% Trucks and buses	4	%
Segment length	1.3	mi	% Recreational vehicles	1	%
Terrain type	Level		% No-passing zones	83	%
Grade: Length		mi	Access points/mi	12	/mi
Up/down		%			

Two-way hourly volume, V 1089 veh/h
Directional split 64 / 36 %

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.996	
Two-way flow rate,(note-1) vp	1215	pc/h
Highest directional split proportion (note-2)	778	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	55.0	mi/h
Adj. for lane and shoulder width, fLS	0.4*	mi/h
Adj. for access points, fA	3.0	mi/h
Free-flow speed, FFS	51.6	mi/h
Adjustment for no-passing zones, fnp	1.9	mi/h
Average travel speed, ATS	40.3	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.0*	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	
Two-way flow rate,(note-1) vp	1210	pc/h
Highest directional split proportion (note-2)	774	
Base percent time-spent-following, BPTSF	65.5	%
Adj.for directional distribution and no-passing zones, fd/np	9.7	
Percent time-spent-following, PTSF	75.2	%

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.38	
Peak 15-min vehicle-miles of travel, VMT15	393	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1416	veh-mi
Peak 15-min total travel time, TT15	9.8	veh-h

Notes:
1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

* These items have been entered or edited to override calculated value

Phone:
E-Mail:
Fax:

Two-Way Two-Lane Highway Segment Analysis

Analyst	JWS
Agency/Co.	McFarland Johnson
Date Performed	11/16/11
Analysis Time Period	PM Peak Hour
Highway	Route 106
From/To	Clough Hill Road to Route 140
Jurisdiction	NHDOT
Analysis Year	2011
Description	

Input Data

Highway class	Class 1				
Shoulder width	10.0	ft	Peak-hour factor, PHF	0.90	
Lane width	12.0	ft	% Trucks and buses	4	%
Segment length	8.0	mi	% Recreational vehicles	1	%
Terrain type	Level		% No-passing zones	49	%
Grade: Length		mi	Access points/mi	12	/mi
Up/down		%			

Two-way hourly volume, V 1062 veh/h
Directional split 55 / 45 %

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.2	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.992	
Two-way flow rate, (note-1) vp	1189	pc/h
Highest directional split proportion (note-2)	654	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	55.0	mi/h
Adj. for lane and shoulder width, fLS	0.4*	mi/h
Adj. for access points, fA	3.0	mi/h
Free-flow speed, FFS	51.6	mi/h
Adjustment for no-passing zones, fnp	1.4	mi/h
Average travel speed, ATS	41.0	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.0*	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	
Two-way flow rate,(note-1) vp	1180	pc/h
Highest directional split proportion (note-2)	649	
Base percent time-spent-following, BPTSF	64.6	%
Adj.for directional distribution and no-passing zones, fd/np	8.4	
Percent time-spent-following, PTSF	72.9	%

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.37	
Peak 15-min vehicle-miles of travel, VMT15	2360	veh-mi
Peak-hour vehicle-miles of travel, VMT60	8496	veh-mi
Peak 15-min total travel time, TT15	57.6	veh-h

Notes:
1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

* These items have been entered or edited to override calculated value

Phone:
E-Mail:
Fax:

Two-Way Two-Lane Highway Segment Analysis

Analyst	JWS
Agency/Co.	McFarland Johnson
Date Performed	11/16/11
Analysis Time Period	PM Peak Hour
Highway	Route 106
From/To	I-393 to Chichester Road
Jurisdiction	NHDOT
Analysis Year	2035
Description	

Input Data

Highway class	Class 1				
Shoulder width	10.0	ft	Peak-hour factor, PHF	0.90	
Lane width	12.0	ft	% Trucks and buses	4	%
Segment length	2.6	mi	% Recreational vehicles	1	%
Terrain type	Level		% No-passing zones	81	%
Grade: Length		mi	Access points/mi	8	/mi
Up/down		%			

Two-way hourly volume, V 2286 veh/h
Directional split 66 / 34 %

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.996	
Two-way flow rate, (note-1) vp	2550	pc/h
Highest directional split proportion (note-2)	1683	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	61.0	mi/h
Adj. for lane and shoulder width, fLS	0.4*	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	58.6	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATS	37.9	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.0*	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	
Two-way flow rate,(note-1) vp	2540	pc/h
Highest directional split proportion (note-2)	1676	
Base percent time-spent-following, BPTSF	89.3	%
Adj.for directional distribution and no-passing zones, fd/np	3.3	
Percent time-spent-following, PTSF	92.5	%

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.80	
Peak 15-min vehicle-miles of travel, VMT15	1651	veh-mi
Peak-hour vehicle-miles of travel, VMT60	5944	veh-mi
Peak 15-min total travel time, TT15	43.6	veh-h

Notes:
1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

* These items have been entered or edited to override calculated value

Phone:
E-Mail:
Fax:

Two-Way Two-Lane Highway Segment Analysis

Analyst	JWS
Agency/Co.	McFarland Johnson
Date Performed	11/16/11
Analysis Time Period	PM Peak Hour
Highway	Route 106
From/To	Chichester Road to Route 129
Jurisdiction	NHDOT
Analysis Year	2035
Description	

Input Data

Highway class	Class 1				
Shoulder width	10.0	ft	Peak-hour factor, PHF	0.90	
Lane width	12.0	ft	% Trucks and buses	4	%
Segment length	0.9	mi	% Recreational vehicles	1	%
Terrain type	Level		% No-passing zones	100	%
Grade: Length		mi	Access points/mi	4	/mi
Up/down		%			

Two-way hourly volume, V 2176 veh/h
Directional split 65 / 35 %

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.996	
Two-way flow rate,(note-1) vp	2427	pc/h
Highest directional split proportion (note-2)	1578	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	61.0	mi/h
Adj. for lane and shoulder width, fLS	0.4*	mi/h
Adj. for access points, fA	1.0	mi/h
Free-flow speed, FFS	59.6	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATS	39.7	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.0*	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	
Two-way flow rate,(note-1) vp	2418	pc/h
Highest directional split proportion (note-2)	1572	
Base percent time-spent-following, BPTSF	88.1	%
Adj.for directional distribution and no-passing zones, fd/np	3.5	
Percent time-spent-following, PTSF	91.6	%

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.76	
Peak 15-min vehicle-miles of travel, VMT15	544	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1958	veh-mi
Peak 15-min total travel time, TT15	13.7	veh-h

Notes:
1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

* These items have been entered or edited to override calculated value

Phone:
E-Mail:
Fax:

Two-Way Two-Lane Highway Segment Analysis

Analyst	JWS
Agency/Co.	McFarland Johnson
Date Performed	11/16/11
Analysis Time Period	PM Peak Hour
Highway	Route 106
From/To	Route 129 to Shaker Road
Jurisdiction	NHDOT
Analysis Year	2035
Description	

Input Data

Highway class	Class 1				
Shoulder width	10.0	ft	Peak-hour factor, PHF	0.90	
Lane width	12.0	ft	% Trucks and buses	4	%
Segment length	2.7	mi	% Recreational vehicles	1	%
Terrain type	Level		% No-passing zones	83	%
Grade: Length		mi	Access points/mi	7	/mi
Up/down		%			

Two-way hourly volume, V	1728	veh/h	
Directional split	63 / 37	%	

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.996	
Two-way flow rate, (note-1) vp	1928	pc/h
Highest directional split proportion (note-2)	1215	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	60.0	mi/h
Adj. for lane and shoulder width, fLS	0.4*	mi/h
Adj. for access points, fA	1.8	mi/h
Free-flow speed, FFS	57.8	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATS	41.8	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.0*	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	
Two-way flow rate,(note-1) vp	1920	pc/h
Highest directional split proportion (note-2)	1210	
Base percent time-spent-following, BPTSF	81.5	%
Adj.for directional distribution and no-passing zones, fd/np	4.5	
Percent time-spent-following, PTSF	86.0	%

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.60	
Peak 15-min vehicle-miles of travel, VMT15	1296	veh-mi
Peak-hour vehicle-miles of travel, VMT60	4666	veh-mi
Peak 15-min total travel time, TT15	31.0	veh-h

Notes:
1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

* These items have been entered or edited to override calculated value

Phone:
E-Mail:
Fax:

Two-Way Two-Lane Highway Segment Analysis

Analyst	JWS
Agency/Co.	McFarland Johnson
Date Performed	11/16/11
Analysis Time Period	PM Peak Hour
Highway	Route 106
From/To	Shaker Road to Clough Hill Rd
Jurisdiction	NHDOT
Analysis Year	2035
Description	

Input Data

Highway class	Class 1				
Shoulder width	10.0	ft	Peak-hour factor, PHF	0.90	
Lane width	12.0	ft	% Trucks and buses	4	%
Segment length	1.3	mi	% Recreational vehicles	1	%
Terrain type	Level		% No-passing zones	83	%
Grade: Length		mi	Access points/mi	12	/mi
Up/down		%			

Two-way hourly volume, V 1493 veh/h
Directional split 64 / 36 %

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.996	
Two-way flow rate, (note-1) vp	1666	pc/h
Highest directional split proportion (note-2)	1066	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	58.0	mi/h
Adj. for lane and shoulder width, fLS	0.4*	mi/h
Adj. for access points, fA	3.0	mi/h
Free-flow speed, FFS	54.6	mi/h
Adjustment for no-passing zones, fnp	1.3	mi/h
Average travel speed, ATS	40.4	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.0*	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	
Two-way flow rate,(note-1) vp	1659	pc/h
Highest directional split proportion (note-2)	1062	
Base percent time-spent-following, BPTSF	76.7	%
Adj.for directional distribution and no-passing zones, fd/np	6.2	
Percent time-spent-following, PTSF	82.9	%

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.52	
Peak 15-min vehicle-miles of travel, VMT15	539	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1941	veh-mi
Peak 15-min total travel time, TT15	13.3	veh-h

Notes:
1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

* These items have been entered or edited to override calculated value

HCS+: Two-Lane Highways Release 5.2

Phone:
E-Mail:

Fax:

Two-Way Two-Lane Highway Segment Analysis

Analyst	JWS
Agency/Co.	McFarland Johnson
Date Performed	11/16/11
Analysis Time Period	PM Peak Hour
Highway	Route 106
From/To	Clough Hill Road to Route 140
Jurisdiction	NHDOT
Analysis Year	2035
Description	

Input Data

Highway class	Class 1				
Shoulder width	10.0	ft	Peak-hour factor, PHF	0.90	
Lane width	12.0	ft	% Trucks and buses	4	%
Segment length	8.0	mi	% Recreational vehicles	1	%
Terrain type	Level		% No-passing zones	49	%
Grade: Length		mi	Access points/mi	12	/mi
Up/down		%			

Two-way hourly volume, V 1265 veh/h
Directional split 55 / 45 %

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.996	
Two-way flow rate, (note-1) vp	1411	pc/h
Highest directional split proportion (note-2)	776	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	55.0	mi/h
Adj. for lane and shoulder width, fLS	0.4*	mi/h
Adj. for access points, fA	3.0	mi/h
Free-flow speed, FFS	51.6	mi/h
Adjustment for no-passing zones, fnp	1.0	mi/h
Average travel speed, ATS	39.6	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.0*	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	
Two-way flow rate,(note-1) vp	1406	pc/h
Highest directional split proportion (note-2)	773	
Base percent time-spent-following, BPTSF	70.9	%
Adj.for directional distribution and no-passing zones, fd/np	6.1	
Percent time-spent-following, PTSF	77.0	%

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.44	
Peak 15-min vehicle-miles of travel, VMT15	2811	veh-mi
Peak-hour vehicle-miles of travel, VMT60	10120	veh-mi
Peak 15-min total travel time, TT15	70.9	veh-h

Notes:
1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

* These items have been entered or edited to override calculated value

TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

Signal Warrant Analysis

Minimum volume requirements from Manual on Uniform Traffic Control Devices, 2009 Edition

Location:	Route 106 & Staniels Rd/Josiah Bartlett Rd	
Mainline:	1	through lane(s) per direction
Side Street:	1	approach lanes
Veh. Speed:	55	mph
Population:	No	< 10,000 in built-up area of Isolated Community
Analysis Year:	2012	

	Mainline Minimum Volume	Side Street Minimum Volume	
Warrant 1A (Minimum Vehicular Volume):	350	105	From Figure 4C-1 (70% Factor)
Warrant 1B (Interruption of Cont. Traffic):	525	53	From Figure 4C-1 (70% Factor)
Warrant 1 (Combination of A and B):	280/420	84/42	From Figure 4C-1 (70% Factor)
Warrant 2 (Four Hour Vehicular Vol.):	See Figure 4C-2		
Warrant 3 (Peak Hour Vehicular Vol.):	See Figure 4C-4		

Time Period	Major Street Volume	Minor Street Volumes				Warrant 1A Met?	Warrant 1B Met?	Warrant 1 Combo Met?	Warrant 2 Met?	Warrant 3 Met?	Warrant 7 Met?
AM Peak Hour	1535	70				-	-	-	-	No	
PM Peak Hour	1685	90				-	-	-	-	Yes	
4th Highest Hour	1215	70				-	-	-	Yes	-	
8th Highest Hour	910	70				No	Yes	No	-	-	Yes
Trial of Alt/Observance & Enforcement											?
# Accidents/year		2005-2006	5	Two Years in last 5 with 4 Including Fatal							Yes
		Sept-Sept									
					Warrant Met?	No	Yes	No	Yes	Yes	No

Signal Warrant Analysis

Minimum volume requirements from Manual on Uniform Traffic Control Devices, 2009 Edition

Location:	Route 106 & Staniels Rd/Josiah Bartlett Rd	
Mainline:	1	through lane(s) per direction
Side Street:	1	approach lanes
Veh. Speed:	55	mph
Population:	No	< 10,000 in built-up area of Isolated Community
Analysis Year:	2035	

	Mainline Minimum Volume	Side Street Minimum Volume	
Warrant 1A (Minimum Vehicular Volume):	350	105	From Figure 4C-1 (70% Factor)
Warrant 1B (Interruption of Cont. Traffic):	525	53	From Figure 4C-1 (70% Factor)
Warrant 1 (Combination of A and B):	280/420	84/42	From Figure 4C-1 (70% Factor)
Warrant 2 (Four Hour Vehicular Vol.):	See Figure 4C-2		
Warrant 3 (Peak Hour Vehicular Vol.):	See Figure 4C-4		

Time Period	Major Street Volume	Minor Street Volumes				Warrant 1A Met?	Warrant 1B Met?	Warrant 1 Combo Met?	Warrant 2 Met?	Warrant 3 Met?	Warrant 7 Met?
AM Peak Hour	2350	108				-	-	-	-	Yes	
PM Peak Hour	2590	139				-	-	-	-	Yes	
4th Highest Hour	1872	108				-	-	-	Yes	-	
8th Highest Hour	1399	108				Yes	Yes	Yes	-	-	Yes
Trial of Alt/Observance & Enforcement											Yes
# Accidents/year		2005-2006	5	Two Years in last 5 with 4							Yes
		Sept-Sept		Including Fatal							
					Warrant Met?	Yes	Yes	Yes	Yes	Yes	No

Signal Warrant Analysis

Minimum volume requirements from Manual on Uniform Traffic Control Devices, 2009 Edition

Location:	Route 106 & Clough Hill Rd/Mudget Hill Rd	
Mainline:	1	through lane(s) per direction
Side Street:	1	approach lanes
Veh. Speed:	55	mph
Population:	No	< 10,000 in built-up area of Isolated Community
Analysis Year:	2035	

	Mainline Minimum Volume	Side Street Minimum Volume	
Warrant 1A (Minimum Vehicular Volume):	350	105	From Figure 4C-1
Warrant 1B (Interruption of Cont. Traffic):	525	53	From Figure 4C-1
Warrant 1 (Combination of A and B):	420	42	From Figure 4C-1
Warrant 2 (Four Hour Vehicular Vol.):	See Figure 4C-2		
Warrant 3 (Peak Hour Vehicular Vol.):	See Figure 4C-4		

Hour	Major Street Volume	Minor Street Volumes				Warrant 1A Met?	Warrant 1B Met?	Warrant 1 Combo Met?	Warrant 2 Met?	Warrant 3 Met?
6-7 AM										
7-8 AM	1169	130				Yes	Yes	Yes	Yes	Yes
8-9 AM	869	92				No	Yes	Yes	Yes	No
9-10 AM										
10-11 AM										
11-12 PM										
12-1 PM										
1-2 PM										
2-3 PM										
3-4 PM										
4-5 PM	1403	102				No	Yes	Yes	Yes	Yes
5-6 PM	1264	96				No	Yes	Yes	Yes	Yes
6-7 PM										
					Warrant Met?	No	N/A	N/A	Yes	Yes

Signal Warrant Analysis

Minimum volume requirements from Manual on Uniform Traffic Control Devices, 2009 Edition

Location:	Route 106 & Clough Hill Rd/Mudget Hill Rd	
Mainline:	1	through lane(s) per direction
Side Street:	1	approach lanes
Veh. Speed:	55	mph
Population:	No	< 10,000 in built-up area of Isolated Community
Analysis Year:	2011	

	Mainline Minimum Volume	Side Street Minimum Volume	
Warrant 1A (Minimum Vehicular Volume):	350	105	From Figure 4C-1
Warrant 1B (Interruption of Cont. Traffic):	525	53	From Figure 4C-1
Warrant 1 (Combination of A and B):	420	42	From Figure 4C-1
Warrant 2 (Four Hour Vehicular Vol.):	See Figure 4C-2		
Warrant 3 (Peak Hour Vehicular Vol.):	See Figure 4C-4		

Hour	Major Street Volume	Minor Street Volumes				Warrant 1A Met?	Warrant 1B Met?	Warrant 1 Combo Met?	Warrant 2 Met?	Warrant 3 Met?
6-7 AM										
7-8 AM	920	102				Yes	Yes	Yes	Yes	Yes
8-9 AM	684	72				No	Yes	Yes	Yes	No
9-10 AM										
10-11 AM										
11-12 PM										
12-1 PM										
1-2 PM										
2-3 PM										
3-4 PM										
4-5 PM	1104	80				No	Yes	Yes	Yes	Yes
5-6 PM	995	75				No	Yes	Yes	Yes	Yes
6-7 PM										
					Warrant Met?	No	N/A	N/A	Yes	Yes

Signal Warrant Analysis

Minimum volume requirements from Manual on Uniform Traffic Control Devices, 2009 Edition

Location:	Route 106 & Chichester Road/S. Village Road	
Mainline:	1	through lane(s) per direction
Side Street:	1	approach lanes
Veh. Speed:	55	mph
Population:	No	< 10,000 in built-up area of Isolated Community
Analysis Year:	2035	

	Mainline Minimum Volume	Side Street Minimum Volume	
Warrant 1A (Minimum Vehicular Volume):	350	105	From Figure 4C-1
Warrant 1B (Interruption of Cont. Traffic):	525	53	From Figure 4C-1
Warrant 1 (Combination of A and B):	420	42	From Figure 4C-1
Warrant 2 (Four Hour Vehicular Vol.):	See Figure 4C-2		
Warrant 3 (Peak Hour Vehicular Vol.):	See Figure 4C-4		

Hour	Major Street Volume	Minor Street Volumes				Warrant 1A Met?	Warrant 1B Met?	Warrant 1 Combo Met?	Warrant 2 Met?	Warrant 3 Met?
6-7 AM										
7-8 AM	1872	115				No	Yes	Yes	Yes	Yes
8-9 AM	1315	94				No	Yes	Yes	Yes	Yes
9-10 AM										
10-11 AM										
11-12 PM										
12-1 PM										
1-2 PM										
2-3 PM										
3-4 PM										
4-5 PM	2073	125								
5-6 PM	1695	111				No	Yes	Yes	Yes	Yes
6-7 PM						No	Yes	Yes	Yes	Yes
					Warrant Met?	No	N/A	N/A	Yes	Yes

Signal Warrant Analysis

Minimum volume requirements from Manual on Uniform Traffic Control Devices, 2009 Edition

Location:	Route 106 & Chichester Road/S. Village Road	
Mainline:	1	through lane(s) per direction
Side Street:	1	approach lanes
Veh. Speed:	55	mph
Population:	No	< 10,000 in built-up area of Isolated Community
Analysis Year:	2011	

	Mainline Minimum Volume	Side Street Minimum Volume	
Warrant 1A (Minimum Vehicular Volume):	350	105	From Figure 4C-1
Warrant 1B (Interruption of Cont. Traffic):	525	53	From Figure 4C-1
Warrant 1 (Combination of A and B):	420	42	From Figure 4C-1
Warrant 2 (Four Hour Vehicular Vol.):	See Figure 4C-2		
Warrant 3 (Peak Hour Vehicular Vol.):	See Figure 4C-4		

Hour	Major Street Volume	Minor Street Volumes				Warrant 1A Met?	Warrant 1B Met?	Warrant 1 Combo Met?	Warrant 2 Met?	Warrant 3 Met?
6-7 AM										
7-8 AM	1474	90				No	Yes	Yes	Yes	Yes
8-9 AM	1035	74				No	Yes	Yes	Yes	No
9-10 AM										
10-11 AM										
11-12 PM										
12-1 PM										
1-2 PM										
2-3 PM										
3-4 PM										
4-5 PM	1632	98				No	Yes	Yes	Yes	Yes
5-6 PM	1695	87				No	Yes	Yes	Yes	Yes
6-7 PM										
					Warrant Met?	No	N/A	N/A	Yes	Yes

LEVEL OF SERVICE ANALYSIS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑	↱	↰	↕	
Volume (veh/h)	5	5	5	40	5	25	5	295	10	30	1190	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	5	5	43	5	27	5	321	11	33	1293	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1723	1704	1296	1698	1696	321	1299			332		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1723	1704	1296	1698	1696	321	1299			332		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	91	94	97	34	94	96	99			97		
cM capacity (veh/h)	63	86	198	66	89	720	533			1228		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	16	76	5	321	11	33	1299
Volume Left	5	43	5	0	0	33	0
Volume Right	5	27	0	0	11	0	5
cSH	93	100	533	1700	1700	1228	1700
Volume to Capacity	0.18	0.76	0.01	0.19	0.01	0.03	0.76
Queue Length 95th (ft)	15	101	1	0	0	2	0
Control Delay (s)	52.0	110.4	11.8	0.0	0.0	8.0	0.0
Lane LOS	F	F	B			A	
Approach Delay (s)	52.0	110.4	0.2			0.2	
Approach LOS	F	F					

Intersection Summary			
Average Delay	5.4		
Intersection Capacity Utilization	76.4%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑		↰	↑	
Volume (veh/h)	0	7	75	27	19	44	29	265	11	32	1127	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.71	0.71	0.71	0.84	0.84	0.84	0.95	0.95	0.95	0.90	0.90	0.90
Hourly flow rate (vph)	0	10	106	32	23	52	31	279	12	32	1127	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1596	1544	1128	1647	1539	285	1129			291		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1596	1544	1128	1647	1539	285	1129			291		
tC, single (s)	7.1	6.8	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.1	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	90	58	19	79	93	95			97		
cM capacity (veh/h)	64	100	250	39	108	747	626			1271		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	115	107	31	291	32	1129
Volume Left	0	32	31	0	32	0
Volume Right	106	52	0	12	0	2
cSH	221	98	626	1700	1271	1700
Volume to Capacity	0.52	1.09	0.05	0.17	0.03	0.66
Queue Length 95th (ft)	68	173	4	0	2	0
Control Delay (s)	37.7	198.7	11.0	0.0	7.9	0.0
Lane LOS	E	F	B		A	
Approach Delay (s)	37.7	198.7	1.1		0.2	
Approach LOS	E	F				

Intersection Summary			
Average Delay	15.4		
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		

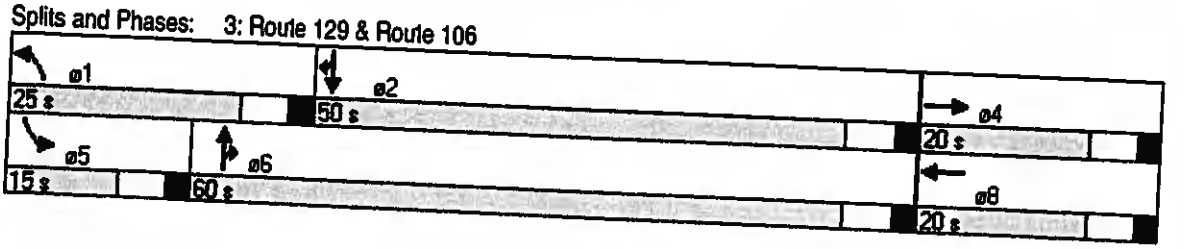
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	28	87	220	31	10	15	279	31	23	853	14
Turn Type	Perm		Perm	Perm		Perm	Prot		Prot	Prot		Prot
Protected Phases		4			8		1	6	6	5	2	2
Permitted Phases	4		4	8		8						
Detector Phase	4	4	4	8	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	8.0	8.0	5.0	10.0	10.0
Minimum Split (s)	16.0	16.0	16.0	16.0	16.0	16.0	11.0	16.0	16.0	11.0	16.0	16.0
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	25.0	60.0	60.0	15.0	50.0	50.0
Total Split (%)	21.1%	21.1%	21.1%	21.1%	21.1%	21.1%	26.3%	63.2%	63.2%	15.8%	52.6%	52.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)		14.1	14.1		14.1	14.1	8.3	44.4	44.4	8.3	44.3	44.3
Actuated g/C Ratio		0.19	0.19		0.19	0.19	0.10	0.61	0.61	0.10	0.61	0.61
v/c Ratio		0.24	0.29		1.11	0.03	0.10	0.30	0.04	0.14	0.81	0.02
Control Delay		30.0	8.4		121.3	15.6	35.8	8.8	3.3	36.9	20.5	4.9
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		30.0	8.4		121.3	15.6	35.8	8.8	3.3	36.9	20.5	4.9
LOS		C	A		F	B	D	A	A	D	C	A
Approach Delay		15.4			117.2			9.5			20.7	
Approach LOS		B			F			A			C	

Intersection Summary

Cycle Length: 95
Actuated Cycle Length: 73.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.11
Intersection Signal Delay: 33.2
Intersection Capacity Utilization 79.1%
Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service D

Splits and Phases: 3: Route 129 & Route 106



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	57	118	273	11	17	321	36	24	907	15
v/c Ratio	0.24	0.29	1.11	0.03	0.10	0.30	0.04	0.14	0.81	0.02
Control Delay	30.0	8.4	121.3	15.6	35.8	8.8	3.3	36.9	20.5	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.0	8.4	121.3	15.6	35.8	8.8	3.3	36.9	20.5	4.9
Queue Length 50th (ft)	21	0	~133	0	7	55	0	9	249	0
Queue Length 95th (ft)	50	26	#340	14	27	145	13	35	#717	9
Internal Link Dist (ft)	282		273			466			416	
Turn Bay Length (ft)		125		185	530		310	325		250
Base Capacity (vph)	238	406	247	320	361	1150	1068	184	1117	983
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.29	1.11	0.03	0.05	0.28	0.03	0.13	0.81	0.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	28	87	220	31	10	15	279	31	23	853	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1826	1615		1723	1615	1805	1759	1615	1736	1845	1615
Flt Permitted		0.67	1.00		0.71	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1237	1615		1281	1615	1805	1759	1615	1736	1845	1615
Peak-hour factor, PHF	0.74	0.74	0.74	0.92	0.92	0.92	0.87	0.87	0.87	0.94	0.94	0.94
Adj. Flow (vph)	19	38	118	239	34	11	17	321	36	24	907	15
RTOR Reduction (vph)	0	0	97	0	0	9	0	0	15	0	0	6
Lane Group Flow (vph)	0	57	21	0	273	2	17	321	21	24	907	9
Heavy Vehicles (%)	7%	0%	0%	6%	3%	0%	0%	8%	0%	4%	3%	0%
Turn Type	Perm		Perm	Perm		Perm	Prot		Prot	Prot		Prot
Protected Phases		4			8		1	6	6	5	2	2
Permitted Phases	4		4	8		8						
Actuated Green, G (s)		14.1	14.1		14.1	14.1	1.7	44.5	44.5	1.5	44.3	44.3
Effective Green, g (s)		14.1	14.1		14.1	14.1	1.7	44.5	44.5	1.5	44.3	44.3
Actuated g/C Ratio		0.18	0.18		0.18	0.18	0.02	0.57	0.57	0.02	0.57	0.57
Clearance Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	6.0	6.0
Lane Grp Cap (vph)		223	292		231	292	39	1002	920	33	1047	916
v/s Ratio Prot							0.01	0.18	0.01	c0.01	c0.49	0.01
v/s Ratio Perm		0.05	0.01		c0.21	0.00						
v/c Ratio		0.26	0.07		1.18	0.01	0.44	0.32	0.02	0.73	0.87	0.01
Uniform Delay, d1		27.5	26.6		32.0	26.3	37.7	8.8	7.3	38.1	14.4	7.4
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		1.3	0.2		117.2	0.0	15.5	0.4	0.0	66.2	8.7	0.0
Delay (s)		28.8	26.8		149.2	26.3	53.2	9.2	7.3	104.3	23.1	7.4
Level of Service		C	C		F	C	D	A	A	F	C	A
Approach Delay (s)		27.4			144.4			11.0			24.9	
Approach LOS		C			F			B			C	

Intersection Summary			
HCM Average Control Delay	41.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	78.1	Sum of lost time (s)	18.0
Intersection Capacity Utilization	79.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

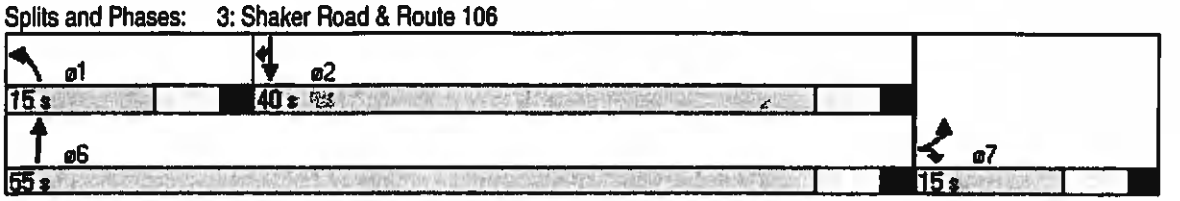
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	31	96	26	281	723	20
Turn Type		Prot	Prot			Prot
Protected Phases	7	7	1	6	2	2
Permitted Phases						
Detector Phase	7	7	1	6	2	2
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	5.0	5.0	5.0
Minimum Split (s)	15.0	15.0	10.0	15.0	22.0	22.0
Total Split (s)	15.0	15.0	15.0	55.0	40.0	40.0
Total Split (%)	21.4%	21.4%	21.4%	78.6%	57.1%	57.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	8.5	8.5	7.4	57.3	51.1	51.1
Actuated g/C Ratio	0.11	0.11	0.09	0.75	0.67	0.67
v/c Ratio	0.20	0.41	0.22	0.28	0.70	0.02
Control Delay	28.3	11.1	31.1	4.2	16.8	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.3	11.1	31.1	4.2	16.8	4.2
LOS	C	B	C	A	B	A
Approach Delay	15.3			6.4	16.4	
Approach LOS	B			A	B	

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 76.1
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 13.5
Intersection Capacity Utilization 54.0%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service A

Splits and Phases: 3: Shaker Road & Route 106



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	36	110	34	370	861	24
v/c Ratio	0.20	0.41	0.22	0.28	0.70	0.02
Control Delay	28.3	11.1	31.1	4.2	16.8	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.3	11.1	31.1	4.2	16.8	4.2
Queue Length 50th (ft)	11	0	11	44	153	0
Queue Length 95th (ft)	37	38	31	64	#520	10
Internal Link Dist (ft)	230			240	327	
Turn Bay Length (ft)		170	530			300
Base Capacity (vph)	202	293	195	1351	1226	993
Starvation Cap Reductn	0	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	0.18	0.38	0.17	0.27	0.70	0.02

Intersection Summary

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	31	96	26	281	723	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1641	1599	1736	1759	1827	1468
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1641	1599	1736	1759	1827	1468
Peak-hour factor, PHF	0.87	0.87	0.76	0.76	0.84	0.84
Adj. Flow (vph)	36	110	34	370	861	24
RTOR Reduction (vph)	0	100	0	0	0	9
Lane Group Flow (vph)	36	10	34	370	861	15
Heavy Vehicles (%)	10%	1%	4%	8%	4%	10%
Turn Type		Prot	Prot			Prot
Protected Phases	7	7	1	6	2	2
Permitted Phases						
Actuated Green, G (s)	7.5	7.5	3.6	59.9	50.3	50.3
Effective Green, g (s)	7.5	7.5	3.6	59.9	50.3	50.3
Actuated g/C Ratio	0.09	0.09	0.05	0.75	0.63	0.63
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	4.0	4.0	3.0	4.0	4.0	4.0
Lane Grp Cap (vph)	155	151	79	1327	1157	930
v/s Ratio Prot	c0.02	0.01	0.02	c0.21	c0.47	0.01
v/s Ratio Perm						
v/c Ratio	0.23	0.07	0.43	0.28	0.74	0.02
Uniform Delay, d1	33.3	32.8	36.9	3.0	10.1	5.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1	0.3	3.7	0.2	2.6	0.0
Delay (s)	34.3	33.0	40.6	3.2	12.9	5.4
Level of Service	C	C	D	A	B	A
Approach Delay (s)	33.4			6.3	12.7	
Approach LOS	C			A	B	

Intersection Summary			
HCM Average Control Delay	13.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	79.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	54.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	4	2	4	81	1	22	1	273	17	12	651	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.86	0.86	0.86	0.95	0.95	0.95	0.79	0.79	0.79
Hourly flow rate (vph)	5	2	5	94	1	26	1	287	18	15	824	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1179	1162	824	1159	1153	296	824			305		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1179	1162	824	1159	1153	296	824			305		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	5.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	3.1			2.2		
p0 queue free %	97	99	99	44	99	97	100			99		
cM capacity (veh/h)	161	194	376	168	196	738	505			1267		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	12	121	306	839
Volume Left	5	94	1	15
Volume Right	5	26	18	0
cSH	218	201	505	1267
Volume to Capacity	0.06	0.60	0.00	0.01
Queue Length 95th (ft)	4	85	0	1
Control Delay (s)	22.5	46.7	0.1	0.3
Lane LOS	C	E	A	A
Approach Delay (s)	22.5	46.7	0.1	0.3
Approach LOS	C	E		

Intersection Summary			
Average Delay	4.9		
Intersection Capacity Utilization	60.3%	ICU Level of Service	B
Analysis Period (min)	15		

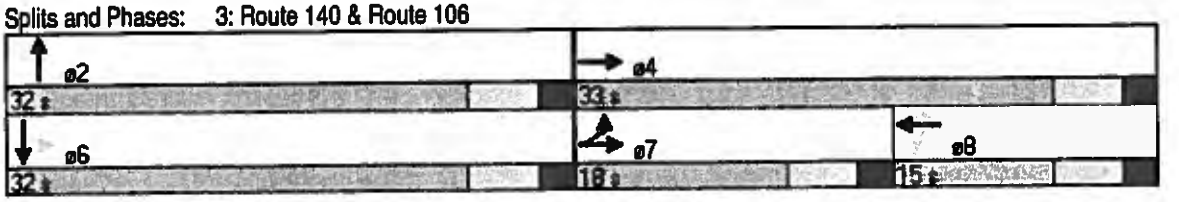
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	ø4
Lane Configurations											
Volume (vph)	233	72	16	132	111	29	247	48	459	84	
Turn Type	Prot		Perm		Perm	Perm		Perm		Perm	
Protected Phases	7	4 7		8			2		6		4
Permitted Phases			8		8	2		6		6	
Detector Phase	7	4 7	8	8	8	2	2	6	6	6	
Switch Phase											
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	20.0
Total Split (s)	18.0	51.0	15.0	15.0	15.0	32.0	32.0	32.0	32.0	32.0	33.0
Total Split (%)	27.7%	78.5%	23.1%	23.1%	23.1%	49.2%	49.2%	49.2%	49.2%	49.2%	51%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?	Yes		Yes	Yes	Yes						
Recall Mode	None		None	None	None	Min	Min	Min	Min	Min	None
Act Effct Green (s)	11.7	26.7		9.0	9.0	23.4	23.4	23.4	23.4	23.4	
Actuated g/C Ratio	0.19	0.43		0.14	0.14	0.38	0.38	0.38	0.38	0.38	
v/c Ratio	0.83	0.14		0.80	0.44	0.28	0.49	0.19	0.88	0.18	
Control Delay	50.6	9.8		53.7	9.9	20.5	17.0	14.4	34.8	3.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	50.6	9.8		53.7	9.9	20.5	17.0	14.4	34.6	3.9	
LOS	D	A		D	A	C	B	B	C	A	
Approach Delay		38.7		34.9			17.4		28.6		
Approach LOS		D		C			B		C		

Intersection Summary

Cycle Length: 65
Actuated Cycle Length: 62.2
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 29.6
Intersection Capacity Utilization 69.1%
Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service C

Splits and Phases: 3: Route 140 & Route 106



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	262	108	197	148	34	329	64	612	112
v/c Ratio	0.83	0.14	0.80	0.44	0.28	0.49	0.19	0.88	0.18
Control Delay	50.6	9.8	53.7	9.9	20.5	17.0	14.4	34.6	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.6	9.8	53.7	9.9	20.5	17.0	14.4	34.6	3.9
Queue Length 50th (ft)	101	19	77	0	9	89	16	210	0
Queue Length 95th (ft)	#216	45	#135	27	28	142	32	250	17
Internal Link Dist (ft)		260	328			378		307	
Turn Bay Length (ft)	185			150	365		185		275
Base Capacity (vph)	322	793	248	340	130	716	366	742	647
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.14	0.79	0.44	0.26	0.46	0.17	0.82	0.17

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	233	72	24	18	132	111	29	247	32	48	459	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.96			1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.99	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1671	1771			1798	1468	1752	1761		1736	1845	1442
Flt Permitted	0.95	1.00			0.95	1.00	0.18	1.00		0.50	1.00	1.00
Satd. Flow (perm)	1871	1771			1709	1468	323	1761		910	1845	1442
Peak-hour factor, PHF	0.89	0.89	0.89	0.75	0.75	0.75	0.85	0.85	0.85	0.75	0.75	0.75
Adj. Flow (vph)	262	81	27	21	176	148	34	291	38	64	612	112
RTOR Reduction (vph)	0	15	0	0	0	127	0	7	0	0	0	70
Lane Group Flow (vph)	262	93	0	0	197	21	34	322	0	64	612	42
Heavy Vehicles (%)	8%	3%	4%	6%	5%	10%	3%	5%	14%	4%	3%	12%
Turn Type	Prot			Perm		Perm	Perm			Perm		Perm
Protected Phases	7	4 7			8			2			6	
Permitted Phases				8		8	2			6		6
Actuated Green, G (s)	11.7	26.7			9.0	9.0	23.4	23.4		23.4	23.4	23.4
Effective Green, g (s)	11.7	28.7			9.0	9.0	23.4	23.4		23.4	23.4	23.4
Actuated g/C Ratio	0.19	0.43			0.14	0.14	0.38	0.38		0.38	0.38	0.38
Clearance Time (s)	6.0				6.0	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	3.0	3.0
Lane Grp Cap (vph)	315	761			248	213	122	664		343	695	543
v/s Ratio Prot	c0.18	0.05						0.18			c0.33	
v/s Ratio Perm					c0.12	0.01	0.11			0.07		0.03
v/c Ratio	0.83	0.12			0.79	0.10	0.28	0.48		0.19	0.88	0.08
Uniform Delay, d1	24.3	10.6			25.7	23.0	13.5	14.7		13.0	18.0	12.4
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	16.8	0.1			15.9	0.2	1.2	0.6		0.3	12.5	0.1
Delay (s)	41.1	10.7			41.6	23.2	14.7	15.3		13.2	30.6	12.5
Level of Service	D	B			D	C	B	B		B	C	B
Approach Delay (s)		32.2			33.7			15.3			26.6	
Approach LOS		C			C			B			C	

Intersection Summary			
HCM Average Control Delay	26.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	62.1	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑	↱	↰	↑	
Volume (veh/h)	5	5	5	20	5	65	5	1135	60	25	455	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	5	5	22	5	71	5	1234	65	27	495	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1870	1861	497	1802	1799	1234	500			1299		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1870	1861	497	1802	1799	1234	500			1299		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	84	92	99	60	93	67	99			95		
cM capacity (veh/h)	34	69	573	55	75	218	1064			533		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	16	98	5	1234	65	27	500
Volume Left	5	22	5	0	0	27	0
Volume Right	5	71	0	0	65	0	5
cSH	65	123	1064	1700	1700	533	1700
Volume to Capacity	0.25	0.80	0.01	0.73	0.04	0.05	0.29
Queue Length 95th (ft)	22	117	0	0	0	4	0
Control Delay (s)	77.7	100.4	8.4	0.0	0.0	12.1	0.0
Lane LOS	F	F	A			B	
Approach Delay (s)	77.7	100.4	0.0			0.6	
Approach LOS	F	F					

Intersection Summary				
Average Delay	5.9			
Intersection Capacity Utilization	72.7%	ICU Level of Service	C	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	13	69	24	21	53	111	1047	36	49	513	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.90	0.90	0.90	0.94	0.94	0.94	0.96	0.96	0.96
Hourly flow rate (vph)	0	15	80	27	23	59	118	1114	38	51	534	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2058	2026	535	2093	2008	1133	536			1152		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2058	2026	535	2093	2008	1133	536			1152		
tC, single (s)	7.1	6.5	6.2	7.1	6.6	6.3	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.1	3.4	2.2			2.2		
p0 queue free %	100	68	85	0	49	76	89			92		
cM capacity (veh/h)	16	47	549	22	46	242	1042			603		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	95	109	118	1152	51	536
Volume Left	0	27	118	0	51	0
Volume Right	80	59	0	38	0	2
cSH	205	55	1042	1700	603	1700
Volume to Capacity	0.47	1.99	0.11	0.68	0.08	0.32
Queue Length 95th (ft)	56	266	10	0	7	0
Control Delay (s)	37.0	624.3	8.9	0.0	11.5	0.0
Lane LOS	E	F	A		B	
Approach Delay (s)	37.0	624.3	0.8		1.0	
Approach LOS	E	F				

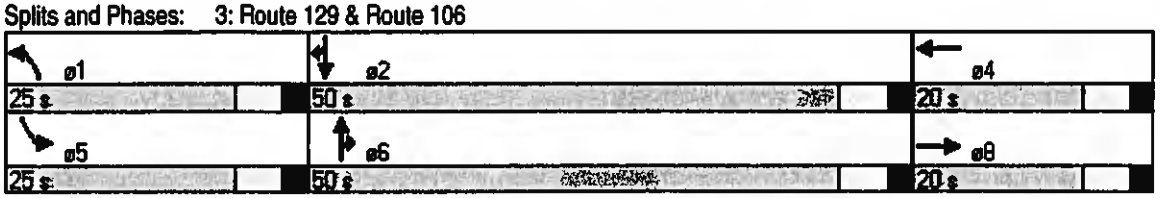
Intersection Summary			
Average Delay	35.5		
Intersection Capacity Utilization	83.0%	ICU Level of Service	E
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	28	66	44	82	45	31	25	835	210	26	441	25
Turn Type	Perm		Perm	Perm		Perm	Prot		Prot	Prot		Prot
Protected Phases		8			4		1	8	6	5	2	2
Permitted Phases	8		8	4		4						
Detector Phase	8	8	8	4	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	8.0	8.0	5.0	10.0	10.0
Minimum Split (s)	16.0	16.0	16.0	16.0	16.0	16.0	11.0	16.0	16.0	11.0	16.0	16.0
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	25.0	50.0	50.0	25.0	50.0	50.0
Total Split (%)	21.1%	21.1%	21.1%	21.1%	21.1%	21.1%	26.3%	52.6%	52.6%	26.3%	52.6%	52.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)		13.3	13.3		13.3	13.3	8.8	46.9	46.9	8.9	47.0	47.0
Actuated g/C Ratio		0.17	0.17		0.17	0.17	0.10	0.60	0.60	0.10	0.60	0.60
v/c Ratio		0.44	0.18		0.62	0.12	0.15	0.83	0.23	0.16	0.46	0.03
Control Delay		35.7	11.1		43.8	12.2	36.4	24.0	2.3	36.5	12.2	4.2
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		35.7	11.1		43.8	12.2	36.4	24.0	2.3	36.5	12.2	4.2
LOS		D	B		D	B	D	C	A	D	B	A
Approach Delay		27.9			37.6			20.0			13.1	
Approach LOS		C			D			C			B	

Intersection Summary

Cycle Length: 95
Actuated Cycle Length: 78.2
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 20.3 — Intersection LOS: C
Intersection Capacity Utilization 68.1% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Route 129 & Route 106



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	118	54	147	36	28	928	233	30	507	29
v/c Ratio	0.44	0.18	0.62	0.12	0.15	0.83	0.23	0.16	0.46	0.03
Control Delay	35.7	11.1	43.8	12.2	36.4	24.0	2.3	36.5	12.2	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.7	11.1	43.8	12.2	36.4	24.0	2.3	36.5	12.2	4.2
Queue Length 50th (ft)	44	0	57	0	11	258	0	12	97	0
Queue Length 95th (ft)	98	25	#144	24	39	#752	34	39	254	12
Internal Link Dist (ft)	282		273			466			416	
Turn Bay Length (ft)		125		185	530		310	325		250
Base Capacity (vph)	278	319	248	318	355	1118	1026	355	1109	945
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.17	0.59	0.11	0.08	0.83	0.23	0.08	0.46	0.03

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	28	66	44	82	45	31	25	835	210	26	441	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.99	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1803	1538		1829	1615	1805	1863	1553	1805	1845	1553
Flt Permitted		0.85	1.00		0.74	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1554	1538		1389	1615	1805	1863	1553	1805	1845	1553
Peak-hour factor, PHF	0.81	0.81	0.81	0.86	0.86	0.86	0.90	0.90	0.90	0.87	0.87	0.87
Adj. Flow (vph)	35	81	54	95	52	36	28	928	233	30	507	29
RTOR Reduction (vph)	0	0	45	0	0	30	0	0	100	0	0	12
Lane Group Flow (vph)	0	116	9	0	147	6	28	928	133	30	507	17
Heavy Vehicles (%)	8%	2%	5%	1%	0%	0%	0%	2%	4%	0%	3%	4%
Turn Type	Perm		Perm	Perm		Perm	Prot		Prot	Prot		Prot
Protected Phases		8			4		1	6	6	5	2	2
Permitted Phases	8		8	4		4						
Actuated Green, G (s)		13.3	13.3		13.3	13.3	3.6	46.9	46.9	3.7	47.0	47.0
Effective Green, g (s)		13.3	13.3		13.3	13.3	3.6	46.9	46.9	3.7	47.0	47.0
Actuated g/C Ratio		0.16	0.16		0.16	0.16	0.04	0.57	0.57	0.05	0.57	0.57
Clearance Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	6.0	6.0
Lane Grp Cap (vph)		252	250		226	262	79	1067	889	82	1059	891
v/s Ratio Prot							0.02	c0.50	0.09	c0.02	0.27	0.01
v/s Ratio Perm		0.07	0.01		c0.11	0.00						
v/c Ratio		0.46	0.04		0.65	0.02	0.35	0.87	0.15	0.37	0.48	0.02
Uniform Delay, d1		31.1	28.9		32.1	28.8	38.0	14.9	8.2	38.0	10.3	7.5
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		2.8	0.1		8.7	0.1	5.6	8.4	0.2	5.7	1.0	0.0
Delay (s)		33.8	29.0		40.8	28.9	43.7	23.3	8.3	43.7	11.2	7.5
Level of Service		C	C		D	C	D	C	A	D	B	A
Approach Delay (s)		32.3			38.5			20.8			12.7	
Approach LOS		C			D			C			B	

Intersection Summary			
HCM Average Control Delay	21.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	81.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	68.1%	ICU Level of Service	C
Analysis Period (min)	15		

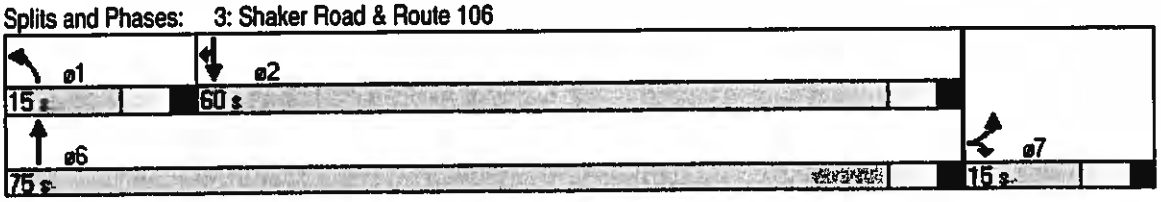
c Critical Lane Group

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	36	69	85	767	440	27
Turn Type		Prot	Prot			Prot
Protected Phases	7	7	1	6	2	2
Permitted Phases						
Detector Phase	7	7	1	6	2	2
Switch Phase						
Minimum initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	15.0	15.0	10.0	22.0	22.0	22.0
Total Split (s)	15.0	15.0	15.0	75.0	60.0	60.0
Total Split (%)	16.7%	16.7%	16.7%	83.3%	66.7%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	8.3	8.3	9.1	50.5	34.2	34.2
Actuated g/C Ratio	0.12	0.12	0.13	0.74	0.50	0.50
v/c Ratio	0.21	0.32	0.45	0.72	0.51	0.04
Control Delay	29.9	11.6	32.6	9.7	14.3	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.9	11.6	32.6	9.7	14.3	3.9
LOS	C	B	C	A	B	A
Approach Delay	17.9			12.0	13.7	
Approach LOS	B			B	B	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 68.5
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 12.9
Intersection LOS: B
Intersection Capacity Utilization 53.7%
ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: Shaker Road & Route 106



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	42	81	109	983	478	29
v/c Ratio	0.21	0.32	0.45	0.72	0.51	0.04
Control Delay	29.9	11.6	32.6	9.7	14.3	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.9	11.6	32.6	9.7	14.3	3.9
Queue Length 50th (ft)	13	0	33	197	128	0
Queue Length 95th (ft)	46	34	87	245	207	11
Internal Link Dist (ft)	230			240	327	
Turn Bay Length (ft)		170	530			300
Base Capacity (vph)	233	281	248	1528	1198	938
Starvation Cap Reductn	0	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	0.18	0.29	0.44	0.64	0.40	0.03

Intersection Summary

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	36	69	85	767	440	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	8.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1752	1583	1805	1863	1863	1442
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1752	1583	1805	1863	1863	1442
Peak-hour factor, PHF	0.85	0.85	0.78	0.78	0.92	0.92
Adj. Flow (vph)	42	81	109	983	478	29
RTOR Reduction (vph)	0	73	0	0	0	14
Lane Group Flow (vph)	42	8	109	983	478	15
Heavy Vehicles (%)	3%	2%	0%	2%	2%	12%
Turn Type		Prot	Prot			Prot
Protected Phases	7	7	1	6	2	2
Permitted Phases						
Actuated Green, G (s)	7.1	7.1	9.1	49.6	34.5	34.5
Effective Green, g (s)	7.1	7.1	9.1	49.6	34.5	34.5
Actuated g/C Ratio	0.10	0.10	0.13	0.72	0.50	0.50
Clearance Time (s)	6.0	6.0	6.0	6.0	8.0	6.0
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	181	164	239	t345	936	724
v/s Ratio Prot	c0.02	0.01	0.06	c0.53	0.26	0.01
v/s Ratio Perm						
v/c Ratio	0.23	0.05	0.46	0.73	0.51	0.02
Uniform Delay, d1	28.3	27.8	27.5	5.6	11.4	8.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9	0.2	1.9	2.2	0.6	0.0
Delay (s)	29.2	27.9	29.4	7.8	12.1	8.6
Level of Service	C	C	C	A	B	A
Approach Delay (s)	28.4			10.0	11.9	
Approach LOS	C			A	B	

Intersection Summary			
HCM Average Control Delay	11.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	68.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	53.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	5	5	4	49	5	29	2	661	84	27	376	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.92	0.92	0.92	0.87	0.87	0.87	0.97	0.97	0.97
Hourly flow rate (vph)	7	7	6	53	5	32	2	760	97	28	388	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1293	1307	391	1268	1262	808	394			856		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1293	1307	391	1268	1262	808	394			856		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	94	95	99	60	97	92	100			96		
cM capacity (veh/h)	122	155	662	134	165	378	1176			793		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	20	90	859	422
Volume Left	7	53	2	28
Volume Right	6	32	97	6
cSH	177	175	1176	793
Volume to Capacity	0.11	0.51	0.00	0.04
Queue Length 95th (ft)	9	64	0	3
Control Delay (s)	27.9	45.5	0.1	1.1
Lane LOS	D	E	A	A
Approach Delay (s)	27.9	45.5	0.1	1.1
Approach LOS	D	E		

Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	55.4%	ICU Level of Service	B
Analysis Period (min)	15		

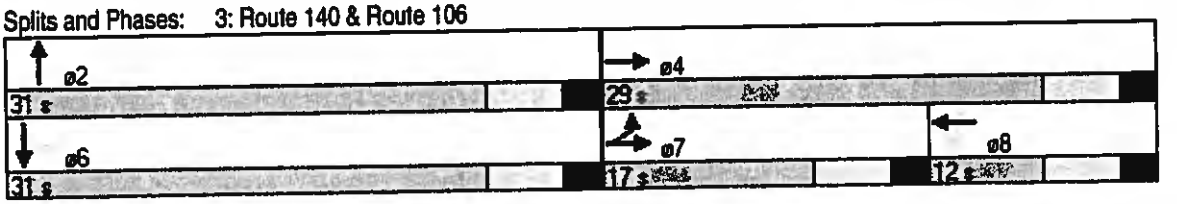
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	ø4
Lane Configurations											
Volume (vph)	240	158	18	109	67	28	511	73	313	91	
Turn Type	Prot		Perm		Perm	Perm		Perm		Perm	
Protected Phases	7	4 7		8			2		6		4
Permitted Phases			8		8	2		6		6	
Detector Phase	7	4 7	8	8	8	2	2	6	6	6	
Switch Phase											
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	22.0
Total Split (s)	17.0	46.0	12.0	12.0	12.0	31.0	31.0	31.0	31.0	31.0	29.0
Total Split (%)	28.3%	76.7%	20.0%	20.0%	20.0%	51.7%	51.7%	51.7%	51.7%	51.7%	48%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?	Yes		Yes	Yes	Yes						
Recall Mode	None		None	None	None	Min	Min	Min	Min	Min	None
Act Effct Green (s)	10.9	22.9		6.0	6.0	22.9	22.9	22.9	22.9	22.9	
Actuated g/C Ratio	0.19	0.40		0.10	0.10	0.40	0.40	0.40	0.40	0.40	
v/c Ratio	0.84	0.28		0.82	0.32	0.09	0.89	0.62	0.46	0.15	
Control Delay	50.3	12.9		64.9	11.6	11.5	33.2	40.0	15.2	3.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	50.3	12.9		64.9	11.6	11.5	33.2	40.0	15.2	3.5	
LOS	D	B		E	B	B	C	D	B	A	
Approach Delay		34.1		46.5			32.2		16.7		
Approach LOS		C		D			C		B		

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 57.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 30.1
Intersection Capacity Utilization 69.9%
Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service C

Splits and Phases: 3: Route 140 & Route 106



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	264	201	144	76	33	655	80	344	100
v/c Ratio	0.84	0.28	0.82	0.32	0.09	0.89	0.62	0.46	0.15
Control Delay	50.3	12.9	64.9	11.6	11.5	33.2	40.0	15.2	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.3	12.9	64.9	11.6	11.5	33.2	40.0	15.2	3.5
Queue Length 50th (ft)	94	45	53	0	7	201	22	85	0
Queue Length 95th (ft)	#211	87	#138	31	20	#348	#84	146	22
Internal Link Dist (ft)		260	328			378		307	
Turn Bay Length (ft)	185			150	365		185		275
Base Capacity (vph)	317	732	176	236	381	774	135	786	719
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.27	0.82	0.32	0.09	0.85	0.59	0.44	0.14

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	240	158	25	18	109	67	28	511	46	73	313	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98			1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.99	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1871	1805			1840	1815	1738	1840		1752	1881	1583
Flt Permitted	0.95	1.00			0.91	1.00	0.50	1.00		0.17	1.00	1.00
Satd. Flow (perm)	1671	1805			1689	1615	913	1840		322	1881	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.88	0.88	0.88	0.85	0.85	0.85	0.91	0.91	0.91
Adj. Flow (vph)	264	174	27	20	124	76	33	601	54	80	344	100
RTOR Reduction (vph)	0	9	0	0	0	68	0	5	0	0	0	60
Lane Group Flow (vph)	264	192	0	0	144	8	33	650	0	80	344	40
Heavy Vehicles (%)	8%	3%	4%	12%	1%	0%	4%	2%	2%	3%	1%	2%
Turn Type	Prot			Perm		Perm	Perm			Perm		Perm
Protected Phases	7	4 7			8			2			6	
Permitted Phases				8		8	2			6		6
Actuated Green, G (s)	10.9	22.9			6.0	6.0	22.9	22.9		22.9	22.9	22.9
Effective Green, g (s)	10.9	22.9			6.0	6.0	22.9	22.9		22.9	22.9	22.9
Actuated g/C Ratio	0.19	0.40			0.10	0.10	0.40	0.40		0.40	0.40	0.40
Clearance Time (s)	6.0				6.0	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	3.0	3.0
Lane Grp Cap (vph)	315	715			175	168	362	729		128	745	627
v/s Ratio Prot	c0.16	0.11						c0.35			0.18	
v/s Ratio Perm					c0.09	0.00	0.04			0.25		0.03
v/c Ratio	0.84	0.27			0.82	0.05	0.09	0.89		0.62	0.46	0.06
Uniform Delay, d1	22.6	11.8			25.4	23.3	10.9	16.3		14.0	12.9	10.8
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	17.4	0.2			25.7	0.1	0.1	13.1		9.2	0.5	0.0
Delay (s)	40.0	12.0			51.1	23.4	11.0	29.4		23.2	13.4	10.8
Level of Service	D	B			D	C	B	C		C	B	B
Approach Delay (s)		27.9			41.5			28.5			14.4	
Approach LOS		C			D			C			B	

Intersection Summary			
HCM Average Control Delay	26.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	57.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑	↱	↰	↕	
Volume (veh/h)	5	5	5	41	5	26	5	304	10	31	1226	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	5	5	45	5	28	5	330	11	34	1333	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1775	1755	1335	1749	1747	330	1338			341		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1775	1755	1335	1749	1747	330	1338			341		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	90	93	97	26	93	96	99			97		
cM capacity (veh/h)	57	82	188	60	83	711	515			1218		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	16	78	5	330	11	34	1338
Volume Left	5	45	5	0	0	34	0
Volume Right	5	28	0	0	11	0	5
cSH	86	92	515	1700	1700	1218	1700
Volume to Capacity	0.19	0.85	0.01	0.19	0.01	0.03	0.79
Queue Length 95th (ft)	16	115	1	0	0	2	0
Control Delay (s)	56.7	136.1	12.1	0.0	0.0	8.0	0.0
Lane LOS	F	F	B			A	
Approach Delay (s)	56.7	136.1	0.2			0.2	
Approach LOS	F	F					

Intersection Summary			
Average Delay	6.6		
Intersection Capacity Utilization	78.5%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑		↰	↑	
Volume (veh/h)	5	7	78	28	19	46	30	275	12	33	1172	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.71	0.71	0.71	0.84	0.84	0.84	0.95	0.95	0.95	0.90	0.90	0.90
Hourly flow rate (vph)	7	10	110	33	23	55	32	289	13	33	1172	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1659	1606	1174	1712	1602	296	1177			302		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1659	1606	1174	1712	1602	296	1177			302		
tC, single (s)	7.1	6.6	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.1	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	88	89	53	0	77	93	95			97		
cM capacity (veh/h)	56	91	235	32	99	737	601			1259		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	127	111	32	302	33	1177
Volume Left	7	33	32	0	33	0
Volume Right	110	55	0	13	0	5
cSH	181	83	601	1700	1259	1700
Volume to Capacity	0.70	1.33	0.05	0.18	0.03	0.69
Queue Length 95th (ft)	108	210	4	0	2	0
Control Delay (s)	61.6	301.0	11.3	0.0	7.9	0.0
Lane LOS	F	F	B		A	
Approach Delay (s)	61.6	301.0	1.1		0.2	
Approach LOS	F	F				

Intersection Summary				
Average Delay	23.4			
Intersection Capacity Utilization	74.5%	ICU Level of Service	D	
Analysis Period (min)	15			

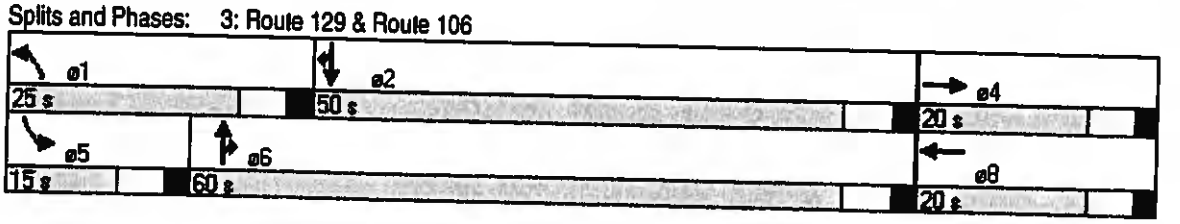
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	29	91	231	32	11	16	293	32	24	895	15
Turn Type	Perm		Perm	Perm		Perm	Prot		Prot	Prot		Prot
Protected Phases		4			8		1	6	6	5	2	2
Permitted Phases	4		4	8		8						
Detector Phase	4	4	4	8	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	8.0	8.0	5.0	10.0	10.0
Minimum Split (s)	16.0	16.0	16.0	16.0	16.0	16.0	11.0	16.0	16.0	11.0	16.0	16.0
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	25.0	60.0	60.0	15.0	50.0	50.0
Total Split (%)	21.1%	21.1%	21.1%	21.1%	21.1%	21.1%	26.3%	63.2%	63.2%	15.8%	52.6%	52.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)		14.1	14.1		14.1	14.1	8.3	41.3	41.3	8.4	44.3	44.3
Actuated g/C Ratio		0.19	0.19		0.19	0.19	0.10	0.58	0.56	0.10	0.61	0.61
v/c Ratio		0.27	0.30		1.16	0.04	0.10	0.34	0.04	0.15	0.85	0.02
Control Delay		30.8	8.3		140.2	15.4	35.8	11.4	4.1	34.6	22.9	4.9
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		30.8	8.3		140.2	15.4	35.8	11.4	4.1	34.6	22.9	4.9
LOS		C	A		F	B	D	B	A	C	C	A
Approach Delay		15.6			135.2			11.8			23.0	
Approach LOS		B			F			B			C	

Intersection Summary

Cycle Length: 95
Actuated Cycle Length: 73.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 37.8
Intersection Capacity Utilization 82.2%
Analysis Period (min) 15

Intersection LOS: D
ICU Level of Service E

Splits and Phases: 3: Route 129 & Route 106



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	59	123	286	12	18	337	37	26	952	16
v/c Ratio	0.27	0.30	1.16	0.04	0.10	0.34	0.04	0.15	0.85	0.02
Control Delay	30.8	8.3	140.2	15.4	35.8	11.4	4.1	34.6	22.9	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.8	8.3	140.2	15.4	35.8	11.4	4.1	34.6	22.9	4.9
Queue Length 50th (ft)	22	0	~145	0	7	58	0	10	274	1
Queue Length 95th (ft)	52	26	#357	15	28	153	13	37	#771	10
Internal Link Dist (ft)	282		273			466			416	
Turn Bay Length (ft)		125		185	530		310	325		250
Base Capacity (vph)	221	410	246	321	361	1112	1035	191	1117	983
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.30	1.16	0.04	0.05	0.30	0.04	0.14	0.85	0.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	29	91	231	32	11	16	293	32	24	895	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1825	1615		1723	1815	1805	1759	1615	1736	1845	1615
Flt Permitted		0.62	1.00		0.71	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1144	1615		1278	1615	1805	1759	1615	1736	1845	1615
Peak-hour factor, PHF	0.74	0.74	0.74	0.92	0.92	0.92	0.87	0.87	0.87	0.94	0.94	0.94
Adj. Flow (vph)	20	39	123	251	35	12	18	337	37	26	952	16
RTOR Reduction (vph)	0	0	101	0	0	10	0	0	17	0	0	6
Lane Group Flow (vph)	0	59	22	0	286	2	18	337	20	28	952	10
Heavy Vehicles (%)	7%	0%	0%	6%	3%	0%	0%	8%	0%	4%	3%	0%
Turn Type	Perm		Perm	Perm		Perm	Prot		Prot	Prot		Prot
Protected Phases		4			8		1	6	6	5	2	2
Permitted Phases	4		4	8		8						
Actuated Green, G (s)		14.1	14.1		14.1	14.1	1.7	42.6	42.6	3.4	44.3	44.3
Effective Green, g (s)		14.1	14.1		14.1	14.1	1.7	42.6	42.6	3.4	44.3	44.3
Actuated g/C Ratio		0.18	0.18		0.18	0.18	0.02	0.55	0.55	0.04	0.57	0.57
Clearance Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	6.0	6.0
Lane Grp Cap (vph)		207	292		231	292	39	959	881	76	1047	916
v/s Ratio Prot							0.01	0.19	0.01	c0.01	c0.52	0.01
v/s Ratio Perm		0.05	0.01		c0.22	0.00						
v/c Ratio		0.29	0.08		1.24	0.01	0.46	0.35	0.02	0.34	0.91	0.01
Uniform Delay, d1		27.6	26.6		32.0	26.3	37.7	10.0	8.2	36.3	15.1	7.4
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		1.6	0.2		138.5	0.0	17.0	0.5	0.0	5.6	12.4	0.0
Delay (s)		29.2	26.8		170.5	26.3	54.8	10.4	8.2	41.8	27.5	7.4
Level of Service		C	C		F	C	D	B	A	D	C	A
Approach Delay (s)		27.6			164.7			12.3			27.6	
Approach LOS		C			F			B			C	

Intersection Summary			
HCM Average Control Delay	46.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	78.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	82.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

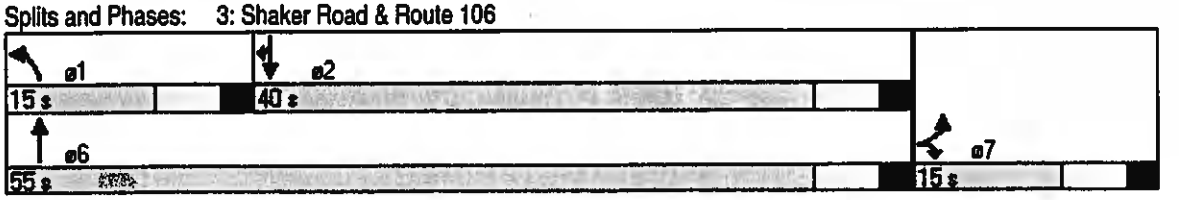
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	32	100	27	292	752	20
Turn Type		Prot	Prot			Prot
Protected Phases	7	7	1	6	2	2
Permitted Phases						
Detector Phase	7	7	1	6	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	15.0	11.0	15.0	22.0	22.0
Total Split (s)	15.0	15.0	15.0	55.0	40.0	40.0
Total Split (%)	21.4%	21.4%	21.4%	78.6%	57.1%	57.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	8.5	8.5	8.3	57.4	50.9	50.9
Actuated g/C Ratio	0.11	0.11	0.10	0.75	0.67	0.67
v/c Ratio	0.21	0.42	0.21	0.29	0.73	0.02
Control Delay	28.6	11.1	30.3	4.2	18.3	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.6	11.1	30.3	4.2	18.3	4.3
LOS	C	B	C	A	B	A
Approach Delay	15.4			6.5	17.9	
Approach LOS	B			A	B	

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 76.2
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 14.4
Intersection Capacity Utilization 55.8%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 3: Shaker Road & Route 106



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	37	115	36	384	895	24
v/c Ratio	0.21	0.42	0.21	0.29	0.73	0.02
Control Delay	28.6	11.1	30.3	4.2	18.3	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.6	11.1	30.3	4.2	18.3	4.3
Queue Length 50th (ft)	11	0	11	46	165	0
Queue Length 95th (ft)	39	39	32	66	#554	10
Internal Link Dist (ft)	230			240	327	
Turn Bay Length (ft)		170	530			300
Base Capacity (vph)	201	297	195	1351	1220	988
Starvation Cap Reductn	0	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	0.18	0.39	0.18	0.28	0.73	0.02

Intersection Summary

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	32	100	27	292	752	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1641	1599	1736	1759	1827	1468
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1641	1599	1736	1759	1827	1468
Peak-hour factor, PHF	0.87	0.87	0.76	0.76	0.84	0.84
Adj. Flow (vph)	37	115	36	384	895	24
RTOR Reduction (vph)	0	104	0	0	0	9
Lane Group Flow (vph)	37	11	36	384	895	15
Heavy Vehicles (%)	10%	1%	4%	8%	4%	10%
Turn Type		Prot	Prot			Prot
Protected Phases	7	7	1	6	2	2
Permitted Phases						
Actuated Green, G (s)	7.5	7.5	3.8	59.9	50.1	50.1
Effective Green, g (s)	7.5	7.5	3.8	59.9	50.1	50.1
Actuated g/C Ratio	0.09	0.09	0.05	0.75	0.63	0.63
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	155	151	83	1327	1153	926
v/s Ratio Prot	c0.02	0.01	0.02	c0.22	c0.49	0.01
v/s Ratio Perm						
v/c Ratio	0.24	0.07	0.43	0.29	0.78	0.02
Uniform Delay, d1	33.3	32.8	36.8	3.1	10.6	5.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1	0.3	4.9	0.2	3.5	0.0
Delay (s)	34.4	33.1	41.6	3.2	14.1	5.5
Level of Service	C	C	D	A	B	A
Approach Delay (s)	33.4			6.5	13.9	
Approach LOS	C			A	B	

Intersection Summary			
HCM Average Control Delay	13.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	79.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	55.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	5	5	5	81	5	22	5	284	17	12	677	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.86	0.86	0.86	0.95	0.95	0.95	0.79	0.79	0.79
Hourly flow rate (vph)	6	6	6	94	6	26	5	299	18	15	857	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1237	1218	860	1218	1212	308	863			317		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1237	1218	860	1218	1212	308	863			317		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	5.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	3.1			2.2		
p0 queue free %	96	97	98	37	97	96	99			99		
cM capacity (veh/h)	142	178	358	149	179	727	484			1255		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	18	126	322	878
Volume Left	6	94	5	15
Volume Right	6	26	18	6
cSH	194	179	484	1255
Volume to Capacity	0.09	0.70	0.01	0.01
Queue Length 95th (ft)	8	107	1	1
Control Delay (s)	25.4	61.9	0.4	0.3
Lane LOS	D	F	A	A
Approach Delay (s)	25.4	61.9	0.4	0.3
Approach LOS	D	F		

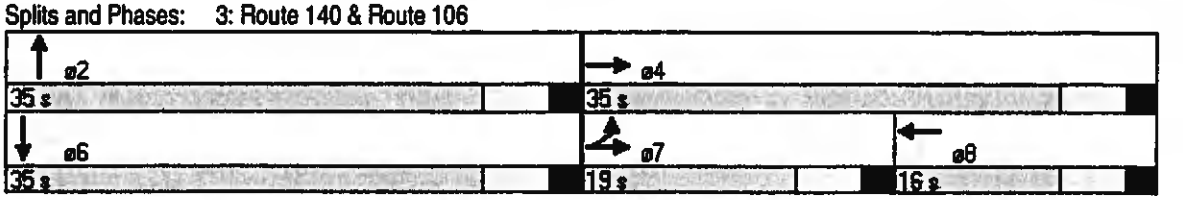
Intersection Summary			
Average Delay	6.4		
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	ø4
Lane Configurations											
Volume (vph)	244	78	17	138	117	30	260	51	482	89	
Turn Type	Prot		Perm		Perm	Perm		Perm		Perm	
Protected Phases	7	4 7		8			2		6		4
Permitted Phases			8		8	2		6		6	
Detector Phase	7	4 7	8	8	8	2	2	6	6	6	
Switch Phase											
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	19.0	54.0	16.0	16.0	16.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	27.1%	77.1%	22.9%	22.9%	22.9%	50.0%	50.0%	50.0%	50.0%	50.0%	50%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?	Yes		Yes	Yes	Yes						
Recall Mode	None		None	None	None	Min	Min	Min	Min	Min	None
Act Effct Green (s)	12.8	28.7		9.9	9.9	26.3	26.3	26.3	26.3	26.3	
Actuated g/C Ratio	0.19	0.43		0.15	0.15	0.39	0.39	0.39	0.39	0.39	
v/c Ratio	0.86	0.15		0.82	0.45	0.31	0.50	0.20	0.89	0.19	
Control Delay	55.4	10.5		57.5	9.9	22.9	17.6	15.0	35.7	3.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	55.4	10.5		57.5	9.9	22.9	17.6	15.0	35.7	3.7	
LOS	E	B		E	A	C	B	B	D	A	
Approach Delay		42.3		37.0			18.1		29.4		
Approach LOS		D		D			B		C		

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 67.1
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 31.2
Intersection LOS: C
Intersection Capacity Utilization 71.3%
ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Route 140 & Route 106



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	274	113	207	156	35	346	68	643	119
v/c Ratio	0.86	0.15	0.82	0.45	0.31	0.50	0.20	0.89	0.19
Control Delay	55.4	10.5	57.5	9.9	22.9	17.6	15.0	35.7	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.4	10.5	57.5	9.9	22.9	17.6	15.0	35.7	3.7
Queue Length 50th (ft)	116	22	89	0	10	101	18	240	0
Queue Length 95th (ft)	#240	50	#148	28	31	156	35	279	17
Internal Link Dist (ft)		260	328			378		307	
Turn Bay Length (ft)	185			150	365		185		275
Base Capacity (vph)	324	789	254	352	119	740	362	768	670
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.14	0.81	0.44	0.29	0.47	0.19	0.84	0.18

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	244	76	25	17	138	117	30	260	34	51	482	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	6.0	6.0		6.0	6.0	8.0
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.96			1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.99	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1671	1772			1798	1468	1752	1761		1738	1845	1442
Flt Permitted	0.95	1.00			0.94	1.00	0.15	1.00		0.48	1.00	1.00
Satd. Flow (perm)	1671	1772			1703	1468	286	1761		869	1845	1442
Peak-hour factor, PHF	0.89	0.89	0.89	0.75	0.75	0.75	0.85	0.85	0.85	0.75	0.75	0.75
Adj. Flow (vph)	274	85	28	23	184	156	35	306	40	68	643	119
RTOR Reduction (vph)	0	16	0	0	0	133	0	7	0	0	0	72
Lane Group Flow (vph)	274	97	0	0	207	23	35	339	0	68	643	47
Heavy Vehicles (%)	8%	3%	4%	6%	5%	10%	3%	5%	14%	4%	3%	12%
Turn Type	Prot			Perm		Perm	Perm			Perm		Perm
Protected Phases	7	4 7			8			2			6	
Permitted Phases				8		8	2			6		6
Actuated Green, G (s)	12.8	28.7			9.9	9.9	26.3	26.3		26.3	26.3	26.3
Effective Green, g (s)	12.8	28.7			9.9	9.9	26.3	26.3		26.3	26.3	26.3
Actuated g/C Ratio	0.19	0.43			0.15	0.15	0.39	0.39		0.39	0.39	0.39
Clearance Time (s)	6.0				6.0	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	3.0	3.0
Lane Grp Cap (vph)	319	759			252	217	112	691		341	724	566
v/s Ratio Prot	c0.16	0.05						0.19			c0.35	
v/s Ratio Perm					c0.12	0.02	0.12			0.08		0.03
v/c Ratio	0.86	0.13			0.82	0.11	0.31	0.49		0.20	0.89	0.08
Uniform Delay, d1	26.2	11.6			27.7	24.7	14.1	15.3		13.4	19.0	12.8
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	19.9	0.1			18.9	0.2	1.6	0.6		0.3	12.7	0.1
Delay (s)	46.1	11.7			46.6	24.9	15.7	15.9		13.7	31.7	12.8
Level of Service	D	B			D	C	B	B		B	C	B
Approach Delay (s)		36.1			37.3			15.8			27.5	
Approach LOS		D			D			B			C	

Intersection Summary			
HCM Average Control Delay	28.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	67.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	71.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑	↗	↰	↑	
Volume (veh/h)	5	5	5	21	5	67	5	1169	62	26	469	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	5	5	23	5	73	5	1271	67	28	510	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1926	1918	512	1856	1853	1271	515			1338		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1926	1918	512	1856	1853	1271	515			1338		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	81	91	99	54	92	64	99			95		
cM capacity (veh/h)	29	63	562	50	70	205	1050			515		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	16	101	5	1271	67	28	515
Volume Left	5	23	5	0	0	28	0
Volume Right	5	73	0	0	67	0	5
cSH	58	113	1050	1700	1700	515	1700
Volume to Capacity	0.28	0.89	0.01	0.75	0.04	0.05	0.30
Queue Length 95th (ft)	25	136	0	0	0	4	0
Control Delay (s)	90.1	127.6	8.4	0.0	0.0	12.4	0.0
Lane LOS	F	F	A			B	
Approach Delay (s)	90.1	127.6	0.0			0.6	
Approach LOS	F	F					

Intersection Summary				
Average Delay	7.4			
Intersection Capacity Utilization	74.7%	ICU Level of Service	D	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↑			↑	
Volume (veh/h)	5	13	72	25	21	55	116	1088	37	51	534	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.90	0.90	0.90	0.94	0.94	0.94	0.96	0.96	0.96
Hourly flow rate (vph)	6	15	84	28	23	61	123	1157	39	53	556	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2142	2109	559	2178	2092	1177	561			1197		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2142	2109	559	2178	2092	1177	561			1197		
tC, single (s)	7.1	6.5	6.2	7.1	6.6	6.3	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.1	3.4	2.2			2.2		
p0 queue free %	52	63	84	0	41	73	88			91		
cM capacity (veh/h)	12	41	532	17	40	228	1020			580		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	105	112	123	1197	53	581
Volume Left	6	28	123	0	53	0
Volume Right	84	61	0	39	0	5
cSH	104	46	1020	1700	580	1700
Volume to Capacity	1.00	2.45	0.12	0.70	0.09	0.33
Queue Length 95th (ft)	157	296	10	0	8	0
Control Delay (s)	165.6	849.1	9.0	0.0	11.8	0.0
Lane LOS	F	F	A		B	
Approach Delay (s)	165.6	849.1	0.8		1.0	
Approach LOS	F	F				

Intersection Summary				
Average Delay	53.2			
Intersection Capacity Utilization	85.4%	ICU Level of Service	E	
Analysis Period (min)	15			

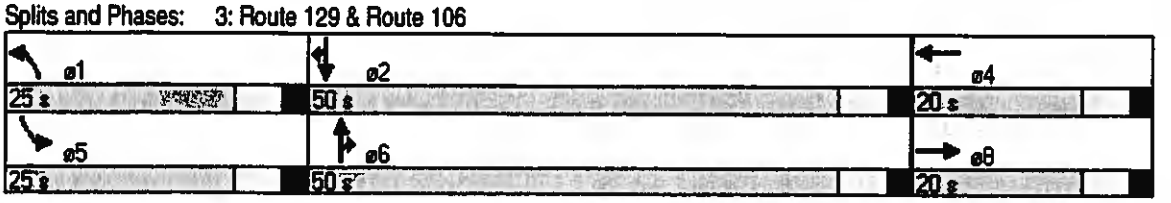
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	29	69	46	86	48	33	26	877	220	27	463	26
Turn Type	Perm		Perm	Perm		Perm	Prot		Prot	Prot		Prot
Protected Phases		8			4		1	6	6	5	2	2
Permitted Phases	8		8	4		4						
Detector Phase	8	8	8	4	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	8.0	8.0	5.0	10.0	10.0
Minimum Split (s)	16.0	16.0	16.0	16.0	16.0	16.0	11.0	16.0	16.0	11.0	16.0	16.0
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	25.0	50.0	50.0	25.0	50.0	50.0
Total Split (%)	21.1%	21.1%	21.1%	21.1%	21.1%	21.1%	26.3%	52.6%	52.6%	26.3%	52.6%	52.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)		13.5	13.5		13.5	13.5	8.8	46.4	46.4	8.9	46.4	46.4
Actuated g/C Ratio		0.17	0.17		0.17	0.17	0.10	0.60	0.60	0.10	0.60	0.60
v/c Ratio		0.45	0.18		0.65	0.12	0.16	0.88	0.24	0.17	0.48	0.03
Control Delay		36.0	10.9		45.1	12.0	36.5	27.7	2.4	36.6	12.7	4.2
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		36.0	10.9		45.1	12.0	36.5	27.7	2.4	36.6	12.7	4.2
LOS		D	B		D	B	D	C	A	D	B	A
Approach Delay		27.9			38.6			23.0			13.5	
Approach LOS		C			D			C			B	

Intersection Summary

Cycle Length: 95
Actuated Cycle Length: 77.9
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 22.2
Intersection Capacity Utilization 70.6%
Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service C

Splits and Phases: 3: Route 129 & Route 106



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	121	57	156	38	29	974	244	31	532	30
v/c Ratio	0.45	0.18	0.65	0.12	0.16	0.88	0.24	0.17	0.48	0.03
Control Delay	36.0	10.9	45.1	12.0	36.5	27.7	2.4	36.6	12.7	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.0	10.9	45.1	12.0	36.5	27.7	2.4	36.6	12.7	4.2
Queue Length 50th (ft)	46	0	61	0	11	284	1	12	104	0
Queue Length 95th (ft)	102	26	#157	25	39	#809	37	40	272	12
Internal Link Dist (ft)	282		273			466			416	
Turn Bay Length (ft)		125		185	530		310	325		250
Base Capacity (vph)	277	324	249	322	356	1109	1020	356	1100	938
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.18	0.63	0.12	0.08	0.88	0.24	0.09	0.48	0.03

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	29	69	46	86	48	33	26	877	220	27	463	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.99	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1804	1538		1829	1615	1805	1863	1553	1805	1845	1553
Flt Permitted		0.84	1.00		0.73	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1537	1538		1387	1615	1805	1863	1553	1805	1845	1553
Peak-hour factor, PHF	0.81	0.81	0.81	0.86	0.86	0.86	0.90	0.90	0.90	0.87	0.87	0.87
Adj. Flow (vph)	36	85	57	100	56	38	29	974	244	31	532	30
RTOR Reduction (vph)	0	0	48	0	0	32	0	0	102	0	0	13
Lane Group Flow (vph)	0	121	9	0	156	6	29	974	142	31	532	17
Heavy Vehicles (%)	8%	2%	5%	1%	0%	0%	0%	2%	4%	0%	3%	4%
Turn Type	Perm		Perm	Perm		Perm	Prot		Prot	Prot		Prot
Protected Phases		8			4		1	6	6	5	2	2
Permitted Phases	8		8	4		4						
Actuated Green, G (s)		13.5	13.5		13.5	13.5	3.6	46.4	46.4	3.7	46.5	46.5
Effective Green, g (s)		13.5	13.5		13.5	13.5	3.6	46.4	46.4	3.7	46.5	46.5
Actuated g/C Ratio		0.17	0.17		0.17	0.17	0.04	0.57	0.57	0.05	0.57	0.57
Clearance Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	6.0	6.0
Lane Grp Cap (vph)		254	254		229	267	80	1059	883	82	1051	885
v/s Ratio Prot							0.02	c0.52	0.09	c0.02	0.29	0.01
v/s Ratio Perm		0.08	0.01		c0.11	0.00						
v/c Ratio		0.48	0.04		0.68	0.02	0.36	0.92	0.16	0.38	0.51	0.02
Uniform Delay, d1		30.8	28.6		32.0	28.5	37.9	15.9	8.4	37.8	10.6	7.6
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		2.9	0.1		10.3	0.1	5.8	13.0	0.2	6.0	1.1	0.0
Delay (s)		33.8	28.7		42.3	28.6	43.7	28.9	8.5	43.8	11.7	7.7
Level of Service		C	C		D	C	D	C	A	D	B	A
Approach Delay (s)		32.2			39.6			25.3			13.2	
Approach LOS		C			D			C			B	

Intersection Summary			
HCM Average Control Delay	23.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	81.6	Sum of lost time (s)	18.0
Intersection Capacity Utilization	70.6%	ICU Level of Service	C
Analysis Period (min)	15		

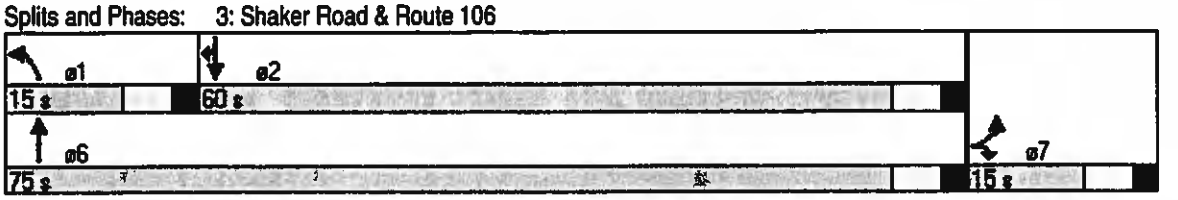
c Critical Lane Group

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	37	72	89	797	457	28
Turn Type		Prot	Prot			Prot
Protected Phases	7	7	1	6	2	2
Permitted Phases						
Detector Phase	7	7	1	6	2	2
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	15.0	15.0	10.0	22.0	22.0	22.0
Total Split (s)	15.0	15.0	15.0	75.0	60.0	60.0
Total Split (%)	16.7%	16.7%	16.7%	83.3%	66.7%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	8.2	8.2	9.1	52.0	35.7	35.7
Actuated g/C Ratio	0.11	0.11	0.13	0.75	0.51	0.51
v/c Ratio	0.22	0.33	0.48	0.73	0.52	0.04
Control Delay	32.2	12.2	36.0	10.0	14.0	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.2	12.2	36.0	10.0	14.0	3.5
LOS	C	B	D	B	B	A
Approach Delay	19.0			12.7	13.4	
Approach LOS	B			B	B	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 69.6
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 13.3
Intersection LOS: B
Intersection Capacity Utilization 55.3%
ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: Shaker Road & Route 106



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	44	85	114	1022	497	30
v/c Ratio	0.22	0.33	0.48	0.73	0.52	0.04
Control Delay	32.2	12.2	36.0	10.0	14.0	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.2	12.2	36.0	10.0	14.0	3.5
Queue Length 50th (ft)	14	0	36	218	135	0
Queue Length 95th (ft)	51	37	98	258	214	11
Internal Link Dist (ft)	230			240	327	
Turn Bay Length (ft)		170	530			300
Base Capacity (vph)	227	279	243	1526	1189	931
Starvation Cap Reductn	0	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	0.19	0.30	0.47	0.67	0.42	0.03

Intersection Summary

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	37	72	89	797	457	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1752	1583	1805	1863	1863	1442
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1752	1583	1805	1863	1863	1442
Peak-hour factor, PHF	0.85	0.85	0.78	0.78	0.92	0.92
Adj. Flow (vph)	44	85	114	1022	497	30
RTOR Reduction (vph)	0	77	0	0	0	15
Lane Group Flow (vph)	44	9	114	1022	497	15
Heavy Vehicles (%)	3%	2%	0%	2%	2%	12%
Turn Type		Prot	Prot			Prot
Protected Phases	7	7	1	6	2	2
Permitted Phases						
Actuated Green, G (s)	7.0	7.0	9.1	51.0	35.9	35.9
Effective Green, g (s)	7.0	7.0	9.1	51.0	35.9	35.9
Actuated g/C Ratio	0.10	0.10	0.13	0.73	0.51	0.51
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	175	158	235	1357	955	740
v/s Ratio Prot	c0.03	0.01	0.06	c0.55	0.27	0.01
v/s Ratio Perm						
v/c Ratio	0.25	0.05	0.49	0.75	0.52	0.02
Uniform Delay, d1	29.1	28.5	28.3	5.7	11.3	8.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	0.2	2.1	2.6	0.7	0.0
Delay (s)	30.1	28.7	30.4	8.3	12.0	8.4
Level of Service	C	C	C	A	B	A
Approach Delay (s)	29.2			10.5	11.8	
Approach LOS	C			B	B	

Intersection Summary			
HCM Average Control Delay	12.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	6	6	5	51	6	30	5	687	88	28	391	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.92	0.92	0.92	0.87	0.87	0.87	0.97	0.97	0.97
Hourly flow rate (vph)	9	9	7	55	7	33	6	790	101	29	403	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1352	1367	407	1328	1320	840	410			891		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1352	1367	407	1328	1320	840	410			891		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	92	94	99	54	96	91	100			96		
cM capacity (veh/h)	109	142	649	120	152	362	1159			769		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	24	95	897	439
Volume Left	9	55	6	29
Volume Right	7	33	101	7
cSH	162	158	1159	769
Volume to Capacity	0.15	0.60	0.00	0.04
Queue Length 95th (ft)	13	79	0	3
Control Delay (s)	31.1	56.7	0.1	1.1
Lane LOS	D	F	A	A
Approach Delay (s)	31.1	56.7	0.1	1.1
Approach LOS	D	F		

Intersection Summary				
Average Delay	4.6			
Intersection Capacity Utilization	57.8%	ICU Level of Service	B	
Analysis Period (min)	15			

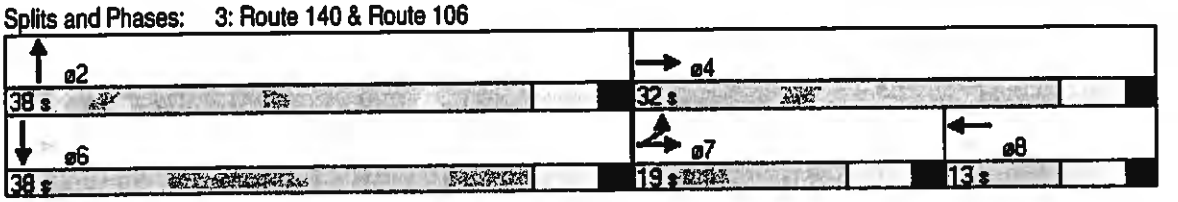
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	ø4
Lane Configurations											
Volume (vph)	252	166	19	115	70	29	536	77	329	95	
Turn Type	Prot		Perm		Perm	Perm		Perm		Perm	
Protected Phases	7	4 7		8			2		6		4
Permitted Phases			8		8	2		6		6	
Detector Phase	7	4 7	8	8	8	2	2	6	6	6	
Switch Phase											
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	22.0
Total Split (s)	19.0	51.0	13.0	13.0	13.0	38.0	38.0	38.0	38.0	38.0	32.0
Total Split (%)	27.1%	72.9%	18.6%	18.6%	18.6%	54.3%	54.3%	54.3%	54.3%	54.3%	46%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?	Yes		Yes	Yes	Yes						
Recall Mode	None		None	None	None	Min	Min	Min	Min	Min	None
Act Effct Green (s)	12.8	25.9		7.1	7.1	27.8	27.8	27.8	27.8	27.8	
Actuated g/C Ratio	0.19	0.39		0.11	0.11	0.42	0.42	0.42	0.42	0.42	
v/c Ratio	0.85	0.29		0.85	0.33	0.09	0.88	0.73	0.46	0.14	
Control Delay	53.6	15.4		72.1	12.1	11.7	31.8	54.8	15.5	3.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	53.6	15.4		72.1	12.1	11.7	31.8	54.8	15.5	3.2	
LOS	D	B		E	B	B	C	D	B	A	
Approach Delay		37.0		51.5			30.9		19.2		
Approach LOS		D		D			C		B		

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 65.8
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 31.6
Intersection Capacity Utilization 72.6%
Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service C

Splits and Phases: 3: Route 140 & Route 106



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	277	211	153	80	34	689	85	362	104
v/c Ratio	0.85	0.29	0.85	0.33	0.09	0.88	0.73	0.46	0.14
Control Delay	53.6	15.4	72.1	12.1	11.7	31.8	54.8	15.5	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.6	15.4	72.1	12.1	11.7	31.8	54.8	15.5	3.2
Queue Length 50th (ft)	117	58	66	0	8	241	27	100	0
Queue Length 95th (ft)	#249	107	#164	35	22	#350	#103	163	23
Internal Link Dist (ft)		260	328			378		307	
Turn Bay Length (ft)	185			150	365		185		275
Base Capacity (vph)	331	730	180	245	399	849	126	863	782
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.29	0.85	0.33	0.09	0.81	0.67	0.42	0.13

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	252	166	26	19	115	70	29	536	49	77	329	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98			1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.99	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1671	1804			1839	1615	1736	1839		1752	1881	1583
Flt Permitted	0.95	1.00			0.91	1.00	0.48	1.00		0.15	1.00	1.00
Satd. Flow (perm)	1671	1804			1679	1615	869	1839		275	1881	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.88	0.88	0.88	0.85	0.85	0.85	0.91	0.91	0.91
Adj. Flow (vph)	277	182	29	22	131	80	34	631	58	85	362	104
RTOR Reduction (vph)	0	8	0	0	0	71	0	5	0	0	0	60
Lane Group Flow (vph)	277	203	0	0	153	9	34	684	0	85	362	44
Heavy Vehicles (%)	8%	3%	4%	12%	1%	0%	4%	2%	2%	3%	1%	2%
Turn Type	Prot			Perm		Perm	Perm			Perm		Perm
Protected Phases	7	4 7			8			2			6	
Permitted Phases				8		8	2			6		6
Actuated Green, G (s)	12.8	25.9			7.1	7.1	27.8	27.8		27.8	27.8	27.8
Effective Green, g (s)	12.8	25.9			7.1	7.1	27.8	27.8		27.8	27.8	27.8
Actuated g/C Ratio	0.19	0.39			0.11	0.11	0.42	0.42		0.42	0.42	0.42
Clearance Time (s)	6.0				6.0	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	3.0	3.0
Lane Grp Cap (vph)	326	711			181	175	368	778		116	796	670
v/s Ratio Prot	c0.17	0.11						c0.37			0.19	
v/s Ratio Perm					c0.09	0.01	0.04			0.31		0.03
v/c Ratio	0.85	0.29			0.85	0.05	0.09	0.88		0.73	0.45	0.07
Uniform Delay, d1	25.5	13.6			28.8	26.3	11.4	17.4		15.8	13.5	11.2
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	18.3	0.2			28.8	0.1	0.1	11.1		21.1	0.4	0.0
Delay (s)	43.8	13.8			57.4	26.4	11.5	28.5		36.9	14.0	11.3
Level of Service	D	B			E	C	B	C		D	B	B
Approach Delay (s)		30.8			46.8			27.7			17.0	
Approach LOS		C			D			C			B	

Intersection Summary			
HCM Average Control Delay	27.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	65.7	Sum of lost time (s)	18.0
Intersection Capacity Utilization	72.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

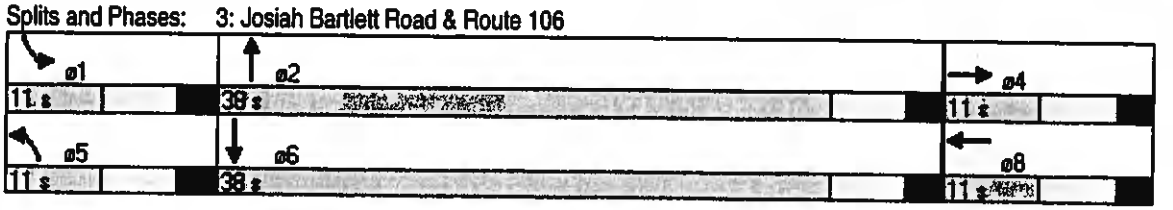
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	5	5	41	5	5	304	31	1226
Turn Type	Perm		Perm		Prot		Prot	
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	20.0	11.0	20.0
Total Split (s)	11.0	11.0	11.0	11.0	11.0	38.0	11.0	38.0
Total Split (%)	18.3%	18.3%	18.3%	18.3%	18.3%	63.3%	18.3%	63.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		5.8		5.8	5.6	45.2	5.8	48.7
Actuated g/C Ratio		0.08		0.08	0.07	0.66	0.08	0.71
v/c Ratio		0.11		0.54	0.04	0.15	0.25	0.53
Control Delay		19.9		30.2	24.6	5.8	26.5	6.7
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		19.9		30.2	24.6	5.8	26.5	6.7
LOS		B		C	C	A	C	A
Approach Delay		19.9		30.2		8.0		7.2
Approach LOS		B		C		A		A

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 68.7
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 8.1
Intersection Capacity Utilization 51.1%
Analysis Period (min) 15

Intersection LOS: A
ICU Level of Service A

Splits and Phases: 3: Josiah Bartlett Road & Route 106



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	15	78	5	341	34	1338
v/c Ratio	0.11	0.54	0.04	0.15	0.25	0.53
Control Delay	19.9	30.2	24.6	5.8	26.5	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.9	30.2	24.6	5.8	26.5	6.7
Queue Length 50th (ft)	3	13	1	14	9	86
Queue Length 95th (ft)	19	#67	10	47	35	241
Internal Link Dist (ft)	40	60		122		98
Turn Bay Length (ft)			425		425	
Base Capacity (vph)	136	145	127	2459	136	2551
Starvation Cap Reductn	0	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	0.11	0.54	0.04	0.14	0.25	0.52

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑↑↱		↰	↑↑↱	
Volume (vph)	5	5	5	41	5	26	5	304	10	31	1226	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.95			0.95		1.00	1.00		1.00	1.00	
Flt Protected		0.98			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1750			1723		1770	3522		1770	3537	
Flt Permitted		0.90			0.81		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1595			1442		1770	3522		1770	3537	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	5	5	45	5	28	5	330	11	34	1333	5
RTOR Reduction (vph)	0	5	0	0	26	0	0	3	0	0	0	0
Lane Group Flow (vph)	0	10	0	0	52	0	5	338	0	34	1338	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		5.1			5.1		1.1	46.3		2.8	48.0	
Effective Green, g (s)		5.1			5.1		1.1	46.3		2.8	48.0	
Actuated g/C Ratio		0.07			0.07		0.02	0.64		0.04	0.66	
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)		113			102		27	2259		69	2351	
v/s Ratio Prot							0.00	0.10		c0.02	c0.38	
v/s Ratio Perm		0.01			c0.04							
v/c Ratio		0.09			0.51		0.19	0.15		0.49	0.57	
Uniform Delay, d1		31.4			32.3		35.1	5.1		34.0	6.5	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.4			4.0		3.3	0.0		5.4	0.3	
Delay (s)		31.7			36.3		38.4	5.2		39.4	6.8	
Level of Service		C			D		D	A		D	A	
Approach Delay (s)		31.7			36.3			5.6			7.7	
Approach LOS		C			D			A			A	

Intersection Summary			
HCM Average Control Delay	8.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	72.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	51.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

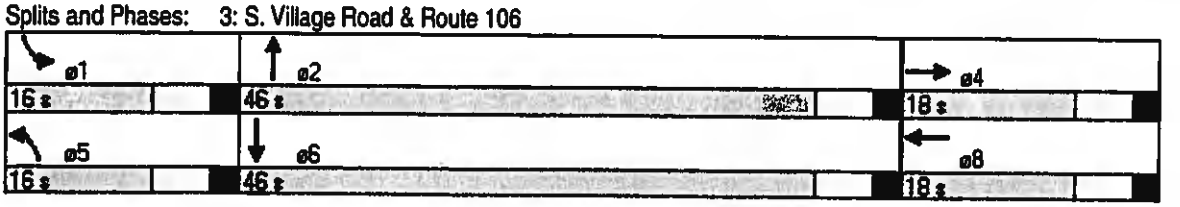
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	5	7	28	19	30	275	33	1172
Turn Type	Perm		Perm		Prot		Prot	
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	4.0	5.0	4.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	22.0	11.0	22.0
Total Split (s)	18.0	18.0	18.0	18.0	16.0	46.0	16.0	46.0
Total Split (%)	22.5%	22.5%	22.5%	22.5%	20.0%	57.5%	20.0%	57.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		8.5		8.5	6.8	34.6	6.9	34.6
Actuated g/C Ratio		0.14		0.14	0.11	0.61	0.11	0.61
v/c Ratio		0.39		0.42	0.17	0.15	0.17	0.55
Control Delay		12.1		20.2	30.1	7.7	30.2	10.9
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		12.1		20.2	30.1	7.7	30.2	10.9
LOS		B		C	C	A	C	B
Approach Delay		12.1		20.2		9.8		11.4
Approach LOS		B		C		A		B

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 57.1
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 11.7
Intersection Capacity Utilization 51.3%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service A

Splits and Phases: 3: S. Village Road & Route 106



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	127	111	32	302	33	1177
v/c Ratio	0.39	0.42	0.17	0.15	0.17	0.55
Control Delay	12.1	20.2	30.1	7.7	30.2	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.1	20.2	30.1	7.7	30.2	10.9
Queue Length 50th (ft)	3	11	6	15	7	85
Queue Length 95th (ft)	31	65	40	60	41	279
Internal Link Dist (ft)	282	273		466		416
Turn Bay Length (ft)			425		350	
Base Capacity (vph)	415	354	275	2290	269	2406
Starvation Cap Reductn	0	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	0.31	0.31	0.12	0.13	0.12	0.49

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	7	78	28	19	46	30	275	12	33	1172	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.88			0.93		1.00	0.99		1.00	1.00	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1641			1685		1805	3362		1770	3537	
Flt Permitted		0.98			0.90		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1610			1535		1805	3362		1770	3537	
Peak-hour factor, PHF	0.71	0.71	0.71	0.84	0.84	0.84	0.95	0.95	0.95	0.90	0.90	0.90
Growth Factor (vph)	100%	100%	100%	100%	100%	100%	100%	100%	100%	90%	90%	90%
Adj. Flow (vph)	7	10	110	33	23	55	32	289	13	33	1172	5
RTOR Reduction (vph)	0	97	0	0	46	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	30	0	0	65	0	32	298	0	33	1177	0
Heavy Vehicles (%)	0%	14%	1%	4%	0%	5%	0%	7%	0%	2%	2%	2%
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		7.3			7.3		2.5	33.5		2.6	33.6	
Effective Green, g (s)		7.3			7.3		2.5	33.5		2.6	33.6	
Actuated g/C Ratio		0.12			0.12		0.04	0.55		0.04	0.55	
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)		191			183		73	1834		75	1936	
v/s Ratio Prot							0.02	0.09		c0.02	c0.33	
v/s Ratio Perm		0.02			c0.04							
v/c Ratio		0.16			0.36		0.44	0.16		0.44	0.61	
Uniform Delay, d1		24.3			24.9		28.8	7.0		28.7	9.4	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.4			1.2		4.2	0.0		4.1	0.5	
Delay (s)		24.7			26.1		32.9	7.0		32.8	10.0	
Level of Service		C			C		C	A		C	A	
Approach Delay (s)		24.7			26.1			9.5			10.6	
Approach LOS		C			C			A			B	

Intersection Summary			
HCM Average Control Delay	12.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	61.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

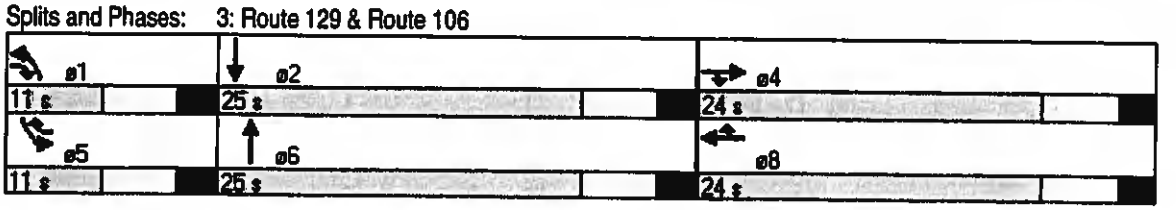
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Volume (vph)	15	29	91	231	32	11	16	293	24	895
Turn Type	Perm		pt+ov	Perm		pt+ov	Prot		Prot	
Protected Phases		4	4 1		8	8 5	1	6	5	2
Permitted Phases	4			8						
Detector Phase	4	4	4 1	8	8	8 5	1	6	5	2
Switch Phase										
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	8.0	5.0	10.0
Minimum Split (s)	15.0	15.0		16.0	16.0		11.0	16.0	11.0	16.0
Total Split (s)	24.0	24.0	35.0	24.0	24.0	35.0	11.0	25.0	11.0	25.0
Total Split (%)	40.0%	40.0%	58.3%	40.0%	40.0%	58.3%	18.3%	41.7%	18.3%	41.7%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min	None	Min
Act Effct Green (s)		16.6	27.6		16.6	27.8	5.0	23.9	5.0	19.7
Actuated g/C Ratio		0.29	0.47		0.29	0.44	0.08	0.42	0.08	0.35
v/c Ratio		0.13	0.16		0.77	0.02	0.12	0.27	0.19	0.80
Control Delay		16.3	8.2		35.3	4.7	27.4	12.5	30.2	25.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		16.3	8.2		35.3	4.7	27.4	12.5	30.2	25.0
LOS		B	A		D	A	C	B	C	C
Approach Delay		10.8			34.0			13.2		25.1
Approach LOS		B			C			B		C

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 56.8
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 22.7
Intersection Capacity Utilization 60.3%
Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service B

Splits and Phases: 3: Route 129 & Route 106



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	59	123	286	12	18	374	26	968
v/c Ratio	0.13	0.16	0.77	0.02	0.12	0.27	0.19	0.80
Control Delay	16.3	8.2	35.3	4.7	27.4	12.5	30.2	25.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.3	8.2	35.3	4.7	27.4	12.5	30.2	25.0
Queue Length 50th (ft)	15	20	92	0	6	34	9	170
Queue Length 95th (ft)	31	34	#202	7	22	78	29	#276
Internal Link Dist (ft)	282		273			1033		779
Turn Bay Length (ft)		125		185	400		400	
Base Capacity (vph)	485	786	397	735	153	1405	138	1214
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	0.12	0.16	0.72	0.02	0.12	0.27	0.19	0.80

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	29	91	231	32	11	16	293	32	24	895	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected		0.98	1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1825	1615		1723	1615	1805	3317		1736	3498	
Flt Permitted		0.84	1.00		0.71	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1559	1615		1278	1615	1805	3317		1736	3498	
Peak-hour factor, PHF	0.74	0.74	0.74	0.92	0.92	0.92	0.87	0.87	0.87	0.94	0.94	0.94
Adj. Flow (vph)	20	39	123	251	35	12	18	337	37	26	952	16
RTOR Reduction (vph)	0	0	10	0	0	7	0	12	0	0	2	0
Lane Group Flow (vph)	0	59	113	0	286	5	18	362	0	26	966	0
Heavy Vehicles (%)	7%	0%	0%	6%	3%	0%	0%	8%	0%	4%	3%	0%
Turn Type	Perm		pt+ov	Perm		pt+ov	Prot			Prot		
Protected Phases		4	4 1		8	8 5	1	6		5	2	
Permitted Phases	4			8								
Actuated Green, G (s)		16.6	26.4		16.6	24.5	3.8	23.9		1.9	22.0	
Effective Green, g (s)		16.6	26.4		16.6	24.5	3.8	23.9		1.9	22.0	
Actuated g/C Ratio		0.27	0.44		0.27	0.41	0.06	0.40		0.03	0.36	
Clearance Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		5.0			5.0		5.0	5.0		5.0	6.0	
Lane Grp Cap (vph)		428	706		351	655	114	1313		55	1274	
v/s Ratio Prot			c0.07			0.00	0.01	0.11		0.01	c0.28	
v/s Ratio Perm		0.04			c0.22							
v/c Ratio		0.14	0.16		0.81	0.01	0.16	0.28		0.47	0.76	
Uniform Delay, d1		16.5	10.3		20.5	10.7	26.8	12.4		28.8	16.9	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.3	0.2		15.1	0.0	1.4	0.2		12.8	3.5	
Delay (s)		16.8	10.5		35.6	10.7	28.1	12.6		41.6	20.3	
Level of Service		B	B		D	B	C	B		D	C	
Approach Delay (s)		12.6			34.6			13.3			20.9	
Approach LOS		B			C			B			C	

Intersection Summary			
HCM Average Control Delay	20.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	60.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	60.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

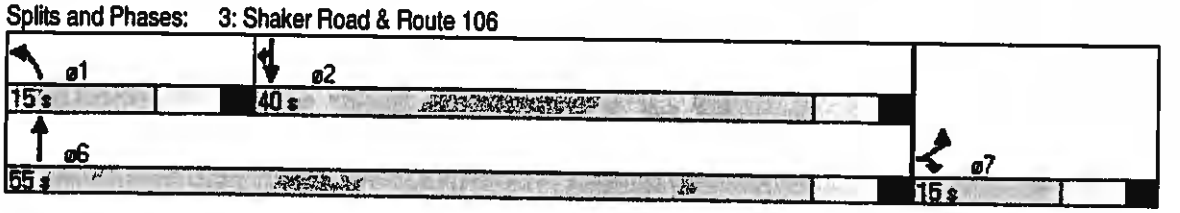
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	32	100	27	292	752	20
Turn Type		Prot	Prot			Prot
Protected Phases	7	7	1	6	2	2
Permitted Phases						
Detector Phase	7	7	1	6	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	15.0	11.0	15.0	22.0	22.0
Total Split (s)	15.0	15.0	15.0	55.0	40.0	40.0
Total Split (%)	21.4%	21.4%	21.4%	78.6%	57.1%	57.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	8.5	8.5	8.3	57.4	50.9	50.9
Actuated g/C Ratio	0.11	0.11	0.10	0.75	0.67	0.67
v/c Ratio	0.21	0.42	0.21	0.29	0.73	0.02
Control Delay	28.6	11.1	30.3	4.2	18.3	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.6	11.1	30.3	4.2	18.3	4.3
LOS	C	B	C	A	B	A
Approach Delay	15.4			6.5	17.9	
Approach LOS	B			A	B	

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 76.2
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 14.4
Intersection Capacity Utilization 55.8%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 3: Shaker Road & Route 106



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	37	115	36	384	895	24
v/c Ratio	0.21	0.42	0.21	0.29	0.73	0.02
Control Delay	28.6	11.1	30.3	4.2	18.3	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.6	11.1	30.3	4.2	18.3	4.3
Queue Length 50th (ft)	11	0	11	46	165	0
Queue Length 95th (ft)	39	39	32	66	#554	10
Internal Link Dist (ft)	230			240	327	
Turn Bay Length (ft)		170	530			300
Base Capacity (vph)	201	297	195	1351	1220	988
Starvation Cap Reductn	0	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	0.18	0.39	0.18	0.28	0.73	0.02

Intersection Summary

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	32	100	27	292	752	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1641	1599	1736	1759	1827	1468
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1641	1599	1736	1759	1827	1468
Peak-hour factor, PHF	0.87	0.87	0.76	0.76	0.84	0.84
Adj. Flow (vph)	37	115	36	384	895	24
RTOR Reduction (vph)	0	104	0	0	0	9
Lane Group Flow (vph)	37	11	36	384	895	15
Heavy Vehicles (%)	10%	1%	4%	8%	4%	10%
Turn Type		Prot	Prot			Prot
Protected Phases	7	7	1	6	2	2
Permitted Phases						
Actuated Green, G (s)	7.5	7.5	3.8	59.9	50.1	50.1
Effective Green, g (s)	7.5	7.5	3.8	59.9	50.1	50.1
Actuated g/C Ratio	0.09	0.09	0.05	0.75	0.63	0.63
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	155	151	83	1327	1153	926
v/s Ratio Prot	c0.02	0.01	0.02	c0.22	c0.49	0.01
v/s Ratio Perm						
v/c Ratio	0.24	0.07	0.43	0.29	0.78	0.02
Uniform Delay, d1	33.3	32.8	36.8	3.1	10.6	5.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1	0.3	4.9	0.2	3.5	0.0
Delay (s)	34.4	33.1	41.6	3.2	14.1	5.5
Level of Service	C	C	D	A	B	A
Approach Delay (s)	33.4			6.5	13.9	
Approach LOS	C			A	B	

Intersection Summary			
HCM Average Control Delay	13.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	79.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	55.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	5	5	5	81	5	22	5	284	17	12	677	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.86	0.86	0.86	0.95	0.95	0.95	0.79	0.79	0.79
Hourly flow rate (vph)	6	6	6	94	6	26	5	299	18	15	857	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1237	1218	860	1218	1212	308	863			317		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1237	1218	860	1218	1212	308	863			317		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	5.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	3.1			2.2		
p0 queue free %	96	97	98	37	97	96	99			99		
cM capacity (veh/h)	142	178	358	149	179	727	484			1255		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	18	126	322	878
Volume Left	6	94	5	15
Volume Right	6	26	18	6
cSH	194	179	484	1255
Volume to Capacity	0.09	0.70	0.01	0.01
Queue Length 95th (ft)	8	107	1	1
Control Delay (s)	25.4	61.9	0.4	0.3
Lane LOS	D	F	A	A
Approach Delay (s)	25.4	61.9	0.4	0.3
Approach LOS	D	F		

Intersection Summary				
Average Delay	6.4			
Intersection Capacity Utilization	61.5%	ICU Level of Service	B	
Analysis Period (min)	15			

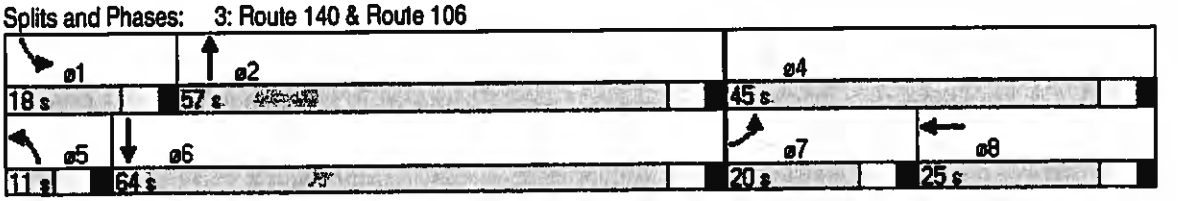
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	ø4
Lane Configurations											
Volume (vph)	244	76	17	138	117	30	260	51	482	89	
Turn Type	Prot		Perm		Perm	Prot		Prot		Perm	
Protected Phases	7			8		5	2	1	6		4
Permitted Phases		4 7	8		8					6	
Detector Phase	7	4 7	8	8	8	5	2	1	6	6	
Switch Phase											
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		11.0	11.0	11.0	11.0	22.0	11.0	22.0	22.0	11.0
Total Split (s)	20.0	65.0	25.0	25.0	25.0	11.0	57.0	18.0	64.0	64.0	45.0
Total Split (%)	16.7%	54.2%	20.8%	20.8%	20.8%	9.2%	47.5%	15.0%	53.3%	53.3%	38%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None		None	None	None	None	Min	None	Min	Min	None
Act Effct Green (s)	12.6	35.1		16.0	16.0	5.2	32.3	9.0	38.6	38.6	
Actuated g/C Ratio	0.14	0.38		0.17	0.17	0.05	0.35	0.10	0.42	0.42	
v/c Ratio	0.62	0.17		0.69	0.41	0.37	0.29	0.41	0.83	0.18	
Control Delay	48.7	22.0		53.6	10.6	62.9	21.9	53.9	35.1	4.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	48.7	22.0		53.6	10.6	62.9	21.9	53.9	35.1	4.0	
LOS	D	C		D	B	E	C	D	D	A	
Approach Delay		40.9		35.1			25.7		32.2		
Approach LOS		D		D			C		C		

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 92.2
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 33.2
Intersection Capacity Utilization 64.7%
Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service C

Splits and Phases: 3: Route 140 & Route 106



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	274	113	207	156	35	346	68	643	119
v/c Ratio	0.62	0.17	0.69	0.41	0.37	0.29	0.41	0.83	0.18
Control Delay	48.7	22.0	53.6	10.6	62.9	21.9	53.9	35.1	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.7	22.0	53.6	10.6	62.9	21.9	53.9	35.1	4.0
Queue Length 50th (ft)	87	42	127	0	23	78	43	376	0
Queue Length 95th (ft)	152	99	196	31	#62	111	81	393	18
Internal Link Dist (ft)		260	328			378		307	
Turn Bay Length (ft)	185			150	365		185		275
Base Capacity (vph)	514	809	361	431	95	1583	222	977	819
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.14	0.57	0.36	0.37	0.22	0.31	0.66	0.15

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	244	76	25	17	138	117	30	260	34	51	482	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	0.97	1.00			1.00	1.00	1.00	0.95		1.00	1.00	1.00
Frt	1.00	0.96			1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.99	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3242	1772			1798	1468	1752	3345		1736	1845	1442
Flt Permitted	0.95	1.00			0.95	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3242	1772			1721	1468	1752	3345		1736	1845	1442
Peak-hour factor, PHF	0.89	0.89	0.89	0.75	0.75	0.75	0.85	0.85	0.85	0.75	0.75	0.75
Adj. Flow (vph)	274	85	28	23	184	156	35	306	40	68	643	119
RTOR Reduction (vph)	0	9	0	0	0	129	0	10	0	0	0	70
Lane Group Flow (vph)	274	104	0	0	207	27	35	336	0	68	643	49
Heavy Vehicles (%)	8%	3%	4%	6%	5%	10%	3%	5%	14%	4%	3%	12%
Turn Type	Prot			Perm		Perm	Prot			Prot		Perm
Protected Phases	7				8		5	2		1	6	
Permitted Phases		4 7		8		8						6
Actuated Green, G (s)	12.6	35.1			16.5	16.5	2.5	33.9		7.2	38.6	38.6
Effective Green, g (s)	12.6	35.1			16.5	16.5	2.5	33.9		7.2	38.6	38.6
Actuated g/C Ratio	0.13	0.37			0.18	0.18	0.03	0.36		0.08	0.41	0.41
Clearance Time (s)	6.0				6.0	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	3.0	3.0
Lane Grp Cap (vph)	434	660			301	257	46	1204		133	756	591
v/s Ratio Prot	c0.08						0.02	0.10		c0.04	c0.35	
v/s Ratio Perm		0.06			c0.12	0.02						0.03
v/c Ratio	0.63	0.16			0.69	0.11	0.76	0.28		0.51	0.85	0.08
Uniform Delay, d1	38.6	19.7			36.4	32.7	45.6	21.5		41.8	25.2	17.0
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.0	0.1			6.4	0.2	52.3	0.1		3.3	9.1	0.1
Delay (s)	41.6	19.8			42.8	32.8	97.8	21.6		45.1	34.3	17.0
Level of Service	D	B			D	C	F	C		D	C	B
Approach Delay (s)		35.2			38.5			28.6			32.7	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM Average Control Delay	33.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	94.2	Sum of lost time (s)	24.0
Intersection Capacity Utilization	64.7%	ICU Level of Service	C
Analysis Period (min)	15		

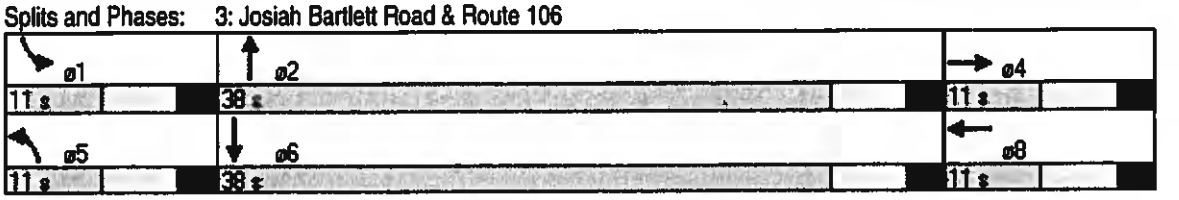
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	5	5	21	5	5	1169	26	469
Turn Type	Perm		Perm		Prot		Prot	
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	20.0	11.0	20.0
Total Split (s)	11.0	11.0	11.0	11.0	11.0	38.0	11.0	38.0
Total Split (%)	18.3%	18.3%	18.3%	18.3%	18.3%	63.3%	18.3%	63.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		5.7		5.7	5.5	47.5	5.5	50.1
Actuated g/C Ratio		0.08		0.08	0.07	0.68	0.07	0.72
v/c Ratio		0.11		0.53	0.04	0.56	0.22	0.20
Control Delay		22.5		21.5	27.2	8.1	28.8	4.3
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		22.5		21.5	27.2	8.1	28.8	4.3
LOS		C		C	C	A	C	A
Approach Delay		22.5		21.5		8.2		5.6
Approach LOS		C		C		A		A

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 69.5
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 8.2
Intersection LOS: A
Intersection Capacity Utilization 50.8%
ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: Josiah Bartlett Road & Route 106



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	15	101	5	1338	28	515
v/c Ratio	0.11	0.53	0.04	0.56	0.22	0.20
Control Delay	22.5	21.5	27.2	8.1	28.8	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.5	21.5	27.2	8.1	28.8	4.3
Queue Length 50th (ft)	2	7	1	85	7	24
Queue Length 95th (ft)	19	#57	10	240	31	73
Internal Link Dist (ft)	40	60		122		98
Turn Bay Length (ft)			425		425	
Base Capacity (vph)	133	189	124	2425	128	2568
Starvation Cap Reductn	0	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	0.11	0.53	0.04	0.55	0.22	0.20

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑↱		↰	↑↱	
Volume (vph)	5	5	5	21	5	67	5	1169	62	26	469	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.95			0.90		1.00	0.99		1.00	1.00	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1750			1662		1770	3513		1770	3534	
Flt Permitted		0.91			0.92		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1620			1541		1770	3513		1770	3534	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	5	5	23	5	73	5	1271	67	28	510	5
RTOR Reduction (vph)	0	5	0	0	68	0	0	5	0	0	1	0
Lane Group Flow (vph)	0	10	0	0	33	0	5	1333	0	28	514	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		5.0			5.0		1.2	48.3		2.3	49.4	
Effective Green, g (s)		5.0			5.0		1.2	48.3		2.3	49.4	
Actuated g/C Ratio		0.07			0.07		0.02	0.66		0.03	0.67	
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)		110			105		29	2305		55	2372	
v/s Ratio Prot							0.00	c0.38		c0.02	0.15	
v/s Ratio Perm		0.01			c0.02							
v/c Ratio		0.09			0.31		0.17	0.58		0.51	0.22	
Uniform Delay, d1		32.2			32.7		35.7	7.0		35.1	4.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.4			1.7		2.8	0.4		7.2	0.0	
Delay (s)		32.5			34.4		38.5	7.4		42.3	4.7	
Level of Service		C			C		D	A		D	A	
Approach Delay (s)		32.5			34.4			7.5			6.6	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM Average Control Delay	8.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	73.6	Sum of lost time (s)	18.0
Intersection Capacity Utilization	50.8%	ICU Level of Service	A
Analysis Period (min)	15		

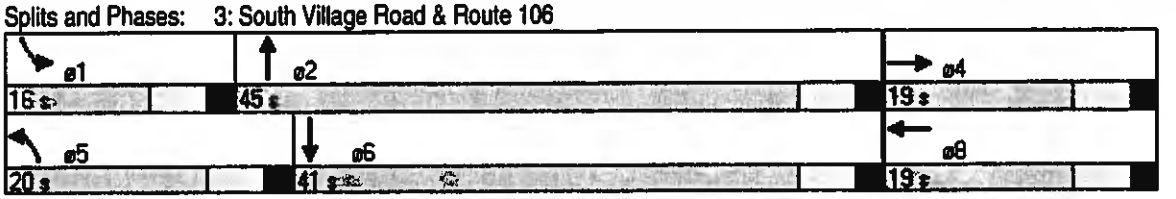
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔		↔	↰	↑↑↱	↰	↑↑↱
Volume (vph)	5	13	25	21	116	1088	51	534
Turn Type	Perm		Perm		Prot		Prot	
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	19.0	19.0	19.0	19.0	20.0	45.0	16.0	41.0
Total Split (%)	23.8%	23.8%	23.8%	23.8%	25.0%	56.3%	20.0%	51.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		8.2		8.2	9.8	36.3	7.4	30.9
Actuated g/C Ratio		0.13		0.13	0.16	0.60	0.11	0.51
v/c Ratio		0.36		0.44	0.44	0.56	0.27	0.32
Control Delay		14.3		20.7	30.6	12.7	32.0	12.9
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		14.3		20.7	30.6	12.7	32.0	12.9
LOS		B		C	C	B	C	B
Approach Delay		14.3		20.7		14.4		14.5
Approach LOS		B		C		B		B

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 60.3
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 14.8
Intersection LOS: B
Intersection Capacity Utilization 62.9%
ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: South Village Road & Route 106



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	105	112	123	1196	53	561
v/c Ratio	0.36	0.44	0.44	0.56	0.27	0.32
Control Delay	14.3	20.7	30.6	12.7	32.0	12.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.3	20.7	30.6	12.7	32.0	12.9
Queue Length 50th (ft)	7	17	41	176	18	71
Queue Length 95th (ft)	47	68	105	301	57	133
Internal Link Dist (ft)	282	273		466		416
Turn Bay Length (ft)			425		300	
Base Capacity (vph)	396	354	388	2282	263	2038
Starvation Cap Reductn	0	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	0.27	0.32	0.32	0.52	0.20	0.28

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	13	72	25	21	55	116	1088	37	51	534	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.89			0.93		1.00	1.00		1.00	1.00	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1690			1651		1805	3524		1752	3468	
Flt Permitted		0.98			0.92		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1659			t538		1805	3524		1752	3468	
Peak-hour factor, PHF	0.86	0.86	0.86	0.90	0.90	0.90	0.94	0.94	0.94	0.96	0.96	0.96
Adj. Flow (vph)	6	15	84	28	23	61	123	1157	39	53	556	5
RTOR Reduction (vph)	0	75	0	0	55	0	0	3	0	0	1	0
Lane Group Flow (vph)	0	30	0	0	57	0	123	1193	0	53	560	0
Heavy Vehicles (%)	0%	0%	0%	0%	10%	6%	0%	2%	0%	3%	4%	0%
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		6.8			6.8		8.1	34.8		4.4	31.1	
Effective Green, g (s)		6.8			6.8		8.1	34.8		4.4	31.1	
Actuated g/C Ratio		0.11			0.11		0.13	0.54		0.07	0.49	
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)		176			163		228	1916		120	1685	
v/s Ratio Prot							c0.07	c0.34		0.03	0.16	
v/s Ratio Perm		0.02			c0.04							
v/c Ratio		0.17			0.35		0.54	0.62		0.44	0.33	
Uniform Delay, d1		26.0			26.6		26.2	10.1		28.6	10.1	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.5			1.3		2.4	0.6		2.6	0.1	
Delay (s)		26.5			27.9		28.7	10.7		31.2	10.2	
Level of Service		C			C		C	B		C	B	
Approach Delay (s)		26.5			27.9			12.4			12.0	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	13.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	64.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

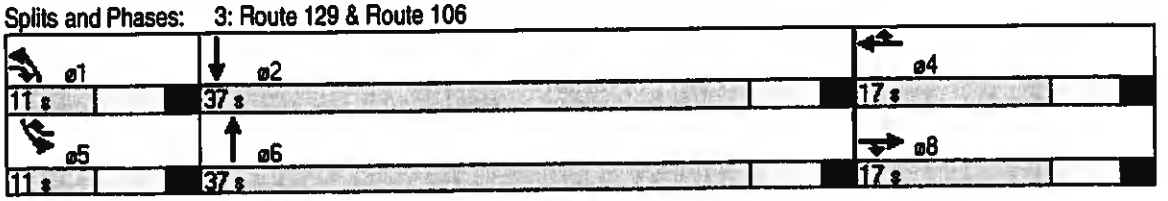
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Volume (vph)	29	69	46	86	48	33	26	877	27	463
Turn Type	Perm		pt+ov	Perm		pt+ov	Prot		Prot	
Protected Phases		8	8 1		4	4 5	1	6	5	2
Permitted Phases	8			4						
Detector Phase	8	8	8 1	4	4	4 5	1	6	5	2
Switch Phase										
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	8.0	5.0	10.0
Minimum Split (s)	15.0	15.0		15.0	15.0		11.0	16.0	11.0	16.0
Total Split (s)	17.0	17.0	28.0	17.0	17.0	28.0	11.0	37.0	11.0	37.0
Total Split (%)	26.2%	26.2%	43.1%	26.2%	26.2%	43.1%	16.9%	56.9%	16.9%	56.9%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min	None	Min
Act Effct Green (s)		11.0	22.0		11.0	22.0	5.1	33.0	5.1	33.0
Actuated g/C Ratio		0.18	0.33		0.18	0.33	0.08	0.53	0.08	0.53
v/c Ratio		0.45	0.10		0.64	0.07	0.21	0.66	0.23	0.31
Control Delay		29.0	5.4		38.2	6.0	32.0	13.3	32.4	9.6
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		29.0	5.4		38.2	6.0	32.0	13.3	32.4	9.6
LOS		C	A		D	A	C	B	C	A
Approach Delay		21.4			31.9			13.8		10.8
Approach LOS		C			C			B		B

Intersection Summary

Cycle Length: 65
Actuated Cycle Length: 62.6
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 15.2
Intersection Capacity Utilization 55.7%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 3: Route 129 & Route 106



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	121	57	156	38	29	1218	31	562
v/c Ratio	0.45	0.10	0.64	0.07	0.21	0.66	0.23	0.31
Control Delay	29.0	5.4	38.2	6.0	32.0	13.3	32.4	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.0	5.4	38.2	6.0	32.0	13.3	32.4	9.6
Queue Length 50th (ft)	44	0	59	0	11	181	12	66
Queue Length 95th (ft)	80	17	#126	16	34	253	34	94
Internal Link Dist (ft)	282		273			466		416
Turn Bay Length (ft)		125		185	400		400	
Base Capacity (vph)	275	548	248	561	136	1875	136	1881
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	0.44	0.10	0.63	0.07	0.21	0.65	0.23	0.30

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	29	69	46	86	48	33	26	877	220	27	463	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	
Frt		1.00	0.85		1.00	0.85	1.00	0.97		1.00	0.99	
Flt Protected		0.99	1.00		0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1804	1538		1829	1615	1805	3419		1805	3475	
Flt Permitted		0.84	1.00		0.73	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1545	1538		1387	1615	1805	3419		1805	3475	
Peak-hour factor, PHF	0.81	0.81	0.81	0.86	0.86	0.86	0.90	0.90	0.90	0.87	0.87	0.87
Adj. Flow (vph)	36	85	57	100	56	38	29	974	244	31	532	30
RTOR Reduction (vph)	0	0	40	0	0	26	0	32	0	0	6	0
Lane Group Flow (vph)	0	121	17	0	156	12	29	1186	0	31	556	0
Heavy Vehicles (%)	8%	2%	5%	1%	0%	0%	0%	2%	4%	0%	3%	4%
Turn Type	Perm		pt+ov	Perm		pt+ov	Prot			Prot		
Protected Phases		8	8 1		4	4 5	1	6		5	2	
Permitted Phases	8			4								
Actuated Green, G (s)		11.0	19.9		11.0	19.9	2.9	33.1		2.9	33.1	
Effective Green, g (s)		11.0	19.9		11.0	t9.9	2.9	33.1		2.9	33.1	
Actuated g/C Ratio		0.17	0.31		0.17	0.31	0.04	0.51		0.04	0.51	
Clearance Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		5.0			5.0		5.0	5.0		5.0	6.0	
Lane Grp Cap (vph)		261	471		235	494	81	t741		81	1770	
v/s Ratio Prot			0.01			0.01	0.02	c0.35		c0.02	0.16	
v/s Ratio Perm		0.08			c0.11							
v/c Ratio		0.46	0.04		0.66	0.02	0.36	0.68		0.38	0.31	
Uniform Delay, d1		24.3	15.8		25.3	15.8	30.1	12.0		30.2	9.3	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.7	0.1		9.0	0.0	5.6	1.4		6.2	0.3	
Delay (s)		27.1	15.9		34.3	15.8	35.7	13.4		36.4	9.6	
Level of Service		C	B		C	B	D	B		D	A	
Approach Delay (s)		23.5			30.7			13.9			11.0	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	15.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	55.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

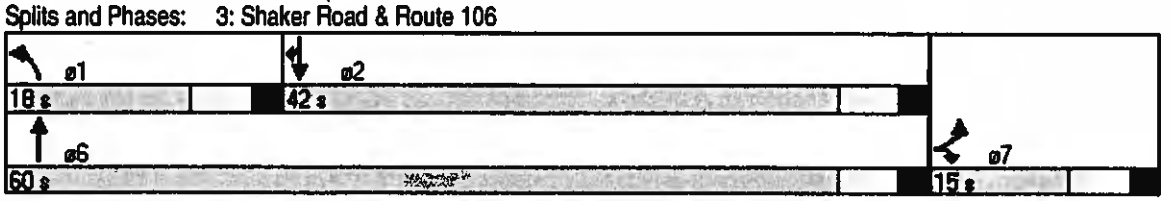
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	37	72	89	797	457	28
Turn Type		Prot	Prot			Prot
Protected Phases	7	7	1	6	2	2
Permitted Phases						
Detector Phase	7	7	1	6	2	2
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	15.0	15.0	10.0	22.0	22.0	22.0
Total Split (s)	15.0	15.0	18.0	60.0	42.0	42.0
Total Split (%)	20.0%	20.0%	24.0%	80.0%	56.0%	56.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	8.7	8.7	11.2	54.9	39.2	39.2
Actuated g/C Ratio	0.11	0.11	0.15	0.74	0.53	0.53
v/c Ratio	0.22	0.33	0.44	0.74	0.51	0.04
Control Delay	29.9	11.3	29.6	10.6	15.2	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.9	11.3	29.6	10.6	15.2	4.6
LOS	C	B	C	B	B	A
Approach Delay	17.7			12.5	14.6	
Approach LOS	B			B	B	

Intersection Summary

Cycle Length: 75
Actuated Cycle Length: 74.3
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 13.5
Intersection Capacity Utilization 55.3%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 3: Shaker Road & Route 106



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	44	85	114	1022	497	30
v/c Ratio	0.22	0.33	0.44	0.74	0.51	0.04
Control Delay	29.9	11.3	29.6	10.6	15.2	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.9	11.3	29.6	10.6	15.2	4.6
Queue Length 50th (ft)	14	0	35	216	139	0
Queue Length 95th (ft)	45	34	81	268	243	13
Internal Link Dist (ft)	230			240	327	
Turn Bay Length (ft)		170	530			300
Base Capacity (vph)	225	277	305	1458	1112	873
Starvation Cap Reductn	0	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	0.20	0.31	0.37	0.70	0.45	0.03

Intersection Summary

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	37	72	89	797	457	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1752	1583	1805	1863	1863	1442
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1752	1583	1805	1863	1863	1442
Peak-hour factor, PHF	0.85	0.85	0.78	0.78	0.92	0.92
Adj. Flow (vph)	44	85	114	1022	497	30
RTOR Reduction (vph)	0	76	0	0	0	14
Lane Group Flow (vph)	44	9	114	1022	497	16
Heavy Vehicles (%)	3%	2%	0%	2%	2%	12%
Turn Type		Prot	Prot			Prot
Protected Phases	7	7	1	6	2	2
Permitted Phases						
Actuated Green, G (s)	7.7	7.7	9.9	54.4	38.5	38.5
Effective Green, g (s)	7.7	7.7	9.9	54.4	38.5	38.5
Actuated g/C Ratio	0.10	0.10	0.13	0.73	0.52	0.52
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	182	164	241	1368	968	749
v/s Ratio Prot	c0.03	0.01	0.06	c0.55	0.27	0.01
v/s Ratio Perm						
v/c Ratio	0.24	0.05	0.47	0.75	0.51	0.02
Uniform Delay, d1	30.5	29.9	29.7	5.8	11.7	8.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9	0.2	2.0	2.4	0.6	0.0
Delay (s)	31.5	30.1	31.7	8.2	12.3	8.7
Level of Service	C	C	C	A	B	A
Approach Delay (s)	30.6			10.6	12.1	
Approach LOS	C			B	B	

Intersection Summary			
HCM Average Control Delay	12.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	74.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	6	6	5	51	6	30	5	687	88	28	391	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.92	0.92	0.92	0.87	0.87	0.87	0.97	0.97	0.97
Hourly flow rate (vph)	9	9	7	55	7	33	6	790	101	29	403	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1352	1367	407	1328	1320	840	410			891		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1352	1367	407	1328	1320	840	410			891		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	92	94	99	54	96	91	100			96		
cM capacity (veh/h)	109	142	649	120	152	362	1159			769		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	24	95	897	439
Volume Left	9	55	6	29
Volume Right	7	33	101	7
cSH	162	158	1159	769
Volume to Capacity	0.15	0.60	0.00	0.04
Queue Length 95th (ft)	13	79	0	3
Control Delay (s)	31.1	56.7	0.1	1.1
Lane LOS	D	F	A	A
Approach Delay (s)	31.1	56.7	0.1	1.1
Approach LOS	D	F		

Intersection Summary			
Average Delay	4.6		
Intersection Capacity Utilization	57.8%	ICU Level of Service	B
Analysis Period (min)	15		

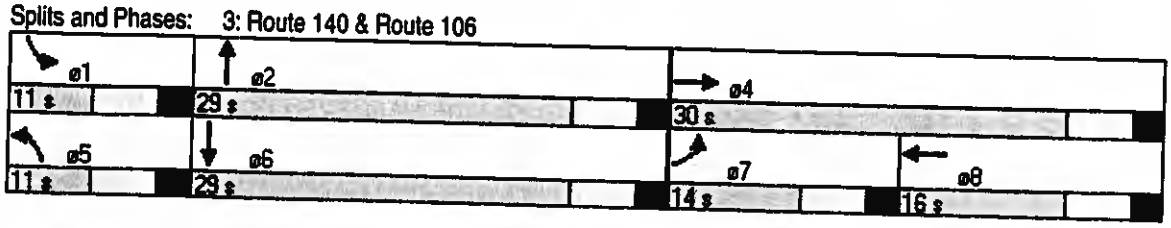
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	252	166	19	115	70	29	536	77	329	95
Turn Type	Prot		Perm		Perm	Prot		Prot		Perm
Protected Phases	7	4		8		5	2	1	6	
Permitted Phases		4 7	8		8					6
Detector Phase	7	4	8	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	22.0	11.0	11.0	11.0	11.0	22.0	11.0	22.0	22.0
Total Split (s)	14.0	30.0	16.0	16.0	16.0	11.0	29.0	11.0	29.0	29.0
Total Split (%)	20.0%	42.9%	22.9%	22.9%	22.9%	15.7%	41.4%	15.7%	41.4%	41.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min	Min
Act Effct Green (s)	8.6	19.9		9.3	9.3	5.3	17.7	5.2	21.8	21.8
Actuated g/C Ratio	0.15	0.34		0.15	0.15	0.08	0.30	0.09	0.37	0.37
v/c Ratio	0.58	0.34		0.60	0.26	0.24	0.65	0.57	0.52	0.16
Control Delay	34.1	16.6		38.8	9.7	35.7	22.2	48.5	19.8	4.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.1	16.6		38.8	9.7	35.7	22.2	48.5	19.8	4.9
LOS	C	B		D	A	D	C	D	B	A
Approach Delay		26.5		28.8			22.8		21.4	
Approach LOS		C		C			C		C	

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 58.8
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 24.0
Intersection Capacity Utilization 58.7%
Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service B

Splits and Phases: 3: Route 140 & Route 106



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	252	168	26	19	115	70	29	536	49	77	329	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	0.97	1.00			1.00	1.00	1.00	0.95		1.00	1.00	1.00
Frt	1.00	0.98			1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.99	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3242	1804			1839	1615	1736	3495		1752	1881	1583
Flt Permitted	0.95	1.00			0.91	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3242	1804			1679	1615	1736	3495		1752	1881	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.88	0.88	0.88	0.85	0.85	0.85	0.91	0.91	0.91
Adj. Flow (vph)	277	182	29	22	131	80	34	631	58	85	362	104
RTOR Reduction (vph)	0	8	0	0	0	71	0	10	0	0	0	68
Lane Group Flow (vph)	277	203	0	0	153	9	34	679	0	85	362	36
Heavy Vehicles (%)	8%	3%	4%	12%	1%	0%	4%	2%	2%	3%	1%	2%
Turn Type	Prot			Perm		Perm	Prot			Prot		Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases		4 7		8		8						6
Actuated Green, G (s)	8.6	21.6			7.0	7.0	1.7	19.9		3.6	21.8	21.8
Effective Green, g (s)	8.6	21.6			7.0	7.0	1.7	19.9		3.6	21.8	21.8
Actuated g/C Ratio	0.14	0.34			0.11	0.11	0.03	0.32		0.06	0.35	0.35
Clearance Time (s)	6.0	6.0			6.0	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		3.0	3.0	3.0
Lane Grp Cap (vph)	442	618			186	179	47	1102		100	650	547
v/s Ratio Prot	c0.09	0.11					0.02	c0.19		c0.05	0.19	
v/s Ratio Perm					c0.09	0.01						0.02
v/c Ratio	0.63	0.33			0.82	0.05	0.72	0.62		0.85	0.56	0.07
Uniform Delay, d1	25.7	15.4			27.4	25.1	30.5	18.4		29.5	16.7	13.8
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.8	0.3			24.5	0.1	42.4	1.0		45.4	1.0	0.1
Delay (s)	28.5	15.7			51.9	25.2	72.9	19.4		74.9	17.8	13.9
Level of Service	C	B			D	C	E	B		E	B	B
Approach Delay (s)		23.0			42.7			21.9			25.8	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM Average Control Delay	25.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	63.1	Sum of lost time (s)	24.0
Intersection Capacity Utilization	58.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↑			↑	
Volume (veh/h)	6	6	6	50	6	32	6	372	13	38	1499	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	7	7	54	7	35	7	404	14	41	1629	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2171	2147	1633	2139	2136	404	1636			418		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2171	2147	1633	2139	2136	404	1636			418		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	76	86	95	0	86	95	98			96		
cM capacity (veh/h)	27	46	125	29	47	646	396			1141		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	20	96	7	404	14	41	1636
Volume Left	7	54	7	0	0	41	0
Volume Right	7	35	0	0	14	0	7
cSH	45	46	396	1700	1700	1141	1700
Volume to Capacity	0.43	2.08	0.02	0.24	0.01	0.04	0.96
Queue Length 95th (ft)	39	246	1	0	0	3	0
Control Delay (s)	135.3	690.1	14.2	0.0	0.0	8.3	0.0
Lane LOS	F	F	B			A	
Approach Delay (s)	135.3	690.1	0.2			0.2	
Approach LOS	F	F					

Intersection Summary			
Average Delay	31.2		
Intersection Capacity Utilization	94.5%	ICU Level of Service	F
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	9	95	34	24	56	37	336	14	41	1431	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.71	0.71	0.71	0.84	0.84	0.84	0.95	0.95	0.95	0.90	0.90	0.90
Hourly flow rate (vph)	7	13	134	40	29	67	39	354	15	41	1431	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2028	1962	1434	2092	1957	361	1436			368		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2028	1962	1434	2092	1957	361	1436			368		
tC, single (s)	7.1	6.6	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.1	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	68	76	19	0	50	90	92			97		
cM capacity (veh/h)	22	52	165	5	57	677	479			1190		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	154	136	39	368	41	1436
Volume Left	7	40	39	0	41	0
Volume Right	134	67	0	15	0	5
cSH	112	17	479	1700	1190	1700
Volume to Capacity	1.38	8.16	0.08	0.22	0.03	0.84
Queue Length 95th (ft)	266	Err	7	0	3	0
Control Delay (s)	286.9	Err	13.2	0.0	8.1	0.0
Lane LOS	F	F	B		A	
Approach Delay (s)	286.9	Err	1.3		0.2	
Approach LOS	F	F				

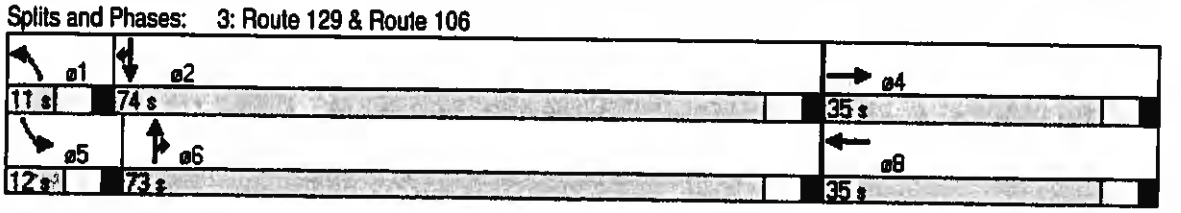
Intersection Summary			
Average Delay	645.0		
Intersection Capacity Utilization	88.0%	ICU Level of Service	E
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	19	37	115	293	41	14	21	371	41	30	1134	19
Turn Type	Perm		Perm	Perm		Perm	Prot		Prot	Prot		Prot
Protected Phases		4			8		1	6	6	5	2	2
Permitted Phases	4		4	8		8						
Detector Phase	4	4	4	8	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	8.0	8.0	5.0	10.0	10.0
Minimum Split (s)	16.0	16.0	16.0	16.0	16.0	16.0	11.0	16.0	16.0	11.0	16.0	16.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	11.0	73.0	73.0	12.0	74.0	74.0
Total Split (%)	29.2%	29.2%	29.2%	29.2%	29.2%	29.2%	9.2%	60.8%	60.8%	10.0%	61.7%	61.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)		29.1	29.1		29.1	29.1	5.0	67.6	67.6	6.0	68.2	68.2
Actuated g/C Ratio		0.25	0.25		0.25	0.25	0.04	0.58	0.58	0.05	0.59	0.59
v/c Ratio		0.28	0.31		1.15	0.04	0.32	0.41	0.05	0.37	1.11	0.02
Control Delay		39.8	10.3		137.3	16.9	67.3	15.5	3.6	67.6	87.2	6.7
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		39.8	10.3		137.3	16.9	67.3	15.5	3.6	87.6	87.2	6.7
LOS		D	B		F	B	E	B	A	E	F	A
Approach Delay		20.0			132.6			16.9			85.4	
Approach LOS		B			F			B			F	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 115.6
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.15
Intersection Signal Delay: 72.2
Intersection LOS: E
Intersection Capacity Utilization 100.2%
ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 3: Route 129 & Route 106



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	76	155	363	15	24	426	47	32	1206	20
v/c Ratio	0.28	0.31	1.15	0.04	0.32	0.41	0.05	0.37	1.11	0.02
Control Delay	39.8	10.3	137.3	16.9	67.3	15.5	3.6	67.6	87.2	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.8	10.3	137.3	16.9	67.3	15.5	3.6	67.6	87.2	6.7
Queue Length 50th (ft)	48	12	~340	1	18	184	0	24	~1101	2
Queue Length 95th (ft)	76	39	#532	19	46	249	16	59	#1361	13
Internal Link Dist (ft)	282		273			466			416	
Turn Bay Length (ft)		125		185	530		310	325		250
Base Capacity (vph)	268	507	316	417	75	1028	963	87	1088	957
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.31	1.15	0.04	0.32	0.41	0.05	0.37	1.11	0.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	19	37	115	293	41	14	21	371	41	30	1134	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1824	1615		1723	1615	1805	1759	1615	1736	1845	1615
Flt Permitted		0.57	1.00		0.70	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1067	1615		1257	1615	1805	1759	1615	1736	1845	1615
Peak-hour factor, PHF	0.74	0.74	0.74	0.92	0.92	0.92	0.87	0.87	0.87	0.94	0.94	0.94
Adj. Flow (vph)	26	50	155	318	45	15	24	426	47	32	1206	20
RTOR Reduction (vph)	0	0	102	0	0	11	0	0	20	0	0	5
Lane Group Flow (vph)	0	76	53	0	363	4	24	426	27	32	1206	15
Heavy Vehicles (%)	7%	0%	0%	6%	3%	0%	0%	8%	0%	4%	3%	0%
Turn Type	Perm		Perm	Perm		Perm	Prot		Prot	Prot		Prot
Protected Phases		4			8		1	6	6	5	2	2
Permitted Phases	4		4	8		8						
Actuated Green, G (s)		29.1	29.1		29.1	29.1	2.9	67.6	67.6	3.5	68.2	68.2
Effective Green, g (s)		29.1	29.1		29.1	29.1	2.9	67.6	67.6	3.5	68.2	68.2
Actuated g/C Ratio		0.25	0.25		0.25	0.25	0.02	0.57	0.57	0.03	0.58	0.58
Clearance Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	6.0	6.0
Lane Grp Cap (vph)		263	398		309	398	44	1006	924	51	1065	932
v/s Ratio Prot							0.01	0.24	0.02	c0.02	c0.65	0.01
v/s Ratio Perm		0.07	0.03		c0.29	0.00						
v/c Ratio		0.29	0.13		1.17	0.01	0.55	0.42	0.03	0.63	1.13	0.02
Uniform Delay, d1		36.2	34.7		44.5	33.7	57.0	14.3	11.0	56.7	25.0	10.7
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		1.3	0.3		107.3	0.0	22.1	0.6	0.0	29.5	71.6	0.0
Delay (s)		37.4	35.0		151.9	33.7	79.1	14.9	11.0	86.2	96.6	10.7
Level of Service		D	D		F	C	E	B	B	F	F	B
Approach Delay (s)		35.8			147.2			17.6			95.0	
Approach LOS		D			F			B			F	

Intersection Summary			
HCM Average Control Delay	81.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	118.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	100.2%	ICU Level of Service	G
Analysis Period (min)	15		

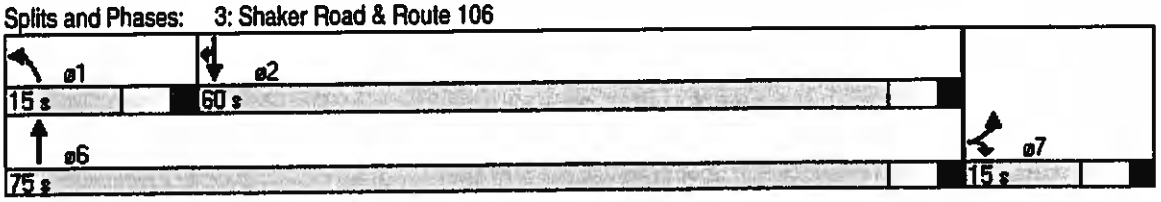
c Critical Lane Group

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	39	122	33	357	918	25
Turn Type		Prot	Prot			Prot
Protected Phases	7	7	1	6	2	2
Permitted Phases						
Detector Phase	7	7	1	6	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	15.0	15.0	15.0	22.0	22.0
Total Split (s)	15.0	15.0	15.0	75.0	60.0	60.0
Total Split (%)	16.7%	16.7%	16.7%	83.3%	66.7%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	8.1	8.1	8.2	69.3	60.4	60.4
Actuated g/C Ratio	0.09	0.09	0.09	0.77	0.67	0.67
v/c Ratio	0.28	0.52	0.28	0.33	0.87	0.03
Control Delay	41.6	14.3	42.1	3.8	24.0	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.6	14.3	42.1	3.8	24.0	2.9
LOS	D	B	D	A	C	A
Approach Delay	21.0			7.0	23.4	
Approach LOS	C			A	C	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 89.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 18.6
Intersection LOS: B
Intersection Capacity Utilization 65.9%
ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Shaker Road & Route 106



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	45	140	43	470	1093	30
v/c Ratio	0.28	0.52	0.28	0.33	0.87	0.03
Control Delay	41.6	14.3	42.1	3.8	24.0	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.6	14.3	42.1	3.8	24.0	2.9
Queue Length 50th (ft)	24	0	23	64	532	0
Queue Length 95th (ft)	55	49	46	77	#775	9
Internal Link Dist (ft)	230			240	327	
Turn Bay Length (ft)		170	530			300
Base Capacity (vph)	176	285	172	1456	1257	983
Starvation Cap Reductn	0	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	0.26	0.49	0.25	0.32	0.87	0.03

Intersection Summary

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	39	122	33	357	918	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1752	1583	1805	1863	1863	1442
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1752	1583	1805	1863	1863	1442
Peak-hour factor, PHF	0.87	0.87	0.76	0.76	0.84	0.84
Adj. Flow (vph)	45	140	43	470	1093	30
RTOR Reduction (vph)	0	128	0	0	0	10
Lane Group Flow (vph)	45	12	43	470	1093	20
Heavy Vehicles (%)	3%	2%	0%	2%	2%	12%
Turn Type		Prot	Prot			Prot
Protected Phases	7	7	1	6	2	2
Permitted Phases						
Actuated Green, G (s)	8.1	8.1	5.3	71.7	60.4	60.4
Effective Green, g (s)	8.1	8.1	5.3	71.7	60.4	60.4
Actuated g/C Ratio	0.09	0.09	0.06	0.78	0.66	0.66
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	155	140	104	1455	1226	949
v/s Ratio Prot	c0.03	0.01	0.02	c0.25	c0.59	0.01
v/s Ratio Perm						
v/c Ratio	0.29	0.09	0.41	0.32	0.89	0.02
Uniform Delay, d1	39.2	38.5	41.7	2.9	13.0	5.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.4	0.4	3.6	0.2	8.7	0.0
Delay (s)	40.6	38.8	45.4	3.1	21.7	5.5
Level of Service	D	D	D	A	C	A
Approach Delay (s)	39.3			6.7	21.2	
Approach LOS	D			A	C	

Intersection Summary			
HCM Average Control Delay	19.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	91.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	65.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	5	5	5	99	5	27	5	347	21	14	827	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.86	0.86	0.86	0.95	0.95	0.95	0.79	0.79	0.79
Hourly flow rate (vph)	6	6	6	115	6	31	5	365	22	18	1047	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1507	1483	t050	1481	t475	376	1053			387		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1507	1483	1050	1481	1475	376	1053			387		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	5.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	3.1			2.2		
p0 queue free %	93	95	98	0	95	95	99			99		
cM capacity (veh/h)	90	123	278	96	124	666	397			1182		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	18	152	393	1071
Volume Left	6	115	5	18
Volume Right	6	31	22	6
cSH	131	118	397	1182
Volume to Capacity	0.14	1.30	0.01	0.01
Queue Length 95th (ft)	12	251	1	1
Control Delay (s)	36.7	251.2	0.4	0.4
Lane LOS	E	F	A	A
Approach Delay (s)	36.7	251.2	0.4	0.4
Approach LOS	E	F		

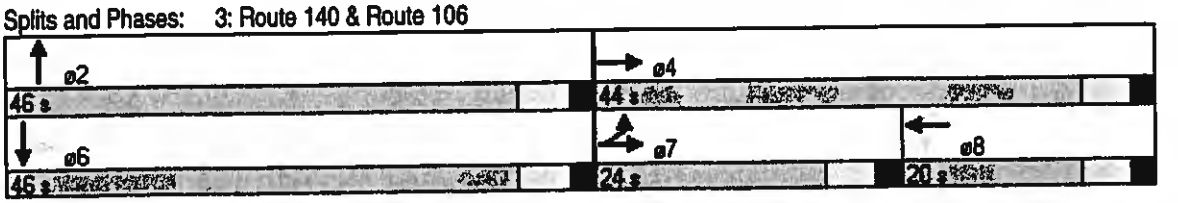
Intersection Summary			
Average Delay	24.2		
Intersection Capacity Utilization	72.6%	ICU Level of Service	C
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	ø4
Lane Configurations											
Volume (vph)	314	97	22	178	150	39	334	65	620	114	
Turn Type	Prot		Perm		Perm	Perm		Perm		Perm	
Protected Phases	7	47		8			2		6		4
Permitted Phases			8		8	2		6		6	
Detector Phase	7	47	8	8	8	2	2	6	6	6	
Switch Phase											
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	24.0	68.0	20.0	20.0	20.0	46.0	46.0	46.0	46.0	46.0	44.0
Total Split (%)	26.7%	75.6%	22.2%	22.2%	22.2%	51.1%	51.1%	51.1%	51.1%	51.1%	49%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?	Yes		Yes	Yes	Yes						
Recall Mode	None		None	None	None	Min	Min	Min	Min	Min	None
Act Effct Green (s)	18.0	38.0		14.0	14.0	40.0	40.0	40.0	40.0	40.0	
Actuated g/C Ratio	0.20	0.42		0.16	0.16	0.44	0.44	0.44	0.44	0.44	
v/c Ratio	1.06	0.19		1.00	0.50	0.56	0.56	0.29	1.01	0.21	
Control Delay	102.0	14.5		96.7	10.1	49.8	21.6	19.2	60.3	3.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	102.0	14.5		96.7	10.1	49.8	21.6	19.2	60.3	3.4	
LOS	F	B		F	B	D	C	B	E	A	
Approach Delay		76.5		59.5			24.2		48.8		
Approach LOS		E		E			C		D		

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.06
Intersection Signal Delay: 51.5
Intersection LOS: D
Intersection Capacity Utilization 84.8%
ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 3: Route 140 & Route 106



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	353	145	266	200	46	444	87	827	152
v/c Ratio	1.06	0.19	1.00	0.50	0.58	0.58	0.29	1.01	0.21
Control Delay	102.0	14.5	96.7	10.1	49.8	21.6	19.2	60.3	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	102.0	14.5	96.7	10.1	49.8	21.6	19.2	60.3	3.4
Queue Length 50th (ft)	~222	42	~154	0	19	177	30	~465	0
Queue Length 95th (ft)	#384	79	#233	30	#70	249	53	#520	18
Internal Link Dist (ft)		260	328			378		307	
Turn Bay Length (ft)	185			150	365		185		275
Base Capacity (vph)	334	761	265	397	82	788	304	820	725
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.06	0.19	1.00	0.50	0.56	0.56	0.29	1.01	0.21

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	314	97	32	22	178	150	39	334	43	65	820	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.96			1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.99	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1671	1772			1798	1468	1752	1781		1736	1845	1442
Flt Permitted	0.95	1.00			0.94	1.00	0.10	1.00		0.37	1.00	1.00
Satd. Flow (perm)	1671	1772			1703	1468	184	1781		684	1845	1442
Peak-hour factor, PHF	0.89	0.89	0.89	0.75	0.75	0.75	0.85	0.85	0.85	0.75	0.75	0.75
Adj. Flow (vph)	353	109	36	29	237	200	46	393	51	87	827	152
RTOR Reduction (vph)	0	13	0	0	0	169	0	5	0	0	0	84
Lane Group Flow (vph)	353	132	0	0	266	31	46	439	0	87	827	68
Heavy Vehicles (%)	8%	3%	4%	6%	5%	10%	3%	5%	14%	4%	3%	12%
Turn Type	Prot			Perm		Perm	Perm			Perm		Perm
Protected Phases	7	4 7			8			2			6	
Permitted Phases				8		8	2			8		8
Actuated Green, G (s)	18.0	38.0			14.0	14.0	40.0	40.0		40.0	40.0	40.0
Effective Green, g (s)	18.0	38.0			14.0	14.0	40.0	40.0		40.0	40.0	40.0
Actuated g/C Ratio	0.20	0.42			0.16	0.16	0.44	0.44		0.44	0.44	0.44
Clearance Time (s)	6.0				6.0	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	3.0	3.0
Lane Grp Cap (vph)	334	748			265	228	82	783		304	820	641
v/s Ratio Prot	c0.21	0.07						0.25			c0.45	
v/s Ratio Perm					c0.16	0.02	0.25			0.13		0.05
v/c Ratio	1.06	0.18			1.00	0.14	0.56	0.56		0.29	1.01	0.11
Uniform Delay, d1	38.0	16.2			38.0	32.8	18.5	18.5		15.9	25.0	14.8
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	65.0	0.1			56.2	0.3	8.5	0.9		0.5	33.5	0.1
Delay (s)	101.0	16.3			94.2	33.1	27.0	19.4		16.4	58.5	14.6
Level of Service	F	B			F	C	C	B		B	E	B
Approach Delay (s)		76.4			68.0			20.1			48.8	
Approach LOS		E			E			C			D	

Intersection Summary			
HCM Average Control Delay	52.2	HCM Level of Service	D
HCM Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	84.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	6	6	25	6	82	6	1430	76	32	573	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	7	7	27	7	89	7	1554	83	35	623	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2355	2346	626	2270	2266	1554	629			1637		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2355	2346	626	2270	2266	1554	629			1637		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	9	80	99	0	82	36	99			91		
cM capacity (veh/h)	7	33	484	22	37	139	953			396		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	20	123	7	1554	83	35	629
Volume Left	7	27	7	0	0	35	0
Volume Right	7	89	0	0	83	0	7
cSH	17	60	953	1700	1700	396	1700
Volume to Capacity	1.12	2.04	0.01	0.91	0.05	0.09	0.37
Queue Length 95th (ft)	71	294	1	0	0	7	0
Control Delay (s)	562.9	829.6	8.8	0.0	0.0	15.0	0.0
Lane LOS	F	F	A			B	
Approach Delay (s)	562.9	629.6	0.0			0.8	
Approach LOS	F	F					

Intersection Summary				
Average Delay	36.3			
Intersection Capacity Utilization	89.8%	ICU Level of Service	E	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	18	88	30	26	67	141	1329	45	62	652	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.71	0.71	0.71	0.84	0.84	0.84	0.95	0.95	0.95	0.90	0.90	0.90
Hourly flow rate (vph)	7	23	124	36	31	80	148	1399	47	62	652	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2570	2522	654	2631	2500	1423	857			1446		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2570	2522	654	2631	2500	1423	657			1446		
tC, single (s)	7.1	8.6	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.1	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	0	74	0	0	51	84			87		
cM capacity (veh/h)	0	19	468	0	21	164	940			468		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	154	148	148	1446	82	657
Volume Left	7	36	148	0	62	0
Volume Right	124	80	0	47	0	5
cSH	0	0	940	1700	468	1700
Volume to Capacity	Err	Err	0.16	0.85	0.13	0.39
Queue Length 95th (ft)	Err	Err	14	0	11	0
Control Delay (s)	Err	Err	9.5	0.0	13.9	0.0
Lane LOS	F	F	A		B	
Approach Delay (s)	Err	Err	0.9		1.2	
Approach LOS	F	F				

Intersection Summary				
Average Delay	Err			
Intersection Capacity Utilization	99.8%	ICU Level of Service	F	
Analysis Period (min)	15			

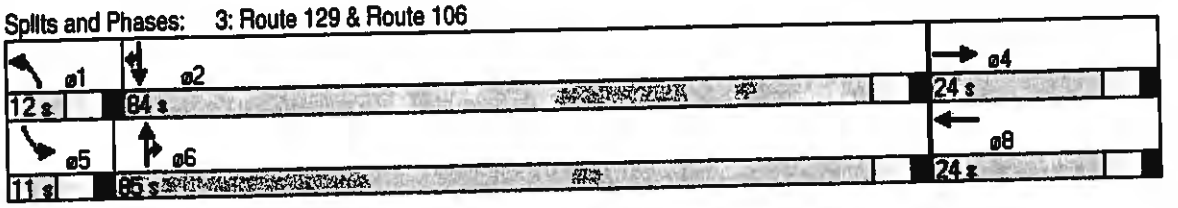
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	37	88	59	109	60	42	33	1110	279	34	586	33
Turn Type	Perm		Perm	Perm		Perm	Prot		Prot	Prot		Prot
Protected Phases		4			8		1	8	6	5	2	2
Permitted Phases	4		4	8		8						
Detector Phase	4	4	4	8	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	8.0	8.0	5.0	10.0	10.0
Minimum Split (s)	16.0	16.0	16.0	16.0	16.0	16.0	11.0	16.0	16.0	11.0	16.0	16.0
Total Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	12.0	85.0	85.0	11.0	84.0	84.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	10.0%	70.8%	70.8%	9.2%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)		18.0	18.0		18.0	18.0	6.0	79.2	79.2	5.0	78.6	78.6
Actuated g/C Ratio		0.16	0.16		0.18	0.16	0.05	0.69	0.69	0.04	0.68	0.68
v/c Ratio		0.99	0.25		1.21	0.16	0.42	1.06	0.27	0.50	0.50	0.03
Control Delay		118.6	11.9		183.9	14.2	69.9	63.6	1.8	79.6	11.4	2.5
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		118.6	11.9		183.9	14.2	69.9	63.8	1.8	79.6	11.4	2.5
LOS		F	B		F	B	E	E	A	E	B	A
Approach Delay		82.9			149.8			51.6			14.5	
Approach LOS		F			F			D			B	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 115.8
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.21
Intersection Signal Delay: 53.2
Intersection Capacity Utilization 84.3%
Analysis Period (min) 15

Intersection LOS: D
ICU Level of Service E

Splits and Phases: 3: Route 129 & Route 106



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	169	80	183	46	38	1276	321	36	623	35
v/c Ratio	0.99	0.25	1.21	0.18	0.42	1.06	0.27	0.50	0.50	0.03
Control Delay	116.6	11.9	183.9	14.2	69.9	63.6	1.8	79.6	11.4	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	116.6	11.9	183.9	14.2	69.9	63.6	1.8	79.6	11.4	2.5
Queue Length 50th (ft)	~140	0	~178	0	29	~1123	6	28	236	0
Queue Length 95th (ft)	#209	27	#326	34	64	#1307	32	#72	326	11
Internal Link Dist (ft)	282		273			466			416	
Turn Bay Length (ft)		125		185	530		310	325		250
Base Capacity (vph)	171	319	151	291	90	1205	1199	72	1254	1109
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.25	1.21	0.16	0.42	1.06	0.27	0.50	0.50	0.03

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Movement	EBL	EB	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	37	88	59	109	60	42	33	1110	279	34	586	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0	8.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.99	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1834	1615		1754	1615	1805	1759	1615	1736	1845	1615
Flt Permitted		0.59	1.00		0.53	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1094	1615		968	1615	1805	1759	1615	1736	1845	1615
Peak-hour factor, PHF	0.74	0.74	0.74	0.92	0.92	0.92	0.87	0.87	0.87	0.94	0.94	0.94
Adj. Flow (vph)	50	119	80	118	65	46	38	1276	321	36	623	35
RTOR Reduction (vph)	0	0	68	0	0	39	0	0	97	0	0	12
Lane Group Flow (vph)	0	169	12	0	183	7	38	1276	224	36	623	23
Heavy Vehicles (%)	7%	0%	0%	6%	3%	0%	0%	8%	0%	4%	3%	0%
Turn Type	Perm		Perm	Perm		Perm	Prot		Prot	Prot		Prot
Protected Phases		4			8		1	6	6	5	2	2
Permitted Phases	4		4	8		8						
Actuated Green, G (s)		18.0	18.0		18.0	18.0	3.5	79.2	79.2	2.9	78.6	78.6
Effective Green, g (s)		18.0	18.0		18.0	18.0	3.5	79.2	79.2	2.9	78.6	78.6
Actuated g/C Ratio		0.15	0.15		0.15	0.15	0.03	0.67	0.67	0.02	0.67	0.67
Clearance Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	6.0	6.0
Lane Grp Cap (vph)		167	246		148	246	53	1180	1083	43	1228	1075
v/s Ratio Prot							c0.02	c0.73	0.14	0.02	0.34	0.01
v/s Ratio Perm		0.15	0.01		c0.19	0.00						
v/c Ratio		1.01	0.05		1.24	0.03	0.72	1.08	0.21	0.84	0.51	0.02
Uniform Delay, d1		50.0	42.7		50.0	42.8	56.8	19.4	7.4	57.4	10.0	6.7
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		72.8	0.2		151.2	0.1	44.1	51.1	0.2	82.8	0.9	0.0
Delay (s)		122.9	42.9		201.2	42.7	100.9	70.6	7.6	139.9	10.9	6.7
Level of Service		F	D		F	D	F	E	A	F	B	A
Approach Delay (s)		97.2			169.4			58.9			17.4	
Approach LOS		F			F			E			B	

Intersection Summary			
HCM Average Control Delay	61.1	HCM Level of Service	E
HCM Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	118.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	84.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

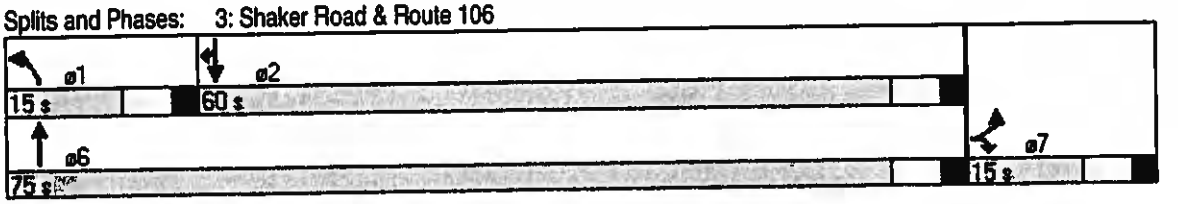
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	45	88	108	974	558	34
Turn Type		Prot	Prot			Prot
Protected Phases	7	7	1	6	2	2
Permitted Phases						
Detector Phase	7	7	1	6	2	2
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	15.0	15.0	15.0	15.0	22.0	22.0
Total Split (s)	15.0	15.0	15.0	75.0	60.0	60.0
Total Split (%)	16.7%	16.7%	16.7%	83.3%	66.7%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	8.1	8.1	9.2	63.0	46.0	46.0
Actuated g/C Ratio	0.10	0.10	0.12	0.80	0.59	0.59
v/c Ratio	0.30	0.41	0.65	0.84	0.56	0.04
Control Delay	41.4	13.8	53.2	14.0	13.0	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.4	13.8	53.2	14.0	13.0	2.7
LOS	D	B	D	B	B	A
Approach Delay	23.1			17.9	12.4	
Approach LOS	C			B	B	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 78.6
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 18.7
Intersection Capacity Utilization 64.6%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service C

Splits and Phases: 3: Shaker Road & Route 106



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	53	104	138	1249	607	37
v/c Ratio	0.30	0.41	0.65	0.84	0.56	0.04
Control Delay	41.4	13.8	53.2	14.0	13.0	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.4	13.8	53.2	14.0	13.0	2.7
Queue Length 50th (ft)	27	0	74	392	187	0
Queue Length 95th (ft)	61	41	#135	408	278	11
Internal Link Dist (ft)	230			240	327	
Turn Bay Length (ft)		170	530			300
Base Capacity (vph)	195	268	213	1521	1168	918
Starvation Cap Reductn	0	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	0.27	0.39	0.65	0.82	0.52	0.04

Intersection Summary

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	45	88	108	974	558	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1752	1583	1805	1863	1863	1442
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1752	1583	1805	1863	1863	1442
Peak-hour factor, PHF	0.85	0.85	0.78	0.78	0.92	0.92
Adj. Flow (vph)	53	104	138	1249	607	37
RTOR Reduction (vph)	0	96	0	0	0	16
Lane Group Flow (vph)	53	8	138	1249	607	21
Heavy Vehicles (%)	3%	2%	0%	2%	2%	12%
Turn Type		Prot	Prot			Prot
Protected Phases	7	7	1	6	2	2
Permitted Phases						
Actuated Green, G (s)	6.5	6.5	9.2	61.4	46.2	46.2
Effective Green, g (s)	6.5	6.5	9.2	61.4	46.2	46.2
Actuated g/C Ratio	0.08	0.08	0.12	0.77	0.58	0.58
Clearance Time (s)	6.0	6.0	6.0	8.0	6.0	8.0
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	143	129	208	1432	1077	834
v/s Ratio Prot	c0.03	0.01	0.08	c0.67	0.33	0.01
v/s Ratio Perm						
v/c Ratio	0.37	0.07	0.66	0.87	0.56	0.03
Uniform Delay, d1	34.8	33.9	33.9	6.5	10.5	7.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.2	0.3	8.5	6.3	0.8	0.0
Delay (s)	37.0	34.2	42.3	12.8	11.4	7.2
Level of Service	D	C	D	B	B	A
Approach Delay (s)	35.1			15.8	11.1	
Approach LOS	D			B	B	

Intersection Summary			
HCM Average Control Delay	15.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	79.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	7	7	5	62	7	37	5	839	107	34	477	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.92	0.92	0.92	0.87	0.87	0.87	0.97	0.97	0.97
Hourly flow rate (vph)	10	10	7	67	8	40	6	964	123	35	492	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1647	1665	496	1615	1607	1026	500			1087		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1647	1665	496	1615	1607	1026	500			1087		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	84	89	99	6	92	86	99			95		
cM capacity (veh/h)	62	92	578	71	100	283	t075			649		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	27	115	1093	535
Volume Left	10	67	6	35
Volume Right	7	40	123	8
cSH	96	99	1075	649
Volume to Capacity	0.28	1.16	0.01	0.05
Queue Length 95th (ft)	26	192	0	4
Control Delay (s)	56.7	220.8	0.2	1.5
Lane LOS	F	F	A	A
Approach Delay (s)	56.7	220.8	0.2	1.5
Approach LOS	F	F		

Intersection Summary				
Average Delay	15.8			
Intersection Capacity Utilization	68.5%	ICU Level of Service	C	
Analysis Period (min)	15			

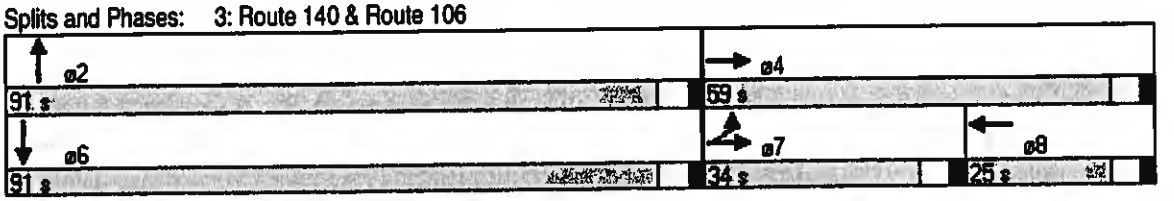
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	ø4
Lane Configurations											
Volume (vph)	324	213	25	147	90	38	690	99	423	122	
Turn Type	Prot		Perm		Perm	Perm		Perm		Perm	
Protected Phases	7	4 7		8			2		6		4
Permitted Phases			8		8	2		6		6	
Detector Phase	7	4 7	8	8	8	2	2	6	6	6	
Switch Phase											
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	34.0	93.0	25.0	25.0	25.0	91.0	91.0	91.0	91.0	91.0	59.0
Total Split (%)	22.7%	62.0%	16.7%	16.7%	16.7%	60.7%	60.7%	60.7%	60.7%	60.7%	39%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?	Yes		Yes	Yes	Yes						
Recall Mode	None		None	None	None	Min	Min	Min	Min	Min	None
Act Effct Green (s)	28.0	53.0		19.0	19.0	85.0	85.0	85.0	85.0	85.0	
Actuated g/C Ratio	0.19	0.35		0.13	0.13	0.57	0.57	0.57	0.57	0.57	
v/c Ratio	1.17	0.43		1.12	0.44	0.13	0.88	1.16	0.54	0.18	
Control Delay	155.9	38.8		155.1	20.5	16.6	39.7	165.1	22.7	2.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	155.9	38.8		155.1	20.5	16.6	39.7	165.1	22.7	2.5	
LOS	F	D		F	C	B	D	F	C	A	
Approach Delay		105.3		108.8			38.6		40.8		
Approach LOS		F		F			D		D		

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.17
Intersection Signal Delay: 63.4
Intersection Capacity Utilization 92.7%
Analysis Period (min) 15

Intersection LOS: E
ICU Level of Service F

Splits and Phases: 3: Route 140 & Route 106



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	364	277	229	120	45	886	132	564	163
v/c Ratio	1.17	0.43	1.12	0.44	0.13	0.88	1.16	0.54	0.18
Control Delay	155.9	38.8	155.1	20.5	16.6	39.7	165.1	22.7	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	155.9	38.8	155.1	20.5	16.6	39.7	165.1	22.7	2.5
Queue Length 50th (ft)	~422	202	~257	17	20	722	~152	333	0
Queue Length 95th (ft)	#619	285	#326	50	40	848	#227	335	16
Internal Link Dist (ft)		260	328			378		307	
Turn Bay Length (ft)	185			150	365		185		275
Base Capacity (vph)	312	641	205	274	342	1007	114	1046	888
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.17	0.43	1.12	0.44	0.13	0.88	1.16	0.54	0.18

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	324	213	34	25	147	90	38	690	63	99	423	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98			1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.99	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1671	1804			1794	1468	1752	1774		1736	1845	1442
Flt Permitted	0.95	1.00			0.90	1.00	0.33	1.00		0.11	1.00	1.00
Satd. Flow (perm)	1671	1804			1619	1468	602	1774		202	1845	1442
Peak-hour factor, PHF	0.89	0.89	0.89	0.75	0.75	0.75	0.85	0.85	0.85	0.75	0.75	0.75
Adj. Flow (vph)	364	239	38	33	196	120	45	812	74	132	564	163
RTOR Reduction (vph)	0	4	0	0	0	88	0	2	0	0	0	71
Lane Group Flow (vph)	364	273	0	0	229	32	45	884	0	132	564	92
Heavy Vehicles (%)	8%	3%	4%	6%	5%	10%	3%	5%	14%	4%	3%	12%
Turn Type	Prot			Perm		Perm	Perm			Perm		Perm
Protected Phases	7	4 7			8			2			6	
Permitted Phases				8		8	2			6		6
Actuated Green, G (s)	28.0	53.0			19.0	19.0	85.0	85.0		85.0	85.0	85.0
Effective Green, g (s)	28.0	53.0			19.0	t9.0	85.0	85.0		85.0	85.0	85.0
Actuated g/C Ratio	0.19	0.35			0.13	0.13	0.57	0.57		0.57	0.57	0.57
Clearance Time (s)	6.0				6.0	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	3.0	3.0
Lane Grp Cap (vph)	312	637			205	186	341	1005		114	t046	817
v/s Ratio Prot	c0.22	0.15						0.50			0.31	
v/s Ratio Perm					c0.14	0.02	0.07			c0.65		0.06
v/c Ratio	1.17	0.43			1.12	0.17	0.13	0.88		1.16	0.54	0.11
Uniform Delay, d1	61.0	37.0			65.5	58.5	15.2	28.1		32.5	20.3	15.0
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	104.1	0.5			97.8	0.4	0.2	8.9		132.9	0.5	0.1
Delay (s)	165.1	37.4			163.3	58.9	15.4	37.0		165.4	20.8	15.1
Level of Service	F	D			F	E	B	D		F	C	B
Approach Delay (s)		109.9			127.4			35.9			42.0	
Approach LOS		F			F			D			D	

Intersection Summary			
HCM Average Control Delay	66.3	HCM Level of Service	E
HCM Volume to Capacity ratio	1.15		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	92.7%	ICU Level of Service	F
Analysis Period (min)	15		

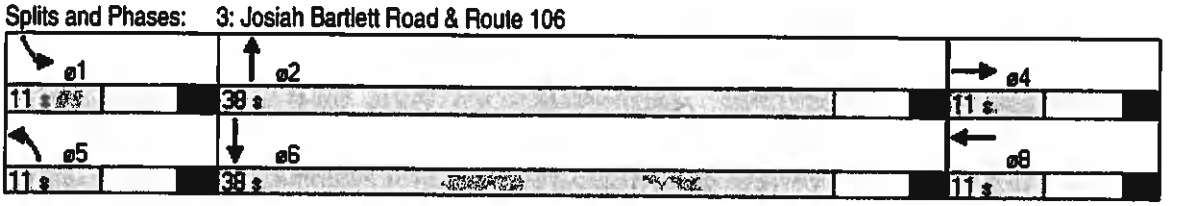
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	6	6	50	6	6	372	38	1499
Turn Type	Perm		Perm		Prot		Prot	
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	20.0	11.0	20.0
Total Split (s)	11.0	11.0	11.0	11.0	11.0	38.0	11.0	38.0
Total Split (%)	18.3%	18.3%	18.3%	18.3%	18.3%	63.3%	18.3%	63.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		5.7		5.7	5.5	47.0	5.6	50.1
Actuated g/C Ratio		0.08		0.08	0.07	0.68	0.07	0.72
v/c Ratio		0.16		0.66	0.06	0.18	0.32	0.64
Control Delay		21.6		39.2	28.3	5.5	30.5	8.5
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		21.6		39.2	26.3	5.5	30.5	8.5
LOS		C		D	C	A	C	A
Approach Delay		21.6		39.2		5.9		9.0
Approach LOS		C		D		A		A

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 69.5
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 9.9
Intersection LOS: A
Intersection Capacity Utilization 60.2%
ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: Josiah Bartlett Road & Route 106



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	21	96	7	418	41	1636
v/c Ratio	0.16	0.66	0.06	0.18	0.32	0.64
Control Delay	21.6	39.2	26.3	5.5	30.5	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.6	39.2	26.3	5.5	30.5	8.5
Queue Length 50th (ft)	4	18	2	18	12	122
Queue Length 95th (ft)	23	#84	13	58	40	#368
Internal Link Dist (ft)	40	60		t22		98
Turn Bay Length (ft)			425		425	
Base Capacity (vph)	135	146	124	2458	130	2550
Starvation Cap Reductn	0	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	0.16	0.66	0.06	0.17	0.32	0.64

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↑↑			↑↑	
Volume (vph)	6	6	6	50	6	32	6	372	13	38	1499	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.95			0.95		1.00	0.99		1.00	1.00	
Flt Protected		0.98			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1750			1723		1770	3521		1770	3537	
Flt Permitted		0.91			0.81		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1626			1441		1770	3521		1770	3537	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	7	7	54	7	35	7	404	14	41	1629	7
RTOR Reduction (vph)	0	7	0	0	33	0	0	3	0	0	0	0
Lane Group Flow (vph)	0	14	0	0	63	0	7	415	0	41	t636	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		5.0			5.0		1.2	48.0		2.6	49.4	
Effective Green, g (s)		5.0			5.0		1.2	48.0		2.6	49.4	
Actuated g/C Ratio		0.07			0.07		0.02	0.65		0.04	0.67	
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)		110			98		29	2296		63	2374	
v/s Ratio Prot							0.00	0.12		c0.02	c0.46	
v/s Ratio Perm		0.01			c0.04							
v/c Ratio		0.13			0.65		0.24	0.18		0.65	0.69	
Uniform Delay, d1		32.3			33.4		35.8	5.0		35.1	7.4	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.5			13.7		4.3	0.0		21.5	0.8	
Delay (s)		32.8			47.2		40.0	5.1		56.6	8.2	
Level of Service		C			D		D	A		E	A	
Approach Delay (s)		32.8			47.2			5.7			9.4	
Approach LOS		C			D			A			A	

Intersection Summary			
HCM Average Control Delay	10.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	73.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	60.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

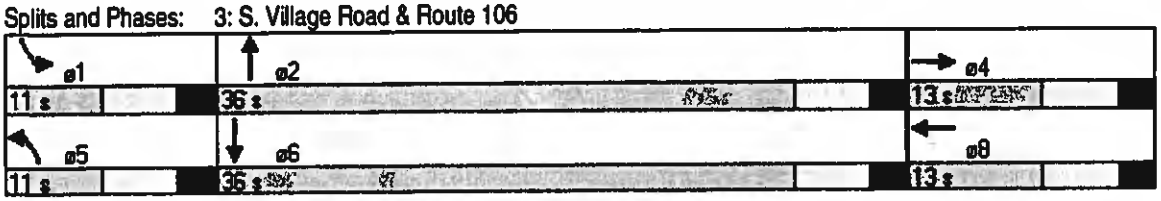
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	5	9	34	24	37	336	41	1431
Turn Type	Perm		Perm		Prot		Prot	
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	4.0	5.0	4.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	22.0	11.0	22.0
Total Split (s)	13.0	13.0	13.0	13.0	11.0	36.0	11.0	36.0
Total Split (%)	21.7%	21.7%	21.7%	21.7%	18.3%	60.0%	18.3%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		6.9		7.0	5.1	33.5	5.1	33.5
Actuated g/C Ratio		0.12		0.13	0.08	0.63	0.08	0.63
v/c Ratio		0.48		0.56	0.26	0.18	0.28	0.65
Control Delay		12.7		23.6	29.8	6.4	30.2	11.0
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		12.7		23.6	29.8	6.4	30.2	11.0
LOS		B		C	C	A	C	B
Approach Delay		12.7		23.8		8.7		11.6
Approach LOS		B		C		A		B

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 53.5
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 11.9
Intersection Capacity Utilization 59.0%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 3: S. Village Road & Route 106



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	154	136	39	369	41	1436
v/c Ratio	0.48	0.56	0.26	0.18	0.28	0.65
Control Delay	12.7	23.6	29.8	6.4	30.2	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.7	23.6	29.8	6.4	30.2	11.0
Queue Length 50th (ft)	5	17	10	18	10	114
Queue Length 95th (ft)	30	#68	39	56	40	296
Internal Link Dist (ft)	282	273		466		416
Turn Bay Length (ft)			425		350	
Base Capacity (vph)	327	251	152	2178	149	2286
Starvation Cap Reductn	0	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	0.47	0.54	0.26	0.17	0.28	0.63

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	9	95	34	24	56	37	336	14	41	1431	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.88			0.93		1.00	0.99		1.00	1.00	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1639			1687		1805	3362		1770	3537	
Flt Permitted		0.98			0.87		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1615			1488		1805	3362		1770	3537	
Peak-hour factor, PHF	0.71	0.71	0.71	0.84	0.84	0.84	0.95	0.95	0.95	0.90	0.90	0.90
Growth Factor (vph)	100%	100%	100%	100%	100%	100%	100%	100%	100%	90%	90%	90%
Adj. Flow (vph)	7	13	134	40	29	67	39	354	15	41	1431	5
RTOR Reduction (vph)	0	121	0	0	59	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	33	0	0	77	0	39	365	0	41	1436	0
Heavy Vehicles (%)	0%	14%	1%	4%	0%	5%	0%	7%	0%	2%	2%	2%
Parking (#/hr)									0			
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		5.8			5.8		1.8	32.4		1.8	32.4	
Effective Green, g (s)		5.8			5.8		1.8	32.4		1.8	32.4	
Actuated g/C Ratio		0.10			0.10		0.03	0.56		0.03	0.56	
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)		162			149		56	1878		55	1976	
v/s Ratio Prot							0.02	0.11		c0.02	c0.41	
v/s Ratio Perm		0.02			c0.05							
v/c Ratio		0.21			0.51		0.70	0.19		0.75	0.73	
Uniform Delay, d1		24.0			24.8		27.8	6.3		27.9	9.5	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.6			3.0		31.4	0.1		41.8	1.4	
Delay (s)		24.6			27.7		59.2	6.4		69.7	10.9	
Level of Service		C			C		E	A		E	B	
Approach Delay (s)		24.6			27.7			11.4			12.5	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	14.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	58.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	59.0%	ICU Level of Service	B
Analysis Period (min)	15		

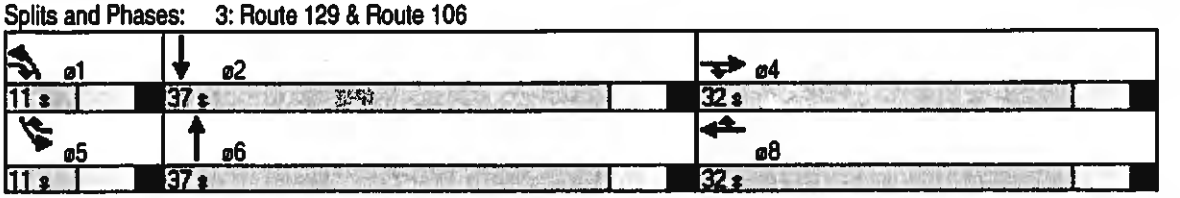
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Volume (vph)	19	37	115	293	41	14	21	371	30	1134
Turn Type	Perm		pt+ov	Perm		pt+ov	Prot		Prot	
Protected Phases		4	41		8	85	1	6	5	2
Permitted Phases	4			8						
Detector Phase	4	4	41	8	8	85	1	6	5	2
Switch Phase										
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	8.0	5.0	10.0
Minimum Split (s)	15.0	15.0		16.0	16.0		11.0	16.0	11.0	16.0
Total Split (s)	32.0	32.0	43.0	32.0	32.0	43.0	11.0	37.0	11.0	37.0
Total Split (%)	40.0%	40.0%	53.8%	40.0%	40.0%	53.8%	13.8%	46.3%	13.8%	46.3%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min	None	Min
Act Effct Green (s)		25.1	36.1		25.1	36.2	5.0	35.5	5.0	31.0
Actuated g/C Ratio		0.32	0.46		0.32	0.43	0.06	0.45	0.06	0.39
v/c Ratio		0.16	0.21		0.91	0.02	0.21	0.32	0.31	0.89
Control Delay		20.4	12.3		55.6	5.9	40.2	15.6	44.2	32.8
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		20.4	12.3		55.6	5.9	40.2	15.6	44.2	32.8
LOS		C	B		E	A	D	B	D	C
Approach Delay		15.0			53.6			16.8		33.1
Approach LOS		B			D			B		C

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 79.1
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 31.2
Intersection LOS: C
Intersection Capacity Utilization 72.5%
ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Route 129 & Route 106



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	76	155	363	15	24	473	32	1226
v/c Ratio	0.16	0.21	0.91	0.02	0.21	0.32	0.31	0.89
Control Delay	20.4	12.3	55.6	5.9	40.2	15.6	44.2	32.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.4	12.3	55.6	5.9	40.2	15.6	44.2	32.8
Queue Length 50th (ft)	27	39	170	0	12	83	16	296
Queue Length 95th (ft)	46	59	#329	10	34	116	43	#430
Internal Link Dist (ft)	282		273			1033		779
Turn Bay Length (ft)		125		185	400		400	
Base Capacity (vph)	482	756	409	719	114	1498	104	1373
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	0.16	0.21	0.89	0.02	0.21	0.32	0.31	0.89

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	19	37	115	293	41	14	21	371	41	30	1134	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected		0.98	1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1824	1615		1723	1615	1805	3317		1736	3498	
Flt Permitted		0.80	1.00		0.70	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1484	1615		1257	1615	1805	3317		1736	3498	
Peak-hour factor, PHF	0.74	0.74	0.74	0.92	0.92	0.92	0.87	0.87	0.87	0.94	0.94	0.94
Adj. Flow (vph)	26	50	155	318	45	15	24	426	47	32	1206	20
RTOR Reduction (vph)	0	0	9	0	0	9	0	10	0	0	1	0
Lane Group Flow (vph)	0	76	146	0	363	6	24	463	0	32	1225	0
Heavy Vehicles (%)	7%	0%	0%	6%	3%	0%	0%	8%	0%	4%	3%	0%
Turn Type	Perm		pt+ov	Perm		pt+ov	Prot			Prot		
Protected Phases		4	4 1		8	8 5	1	6		5	2	
Permitted Phases	4			8								
Actuated Green, G (s)		25.1	36.1		25.1	34.1	5.0	35.5		3.0	33.5	
Effective Green, g (s)		25.1	36.1		25.1	34.1	5.0	35.5		3.0	33.5	
Actuated g/C Ratio		0.31	0.44		0.31	0.42	0.06	0.44		0.04	0.41	
Clearance Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		5.0			5.0		5.0	5.0		5.0	6.0	
Lane Grp Cap (vph)		456	714		387	675	111	1443		64	1436	
v/s Ratio Prot			c0.09			0.00	0.01	0.14		0.02	c0.35	
v/s Ratio Perm		0.05			c0.29							
v/c Ratio		0.17	0.20		0.94	0.01	0.22	0.32		0.50	0.85	
Uniform Delay, d1		20.6	13.9		27.5	13.9	36.4	15.1		38.6	21.8	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.4	0.3		31.0	0.0	2.0	0.3		12.3	5.9	
Delay (s)		21.0	14.2		58.5	13.9	38.5	15.4		50.8	27.7	
Level of Service		C	B		E	B	D	B		D	C	
Approach Delay (s)		16.5			56.7			16.5			28.3	
Approach LOS		B			E			B			C	

Intersection Summary			
HCM Average Control Delay	29.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	81.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.5%	ICU Level of Service	C
Analysis Period (min)	15		

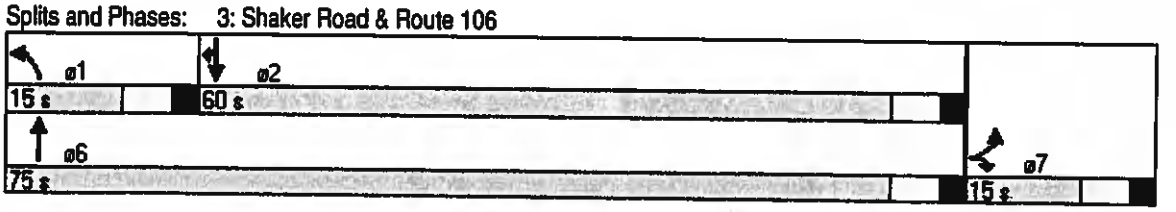
c Critical Lane Group

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	39	122	33	357	918	25
Turn Type		Prot	Prot			Prot
Protected Phases	7	7	1	6	2	2
Permitted Phases						
Detector Phase	7	7	1	6	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	15.0	15.0	15.0	22.0	22.0
Total Split (s)	15.0	15.0	15.0	75.0	60.0	60.0
Total Split (%)	16.7%	16.7%	16.7%	83.3%	66.7%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	8.1	8.1	8.2	69.3	60.4	60.4
Actuated g/C Ratio	0.09	0.09	0.09	0.77	0.67	0.67
v/c Ratio	0.28	0.52	0.28	0.33	0.87	0.03
Control Delay	41.6	14.3	42.1	3.8	24.0	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.6	14.3	42.1	3.8	24.0	2.9
LOS	D	B	D	A	C	A
Approach Delay	21.0			7.0	23.4	
Approach LOS	C			A	C	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 89.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 18.6
Intersection LOS: B
Intersection Capacity Utilization 65.9%
ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Shaker Road & Route 106



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	45	140	43	470	1093	30
v/c Ratio	0.28	0.52	0.28	0.33	0.87	0.03
Control Delay	41.6	14.3	42.1	3.8	24.0	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.6	14.3	42.1	3.8	24.0	2.9
Queue Length 50th (ft)	24	0	23	64	532	0
Queue Length 95th (ft)	55	49	46	77	#775	9
Internal Link Dist (ft)	230			240	327	
Turn Bay Length (ft)		170	530			300
Base Capacity (vph)	176	285	172	1456	1257	983
Starvation Cap Reductn	0	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	0.26	0.49	0.25	0.32	0.87	0.03

Intersection Summary

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	39	122	33	357	918	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1752	1583	1805	1863	1863	1442
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1752	1583	1805	1863	1863	1442
Peak-hour factor, PHF	0.87	0.87	0.76	0.76	0.84	0.84
Adj. Flow (vph)	45	140	43	470	1093	30
RTOR Reduction (vph)	0	128	0	0	0	10
Lane Group Flow (vph)	45	12	43	470	1093	20
Heavy Vehicles (%)	3%	2%	0%	2%	2%	12%
Turn Type		Prot	Prot			Prot
Protected Phases	7	7	1	6	2	2
Permitted Phases						
Actuated Green, G (s)	8.1	8.1	5.3	71.7	60.4	60.4
Effective Green, g (s)	8.1	8.1	5.3	71.7	60.4	60.4
Actuated g/C Ratio	0.09	0.09	0.06	0.78	0.66	0.66
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	155	140	104	1455	1226	949
v/s Ratio Prot	c0.03	0.01	0.02	c0.25	c0.59	0.01
v/s Ratio Perm						
v/c Ratio	0.29	0.09	0.41	0.32	0.89	0.02
Uniform Delay, d1	39.2	38.5	41.7	2.9	13.0	5.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.4	0.4	3.6	0.2	8.7	0.0
Delay (s)	40.6	38.8	45.4	3.1	21.7	5.5
Level of Service	D	D	D	A	C	A
Approach Delay (s)	39.3			6.7	21.2	
Approach LOS	D			A	C	

Intersection Summary			
HCM Average Control Delay	19.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	91.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	65.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	5	5	5	99	5	27	5	347	21	14	827	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.86	0.86	0.86	0.95	0.95	0.95	0.79	0.79	0.79
Hourly flow rate (vph)	6	6	6	115	6	31	5	365	22	18	1047	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1507	1483	1050	1481	1475	376	1053			387		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1507	1483	1050	1481	1475	376	1053			387		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	5.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	3.1			2.2		
p0 queue free %	93	95	98	0	95	95	99			99		
cM capacity (veh/h)	90	123	278	96	124	666	397			1182		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	18	152	393	1071
Volume Left	6	115	5	18
Volume Right	6	31	22	6
cSH	131	118	397	1182
Volume to Capacity	0.14	1.30	0.01	0.01
Queue Length 95th (ft)	12	251	1	1
Control Delay (s)	36.7	251.2	0.4	0.4
Lane LOS	E	F	A	A
Approach Delay (s)	36.7	251.2	0.4	0.4
Approach LOS	E	F		

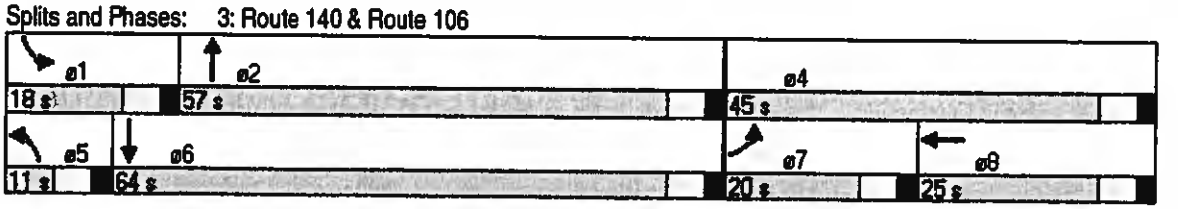
Intersection Summary			
Average Delay	24.2		
Intersection Capacity Utilization	72.6%	ICU Level of Service	C
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	ø4
Lane Configurations											
Volume (vph)	314	97	22	178	150	39	334	65	620	114	
Turn Type	Prot		Perm		Perm	Prot		Prot		Perm	
Protected Phases	7			8		5	2	1	6		4
Permitted Phases		4 7	8		8					6	
Detector Phase	7	4 7	8	8	8	5	2	1	6	6	
Switch Phase											
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		11.0	11.0	11.0	11.0	22.0	11.0	22.0	22.0	11.0
Total Split (s)	20.0	65.0	25.0	25.0	25.0	11.0	57.0	18.0	64.0	64.0	45.0
Total Split (%)	16.7%	54.2%	20.8%	20.8%	20.8%	9.2%	47.5%	15.0%	53.3%	53.3%	38%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None		None	None	None	None	Min	None	Min	Min	None
Act Effct Green (s)	14.1	39.5		19.3	19.3	5.0	49.0	10.1	53.7	53.7	
Actuated g/C Ratio	0.12	0.35		0.17	0.17	0.04	0.43	0.09	0.47	0.47	
v/c Ratio	0.88	0.23		0.92	0.49	0.61	0.31	0.57	0.95	0.20	
Control Delay	73.6	27.1		84.4	12.4	88.2	21.7	67.0	49.9	5.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	73.6	27.1		84.4	12.4	88.2	21.7	67.0	49.9	5.1	
LOS	E	C		F	B	F	C	E	D	A	
Approach Delay		60.0		53.5			27.9		44.9		
Approach LOS		E		D			C		D		

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 113.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 46.2
Intersection LOS: D
Intersection Capacity Utilization 76.3%
ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 3: Route 140 & Route 106



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	353	145	266	200	46	444	87	827	152
v/c Ratio	0.88	0.23	0.92	0.49	0.81	0.31	0.57	0.95	0.20
Control Delay	73.6	27.1	84.4	12.4	88.2	21.7	67.0	49.9	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.6	27.1	84.4	12.4	88.2	21.7	67.0	49.9	5.1
Queue Length 50th (ft)	141	73	208	8	36	112	65	583	10
Queue Length 95th (ft)	#229	124	#282	39	#88	143	98	568	28
Internal Link Dist (ft)		260	328			378		307	
Turn Bay Length (ft)	185			150	365		185		275
Base Capacity (vph)	404	627	290	405	76	1497	177	910	776
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.23	0.92	0.49	0.61	0.30	0.49	0.91	0.20

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	314	97	32	22	178	150	39	334	43	65	620	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	0.97	1.00			1.00	1.00	1.00	0.95		1.00	1.00	1.00
Frt	1.00	0.96			1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.99	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3242	1772			1798	1468	1752	3346		1736	1845	1442
Flt Permitted	0.95	1.00			0.95	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3242	1772			1711	1468	1752	3346		1736	1845	1442
Peak-hour factor, PHF	0.89	0.89	0.89	0.75	0.75	0.75	0.85	0.85	0.85	0.75	0.75	0.75
Adj. Flow (vph)	353	109	36	29	237	200	46	393	51	87	827	152
RTOR Reduction (vph)	0	10	0	0	0	156	0	9	0	0	0	68
Lane Group Flow (vph)	353	135	0	0	266	44	46	435	0	87	827	84
Heavy Vehicles (%)	8%	3%	4%	6%	5%	10%	3%	5%	14%	4%	3%	12%
Turn Type	Prot			Perm		Perm	Prot			Prot		Perm
Protected Phases	7				8		5	2		1	6	
Permitted Phases		4 7		8		8						6
Actuated Green, G (s)	14.1	39.5			19.4	19.4	3.8	49.0		8.5	53.7	53.7
Effective Green, g (s)	14.1	39.5			19.4	19.4	3.8	49.0		8.5	53.7	53.7
Actuated g/C Ratio	0.12	0.34			0.17	0.17	0.03	0.43		0.07	0.47	0.47
Clearance Time (s)	6.0				6.0	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	3.0	3.0
Lane Grp Cap (vph)	397	609			289	248	58	1426		128	862	673
v/s Ratio Prot	c0.11						0.03	0.13		c0.05	c0.45	
v/s Ratio Perm		0.08			c0.16	0.03						0.06
v/c Ratio	0.89	0.22			0.92	0.18	0.79	0.31		0.68	0.96	0.12
Uniform Delay, d1	49.7	26.8			47.0	41.0	55.2	21.8		51.9	29.6	17.3
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	20.8	0.2			32.8	0.3	51.1	0.1		13.4	21.1	0.1
Delay (s)	70.4	27.0			79.8	41.3	106.4	21.9		65.4	50.7	17.4
Level of Service	E	C			E	D	F	C		E	D	B
Approach Delay (s)		57.8			63.3			29.8			47.1	
Approach LOS		E			E			C			D	

Intersection Summary			
HCM Average Control Delay	48.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	76.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

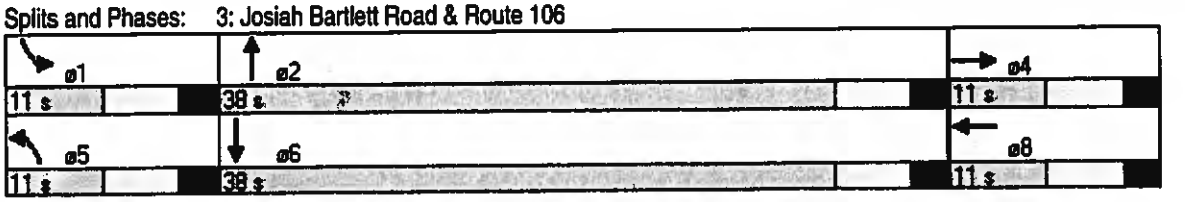
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔		↔	↰	↑↑↱	↰	↑↑↱
Volume (vph)	6	6	25	6	6	1430	32	573
Turn Type	Perm		Perm		Prot		Prot	
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	20.0	11.0	20.0
Total Split (s)	11.0	11.0	11.0	11.0	11.0	38.0	11.0	38.0
Total Split (%)	18.3%	18.3%	18.3%	18.3%	18.3%	63.3%	18.3%	63.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		5.6		5.6	5.4	48.1	5.5	50.7
Actuated g/C Ratio		0.08		0.08	0.07	0.69	0.07	0.73
v/c Ratio		0.17		0.61	0.06	0.68	0.28	0.25
Control Delay		23.7		24.5	28.0	10.5	31.2	4.4
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		23.7		24.5	28.0	10.5	31.2	4.4
LOS		C		C	C	B	C	A
Approach Delay		23.7		24.5		10.6		5.8
Approach LOS		C		C		B		A

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 69.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 10.1
Intersection Capacity Utilization 59.8%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 3: Josiah Bartlett Road & Route 106



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	21	123	7	1637	35	630
v/c Ratio	0.17	0.61	0.06	0.68	0.28	0.25
Control Delay	23.7	24.5	28.0	10.5	31.2	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.7	24.5	28.0	10.5	31.2	4.4
Queue Length 50th (ft)	4	10	2	122	10	30
Queue Length 95th (ft)	23	#70	13	#374	36	90
Internal Link Dist (ft)	40	60		122		98
Turn Bay Length (ft)			425		425	
Base Capacity (vph)	123	202	122	2422	127	2562
Starvation Cap Reductn	0	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	0.17	0.61	0.06	0.68	0.28	0.25

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑↑↱		↰	↑↑↱	
Volume (vph)	6	6	6	25	6	82	6	1430	76	32	573	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.95			0.90		1.00	0.99		1.00	1.00	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1750			1663		1770	3512		1770	3533	
Flt Permitted		0.85			0.92		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1504			1543		1770	3512		1770	3533	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	7	7	27	7	89	7	1554	83	35	623	7
RTOR Reduction (vph)	0	7	0	0	83	0	0	5	0	0	1	0
Lane Group Flow (vph)	0	14	0	0	40	0	7	1632	0	35	629	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		4.9			4.9		1.2	48.9		2.3	50.0	
Effective Green, g (s)		4.9			4.9		1.2	48.9		2.3	50.0	
Actuated g/C Ratio		0.07			0.07		0.02	0.66		0.03	0.67	
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)		99			102		29	2318		55	2384	
v/s Ratio Prot							0.00	c0.46		c0.02	0.18	
v/s Ratio Perm		0.01			c0.03							
v/c Ratio		0.15			0.39		0.24	0.70		0.64	0.26	
Uniform Delay, d1		32.6			33.2		36.0	8.0		35.5	4.8	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.7			2.5		4.3	1.0		21.6	0.1	
Delay (s)		33.3			35.6		40.3	9.0		57.1	4.8	
Level of Service		C			D		D	A		E	A	
Approach Delay (s)		33.3			35.6			9.1			7.6	
Approach LOS		C			D			A			A	

Intersection Summary			
HCM Average Control Delay	10.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	74.1	Sum of lost time (s)	18.0
Intersection Capacity Utilization	59.8%	ICU Level of Service	B
Analysis Period (min)	15		

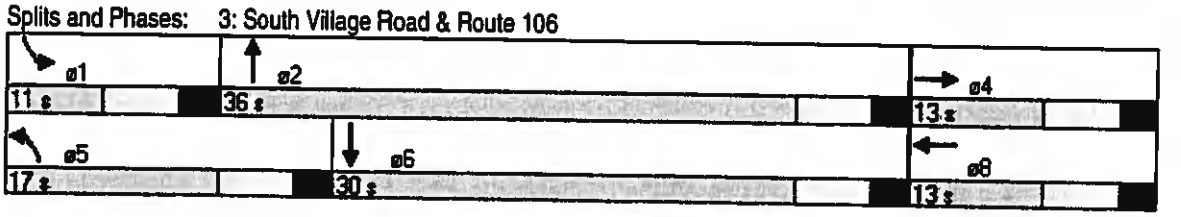
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	5	16	30	26	141	1329	62	652
Turn Type	Perm		Perm		Prot		Prot	
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	13.0	13.0	13.0	13.0	17.0	36.0	11.0	30.0
Total Split (%)	21.7%	21.7%	21.7%	21.7%	28.3%	60.0%	18.3%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)		6.6		6.6	9.4	34.3	5.0	27.6
Actuated g/C Ratio		0.11		0.11	0.16	0.62	0.08	0.50
v/c Ratio		0.45		0.56	0.51	0.67	0.44	0.40
Control Delay		14.5		22.8	27.7	12.5	36.0	12.9
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		14.5		22.8	27.7	12.5	36.0	12.9
LOS		B		C	C	B	D	B
Approach Delay		14.5		22.8		14.0		14.9
Approach LOS		B		C		B		B

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 55.4
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 14.7
Intersection LOS: B
Intersection Capacity Utilization 71.1%
ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: South Village Road & Route 106



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	127	136	150	1462	65	684
v/c Ratio	0.45	0.56	0.51	0.67	0.44	0.40
Control Delay	14.5	22.8	27.7	12.5	36.0	12.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.5	22.8	27.7	12.5	36.0	12.9
Queue Length 50th (ft)	8	21	50	217	23	90
Queue Length 95th (ft)	46	#77	97	304	#58	136
Internal Link Dist (ft)	282	273		466		416
Turn Bay Length (ft)			425		300	
Base Capacity (vph)	293	254	339	2206	147	1834
Starvation Cap Reductn	0	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	0.43	0.54	0.44	0.66	0.44	0.37

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑↑↱		↰	↑↑↱	
Volume (vph)	5	16	88	30	26	67	141	1329	45	62	652	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.89			0.93		1.00	1.00		1.00	1.00	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1690			1650		1805	3524		1752	3468	
Flt Permitted		0.98			0.93		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1664			1547		1805	3524		1752	3468	
Peak-hour factor, PHF	0.86	0.86	0.86	0.90	0.90	0.90	0.94	0.94	0.94	0.96	0.96	0.96
Adj. Flow (vph)	6	19	102	33	29	74	150	1414	48	65	679	5
RTOR Reduction (vph)	0	93	0	0	67	0	0	4	0	0	1	0
Lane Group Flow (vph)	0	34	0	0	69	0	150	1458	0	65	683	0
Heavy Vehicles (%)	0%	0%	0%	0%	10%	6%	0%	2%	0%	3%	4%	0%
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		5.4			5.4		7.9	33.0		2.8	27.9	
Effective Green, g (s)		5.4			5.4		7.9	33.0		2.8	27.9	
Actuated g/C Ratio		0.09			0.09		0.13	0.56		0.05	0.47	
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			141		241	1964		83	1634	
v/s Ratio Prot							c0.08	c0.41		0.04	0.20	
v/s Ratio Perm		0.02			c0.04							
v/c Ratio		0.23			0.49		0.62	0.74		0.78	0.42	
Uniform Delay, d1		25.0			25.6		24.2	9.9		27.9	10.3	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.8			2.6		4.9	1.6		37.0	0.2	
Delay (s)		25.7			28.2		29.2	11.4		64.9	10.5	
Level of Service		C			C		C	B		E	B	
Approach Delay (s)		25.7			28.2			13.1			15.2	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	15.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	59.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	71.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

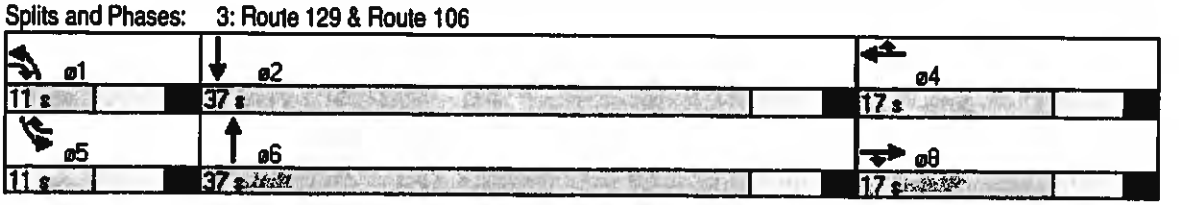
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Volume (vph)	37	88	59	109	60	42	33	t110	34	586
Turn Type	Perm		pt+ov	Perm		pt+ov	Prot		Prot	
Protected Phases		8	8 1		4	4 5	1	6	5	2
Permitted Phases	8			4						
Detector Phase	8	8	8 1	4	4	4 5	1	6	5	2
Switch Phase										
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	8.0	5.0	10.0
Minimum Split (s)	15.0	15.0		15.0	15.0		11.0	16.0	11.0	16.0
Total Split (s)	17.0	17.0	28.0	17.0	17.0	28.0	11.0	37.0	11.0	37.0
Total Split (%)	26.2%	26.2%	43.1%	26.2%	26.2%	43.1%	16.9%	56.9%	16.9%	56.9%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min	None	Min
Act Effct Green (s)		11.1	22.2		11.1	22.0	5.0	32.5	5.0	30.0
Actuated g/C Ratio		0.18	0.35		0.18	0.33	0.08	0.53	0.08	0.48
v/c Ratio		0.60	0.13		0.82	0.09	0.26	0.84	0.29	0.42
Control Delay		36.1	5.1		55.0	8.3	32.9	19.6	34.0	11.7
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		36.1	5.1		55.0	8.3	32.9	19.6	34.0	11.7
LOS		D	A		E	A	C	B	C	B
Approach Delay		26.2			45.7			19.9		12.8
Approach LOS		C			D			B		B

Intersection Summary

Cycle Length: 65
Actuated Cycle Length: 61.9
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 20.8
Intersection Capacity Utilization 65.4%
Analysis Period (min) t5

Intersection LOS: C
ICU Level of Service C

Splits and Phases: 3: Route 129 & Route 106



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	155	73	197	49	37	1543	39	712
v/c Ratio	0.60	0.13	0.82	0.09	0.26	0.84	0.29	0.42
Control Delay	36.1	5.1	55.0	8.3	32.9	19.6	34.0	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.1	5.1	55.0	8.3	32.9	19.6	34.0	11.7
Queue Length 50th (ft)	58	0	77	4	14	273	15	90
Queue Length 95th (ft)	#103	19	#172	22	40	#435	40	123
Internal Link Dist (ft)	282		273			466		416
Turn Bay Length (ft)		125		185	400		400	
Base Capacity (vph)	258	580	241	558	142	1827	136	1763
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	0.60	0.13	0.82	0.09	0.26	0.84	0.29	0.40

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	37	88	59	109	60	42	33	1110	279	34	586	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	
Frt		1.00	0.85		1.00	0.85	1.00	0.97		1.00	0.99	
Flt Protected		0.99	1.00		0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1804	1538		1829	1615	1805	3419		1805	3475	
Flt Permitted		0.79	1.00		0.71	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1442	1538		1348	1615	1805	3419		1805	3475	
Peak-hour factor, PHF	0.81	0.81	0.81	0.86	0.86	0.86	0.90	0.90	0.90	0.87	0.87	0.87
Adj. Flow (vph)	46	109	73	127	70	49	37	1233	310	39	674	38
RTOR Reduction (vph)	0	0	49	0	0	23	0	32	0	0	6	0
Lane Group Flow (vph)	0	155	24	0	197	26	37	1511	0	39	706	0
Heavy Vehicles (%)	6%	2%	5%	1%	0%	0%	0%	2%	4%	0%	3%	4%
Turn Type	Perm		pt+ov	Perm		pt+ov	Prot			Prot		
Protected Phases		8	8 1		4	4 5	1	6		5	2	
Permitted Phases	8			4								
Actuated Green, G (s)		11.1	21.1		11.1	20.0	4.0	32.5		2.9	31.4	
Effective Green, g (s)		11.1	21.1		11.1	20.0	4.0	32.5		2.9	31.4	
Actuated g/C Ratio		0.17	0.33		0.17	0.31	0.06	0.50		0.04	0.49	
Clearance Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		5.0			5.0		5.0	5.0		5.0	6.0	
Lane Grp Cap (vph)		248	503		232	501	112	1723		81	1692	
v/s Ratio Prot			0.02			0.02	0.02	c0.44		c0.02	0.20	
v/s Ratio Perm		0.11			c0.15							
v/c Ratio		0.62	0.05		0.85	0.05	0.33	0.88		0.48	0.42	
Uniform Delay, d1		24.8	14.8		25.9	15.6	29.0	14.2		30.1	10.7	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		6.8	0.1		26.1	0.1	3.6	5.8		9.1	0.5	
Delay (s)		31.6	14.9		52.0	15.7	32.6	20.0		39.2	11.1	
Level of Service		C	B		D	B	C	C		D	B	
Approach Delay (s)		26.2			44.8			20.3			12.6	
Approach LOS		C			D			C			B	

Intersection Summary			
HCM Average Control Delay	20.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	64.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

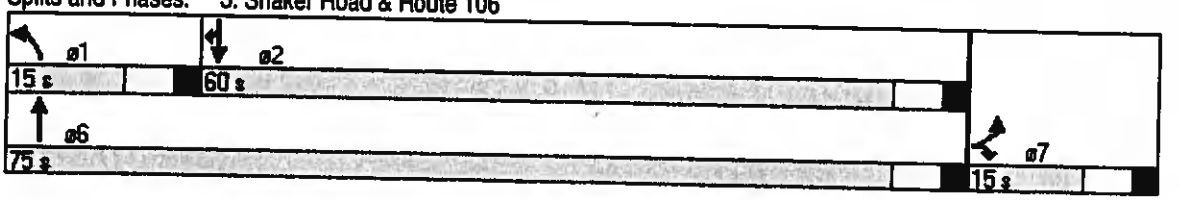
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	45	88	108	974	558	34
Turn Type		Prot	Prot			Prot
Protected Phases	7	7	1	6	2	2
Permitted Phases						
Detector Phase	7	7	1	6	2	2
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	15.0	15.0	15.0	15.0	22.0	22.0
Total Split (s)	15.0	15.0	15.0	75.0	60.0	60.0
Total Split (%)	16.7%	16.7%	16.7%	83.3%	66.7%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	8.1	8.1	9.2	63.0	46.0	46.0
Actuated g/C Ratio	0.10	0.10	0.12	0.80	0.59	0.59
v/c Ratio	0.30	0.41	0.65	0.84	0.56	0.04
Control Delay	41.4	13.8	53.2	14.0	13.0	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.4	13.8	53.2	14.0	13.0	2.7
LOS	D	B	D	B	B	A
Approach Delay	23.1			17.9	12.4	
Approach LOS	C			B	B	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 78.6
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 16.7
Intersection Capacity Utilization 64.6%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service C

Splits and Phases: 3: Shaker Road & Route 106



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	53	104	138	1249	607	37
v/c Ratio	0.30	0.41	0.65	0.84	0.56	0.04
Control Delay	41.4	13.8	53.2	14.0	13.0	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.4	13.8	53.2	14.0	13.0	2.7
Queue Length 50th (ft)	27	0	74	392	187	0
Queue Length 95th (ft)	61	41	#135	408	278	11
Internal Link Dist (ft)	230			240	327	
Turn Bay Length (ft)		170	530			300
Base Capacity (vph)	195	268	213	1521	1168	918
Starvation Cap Reductn	0	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	0.27	0.39	0.65	0.82	0.52	0.04

Intersection Summary

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	45	88	108	974	558	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1752	1583	1805	1863	1863	1442
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1752	1583	1805	1863	1863	1442
Peak-hour factor, PHF	0.85	0.85	0.78	0.78	0.92	0.92
Adj. Flow (vph)	53	104	138	1249	607	37
RTOR Reduction (vph)	0	96	0	0	0	16
Lane Group Flow (vph)	53	8	138	1249	607	21
Heavy Vehicles (%)	3%	2%	0%	2%	2%	12%
Turn Type		Prot	Prot			Prot
Protected Phases	7	7	1	6	2	2
Permitted Phases						
Actuated Green, G (s)	6.5	6.5	9.2	61.4	46.2	46.2
Effective Green, g (s)	6.5	6.5	9.2	61.4	46.2	46.2
Actuated g/C Ratio	0.08	0.08	0.12	0.77	0.58	0.58
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	143	129	208	1432	1077	834
v/s Ratio Prot	c0.03	0.01	0.08	c0.67	0.33	0.01
v/s Ratio Perm						
v/c Ratio	0.37	0.07	0.66	0.87	0.56	0.03
Uniform Delay, d1	34.8	33.9	33.9	6.5	10.5	7.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.2	0.3	8.5	6.3	0.8	0.0
Delay (s)	37.0	34.2	42.3	12.8	11.4	7.2
Level of Service	D	C	D	B	B	A
Approach Delay (s)	35.1			15.8	11.1	
Approach LOS	D			B	B	

Intersection Summary			
HCM Average Control Delay	15.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	79.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Volume (veh/h)	7	7	5	62	7	37	5	839	107	34	477	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.92	0.92	0.92	0.87	0.87	0.87	0.97	0.97	0.97
Hourly flow rate (vph)	10	10	7	67	8	40	6	964	123	35	492	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1647	1665	496	1615	1607	1026	500			1087		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1647	1665	496	1615	1607	1026	500			1087		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	84	89	99	6	92	86	99			95		
cM capacity (veh/h)	62	92	578	71	100	283	1075			649		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	27	115	1093	535
Volume Left	10	67	6	35
Volume Right	7	40	123	8
cSH	96	99	1075	649
Volume to Capacity	0.28	1.16	0.01	0.05
Queue Length 95th (ft)	26	192	0	4
Control Delay (s)	56.7	220.8	0.2	1.5
Lane LOS	F	F	A	A
Approach Delay (s)	56.7	220.8	0.2	1.5
Approach LOS	F	F		

Intersection Summary			
Average Delay	15.8		
Intersection Capacity Utilization	68.5%	ICU Level of Service	C
Analysis Period (min)	15		

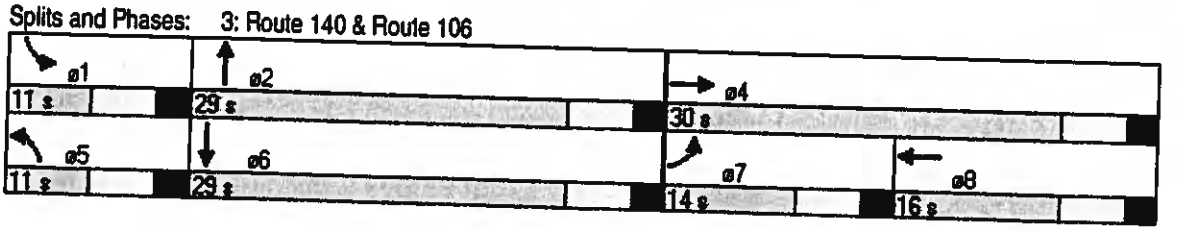
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	324	213	25	147	90	38	690	99	423	122
Turn Type	Prot		Perm		Perm	Prot		Prot		Perm
Protected Phases	7	4		8		5	2	1	6	
Permitted Phases		47	8		8					6
Detector Phase	7	4	8	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	22.0	11.0	11.0	11.0	11.0	22.0	11.0	22.0	22.0
Total Split (s)	14.0	30.0	16.0	16.0	16.0	11.0	29.0	11.0	29.0	29.0
Total Split (%)	20.0%	42.9%	22.9%	22.9%	22.9%	15.7%	41.4%	15.7%	41.4%	41.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min	Min
Act Effct Green (s)	8.0	23.9		9.9	9.9	5.0	20.8	5.0	25.5	25.5
Actuated g/C Ratio	0.12	0.35		0.15	0.15	0.07	0.31	0.07	0.38	0.38
v/c Ratio	0.93	0.42		0.81	0.32	0.38	0.82	0.84	0.66	0.20
Control Delay	64.3	19.0		56.6	9.6	40.6	28.4	82.6	24.9	4.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.3	19.0		56.6	9.6	40.6	28.4	82.6	24.9	4.5
LOS	E	B		E	A	D	C	F	C	A
Approach Delay		44.7		40.5			29.0		29.9	
Approach LOS		D		D			C		C	

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 67.8
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 34.4
Intersection Capacity Utilization 69.0%
Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service C

Splits and Phases: 3: Route 140 & Route 106



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	356	271	195	102	45	886	109	465	134
v/c Ratio	0.93	0.42	0.81	0.32	0.38	0.82	0.84	0.66	0.20
Control Delay	64.3	19.0	56.6	9.6	40.6	28.4	82.6	24.9	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.3	19.0	56.6	9.6	40.6	28.4	82.6	24.9	4.5
Queue Length 50th (ft)	80	84	83	0	19	174	48	176	0
Queue Length 95th (ft)	#158	147	#182	37	46	222	#134	#310	34
Internal Link Dist (ft)		260	328			378		307	
Turn Bay Length (ft)	185			150	365		185		275
Base Capacity (vph)	384	647	244	325	120	1160	129	707	679
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.42	0.80	0.31	0.38	0.76	0.84	0.66	0.20

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	324	213	34	25	147	90	38	690	63	99	423	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	0.97	1.00			1.00	1.00	1.00	0.95		1.00	1.00	1.00
Frt	1.00	0.98			1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.99	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3242	1804			1839	1615	1736	3495		1752	1881	1583
Flt Permitted	0.95	1.00			0.89	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3242	1804			1656	1615	1736	3495		1752	1881	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.88	0.88	0.88	0.85	0.85	0.85	0.91	0.91	0.91
Adj. Flow (vph)	356	234	37	28	167	102	45	812	74	109	465	134
RTOR Reduction (vph)	0	8	0	0	0	88	0	9	0	0	0	85
Lane Group Flow (vph)	356	263	0	0	195	14	45	877	0	109	465	49
Heavy Vehicles (%)	8%	3%	4%	12%	1%	0%	4%	2%	2%	3%	1%	2%
Turn Type	Prot			Perm		Perm	Prot			Prot		Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases		4 7		8		8						6
Actuated Green, G (s)	8.0	23.9			9.9	9.9	2.9	23.4		5.0	25.5	25.5
Effective Green, g (s)	8.0	23.9			9.9	9.9	2.9	23.4		5.0	25.5	25.5
Actuated g/C Ratio	0.11	0.34			0.14	0.14	0.04	0.33		0.07	0.36	0.36
Clearance Time (s)	6.0	6.0			6.0	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		3.0	3.0	3.0
Lane Grp Cap (vph)	369	613			233	227	72	1163		125	682	574
v/s Ratio Prot	c0.11	0.15					0.03	c0.25		c0.06	0.25	
v/s Ratio Perm					c0.12	0.01						0.03
v/c Ratio	0.96	0.43			0.84	0.06	0.62	0.75		0.87	0.68	0.08
Uniform Delay, d1	31.0	17.9			29.4	26.2	33.2	20.9		32.3	19.0	14.7
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	37.3	0.5			22.2	0.1	15.7	2.8		44.0	2.8	0.1
Delay (s)	68.3	18.4			51.6	26.3	48.9	23.7		76.4	21.8	14.8
Level of Service	E	B			D	C	D	C		E	C	B
Approach Delay (s)		46.7			42.9			24.9			28.9	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM Average Control Delay	33.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	70.3	Sum of lost time (s)	24.0
Intersection Capacity Utilization	69.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group