

# **TRAFFIC IMPACT STUDY**

**FOR PROPOSED**

**Condor Capital, LLC.**

# **Residential & Commercial Development**

**RAILROAD STREET, NEWMARKET, NH**

Prepared For: Horizons Engineering, Inc.

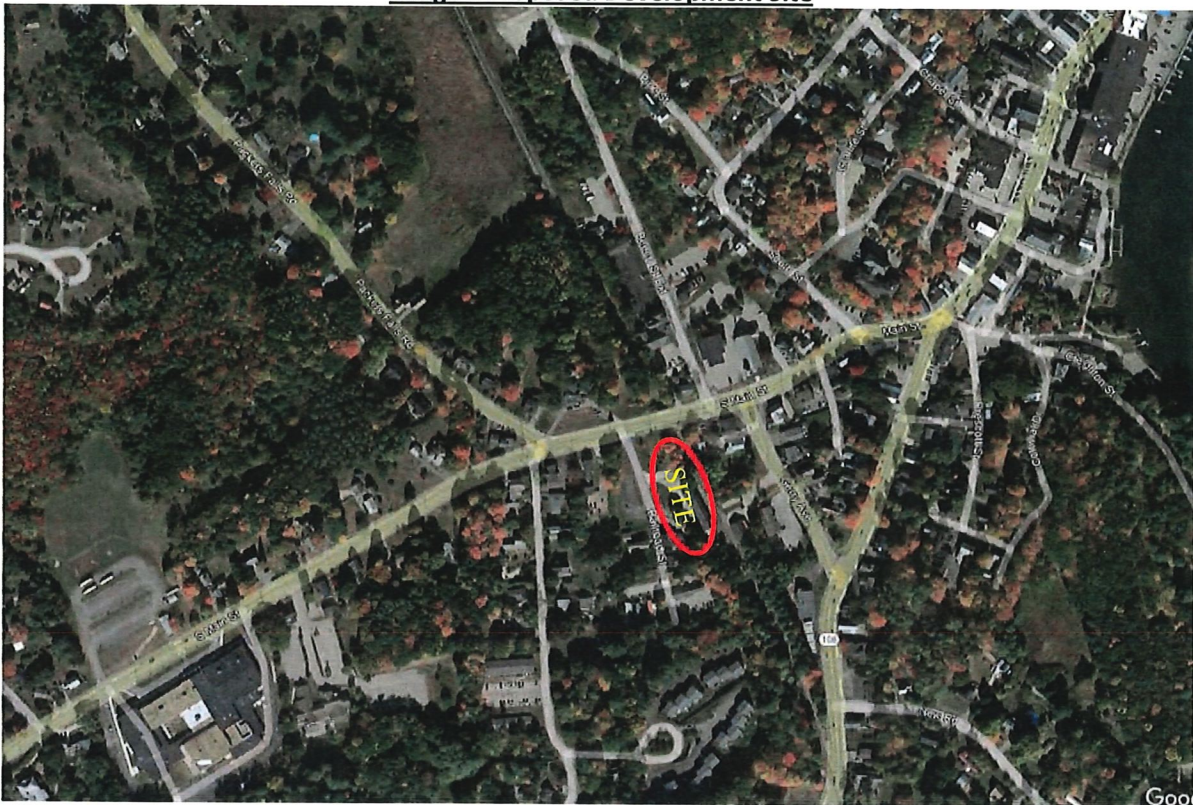
Prepared By: Barton & Loguidice  
November 2023

## Introduction

Condor Capital, LLC. is proposing development of a mixed-use building which contains forty-one (41) one-bedroom multi-family dwelling units and approximately 2,500 square-foot (sf) of office space. The proposed development is located on the eastern side of Railroad Street (refer to Image 1 for location of proposed development) and access to the development will be provided via a single full-access driveway entrance located just south and opposite of the City's Railroad Street parking lot. As part of the proposed development, the existing and occupied 2,000 sf office building located on the parcel, will be demolished.

The purpose of this traffic impact study is to examine existing and proposed traffic conditions in the general vicinity of the proposed project, estimate the total number of site trips generated by the project, and make a determination as to whether the existing transportation system can safely accommodate the added traffic generated by the project.

**Image 1 Proposed Development Site**



## Study Area

A study area for performance of the traffic impact study has been established which is composed of: 1) the unsignalized intersection of South Main Street (Route 152), Packers Fall Road and Maple Street, 2) the unsignalized intersection of South Main Street and Railroad Street, and 3) the unsignalized and offset intersection of South Main Street, Beech Street Extension and Gerry Avenue.



### Existing Traffic Conditions

Manual turning movement traffic counts were conducted at each of the study intersections during both the weekday morning and evening peak hours. The morning and evening peak hour traffic data was collected on October 17<sup>th</sup>, 2023. All vehicular traffic entering the study intersections were recorded in 15-minute intervals between the hours of 7:00 AM and 9:00 AM, and then again between the hours of 3:00 PM and 6:00 PM. From a summary of the traffic data, intersection peak hour times were established for the “peak” commuter travel periods. During the morning peak hour, the peak at the intersections of South Main Street at Packers Fall Road/Maple Street and South Main Street at Railroad Street begins at 7:00 AM, while the peak at the offset intersection of South Main Street at Gerry Avenue/Beech Street Extension begins 30-minutes later at 7:30. During the evening peak hour the traffic data reports that the peak at the intersections of South Main Street at Packers Fall Road/Maple Street and South Main Street at Railroad Street begins at 3:30 PM, while the peak hour at the intersection of South Main Street at Gerry Avenue/Beech Street Extension begins 30-minutes earlier at 3:00 PM. The recorded turning movement counts have been included within the Appendix for reference.

Figure 1, attached in the Appendix illustrates the collected peak hour traffic volumes.

### Seasonal Adjustments

Traffic data collected during the month of October requires an adjustment to reflect “peak” travel conditions found during the summer months of July and August. NHDOT provides adjustment factors used for adjusting traffic volumes collected outside of the peak months.

South Main Street and Gerry Avenue, within the vicinity of the site, are classified as Urban Collectors (Group 4), requiring a seasonal adjustment of 1.05. To be conservative in this study we have applied the adjustment factor to all collected traffic volumes.

### Future Traffic Growth

This traffic study has been prepared based upon a projected build-out year of 2024. To adjust the recorded traffic volumes to the projected build year, we reviewed the volume trend data at the station on South Main Street just west of Packers Falls Road for the three-year period between 2017 and 2019. The volume data shows that there is approximately a -0.0014% annual growth rate during the reviewed time frame. To be conservative in this study we have applied a growth rate of 0.5% (factor of 1.05) to all recorded turning movement counts.

### Site Trip Generation

Daily and peak hour trip generation estimates for the proposed project was determined based upon trip tables presented within the Eleventh Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (TGM). The ITE publication provides numerous land use codes (LUC) and the average volume of trips generated by each LUC.

Site trip estimates for both the existing and proposed office space is based upon LUC #712 – Small Office Building, described in the TGM as: *an office building with less than or equal to 10,000 square-feet of gross floor area. The building typically houses a single tenant.* Site trip estimates for the proposed 41 residential units are based upon LUC #220 – Multifamily Housing (Low-Rise), described as: *apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors.*

**Site Trip Distribution:** Vehicle Trips generated by the proposed project were assigned to/from the proposed project based upon the entering/exiting distribution presented in the ITE TGM for LUC #220 and LUC #712.

**Existing Trip Generation:** Because there is an existing on-site use which will be displaced by the proposed project, within this traffic study we will be taking credit for the trips produced by the existing 2,000sf office and determine the net new trips produced by the site. The net new trips are trips that are new to the roadway system, and they will be calculated by subtracting the existing and displaced trips from the sites total proposed trips. The existing trip generation estimates are shown below in Table 1.1:

Table 1.1 ITE Trip Generation Calculations						
Land Use	General Office Building - LUC 710					
Time Period	Sq. Footage (1k)	Avg. Trip Generation Rate (Trips Per 1k Sf)	Trips Generated	Distribution Entering / Exiting	Enter	Exit
Weekday	2	10.84	22	50% / 50%	11	11
AM Weekday Peak Hour (Street)	2	1.52	3	88% / 12%	3	0
PM Weekday Peak Hour (Street)	2	1.44	3	17% / 83%	1	2
AM Weekday Peak Hour (Generator)*	2	1.52	3	88% / 12%	3	0
PM Weekday Peak Hour (Generator)*	2	1.44	3	17% / 83%	1	2

\*ITE does not provide trip generation rates for the Peak Hours of the generator. Assumed similar to peak hours of street.

As shown above in the preceding table, the existing office is a low trip generator, generating 3 trips in the AM peak hour and 3 trips in the PM peak hour.

**Proposed Trip Generation:** The proposed projects site trip generation estimates for the proposed 2,500sf of office space and 41 residential dwelling units are shown below in the following tables:

Table 1.2 ITE Trip Generation Calculations						
Land Use	General Office Building - LUC 710					
Time Period	Sq. Footage (1k)	Avg. Trip Generation Rate (Trips Per 1k Sf)	Trips Generated	Distribution Entering / Exiting	Enter	Exit
Weekday	2.5	10.84	27	50% / 50%	14	13
AM Weekday Peak Hour (Street)	2.5	1.52	4	88% / 12%	4	0
PM Weekday Peak Hour (Street)	2.5	1.44	4	17% / 83%	1	3
AM Weekday Peak Hour (Generator)*	2.5	1.52	4	88% / 12%	4	0
PM Weekday Peak Hour (Generator)*	2.5	1.44	4	17% / 83%	1	3

\*ITE does not provide trip generation rates for the Peak Hours of the generator. Assumed similar to peak hours of street.

Table 1.2 shows that the forecast trip generation estimates for the proposed office space within the multi-use building is a slightly higher trip generator than the existing office building, generating 4 trips in both the AM and PM peak hour time periods.



Table 1.3, below, shows the trip generation calculations for the proposed 41 residential dwelling units.

Table 1.3 ITE Trip Generation Calculations						
Land Use	Multifamily Housing (Low-Rise) Not Close to Rail Transit - LUC 220					
Time Period	Dwelling Units	Trip Generation Rate Trips/Dwelling Units	Trips Generated	Distribution Entering / Exiting	Enter	Exit
Weekday	41	6.74	276	50% / 50%	138	138
AM Weekday Peak Hour (Street)	41	0.40	16	24% / 76%	4	12
PM Weekday Peak Hour (Street)	41	0.51	21	63% / 37%	13	8
AM Weekday Peak Hour (Generator)	41	0.47	19	24% / 76%	5	14
PM Weekday Peak Hour (Generator)	41	0.57	23	62% / 38%	14	9

The preceding table shows that the proposed 41 dwelling units within the proposed multi-use building are forecast to generate 16 trips during the AM peak hour and 21 trips during the PM peak hour.

Table 1.4, following, summarizes the proposed trip generation estimates.

Table 1.4 ITE Trip Generation Summary			
Time Period	Proposed Trip Generation	Enter	Exit
Weekday	303	152	151
AM Weekday Peak Hour (Street)	20	8	12
PM Weekday Peak Hour (Street)	25	14	11
AM Weekday Peak Hour (Generator)	23	9	14
PM Weekday Peak Hour (Generator)	27	15	12

The prior table shows that the proposed multi-use building will generate 20 trips during the morning peak hour, and 25 trips during the PM peak hour.

**Net New Trips:** Table 1.5, below, presents the net new trips calculations for the proposed development.

Table 1.5 ITE Trip Generation Calculations					
Land Use	Proposed Trip Generation	Existing Trip Generation	Net New Trips		
Time Period			Total	Enter	Exit
Weekday	303	-22	281	141	140
AM Weekday Peak Hour (Street)	20	-3	17	5	12
PM Weekday Peak Hour (Street)	25	-3	22	13	9
AM Weekday Peak Hour (Generator)	23	-3	20	6	14
PM Weekday Peak Hour (Generator)	27	-3	24	14	10

The preceding table shows that the proposed development will produce 17 net new trips in the morning peak hour and 22 net new trips during the PM peak hour. Of the 17 net new AM trips, 5 will enter the site and 12 will exit the site. From the 22 total PM peak hour net new trips 13 will enter the site and 9 will exit the site. Moving forward in the analysis we will be using the AM and PM peak hour of the adjacent (street) net new trips.

### Site Trip Assignment

Peak hour site trips generated by the proposed project were assigned through the study intersections following the recorded existing trip distribution patterns shown in Figure 1. The peak hour site trip assignment is shown in Figure 3, attached in the Appendix.

### 2024 Pre-Development Traffic

**Other Development Traffic:** Traffic generated by projects that have been approved by the planning department, yet are not opened, must be included within the pre-development traffic estimates. Based upon conversations with the Newmarket Director of Planning & Community Development, there is one project that has been approved, and one project which is in the final stages of review.

The first project, located at 50-56 Exeter Road is a multi-use building which has been approved for the following trips during the AM and PM peak hour time periods (the approved trip generation have been included within the Appendix):

#### **AM Peak Hour**

Entering = 14 vph  
Exiting = 11 vph

#### **PM Peak Hour**

Entering = 21 vph  
Exiting = 27 vph

Since the traffic study, prepared by Stephen G. Pernaw & Company, Inc., for the approved 50-56 Exeter Road (Route 108) development, located just south of the intersection at South Main Street, does not provide a trip assignment, we have assigned the trips to South Main Street and the study intersections via Gerry Avenue using the turning movement counts recorded for this Traffic Impact Study. The other development trip assignment for 50-56 Exeter Road Development is included on Figure 4, attached in the Appendix.

The second project is located at 242 South Main Street, just west of Packers Falls Road, is a 32-unit multifamily age restricted apartment building. The traffic study prepared by Vanasse & Associates Inc. assigns the proposed site trips to and from South Main Street. The trip assignment figure prepared by Vanasse & Associates Inc. has been included within the Appendix. Using the collected traffic volumes we have assigned the other development trips through the study intersections and included them within Figure 4, attached in the Appendix.

Figure 4 assigns the other development trips through the study intersections and is attached in the Appendix.

**2024 Pre-Development Traffic:** The 2024 design hour traffic volumes presented in Figure 2 were combined with the other development trips shown in Figure 4 for an estimate of the 2024 pre-



development traffic conditions. Figure 5, attached in the Appendix, presents the 2024 pre-development traffic conditions.

**2024 Post-Development Traffic**

2024 post-development traffic estimates were prepared for the study intersection by combining the 2024 pre-development traffic volumes, shown in Figure 5, with the site generated trips, shown in Figure 3. Figure 6, attached in the Appendix, presents the 2024 post-development traffic forecast at the study intersections.

**Turn Lane Warrant Analysis**

The National Cooperative Highway Research Program (NCHRP) report 457 provides a process to determine if projected traffic conditions at an intersection warrant a dedicated left-turn lane or right-turn lane from the major street to the lower volume roadway. In the analysis we will be reviewing the turn lane warrants at the intersection of South Main Street at Railroad Street.

The NCHRP process for the left-turn lane warrant uses four traffic inputs in determining if a dedicated left-turn lane is warranted: 1) posted speed limit; 2) advancing volume of traffic; 3) opposing volume of through traffic and 4) percent of left-turns in the advancing volume. Similarly, the NCHRP process for the right-turn lane warrant uses the following three traffic inputs in determining if a dedicated right-turn lane is warranted: 1) posted speed limit; 2) advancing volume of traffic (both left-turn and through volumes), and 3) right-turn volume.

The NCHRP report stipulates that where applicable the traffic volumes used for the analysis represent “average” travel conditions. The 2024 design hour through traffic volumes on both South Main Street approaches at the proposed driveway entrance were adjusted accordingly by applying NHDOT’s seasonal adjustment factor (0.96), and the unadjusted Other Development trips depicted in Figure 4 were added to the adjusted volumes. The South Main Street right-turn and left-turn volumes at Railroad Street, used in this analyses, represent the 2024 post-development turning conditions; without adjustment, as depicted in Figure 6. The following tables, Table 2.1 and 2.2, summarize the inputs and outputs of the NCHRP analyses.

Table 2.1 NCHRP Report 457 Analysis - Left Turn Lane Warrant				
Time Period	Advancing Volume (Va)	Opposing Volume (Vo)	Percent Left-Turns	Warrant Met (Yes/No)
Weekday AM Peak Hour	317	300	1%	No
Weekday PM Peak Hour	283	367	2%	No

Table 2.2 NCHRP Report 457 Analysis - Right Turn Lane Warrant			
Time Period	Advancing Volume (Va)	Right-Turn Volume	Warrant Met (Yes/No)
Weekday AM Peak Hour	300	4	No
Weekday PM Peak Hour	367	8	No

As shown in the preceding tables, at this time neither a left-turn lane nor a right-turn lane are warranted on South Main Street at Railroad Street. The summary sheets produced by the NCHRP tool are attached in the Appendix for reference.

### Capacity Analysis

A Capacity analysis of both the 2024 Pre- and Post-development traffic conditions was performed at the three study intersections: South Main Street at Packers Falls Road and Maple Street, South Main Street at Railroad Street, and South Main Street at Gerry Avenue and Beech Street Extension.

Levels of Service rankings are similar to the academic grading system, where an “A” is very good with little delay and “F” represents very poor conditions.

The following tables present the relationship between delay and Level of Service for unsignalized intersections:

<b>Level of Service Criteria for Unsignalized Intersections</b>	
<b>Level of Service</b>	<b>Total Control Delay (sec/veh)</b>
A	Up to 10.0
B	10.1 to 15.0
C	15.1 to 25.0
D	25.1 to 35.0
E	35.1 to 50.0
F	Greater than 50.0

Table 3.1, following, summarize the results of the capacity analysis completed at the three study intersections. The table compares the results determined for both the AM and PM peak hour time periods based upon the 2024 pre- and post-development travel conditions. The capacity analysis was performed using Synchro inputs and SimTraffic outputs. The results are based upon 7 SimTraffic runs, averaging 5 runs with the lowest and highest run removed. The Synchro reports are attached in the Appendix for reference.



**Table 3.1 - Level of Service Summary  
 2024 Pre- and Post-Development Conditions**

Intersection/Approach	2024 Pre-Development				2024 Post-Development				
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		
	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	
<b>1. Route 152 (S. Main Street) at Packers Falls Road and Maple Street</b>									
- Route 152 EB Left	2.5	A	3.1	A	2.6	A	3.1	A	
- Route 152 EB Thru	0.4	A	0.5	A	0.3	A	0.6	A	
- Route 152 EB Right	0.0	A	0.0	A	0.0	A	0.0	A	
- Route 152 WB Left	2.2	A	2.5	A	2.1	A	2.5	A	
- Route 152 WB Thru	0.2	A	0.7	A	0.3	A	0.6	A	
- Route 152 WB Right	0.1	A	0.2	A	0.1	A	0.2	A	
- Maple Street NB Left	0.0	A	13.7	B	0.0	A	4.8	A	
- Maple Street NB Thru	0.0	A	11.9	B	0.0	A	9.8	A	
- Maple Street NB Right	2.5	A	3.5	A	3.2	A	3.7	A	
- Packers Falls Rd SB Left	7.6	A	9.3	A	8.0	A	9.1	A	
- Packers Falls Rd SB Thru	3.8	A	8.3	A	0.0	A	8.6	A	
- Packers Falls Rd SB Right	0.0	A	4.2	A	3.8	A	3.6	A	
- Overall Intersection	1.0	A	1.4	A	1.0	A	1.3	A	
<b>2. Route 152 at Railroad Street</b>									
- Route 152 EB Thru	0.3	A	0.4	A	0.3	A	0.4	A	
- Route 152 EB Right	0.0	A	0.3	A	0.1	A	0.2	A	
- Route 152 WB Left	2.1	A	5.4	A	3.4	A	3.5	A	
- Route 152 WB Thru	0.6	A	0.7	A	0.7	A	0.7	A	
- Railroad St NB Left	0.0	A	10.5	B	7.6	A	9.6	A	
- Railroad Street NB Right	2.5	A	3.5	A	4.0	A	3.6	A	
- Overall Intersection	0.5	A	0.6	A	0.6	A	0.7	A	
<b>3. Route 152 at Gerry Avenue and Beech Street Extension</b>									
- Route 152 EB Left	2.2	A	2.5	A	2.5	A	2.6	A	
- Route 152 EB Thru	2.0	A	1.4	A	2.0	A	1.4	A	
- Route 152 EB Right	0.6	A	0.6	A	0.6	A	0.7	A	
- Route 152 WB Left	4.3	A	4.2	A	4.9	A	4.5	A	
- Route 152 WB Thru	0.9	A	0.6	A	1.0	A	0.7	A	
- Route 152 WB Right	0.7	A	0.1	A	0.6	A	0.1	A	
- Gerry Ave NB Left	12.4	B	16.4	C	14.3	B	17.4	C	
- Gerry Ave NB Thru	10.6	B	16.2	C	11.3	B	16.5	C	
- Gerry Ave NB Right	7.0	A	12.3	B	7.2	A	11.9	B	
- Beech St Ext. SB Left	11.0	B	19.8	C	8.1	A	7.8	A	
- Beech St Ext. SB Thru	16.2	C	18.7	C	15.0	B	18.2	C	
- Beech St Ext. SB Right	6.0	A	6.6	A	6.8	A	7.1	A	
- Overall intersection	4.9	A	6.9	A	5.3	A	7.1	A	

As shown in the preceding table, the intersection capacity analysis of both 2024 pre- and post-development traffic conditions indicates that the proposed development does not have a significant impact on traffic operations at the three unsignalized study intersections. At the three unsignalized intersections within the study area, the overall intersection Level of Service (LOS) continues to operate at a LOS A under the post-development conditions.

**Queue Analysis:** As part of our capacity analysis, we utilized the SimTraffic reporting to evaluate the lengths of the queues at the three study intersections: South Main Street at Packers Falls Road and



Maple Street, South Main Street at Railroad Street, and South Main Street at Gerry Avenue and Beech Street Extension.

The following table, Table 3.2, compares the morning and evening queue lengths between the pre-development, and the post-development condition.

**Table 3.2 - Queue Summary**  
**2024 Pre- and Post-Development Conditions**

	2024 Pre-Development		2024 Post-Development	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
<b>Intersection/Approach</b>	<b>Queue (ft)</b>	<b>Queue (ft)</b>	<b>Queue (ft)</b>	<b>Queue (ft)</b>
<b>1. Route 152 (S. Main Street) at Packers Falls Road and Maple Street</b>				
- Route 152 EB Left/Thru/Right	17	35	18	37
- Route 152 WB Left/Thru/Right	6	26	5	21
- Maple St NB Left/Thru/Right	21	25	19	24
- Packers Falls Rd SB Left/Thru/Right	57	52	55	54
<b>2. Route 152 at Railroad Street</b>				
- Route 152 WB Thru/Right	4	11	11	17
- Railroad St Left/Thru/Right	11	26	37	36
<b>3. Route 152 at Gerry Avenue and Beech Street Extension</b>				
- Route 152 EB Left/Thru/Right	24	21	20	26
- Route 152 WB Left/Thru/Right	20	10	16	10
- Gerry Ave Left/Thru/Right	93	151	107	162
- Beech St Ext. Left/Thru/Right	70	67	70	66

Similarly to what was shown in the unsignalized intersection delay and LOS analysis, during the post-development condition there is minimal increase in queue lengths at each of the study intersections.

### Vehicle Sight Distance

AASHTO requires the following sight distances for roadways based upon the posted speed limit:

Sight Distance Standards	
Speed Limit	Sight Distance
25 mph	200 feet
30 mph	250 feet
35 mph	305 feet
40 mph	360 feet
45 mph	425 feet
50 mph	495 feet

The section of South Main Street fronting Railroad Street is posted at 30mph, requiring an unobstructed sight distance of 250-feet.

The sight distance measurements were recorded using the following procedures: *“Sight distance was measured to and from the point on the centerline of the proposed access that is located 10-feet from the edge of traveled way. The height of the hypothetical person’s view is considered to be 3½ feet above the pavement and the height of the object being viewed is considered to be 4¼ feet above the pavement.”*



Our field measurements looking both left and right onto South Main Street from the Railroad Street approach indicate that sight distance exceeds the minimum requirements. Looking left we measured an unobstructed sight distance of 465-feet. Looking right a sight distance measurement of 390-feet was recorded. Refer to Images below.

**Looking Left from Railroad Street**



**Looking Right from Railroad Street**



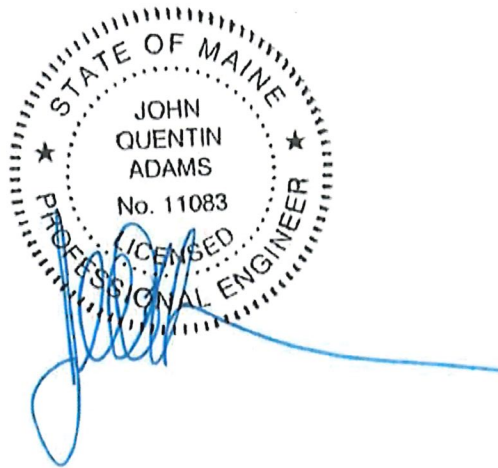
Based on our field reviews and measurements, the existing Railroad Street approach at the intersection with South Main Street provides satisfactory sight distances for safe traffic operations into and out of the proposed site.

### **Summary**

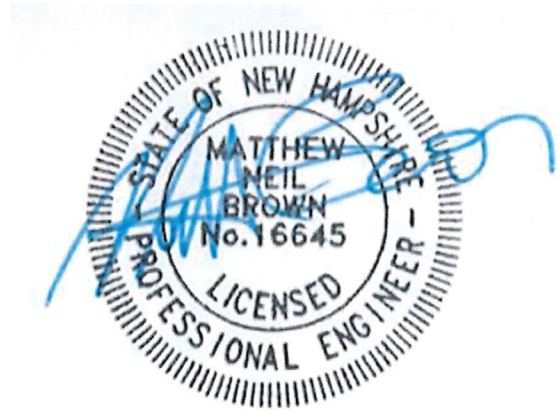
1. The proposed site trip generation includes; 20 trips in the AM peak hour, 25 trips in the PM peak hour, and 303 trips during the typical weekday. When taking into account the existing and occupied office building that will be removed by construction of the proposed development, the site is forecast to generate 17 net new trips in the AM peak hour, 22 net new trips during the PM peak hour, and 281 net new trips during the typical weekday. Overall, the proposed development is a low trip generator with the site generating a maximum number of 22 net new trips.
2. Both a left-turn lane and a right-turn lane warrant analysis was completed for the AM and PM peak hour time periods for the left- and right-turn movements from South Main Street onto Railroad Street. The analysis was conducted using the National Cooperative Highway Research Program (NCHRP) report 457, and it shows that neither a dedicated left-turn lane nor a dedicated right-turn lane are warranted at this time based upon the projected 2024 post-development traffic volumes.
3. A capacity analysis was performed for each of the three study intersections: South Main Street at Packers Falls Road and Maple Street, South Main Street at Railroad Street, and South Main Street at Gerry Avenue and Beech Street Extension. The capacity analysis indicates that the proposed

development does not have a major impact on traffic operations at the three study intersections, with each intersection projected to continue to operate at an overall Level of Service 'A'.

4. As part of the capacity analysis, queue lengths were evaluated at the three study intersections. The analysis shows that during the post-development condition the study intersections experience only minor increases in queue lengths at each intersection.
5. Sight distance measurements were field recorded looking both left and right directionally onto South Main Street from the existing Railroad Street approach. The measurements indicate that for a posted speed limit of 30mph, the existing Railroad Street approach provides satisfactory sight distance for safe traffic operations.
6. Overall, it is our opinion that traffic operations within the defined study area shall continue to operate at a satisfactory level with the addition of the proposed developments traffic volumes.
7. Historical Uses – In the past the property was used for other uses including the New England Barricade Company, which was on the site for about 30 years. This company made construction signage, barricades, and safety products etc. and was a pretty busy place. In the past there was also tractor trailer deliveries to the site three to four days a week, with trucks backing into the facility from Railroad Street.



John Q. Adams, PE, PTOE  
Date: 11/13/2023



Mathew N. Brown, P.E.  
Date: 11/13/2023



## **APPENDIX**

**Appendix A – Figures/Traffic Counts**

**Appendix B – Other Development Traffic Information**

**Appendix C – Auxiliary Lane Warrant Analysis**

**Appendix D – Capacity Analysis**



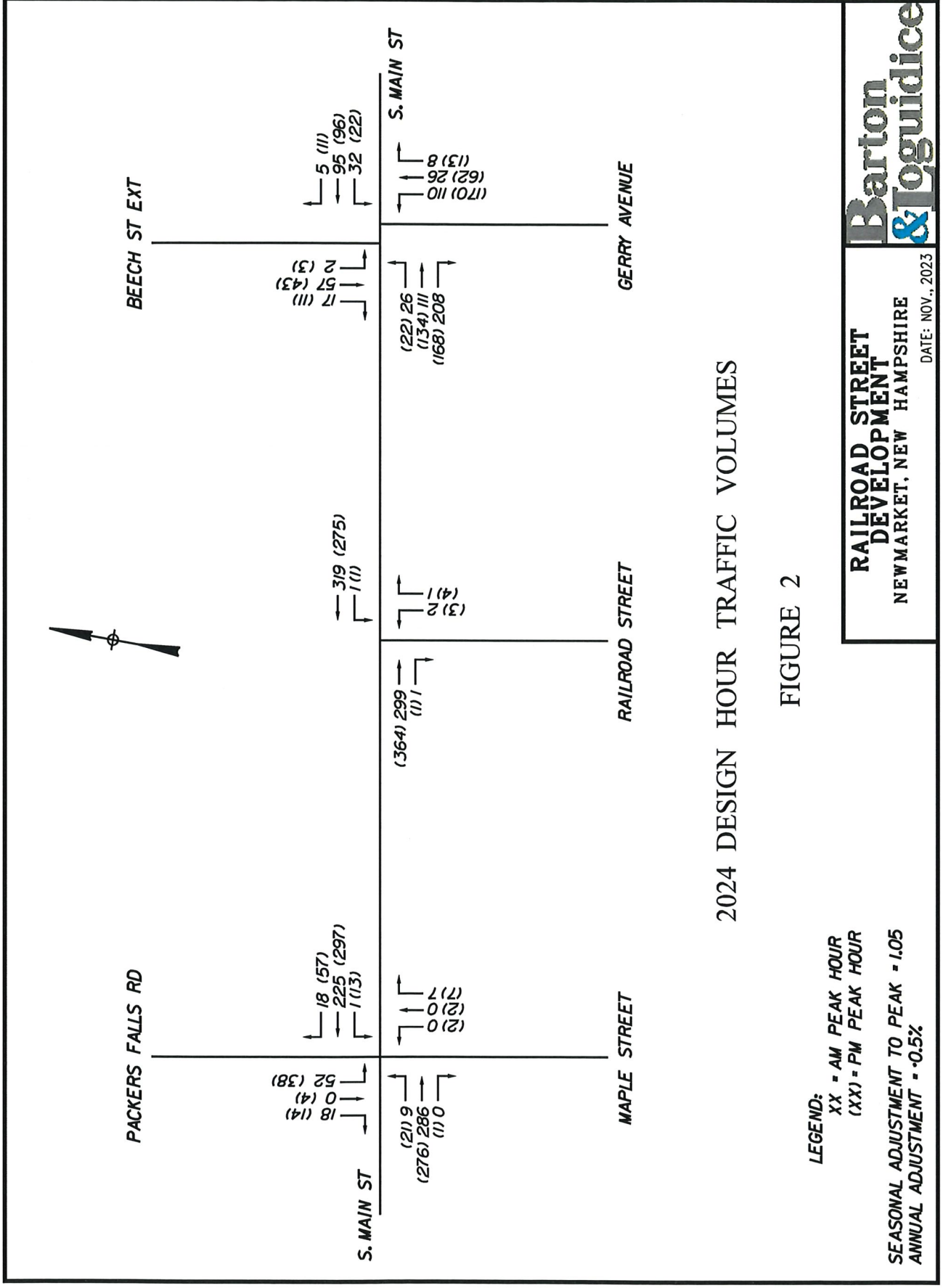


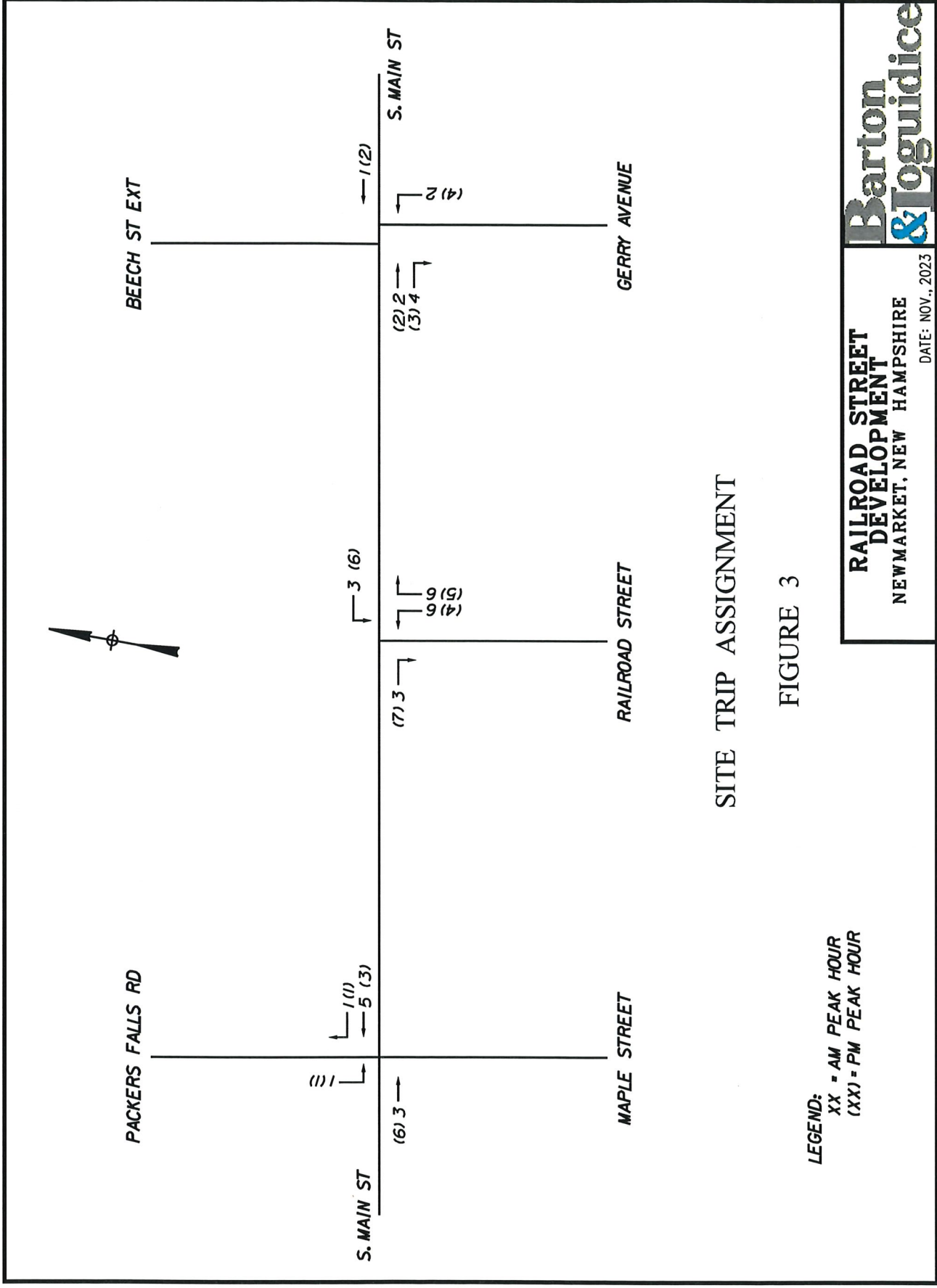
# APPENDIX A

## Figures/Traffic Counts







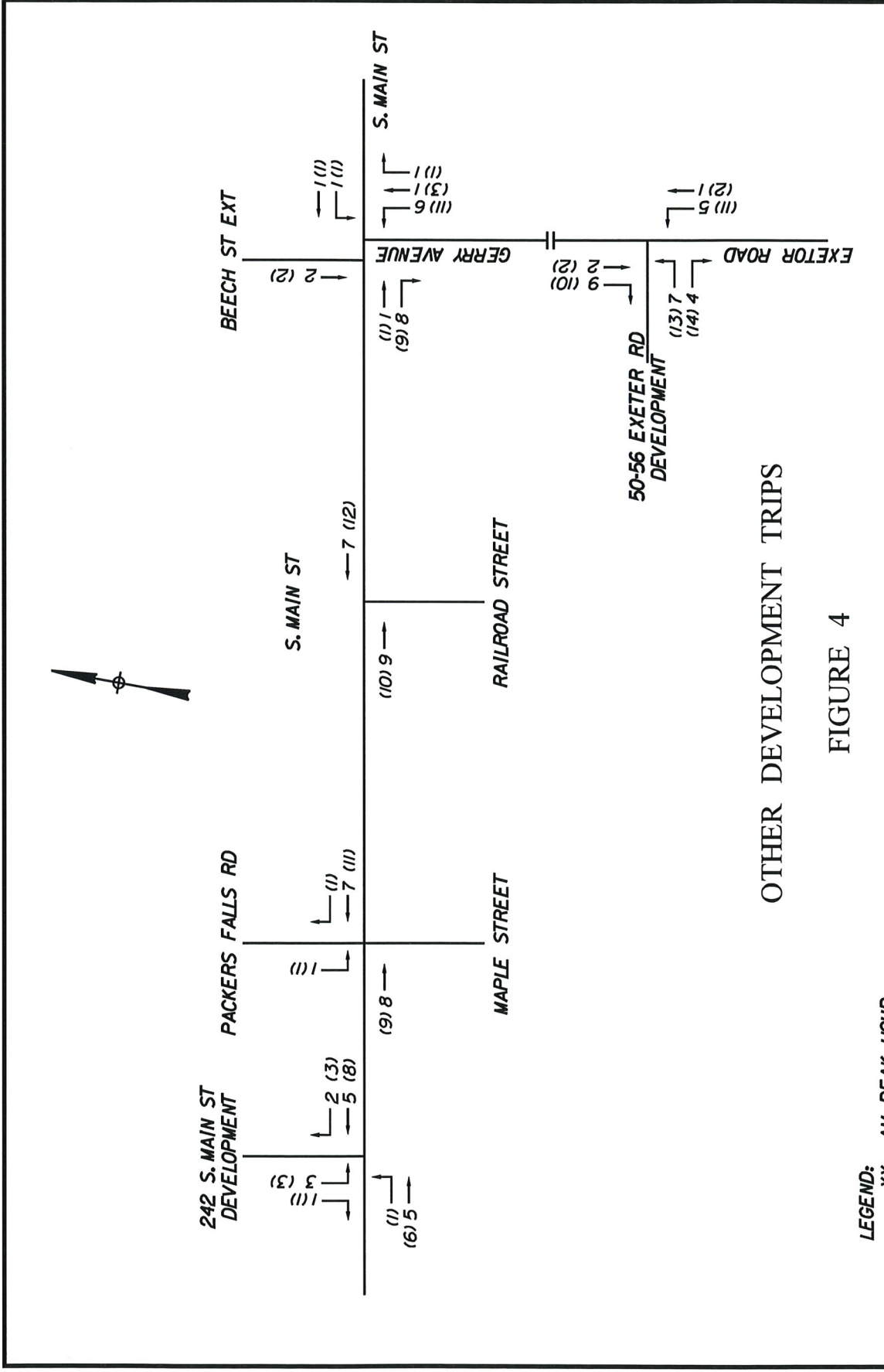


**RAILROAD STREET DEVELOPMENT**  
 NEW MARKET, NEW HAMPSHIRE

DATE: NOV., 2023

**Barton & Loguidice**





OTHER DEVELOPMENT TRIPS

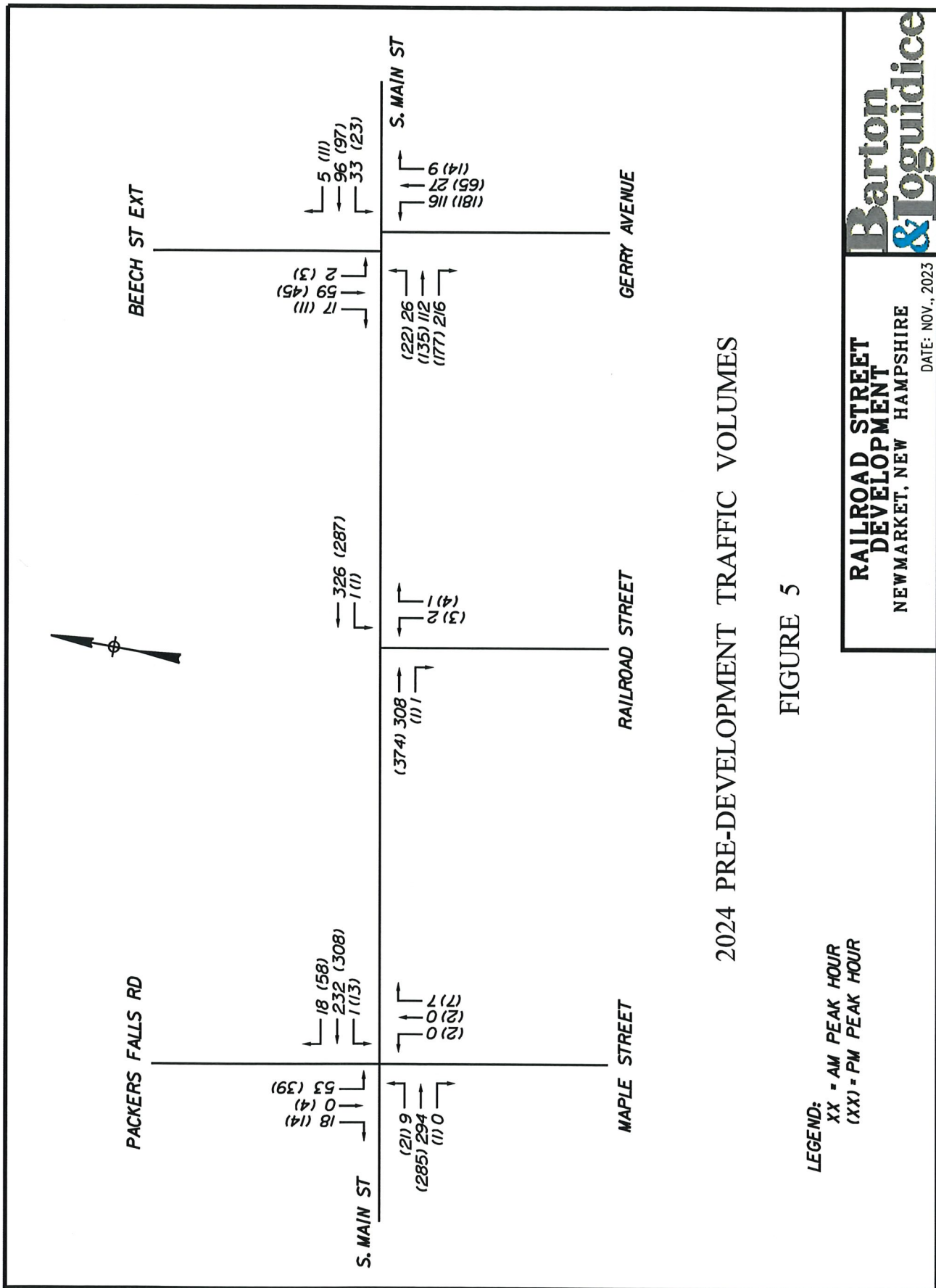
FIGURE 4

LEGEND:  
 XX = AM PEAK HOUR  
 (XX) = PM PEAK HOUR

OTHER DEVELOPMENT TRIPS GENERATED BY:  
 50-56 EXETER ROAD AND 242 SOUTH MAIN STREET DEVELOPMENTS

**RAILROAD STREET DEVELOPMENT**  
 NEW MARKET, NEW HAMPSHIRE  
 DATE: NOV., 2023

**Barton & Loguidice**







# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

Newmarket, S Main Maple Packers Falls Newmarket South Main, Packers Fall, Maple, 10-17-2023 AM  
 October 17, 2023 AM Site Code : 01017231  
 60 Degrees Start Date : 10/17/2023  
 Miovision/ K. Tillson Page No : 1

Groups Printed- Passenger Car - Truck - Semi - Bus - Bicycle

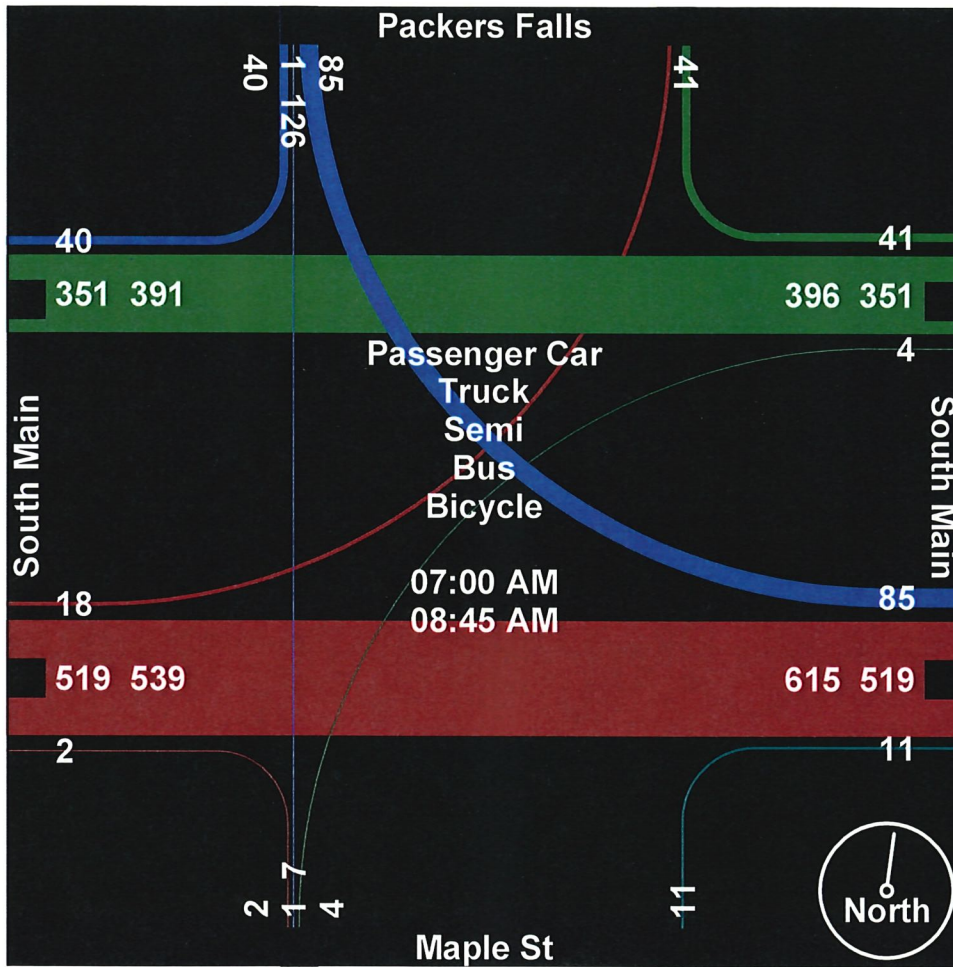
Start Time	Packers Falls From North					South Main From East					Maple St From South					South Main From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	7	0	10	0	17	1	44	0	0	45	3	0	0	0	3	0	63	3	0	66	131
07:15 AM	5	0	11	1	17	5	81	1	0	87	1	0	0	0	1	0	84	3	0	87	192
07:30 AM	3	0	9	0	12	7	46	0	0	53	2	0	0	0	2	0	77	2	0	79	146
07:45 AM	2	0	19	0	21	4	42	0	0	46	1	0	0	0	1	0	47	1	0	48	116
Total	17	0	49	1	67	17	213	1	0	231	7	0	0	0	7	0	271	9	0	280	585
08:00 AM	7	1	6	0	14	8	31	1	0	40	1	0	0	0	1	1	59	1	0	61	116
08:15 AM	6	0	10	0	16	3	49	0	0	52	2	0	0	0	2	0	77	4	0	81	151
08:30 AM	4	0	9	0	13	4	21	0	0	25	1	0	0	0	1	0	65	2	0	67	106
08:45 AM	6	0	11	0	17	9	37	2	0	48	0	0	0	0	0	1	47	2	0	50	115
Total	23	1	36	0	60	24	138	3	0	165	4	0	0	0	4	2	248	9	0	259	488



# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

File Name : Newmarket South Main, Packers Fall, Maple, 10-17-2023 AM  
Site Code : 01017231  
Start Date : 10/17/2023  
Page No : 3



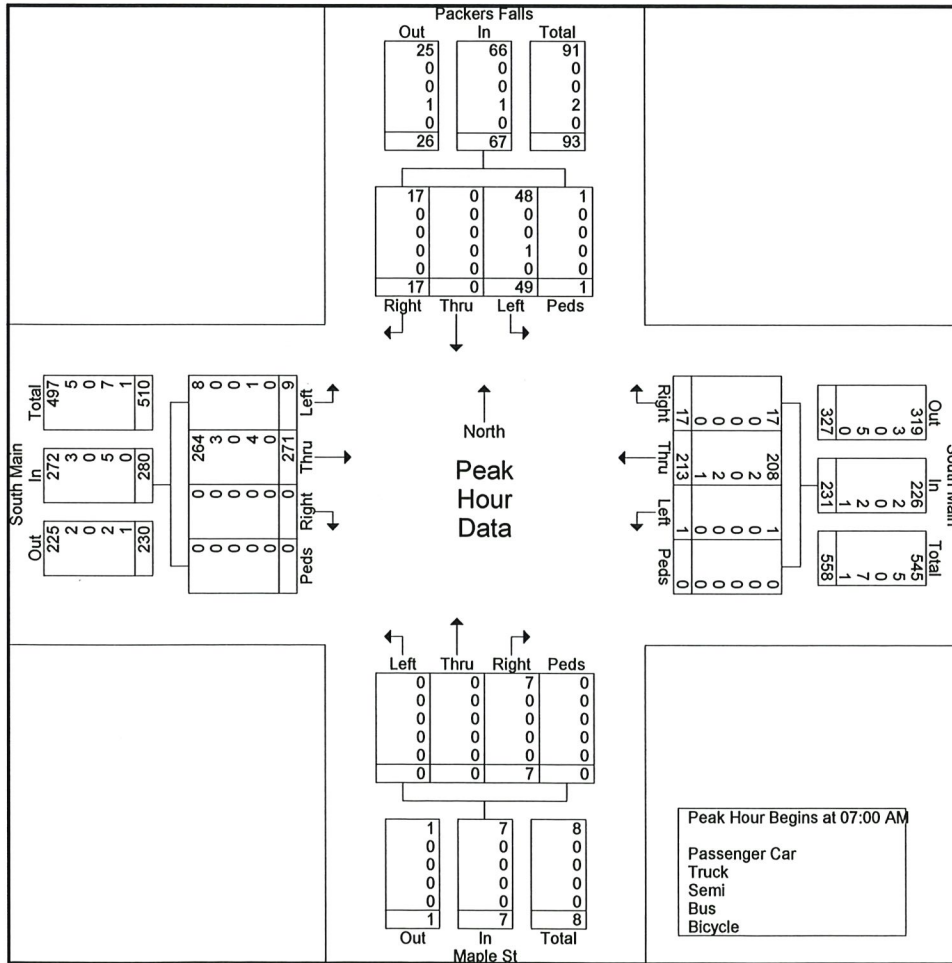


# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

File Name : Newmarket South Main, Packers Fall, Maple, 10-17-2023 AM  
Site Code : 01017231  
Start Date : 10/17/2023  
Page No : 4

Start Time	Packers Falls From North					South Main From East					Maple St From South					South Main From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	7	0	10	0	17	1	44	0	0	45	3	0	0	0	3	0	63	3	0	66	131
07:15 AM	5	0	11	1	17	5	81	1	0	87	1	0	0	0	1	0	84	3	0	87	192
07:30 AM	3	0	9	0	12	7	46	0	0	53	2	0	0	0	2	0	77	2	0	79	146
07:45 AM	2	0	19	0	21	4	42	0	0	46	1	0	0	0	1	0	47	1	0	48	116
Total Volume	17	0	49	1	67	17	213	1	0	231	7	0	0	0	7	0	271	9	0	280	585
% App. Total	25.4	0	73.1	1.5		7.4	92.2	0.4	0		100	0	0	0		0	96.8	3.2	0		
PHF	.607	.000	.645	.250	.798	.607	.657	.250	.000	.664	.583	.000	.000	.000	.583	.000	.807	.750	.000	.805	.762
Passenger Car	17	0	48	1	66	17	208	1	0	226	7	0	0	0	7	0	264	8	0	272	571
% Passenger Car	100	0	98.0	100	98.5	100	97.7	100	0	97.8	100	0	0	0	100	0	97.4	88.9	0	97.1	97.6
Truck	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
% Truck	0	0	0	0	0	0	0.9	0	0	0.9	0	0	0	0	0	0	1.1	0	0	1.1	0.9
Semi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Semi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	4	1	0	5	8
% Bus	0	0	2.0	0	1.5	0	0.9	0	0	0.9	0	0	0	0	0	0	1.5	11.1	0	1.8	1.4
Bicycle	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Bicycle	0	0	0	0	0	0	0.5	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0.2





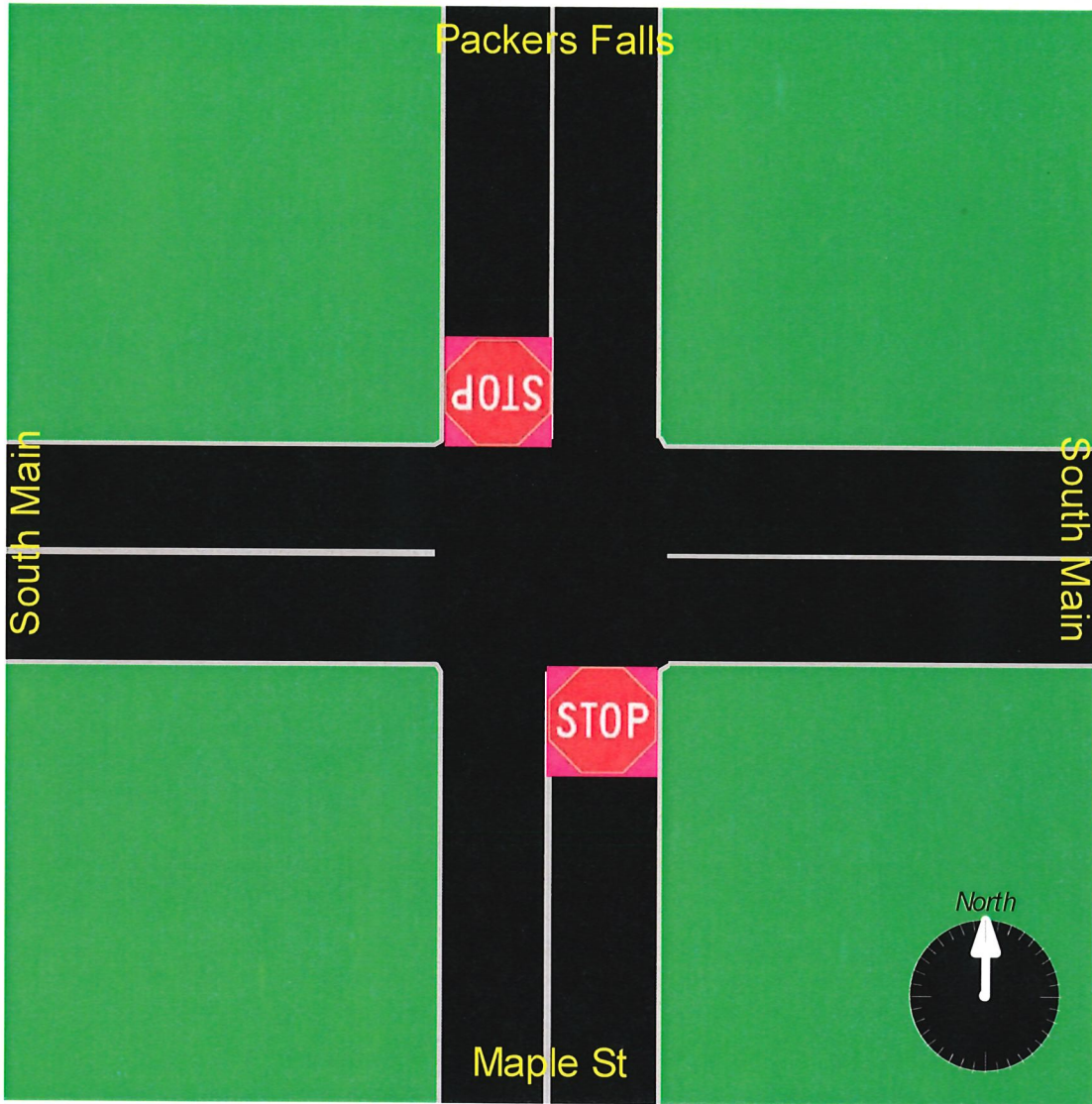




# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

File Name : Newmarket South Main, Packers Fall, Maple, 10-17-2023 AM  
Site Code : 01017231  
Start Date : 10/17/2023  
Page No : 7



# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

Newmarket NH S Main Maple Packers Falls Newmarket South Main, Packers Fall, Maple, 10-17-2023 PM  
 October 17, 2023 PM Site Code : 01017232  
 60 Degrees Start Date : 10/17/2023  
 Miovision/ K Tillson Page No : 1

Groups Printed- Passenger Car - Truck - Semi - Bus - Bicycle

Start Time	Packers Falls From North					South Main From East					Maple St From South					South Main From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
01:30 PM	3	0	2	0	5	10	31	0	0	41	2	0	0	0	2	1	22	1	0	24	72
01:45 PM	5	0	10	1	16	9	46	0	0	55	0	0	0	0	0	0	39	1	1	41	112
Total	8	0	12	1	21	19	77	0	0	96	2	0	0	0	2	1	61	2	1	65	184
02:00 PM	1	2	13	0	16	9	60	1	0	70	0	0	0	0	0	0	34	1	1	36	122
02:15 PM	5	0	11	1	17	15	47	2	0	64	0	0	0	0	0	1	63	3	0	67	148
02:30 PM	8	0	14	0	22	11	56	2	0	69	2	0	0	0	2	0	61	3	10	74	167
02:45 PM	2	0	6	0	8	11	47	1	0	59	2	0	0	0	2	1	61	3	1	66	135
Total	16	2	44	1	63	46	210	6	0	262	4	0	0	0	4	2	219	10	12	243	572
03:00 PM	4	0	7	0	11	13	49	2	0	64	0	0	0	0	0	0	83	5	1	89	164
03:15 PM	6	0	12	0	18	11	49	1	0	61	0	0	1	0	1	1	65	1	1	68	148
03:30 PM	1	0	6	1	8	11	69	0	0	80	0	0	0	0	0	0	63	5	3	71	159
03:45 PM	5	0	9	0	14	14	65	5	0	84	2	1	1	0	4	1	64	5	0	70	172
Total	16	0	34	1	51	49	232	8	0	289	2	1	2	0	5	2	275	16	5	298	643
04:00 PM	2	2	12	0	16	13	78	3	0	94	1	1	1	0	3	0	66	6	1	73	186
04:15 PM	5	2	9	0	16	16	69	4	0	89	4	0	0	0	4	0	69	4	0	73	182
04:30 PM	5	1	12	0	18	10	53	1	0	64	0	0	0	0	0	0	65	8	0	73	155
04:45 PM	6	0	5	0	11	29	67	4	0	100	1	0	0	0	1	1	46	1	0	48	160
Total	18	5	38	0	61	68	267	12	0	347	6	1	1	0	8	1	246	19	1	267	683
05:00 PM	2	1	10	0	13	20	72	3	0	95	2	0	0	0	2	1	58	3	0	62	172
05:15 PM	4	0	10	0	14	18	72	2	0	92	1	0	0	0	1	0	50	4	1	55	162
05:30 PM	6	0	7	0	13	14	74	3	0	91	1	0	0	0	1	1	41	6	1	49	154
05:45 PM	1	0	8	0	9	14	46	1	0	61	2	0	0	0	2	0	41	3	0	44	116
Total	13	1	35	0	49	66	264	9	0	339	6	0	0	0	6	2	190	16	2	210	604

# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

File Name : Newmarket South Main, Packers Fall, Maple, 10-17-2023 PM

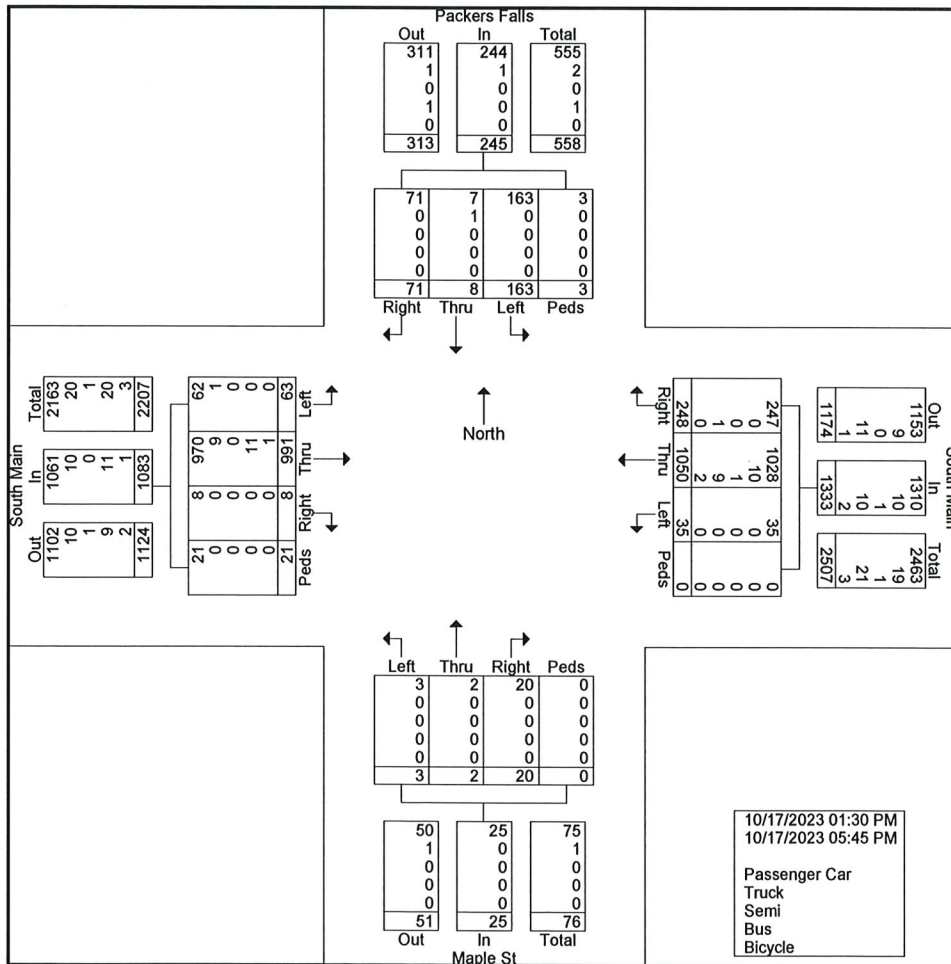
Site Code : 01017232

Start Date : 10/17/2023

Page No : 2

Groups Printed- Passenger Car - Truck - Semi - Bus - Bicycle

	Packers Falls From North					South Main From East					Maple St From South					South Main From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Grand Total	71	8	163	3	245	248	1050	35	0	1333	20	2	3	0	25	8	991	63	21	1083	2686
Apprch %	29	3.3	66.5	1.2		18.6	78.8	2.6	0		80	8	12	0		0.7	91.5	5.8	1.9		
Total %	2.6	0.3	6.1	0.1	9.1	9.2	39.1	1.3	0	49.6	0.7	0.1	0.1	0	0.9	0.3	36.9	2.3	0.8	40.3	
Passenger Car	71	7	163	3	244	247	1028	35	0	1310	20	2	3	0	25	8	970	62	21	1061	2640
% Passenger Car	100	87.5	100	100	99.6	99.6	97.9	100	0	98.3	100	100	100	0	100	100	97.9	98.4	100	98	98.3
Truck	0	1	0	0	1	0	10	0	0	10	0	0	0	0	0	0	9	1	0	10	21
% Truck	0	12.5	0	0	0.4	0	1	0	0	0.8	0	0	0	0	0	0	0.9	1.6	0	0.9	0.8
Semi	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Semi	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	0	11	0	0	11	21
% Bus	0	0	0	0	0	0.4	0.9	0	0	0.8	0	0	0	0	0	0	1.1	0	0	1	0.8
Bicycle	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
% Bicycle	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0.1	0	0	0.1	0.1

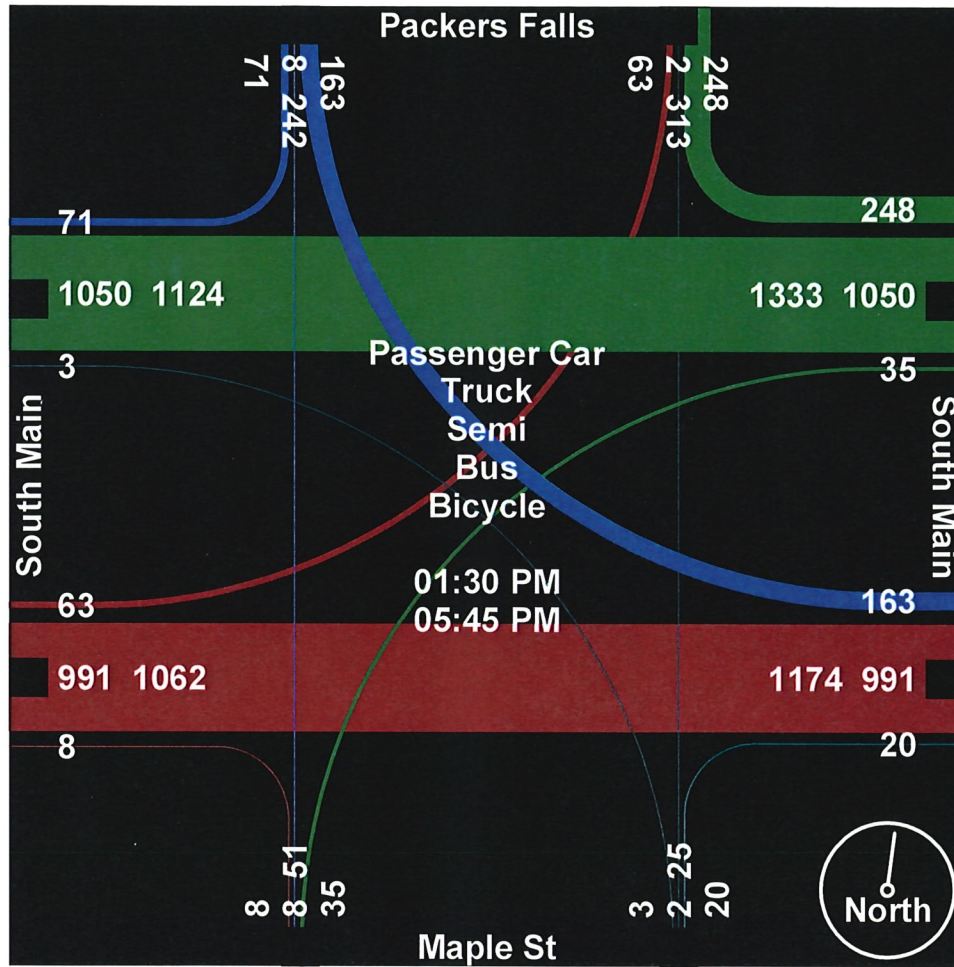




# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

File Name : Newmarket South Main, Packers Fall, Maple, 10-17-2023 PM  
Site Code : 01017232  
Start Date : 10/17/2023  
Page No : 3

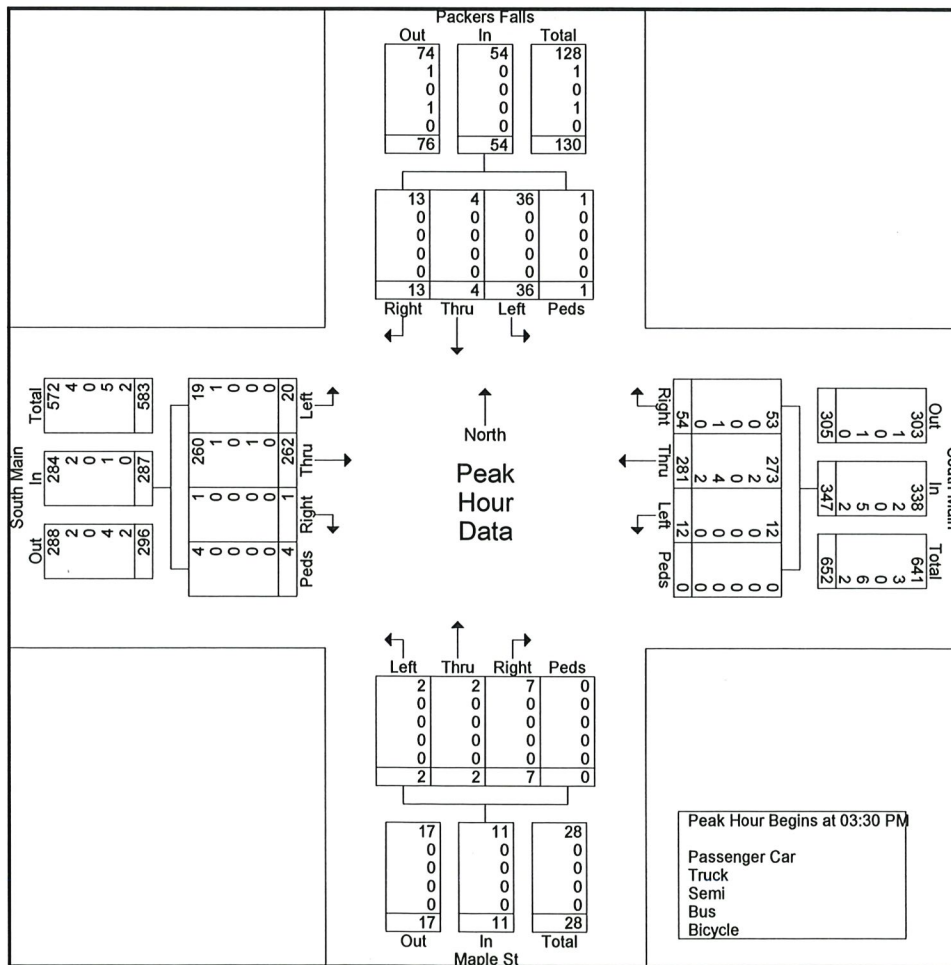


# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

File Name : Newmarket South Main, Packers Fall, Maple, 10-17-2023 PM  
Site Code : 01017232  
Start Date : 10/17/2023  
Page No : 4

Start Time	Packers Falls From North					South Main From East					Maple St From South					South Main From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 01:30 PM to 04:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	1	0	6	1	8	11	69	0	0	80	0	0	0	0	0	0	63	5	3	71	159
03:45 PM	5	0	9	0	14	14	65	5	0	84	2	1	1	0	4	1	64	5	0	70	172
04:00 PM	2	2	12	0	16	13	78	3	0	94	1	1	1	0	3	0	66	6	1	73	186
04:15 PM	5	2	9	0	16	16	69	4	0	89	4	0	0	0	4	0	69	4	0	73	182
Total Volume	13	4	36	1	54	54	281	12	0	347	7	2	2	0	11	1	262	20	4	287	699
% App. Total	24.1	7.4	66.7	1.9		15.6	81	3.5	0		63.6	18.2	18.2	0		0.3	91.3	7	1.4		
PHF	.650	.500	.750	.250	.844	.844	.901	.600	.000	.923	.438	.500	.500	.000	.688	.250	.949	.833	.333	.983	.940
Passenger Car	13	4	36	1	54	53	273	12	0	338	7	2	2	0	11	1	260	19	4	284	687
% Passenger Car	100	100	100	100	100	98.1	97.2	100	0	97.4	100	100	100	0	100	100	99.2	95.0	100	99.0	98.3
Truck	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	4
% Truck	0	0	0	0	0	0	0.7	0	0	0.6	0	0	0	0	0	0	0.4	5.0	0	0.7	0.6
Semi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Semi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1	6
% Bus	0	0	0	0	0	1.9	1.4	0	0	1.4	0	0	0	0	0	0	0.4	0	0	0.3	0.9
Bicycle	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Bicycle	0	0	0	0	0	0	0.7	0	0	0.6	0	0	0	0	0	0	0	0	0	0	0.3



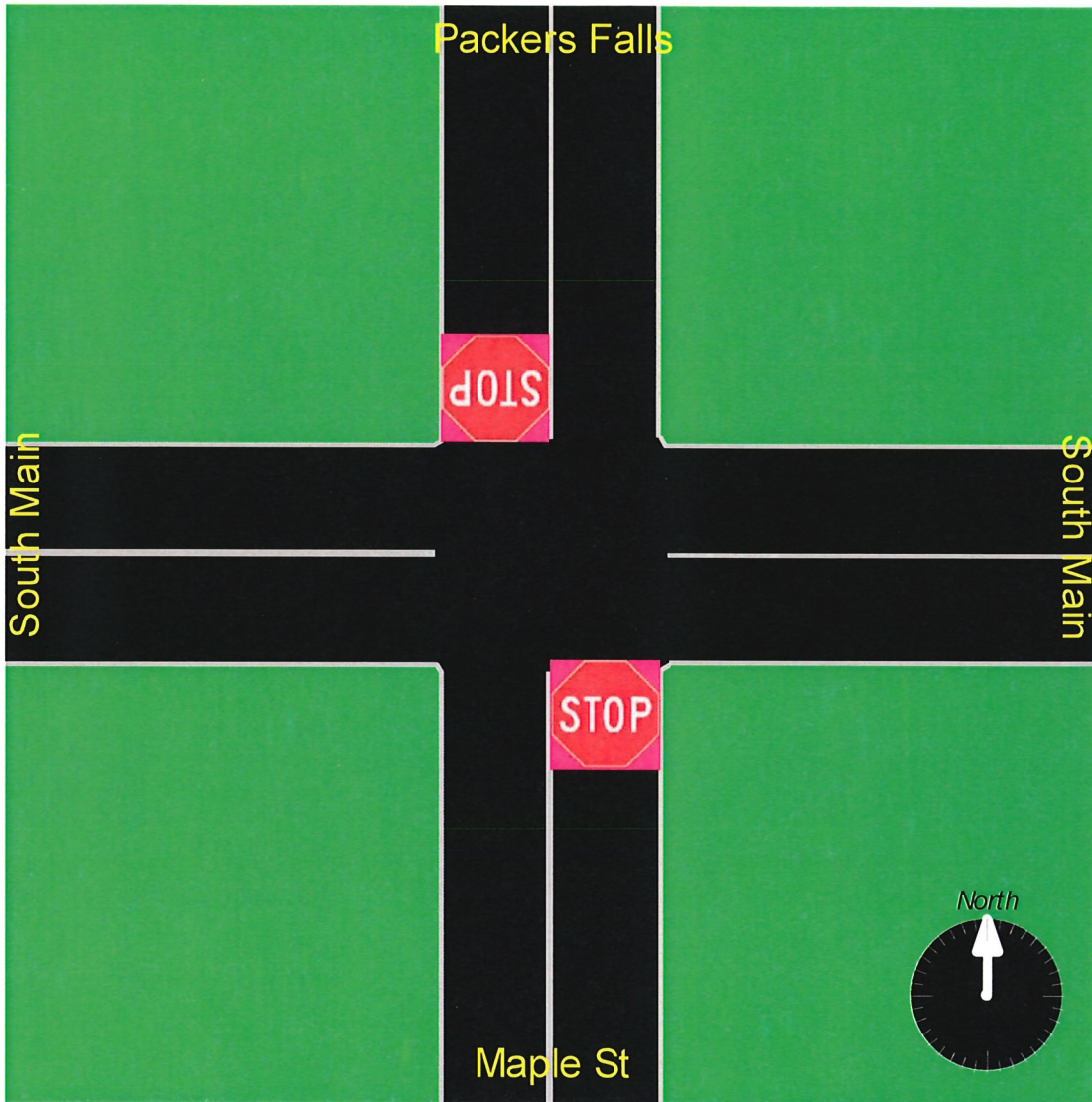




# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

File Name : Newmarket South Main, Packers Fall, Maple, 10-17-2023 PM  
Site Code : 01017232  
Start Date : 10/17/2023  
Page No : 6



# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

Newmarket, NH S. Main, Railroad  
October 17, 2023 AM  
60 Degrees  
Miovision/ K. Tillson

File Name : Newmarket South Main, Railroad, 10-17-2023 AM  
Site Code : 10172311  
Start Date : 10/17/2023  
Page No : 1

Groups Printed- Passenger Car - Truck - Semi - Bus - Bicycle

Start Time	South Main From East				Railroad From South				South Main From West				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
07:00 AM	54	0	0	54	1	1	0	2	0	77	0	77	133
07:15 AM	96	0	0	96	1	2	1	4	1	94	0	95	195
07:30 AM	60	1	0	61	0	0	0	0	0	106	0	106	167
07:45 AM	51	0	0	51	2	0	0	2	0	68	0	68	121
Total	261	1	0	262	4	3	1	8	1	345	0	346	616
08:00 AM	39	2	0	41	0	0	0	0	1	70	0	71	112
08:15 AM	60	1	0	61	4	1	0	5	2	92	0	94	160
08:30 AM	40	1	0	41	3	0	0	3	0	87	0	87	131
08:45 AM	47	1	0	48	0	0	0	0	0	68	0	68	116
Total	186	5	0	191	7	1	0	8	3	317	0	320	519

# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

File Name : Newmarket South Main, Railroad, 10-17-2023 AM

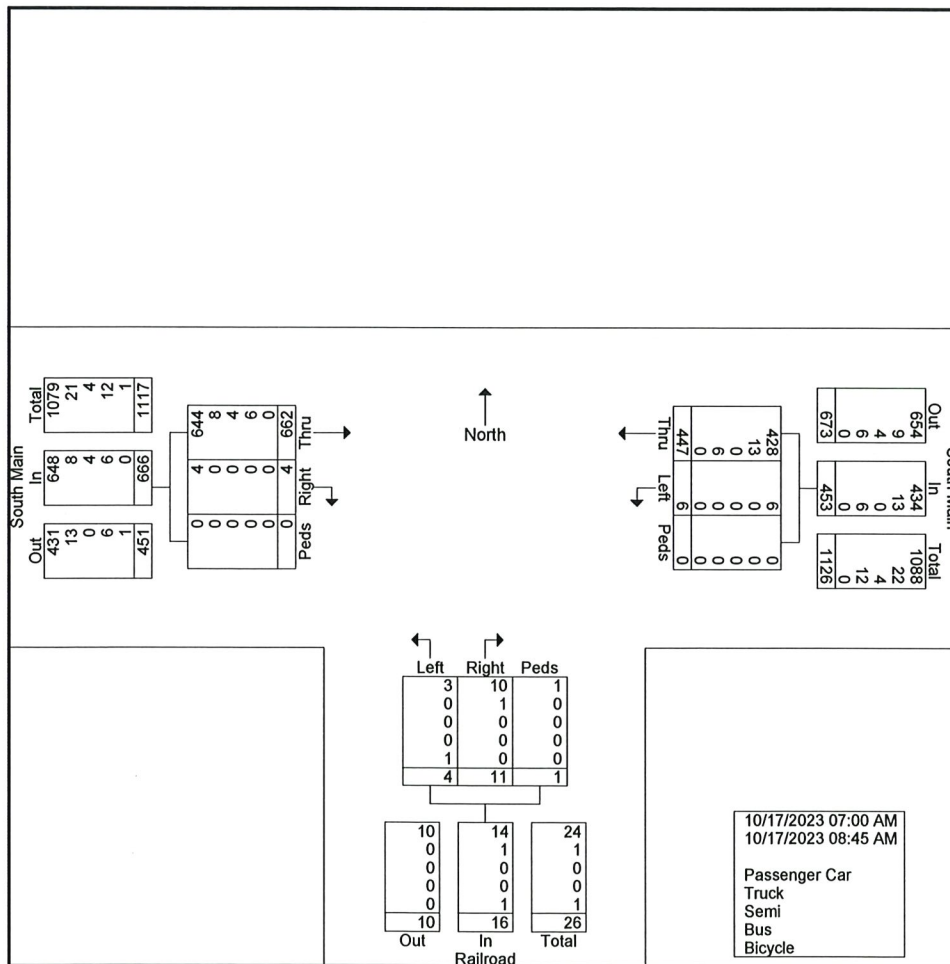
Site Code : 10172311

Start Date : 10/17/2023

Page No : 2

Groups Printed- Passenger Car - Truck - Semi - Bus - Bicycle

	South Main From East				Railroad From South				South Main From West				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
Grand Total	447	6	0	453	11	4	1	16	4	662	0	666	1135
Aprch %	98.7	1.3	0		68.8	25	6.2		0.6	99.4	0		
Total %	39.4	0.5	0	39.9	1	0.4	0.1	1.4	0.4	58.3	0	58.7	
Passenger Car	428	6	0	434	10	3	1	14	4	644	0	648	1096
% Passenger Car	95.7	100	0	95.8	90.9	75	100	87.5	100	97.3	0	97.3	96.6
Truck	13	0	0	13	1	0	0	1	0	8	0	8	22
% Truck	2.9	0	0	2.9	9.1	0	0	6.2	0	1.2	0	1.2	1.9
Semi	0	0	0	0	0	0	0	0	0	4	0	4	4
% Semi	0	0	0	0	0	0	0	0	0	0.6	0	0.6	0.4
Bus	6	0	0	6	0	0	0	0	0	6	0	6	12
% Bus	1.3	0	0	1.3	0	0	0	0	0	0.9	0	0.9	1.1
Bicycle	0	0	0	0	0	1	0	1	0	0	0	0	1
% Bicycle	0	0	0	0	0	25	0	6.2	0	0	0	0	0.1





# Traffic Solutions

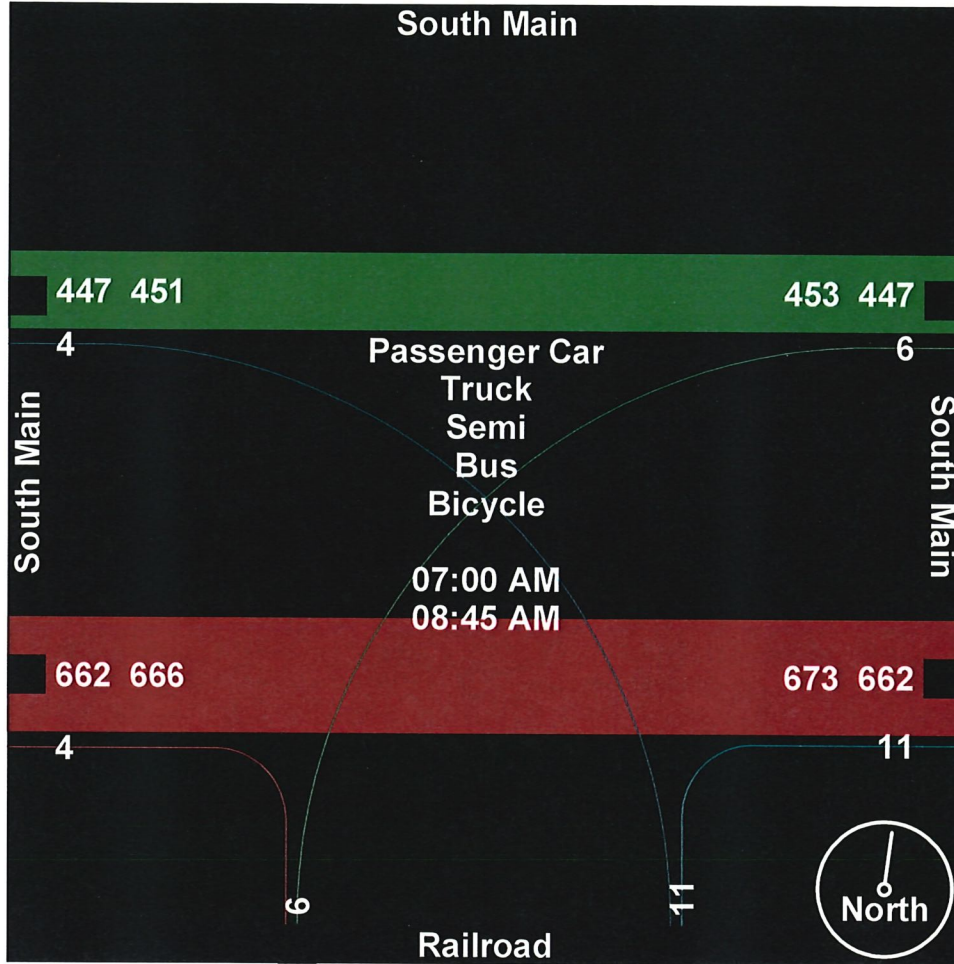
17 Mount View Dr  
Gorham, ME 04038

File Name : Newmarket South Main, Railroad, 10-17-2023 AM

Site Code : 10172311

Start Date : 10/17/2023

Page No : 3





# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

File Name : Newmarket South Main, Railroad, 10-17-2023 AM

Site Code : 10172311

Start Date : 10/17/2023

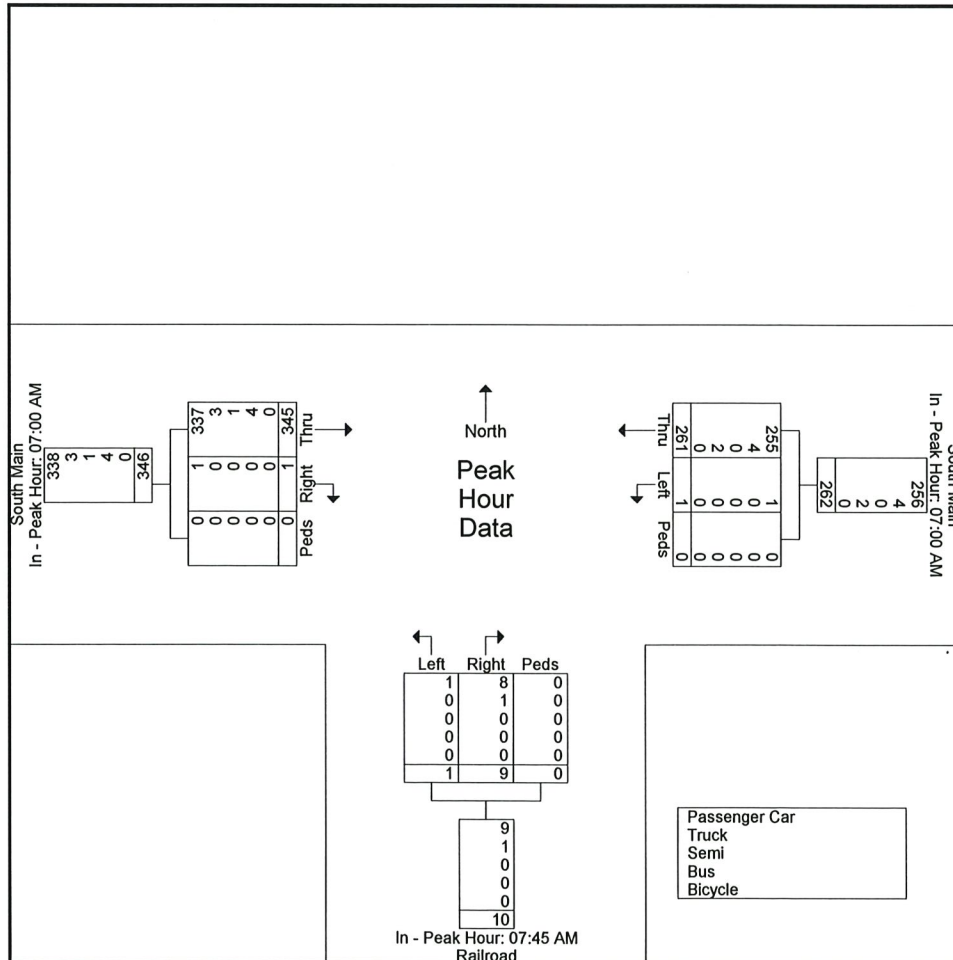
Page No : 5

Start Time	South Main From East				Railroad From South				South Main From West				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	

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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:45 AM				07:00 AM			
+0 mins.	54	0	0	54	2	0	0	2	0	77	0	77
+15 mins.	96	0	0	96	0	0	0	0	1	94	0	95
+30 mins.	60	1	0	61	4	1	0	5	0	106	0	106
+45 mins.	51	0	0	51	3	0	0	3	0	68	0	68
Total Volume	261	1	0	262	9	1	0	10	1	345	0	346
% App. Total	99.6	0.4	0		90	10	0		0.3	99.7	0	
PHF	.680	.250	.000	.682	.563	.250	.000	.500	.250	.814	.000	.816
Passenger Car	255	1	0	256	8	1	0	9	1	337	0	338
% Passenger Car	97.7	100	0	97.7	88.9	100	0	90	100	97.7	0	97.7
Truck	4	0	0	4	1	0	0	1	0	3	0	3
% Truck	1.5	0	0	1.5	11.1	0	0	10	0	0.9	0	0.9
Semi	0	0	0	0	0	0	0	0	0	1	0	1
% Semi	0	0	0	0	0	0	0	0	0	0.3	0	0.3
Bus	2	0	0	2	0	0	0	0	0	4	0	4
% Bus	0.8	0	0	0.8	0	0	0	0	0	1.2	0	1.2
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycle	0	0	0	0	0	0	0	0	0	0	0	0

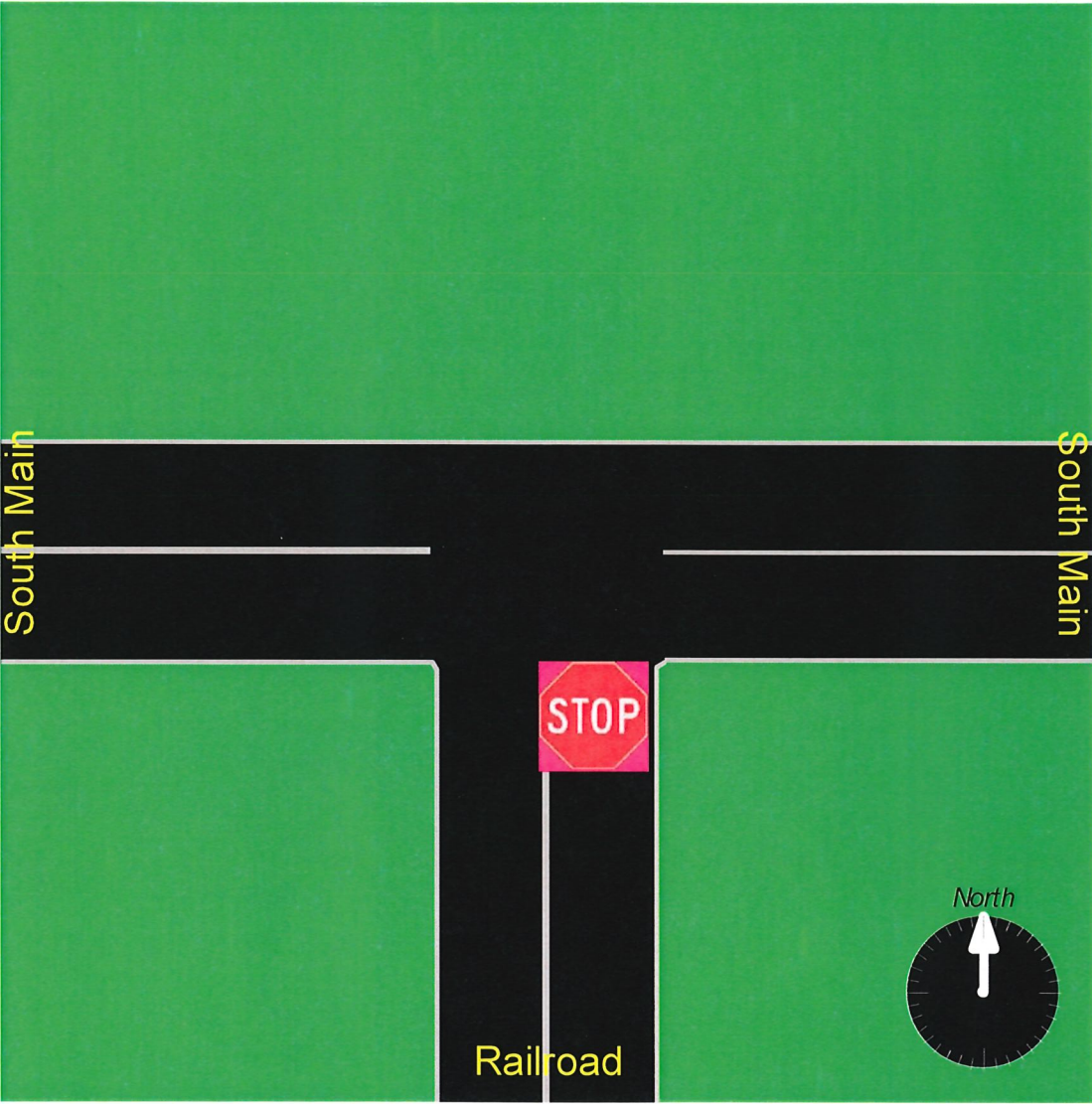




# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

File Name : Newmarket South Main, Railroad, 10-17-2023 AM  
Site Code : 10172311  
Start Date : 10/17/2023  
Page No : 6



# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

Newmarket, NH S. Main & Railroad  
October 17, 2023 PM  
60 Degrees  
Miovision/ K. Tillson

File Name : Newmarket South Main, Railroad, 10-17-2023 PM  
Site Code : 10172322  
Start Date : 10/17/2023  
Page No : 1

Groups Printed- Passenger Car - Truck - Semi - Bus - Bicycle

Start Time	South Maine From East				Railroad From South				South Maine From West				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
01:30 PM	39	0	0	39	1	0	0	1	0	25	0	25	65
01:45 PM	51	0	0	51	0	0	3	3	1	42	0	43	97
Total	90	0	0	90	1	0	3	4	1	67	0	68	162
02:00 PM	68	0	0	68	1	0	1	2	0	45	0	45	115
02:15 PM	57	1	0	58	4	0	0	4	1	72	0	73	135
02:30 PM	64	1	0	65	0	0	8	8	1	75	0	76	149
02:45 PM	46	1	0	47	1	0	1	2	0	68	0	68	117
Total	235	3	0	238	6	0	10	16	2	260	0	262	516
03:00 PM	53	0	0	53	0	0	1	1	0	83	0	83	137
03:15 PM	56	1	0	57	0	0	0	0	0	75	0	75	132
03:30 PM	70	0	0	70	1	0	2	3	0	66	0	66	139
03:45 PM	68	0	0	68	0	0	0	0	0	70	0	70	138
Total	247	1	0	248	1	0	3	4	0	294	0	294	546
04:00 PM	80	0	0	80	0	2	1	3	1	74	0	75	158
04:15 PM	84	1	0	85	0	0	1	1	0	73	0	73	159
04:30 PM	57	2	0	59	1	0	0	1	0	72	0	72	132
04:45 PM	88	1	0	89	1	0	0	1	1	50	0	51	141
Total	309	4	0	313	2	2	2	6	2	269	0	271	590
05:00 PM	83	0	0	83	1	1	4	6	1	71	0	72	161
05:15 PM	86	0	0	86	0	0	5	5	0	62	0	62	153
05:30 PM	82	2	0	84	1	0	0	1	0	55	0	55	140
05:45 PM	63	2	0	65	0	1	1	2	0	63	0	63	130
Total	314	4	0	318	2	2	10	14	1	251	0	252	584

# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

File Name : Newmarket South Main, Railroad, 10-17-2023 PM

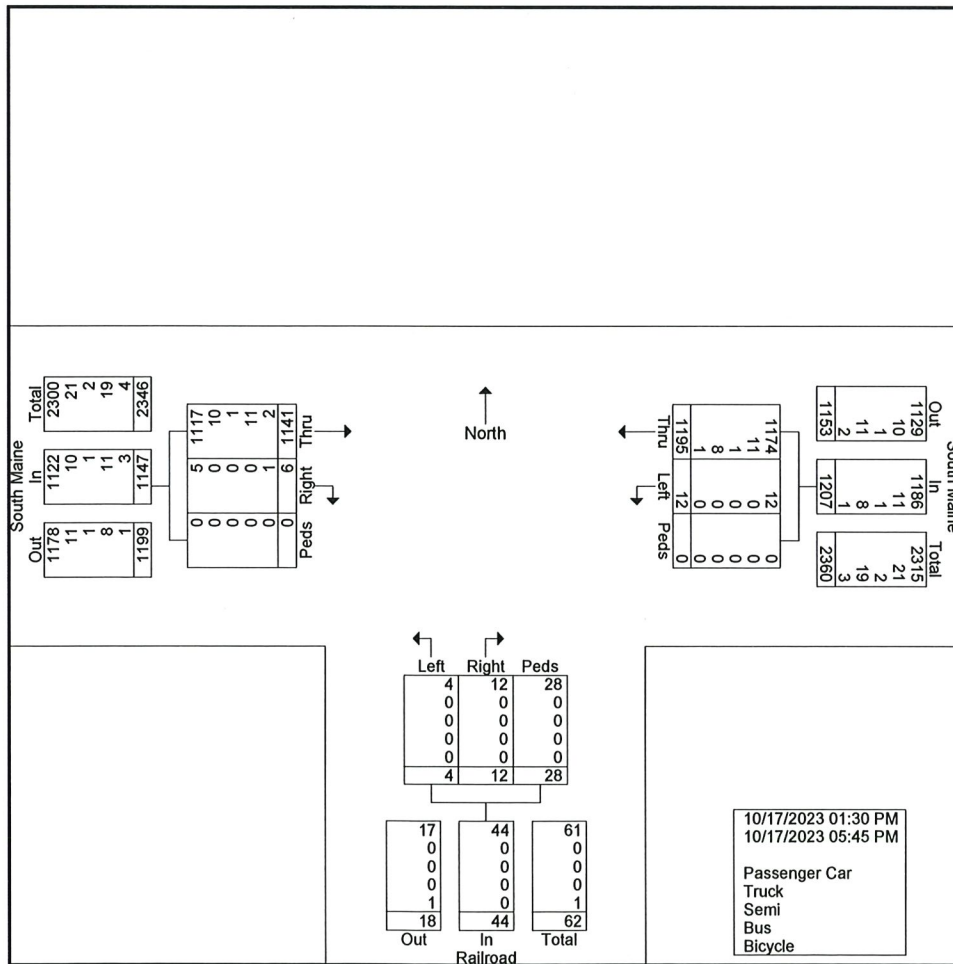
Site Code : 10172322

Start Date : 10/17/2023

Page No : 2

Groups Printed- Passenger Car - Truck - Semi - Bus - Bicycle

	South Maine From East				Railroad From South				South Maine From West				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
Grand Total	1195	12	0	1207	12	4	28	44	6	1141	0	1147	2398
Aprch %	99	1	0		27.3	9.1	63.6		0.5	99.5	0		
Total %	49.8	0.5	0	50.3	0.5	0.2	1.2	1.8	0.3	47.6	0	47.8	
Passenger Car	1174	12	0	1186	12	4	28	44	5	1117	0	1122	2352
% Passenger Car	98.2	100	0	98.3	100	100	100	100	83.3	97.9	0	97.8	98.1
Truck	11	0	0	11	0	0	0	0	0	10	0	10	21
% Truck	0.9	0	0	0.9	0	0	0	0	0	0.9	0	0.9	0.9
Semi	1	0	0	1	0	0	0	0	0	1	0	1	2
% Semi	0.1	0	0	0.1	0	0	0	0	0	0.1	0	0.1	0.1
Bus	8	0	0	8	0	0	0	0	0	11	0	11	19
% Bus	0.7	0	0	0.7	0	0	0	0	0	1	0	1	0.8
Bicycle	1	0	0	1	0	0	0	0	1	2	0	3	4
% Bicycle	0.1	0	0	0.1	0	0	0	0	16.7	0.2	0	0.3	0.2





# Traffic Solutions

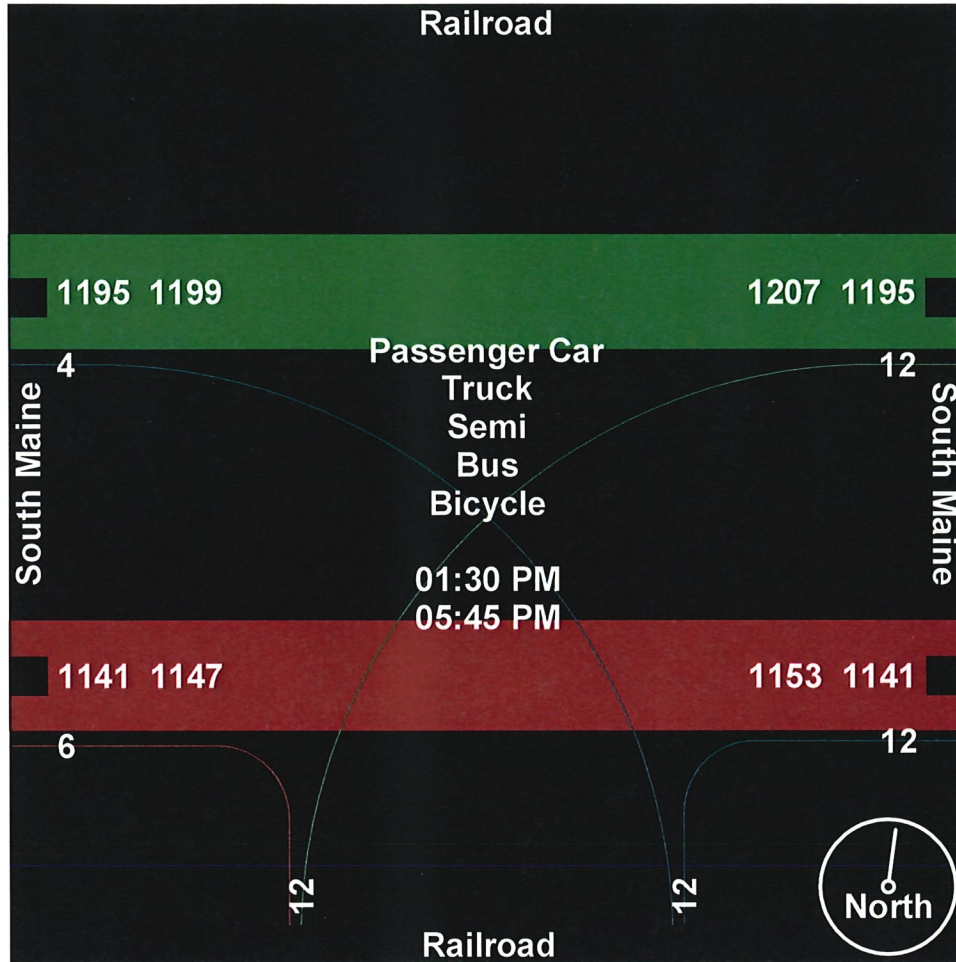
17 Mount View Dr  
Gorham, ME 04038

File Name : Newmarket South Main, Railroad, 10-17-2023 PM

Site Code : 10172322

Start Date : 10/17/2023

Page No : 3



# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

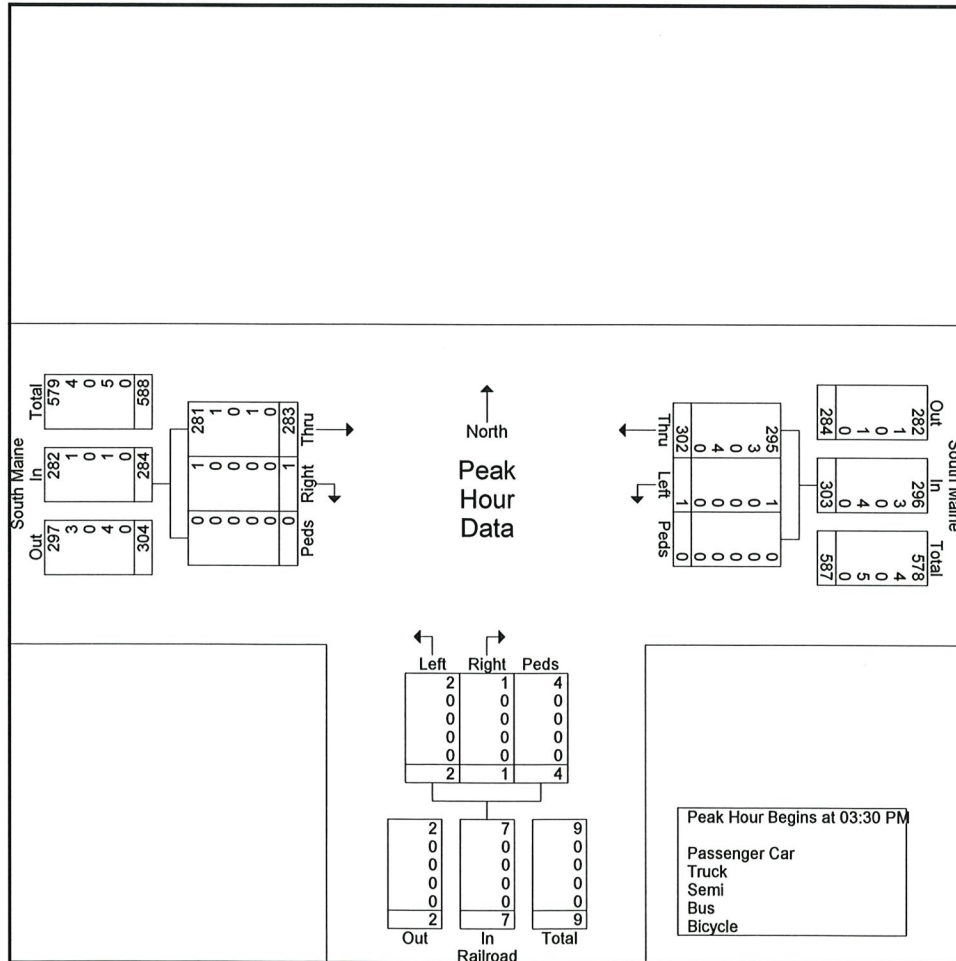
File Name : Newmarket South Main, Railroad, 10-17-2023 PM

Site Code : 10172322

Start Date : 10/17/2023

Page No : 4

Start Time	South Maine From East				Railroad From South				South Maine From West				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 01:30 PM to 04:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:30 PM													
03:30 PM	70	0	0	70	1	0	2	3	0	66	0	66	139
03:45 PM	68	0	0	68	0	0	0	0	0	70	0	70	138
04:00 PM	80	0	0	80	0	2	1	3	1	74	0	75	158
04:15 PM	84	1	0	85	0	0	1	1	0	73	0	73	159
Total Volume	302	1	0	303	1	2	4	7	1	283	0	284	594
% App. Total	99.7	0.3	0		14.3	28.6	57.1		0.4	99.6	0		
PHF	.899	.250	.000	.891	.250	.250	.500	.583	.250	.956	.000	.947	.934
Passenger Car	295	1	0	296	1	2	4	7	1	281	0	282	585
% Passenger Car	97.7	100	0	97.7	100	100	100	100	100	99.3	0	99.3	98.5
Truck	3	0	0	3	0	0	0	0	0	1	0	1	4
% Truck	1.0	0	0	1.0	0	0	0	0	0	0.4	0	0.4	0.7
Semi	0	0	0	0	0	0	0	0	0	0	0	0	0
% Semi	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	4	0	0	4	0	0	0	0	0	1	0	1	5
% Bus	1.3	0	0	1.3	0	0	0	0	0	0.4	0	0.4	0.8
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0

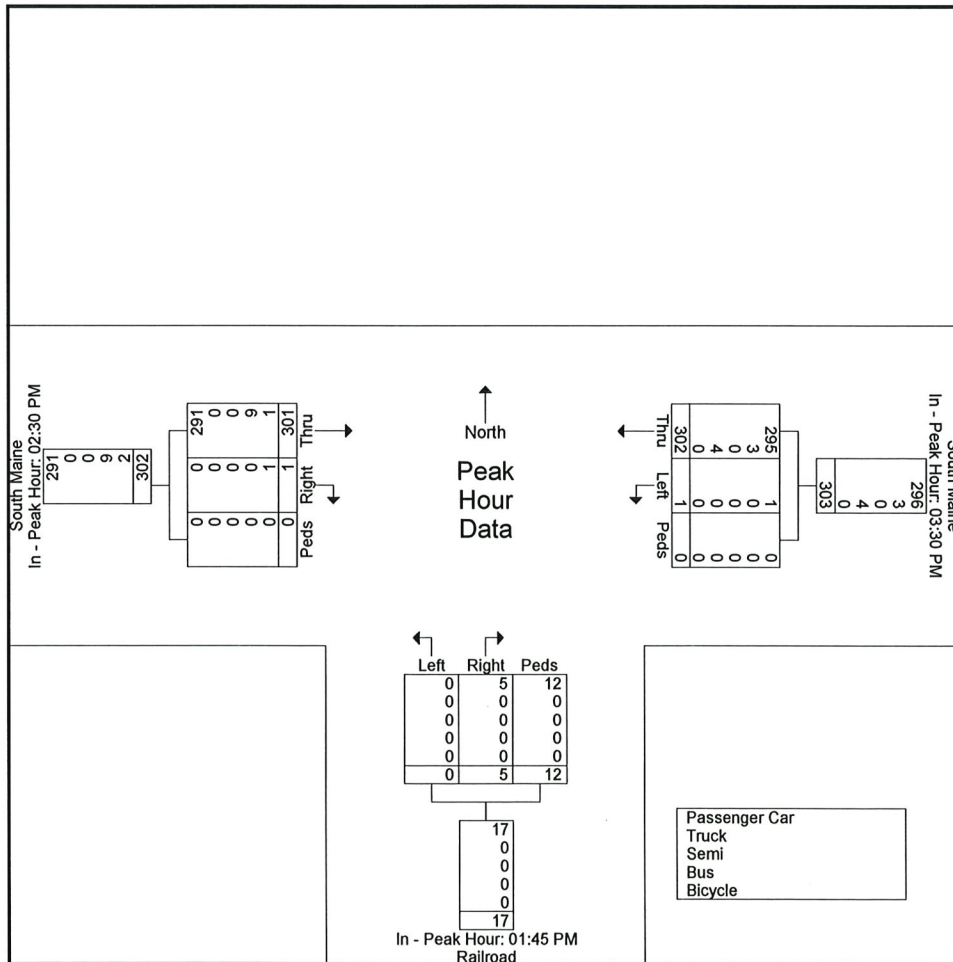


# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

File Name : Newmarket South Main, Railroad, 10-17-2023 PM  
Site Code : 10172322  
Start Date : 10/17/2023  
Page No : 5

Start Time	South Maine From East				Railroad From South				South Maine From West				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 01:30 PM to 04:15 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	03:30 PM				01:45 PM				02:30 PM				
+0 mins.	70	0	0	70	0	0	3	3	1	75	0	76	
+15 mins.	68	0	0	68	1	0	1	2	0	68	0	68	
+30 mins.	80	0	0	80	4	0	0	4	0	83	0	83	
+45 mins.	84	1	0	85	0	0	8	8	0	75	0	75	
Total Volume	302	1	0	303	5	0	12	17	1	301	0	302	
% App. Total	99.7	0.3	0		29.4	0	70.6		0.3	99.7	0		
PHF	.899	.250	.000	.891	.313	.000	.375	.531	.250	.907	.000	.910	
Passenger Car	295	1	0	296	5	0	12	17	0	291	0	291	
% Passenger Car	97.7	100	0	97.7	100	0	100	100	0	96.7	0	96.4	
Truck	3	0	0	3	0	0	0	0	0	0	0	0	
% Truck	1	0	0	1	0	0	0	0	0	0	0	0	
Semi	0	0	0	0	0	0	0	0	0	0	0	0	
% Semi	0	0	0	0	0	0	0	0	0	0	0	0	
Bus	4	0	0	4	0	0	0	0	0	9	0	9	
% Bus	1.3	0	0	1.3	0	0	0	0	0	3	0	3	
Bicycle	0	0	0	0	0	0	0	0	1	1	0	2	
% Bicycle	0	0	0	0	0	0	0	0	100	0.3	0	0.7	

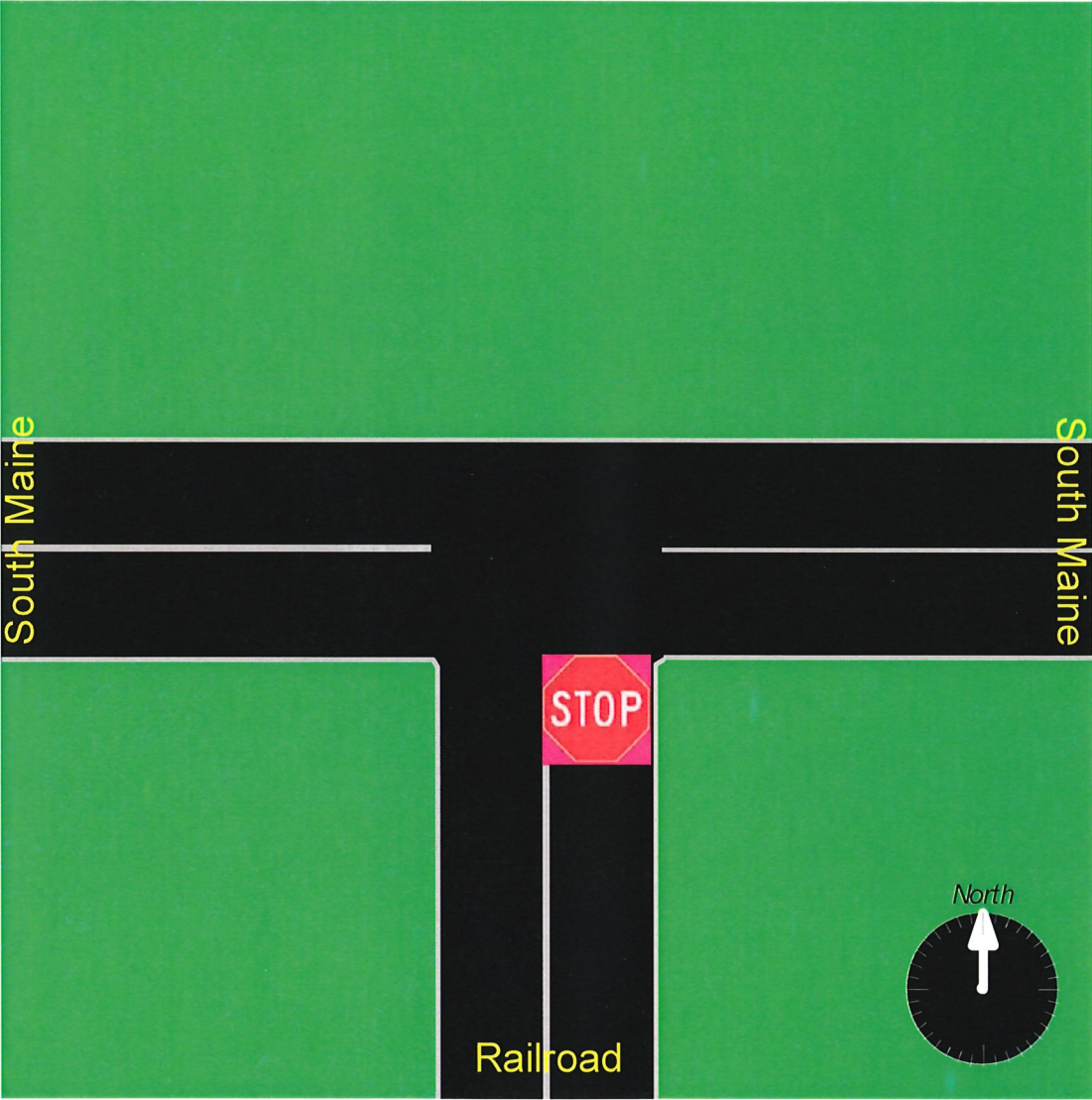




# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

File Name : Newmarket South Main, Railroad, 10-17-2023 PM  
Site Code : 10172322  
Start Date : 10/17/2023  
Page No : 6



# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

Newmarket, NH S Main Beach Gerry File Name : Newmarket South Main, Beach, Gerry, 10-17-2023 AM  
 October 17, 2023 AM Site Code : 01017231  
 55 Degrees Start Date : 10/17/2023  
 Miovision/ K Tillson Page No : 1

## Groups Printed- Passenger Car - Truck - Semi - Bus - Bicycle

Start Time	Beach From North					South Main From East					Gerry From South					South Main From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	4	7	0	0	11	0	26	8	0	34	0	4	13	0	17	41	29	6	0	76	138
07:15 AM	5	21	1	0	27	1	36	6	0	43	1	3	28	0	32	57	32	5	0	94	196
07:30 AM	2	7	0	0	9	1	26	7	0	34	1	4	18	1	24	55	31	4	0	90	157
07:45 AM	4	22	0	0	26	1	18	13	0	32	1	5	29	0	35	51	18	1	0	70	163
Total	15	57	1	0	73	3	106	34	0	143	3	16	88	1	108	204	110	16	0	330	654
08:00 AM	1	11	0	0	12	0	15	4	0	19	5	5	30	0	40	37	26	6	0	69	140
08:15 AM	9	14	2	0	25	3	31	6	0	40	1	11	27	0	39	54	30	14	0	98	202
08:30 AM	0	8	0	0	8	1	23	7	0	31	1	6	16	0	23	36	46	6	0	88	150
08:45 AM	3	10	0	0	13	1	23	3	0	27	3	8	18	0	29	36	12	5	0	53	122
Total	13	43	2	0	58	5	92	20	0	117	10	30	91	0	131	163	114	31	0	308	614

# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

File Name : Newmarket South Main, Beach, Gerry, 10-17-2023 AM

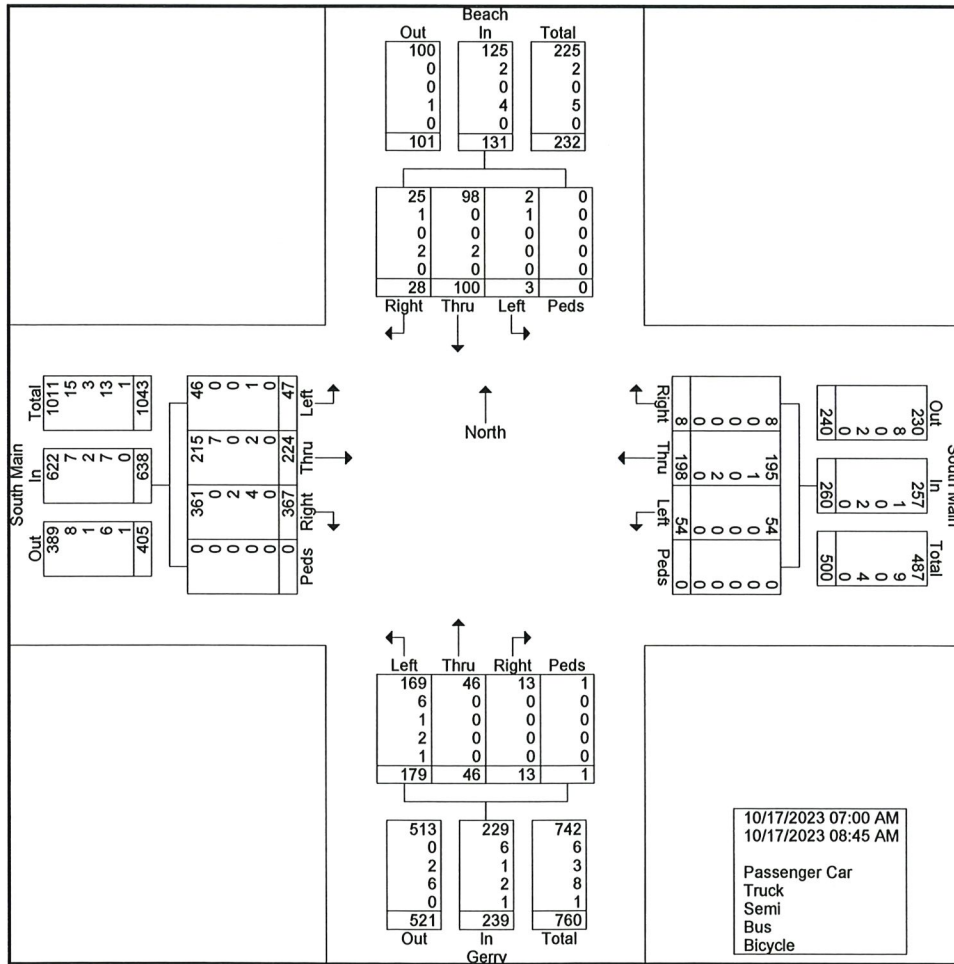
Site Code : 01017231

Start Date : 10/17/2023

Page No : 2

Groups Printed- Passenger Car - Truck - Semi - Bus - Bicycle

	Beach From North					South Main From East					Gerry From South					South Main From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Grand Total	28	100	3	0	131	8	198	54	0	260	13	46	179	1	239	367	224	47	0	638	1268
Apprch %	21.4	76.3	2.3	0		3.1	76.2	20.8	0		5.4	19.2	74.9	0.4		57.5	35.1	7.4	0		
Total %	2.2	7.9	0.2	0	10.3	0.6	15.6	4.3	0	20.5	1	3.6	14.1	0.1	18.8	28.9	17.7	3.7	0	50.3	
Passenger Car	25	98	2	0	125	8	195	54	0	257	13	46	169	1	229	361	215	46	0	622	1233
% Passenger Car	89.3	98	66.7	0	95.4	100	98.5	100	0	98.8	100	100	94.4	100	95.8	98.4	96	97.9	0	97.5	97.2
Truck	1	0	1	0	2	0	1	0	0	1	0	0	6	0	6	0	7	0	0	7	16
% Truck	3.6	0	33.3	0	1.5	0	0.5	0	0	0.4	0	0	3.4	0	2.5	0	3.1	0	0	1.1	1.3
Semi	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	3
% Semi	0	0	0	0	0	0	0	0	0	0	0	0	0.6	0	0.4	0.5	0	0	0	0.3	0.2
Bus	2	2	0	0	4	0	2	0	0	2	0	0	2	0	2	4	2	1	0	7	15
% Bus	7.1	2	0	0	3.1	0	1	0	0	0.8	0	0	1.1	0	0.8	1.1	0.9	2.1	0	1.1	1.2
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
% Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0.6	0	0.4	0	0	0	0	0	0.1





# Traffic Solutions

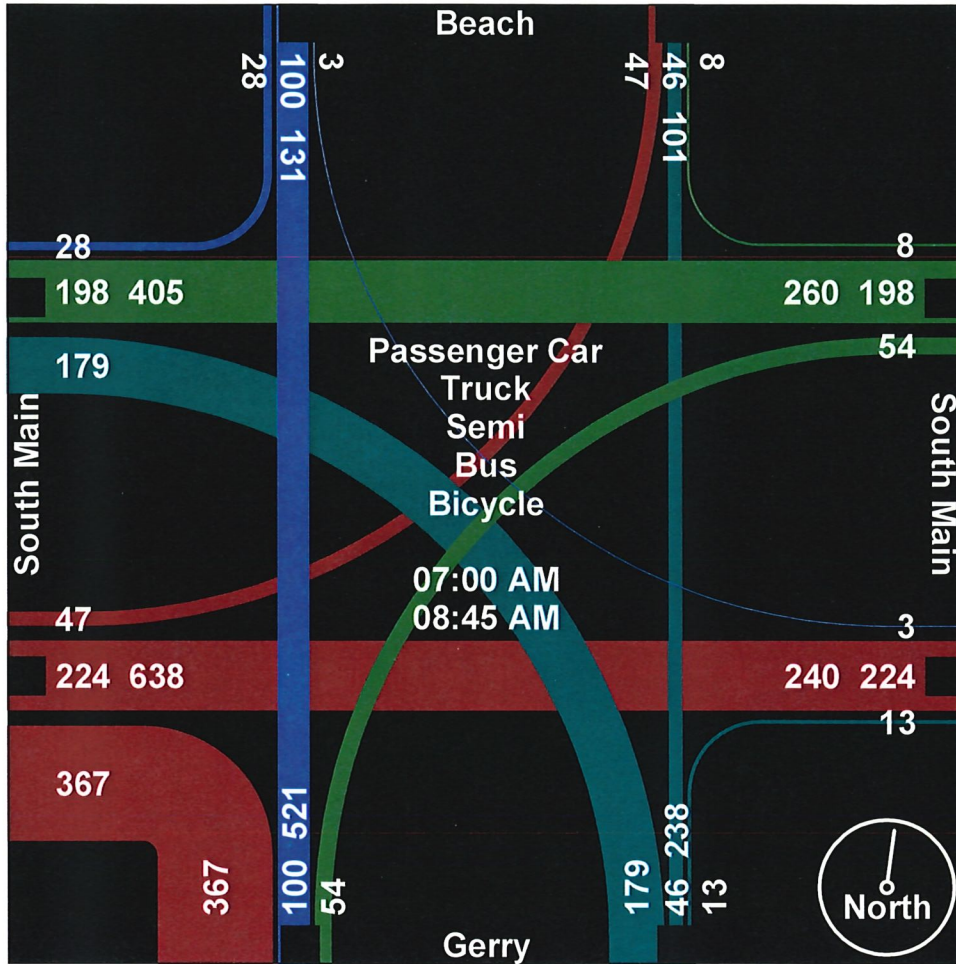
17 Mount View Dr  
Gorham, ME 04038

File Name : Newmarket South Main, Beach, Gerry, 10-17-2023 AM

Site Code : 01017231

Start Date : 10/17/2023

Page No : 3

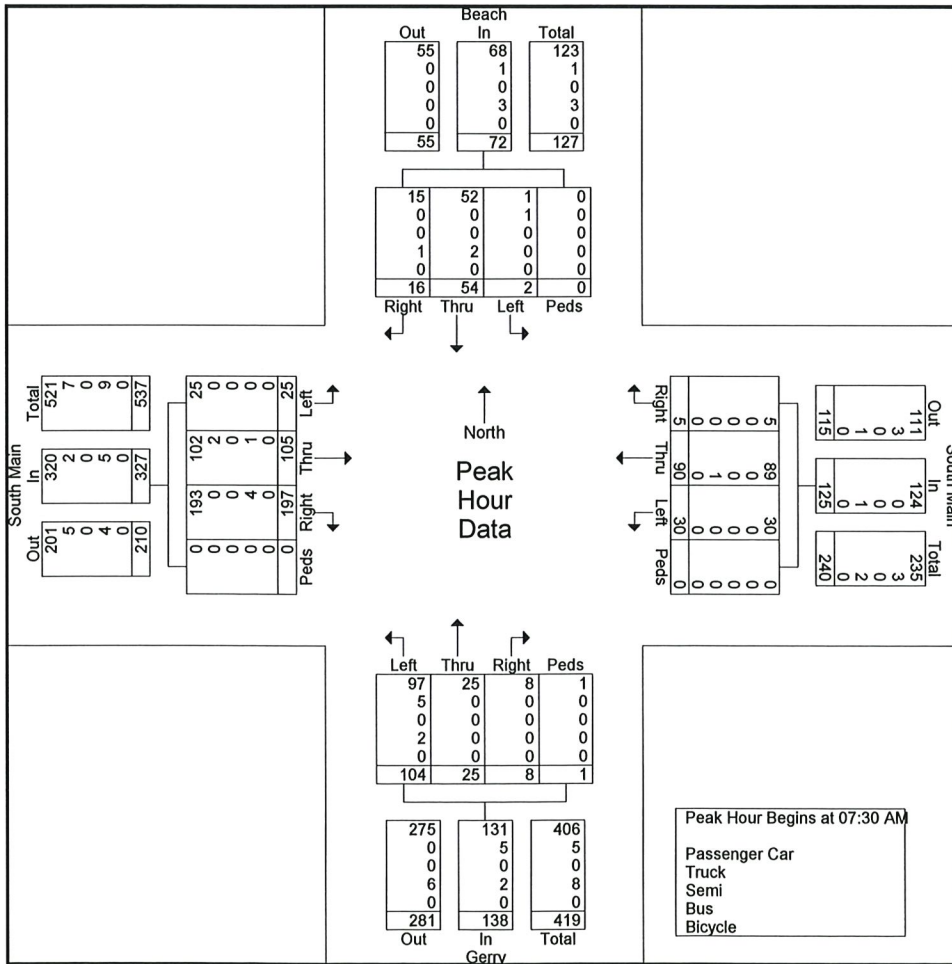


# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

File Name : Newmarket South Main, Beach, Gerry, 10-17-2023 AM  
Site Code : 01017231  
Start Date : 10/17/2023  
Page No : 4

Start Time	Beach From North					South Main From East					Gerry From South					South Main From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	2	7	0	0	9	1	26	7	0	34	1	4	18	1	24	55	31	4	0	90	157
07:45 AM	4	22	0	0	26	1	18	13	0	32	1	5	29	0	35	51	18	1	0	70	163
08:00 AM	1	11	0	0	12	0	15	4	0	19	5	5	30	0	40	37	26	6	0	69	140
08:15 AM	9	14	2	0	25	3	31	6	0	40	1	11	27	0	39	54	30	14	0	98	202
Total Volume	16	54	2	0	72	5	90	30	0	125	8	25	104	1	138	197	105	25	0	327	662
% App. Total	22.2	75	2.8	0		4	72	24	0		5.8	18.1	75.4	0.7		60.2	32.1	7.6	0		
PHF	.444	.614	.250	.000	.692	.417	.726	.577	.000	.781	.400	.568	.867	.250	.863	.895	.847	.446	.000	.834	.819
Passenger Car	15	52	1	0	68	5	89	30	0	124	8	25	97	1	131	193	102	25	0	320	643
% Passenger Car	93.8	96.3	50.0	0	94.4	100	98.9	100	0	99.2	100	100	93.3	100	94.9	98.0	97.1	100	0	97.9	97.1
Truck	0	0	1	0	1	0	0	0	0	0	0	0	5	0	5	0	2	0	0	2	8
% Truck	0	0	50.0	0	1.4	0	0	0	0	0	0	0	4.8	0	3.6	0	1.9	0	0	0.6	1.2
Semi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Semi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	1	2	0	0	3	0	1	0	0	1	0	0	2	0	2	4	1	0	0	5	11
% Bus	6.3	3.7	0	0	4.2	0	1.1	0	0	0.8	0	0	1.9	0	1.4	2.0	1.0	0	0	1.5	1.7
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

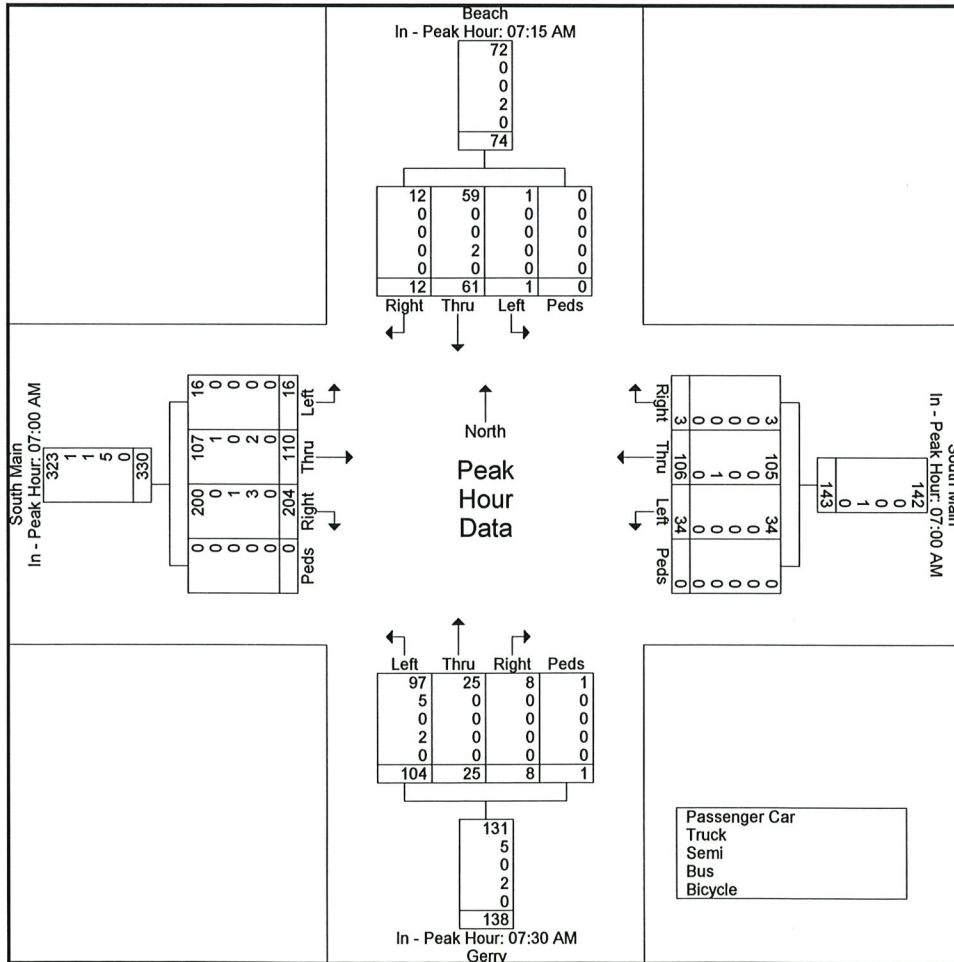


# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

File Name : Newmarket South Main, Beach, Gerry, 10-17-2023 AM  
Site Code : 01017231  
Start Date : 10/17/2023  
Page No : 5

Start Time	Beach From North					South Main From East					Gerry From South					South Main From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:00 AM					07:30 AM					07:00 AM					
+0 mins.	5	21	1	0	27	0	26	8	0	34	1	4	18	1	24	41	29	6	0	76	
+15 mins.	2	7	0	0	9	1	36	6	0	43	1	5	29	0	35	57	32	5	0	94	
+30 mins.	4	22	0	0	26	1	26	7	0	34	5	5	30	0	40	55	31	4	0	90	
+45 mins.	1	11	0	0	12	1	18	13	0	32	1	11	27	0	39	51	18	1	0	70	
Total Volume	12	61	1	0	74	3	106	34	0	143	8	25	104	1	138	204	110	16	0	330	
% App. Total	16.2	82.4	1.4	0		2.1	74.1	23.8	0		5.8	18.1	75.4	0.7		61.8	33.3	4.8	0		
PHF	.600	.693	.250	.000	.685	.750	.736	.654	.000	.831	.400	.568	.867	.250	.863	.895	.859	.667	.000	.878	
Passenger Car	12	59	1	0	72	3	105	34	0	142	8	25	97	1	131	200	107	16	0	323	
% Passenger Car	100	96.	100	0	97.3	100	99.	100	0	99.3	100	100	93.	100	94.9	98	97.	100	0	97.9	
Truck	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	1	0	0	1	
% Truck	0	0	0	0	0	0	0	0	0	0	0	0	4.8	0	3.6	0	0.9	0	0	0.3	
Semi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
% Semi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0	0.3	
Bus	0	2	0	0	2	0	1	0	0	1	0	0	2	0	2	3	2	0	0	5	
% Bus	0	3.3	0	0	2.7	0	0.9	0	0	0.7	0	0	1.9	0	1.4	1.5	1.8	0	0	1.5	
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	





# Traffic Solutions

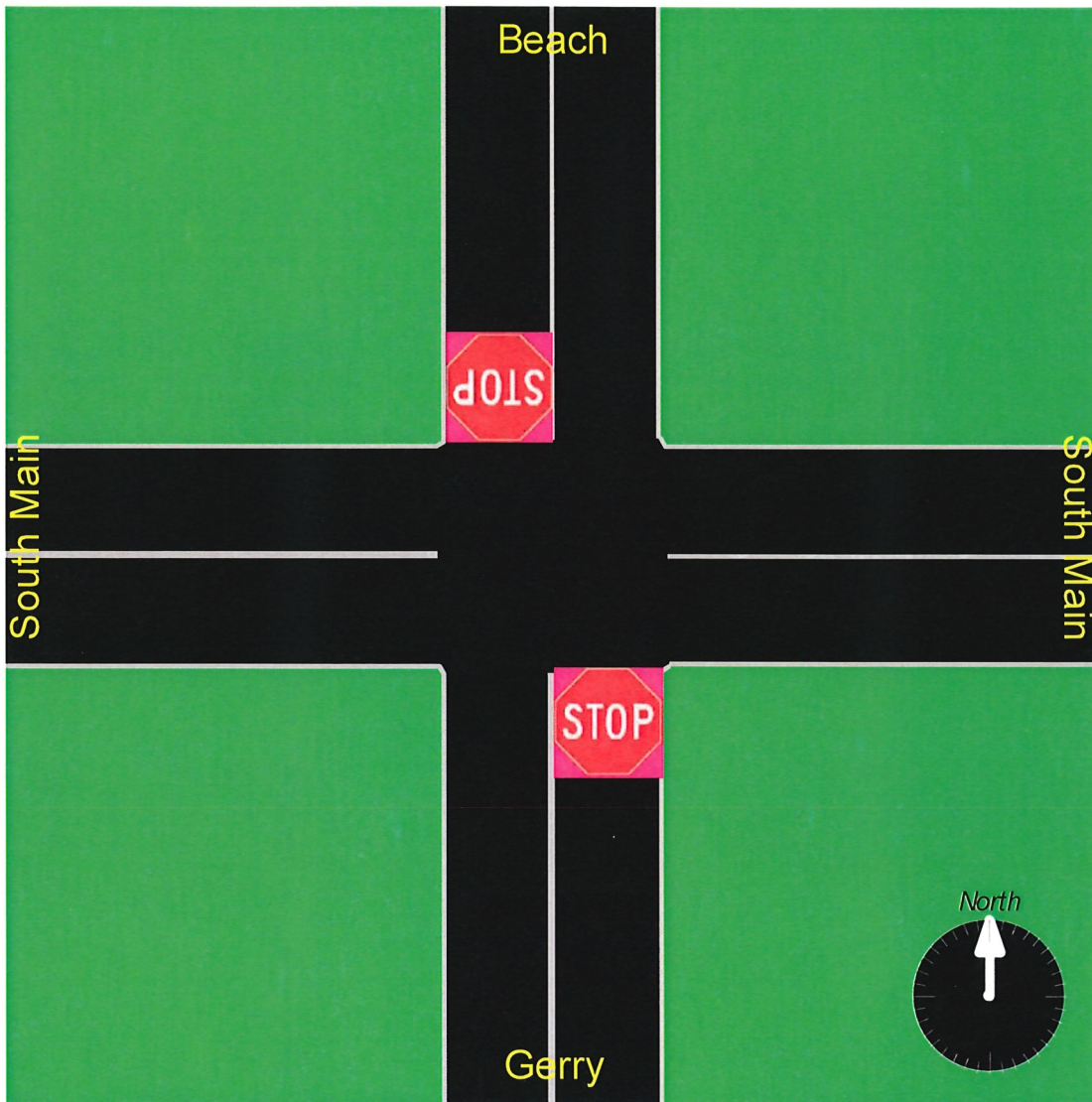
17 Mount View Dr  
Gorham, ME 04038

File Name : Newmarket South Main, Beach, Gerry, 10-17-2023 AM

Site Code : 01017231

Start Date : 10/17/2023

Page No : 6



# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

Newmarket, NH S. Main Beach Gerry File Name : Newmarket South Main, Beach, Gerry, 10-17-2023 PM  
 October 17, 2023 PM Site Code : 01017232  
 55 Degrees Start Date : 10/17/2023  
 Miovision/ K. Tillson Page No : 1

## Groups Printed- Passenger Car - Truck - Semi - Bus - Bicycle

Start Time	Beach From North					S. Main From East					Gerry From South					S. Main From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
01:30 PM	4	6	1	0	11	5	15	3	0	23	2	6	26	0	34	14	9	3	0	26	94
01:45 PM	6	8	1	0	15	1	16	3	0	20	1	5	33	0	39	23	17	4	0	44	118
Total	10	14	2	0	26	6	31	6	0	43	3	11	59	0	73	37	26	7	0	70	212
02:00 PM	2	8	0	0	10	2	28	3	3	36	6	8	33	2	49	28	13	4	0	45	140
02:15 PM	5	12	0	0	17	0	22	9	0	31	2	12	34	0	48	38	36	6	0	80	176
02:30 PM	7	9	0	1	17	2	19	1	0	22	4	10	44	1	59	48	20	12	1	81	179
02:45 PM	4	7	0	0	11	1	23	3	0	27	4	5	29	0	38	31	28	8	0	67	143
Total	18	36	0	1	55	5	92	16	3	116	16	35	140	3	194	145	97	30	1	273	638
03:00 PM	3	5	0	0	8	2	14	5	0	21	3	14	49	3	69	48	36	8	0	92	190
03:15 PM	2	20	2	0	24	0	21	4	0	25	5	16	36	0	57	41	30	5	0	76	182
03:30 PM	3	11	0	1	15	3	31	6	0	40	2	12	33	0	47	32	29	6	0	67	169
03:45 PM	2	5	1	0	8	5	25	6	0	36	2	17	43	1	63	38	32	2	0	72	179
Total	10	41	3	1	55	10	91	21	0	122	12	59	161	4	236	159	127	21	0	307	720
04:00 PM	3	3	0	1	7	1	28	6	0	35	5	14	33	1	53	35	25	5	0	65	160
04:15 PM	4	6	0	2	12	1	26	6	0	33	4	20	37	0	61	30	18	8	0	56	162
04:30 PM	4	13	1	4	22	0	21	7	0	28	10	17	37	0	64	37	31	9	1	78	192
04:45 PM	1	7	1	0	9	1	31	7	0	39	5	23	55	0	83	18	30	3	0	51	182
Total	12	29	2	7	50	3	106	26	0	135	24	74	162	1	261	120	104	25	1	250	696
05:00 PM	3	11	2	0	16	2	28	3	0	33	7	18	51	0	76	39	27	8	0	74	199
05:15 PM	2	15	0	2	19	3	38	6	0	47	7	17	47	0	71	22	33	9	0	64	201
05:30 PM	3	7	0	0	10	1	28	6	0	35	8	21	44	0	73	29	17	5	0	51	169
05:45 PM	7	8	1	0	16	6	25	4	0	35	6	15	28	0	49	29	25	2	0	56	156
Total	15	41	3	2	61	12	119	19	0	150	28	71	170	0	269	119	102	24	0	245	725

# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

File Name : Newmarket South Main, Beach, Gerry, 10-17-2023 PM

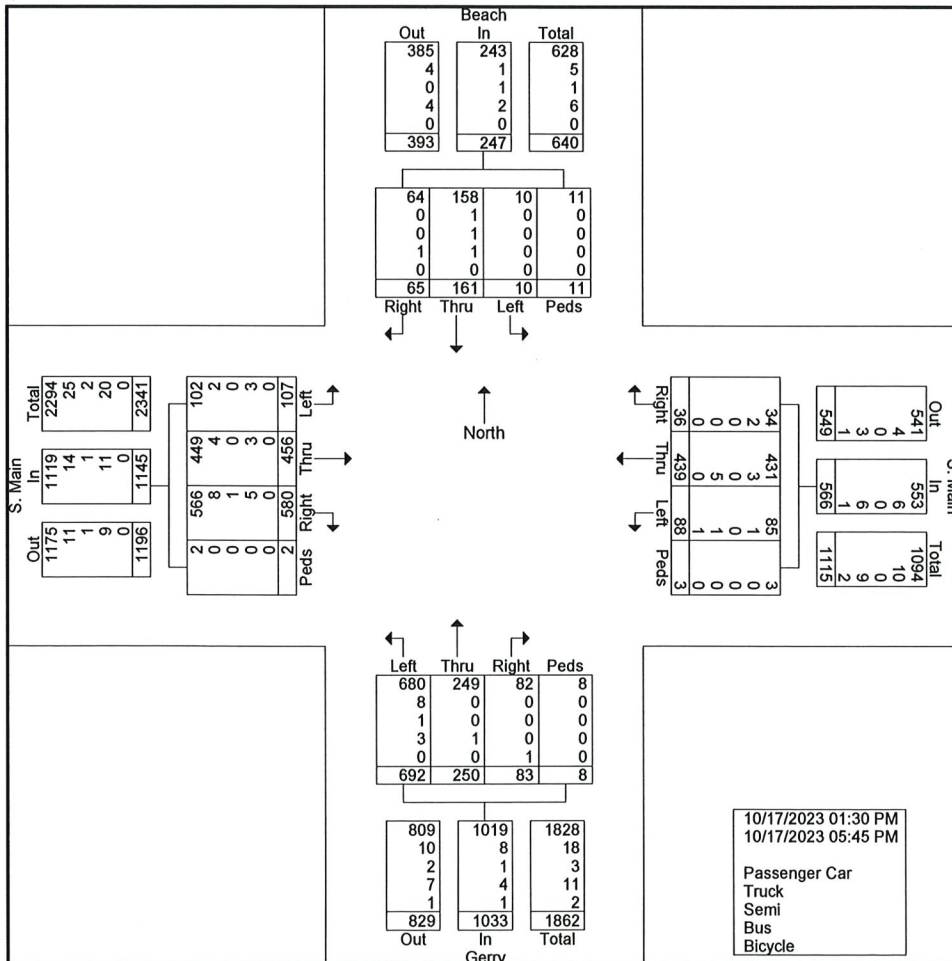
Site Code : 01017232

Start Date : 10/17/2023

Page No : 2

Groups Printed- Passenger Car - Truck - Semi - Bus - Bicycle

	Beach From North					S. Main From East					Gerry From South					S. Main From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Grand Total	65	161	10	11	247	36	439	88	3	566	83	250	692	8	1033	580	456	107	2	1145	2991
Apprch %	26.3	65.2	4	4.5		6.4	77.6	15.5	0.5		8	24.2	67	0.8		50.7	39.8	9.3	0.2		
Total %	2.2	5.4	0.3	0.4	8.3	1.2	14.7	2.9	0.1	18.9	2.8	8.4	23.1	0.3	34.5	19.4	15.2	3.6	0.1	38.3	
Passenger Car	64	158	10	11	243	34	431	85	3	553	82	249	680	8	1019	566	449	102	2	1119	2934
% Passenger Car	98.5	98.1	100	100	98.4	94.4	98.2	96.6	100	97.7	98.8	99.6	98.3	100	98.6	97.6	98.5	95.3	100	97.7	98.1
Truck	0	1	0	0	1	2	3	1	0	6	0	0	8	0	8	8	4	2	0	14	29
% Truck	0	0.6	0	0	0.4	5.6	0.7	1.1	0	1.1	0	0	1.2	0	0.8	1.4	0.9	1.9	0	1.2	1
Semi	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	3
% Semi	0	0.6	0	0	0.4	0	0	0	0	0	0	0	0.1	0	0.1	0.2	0	0	0	0	0.1
Bus	1	1	0	0	2	0	5	1	0	6	0	1	3	0	4	5	3	3	0	11	23
% Bus	1.5	0.6	0	0	0.8	0	1.1	1.1	0	1.1	0	0.4	0.4	0	0.4	0.9	0.7	2.8	0	1	0.8
Bicycle	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
% Bicycle	0	0	0	0	0	0	0	1.1	0	0.2	1.2	0	0	0	0.1	0	0	0	0	0	0.1

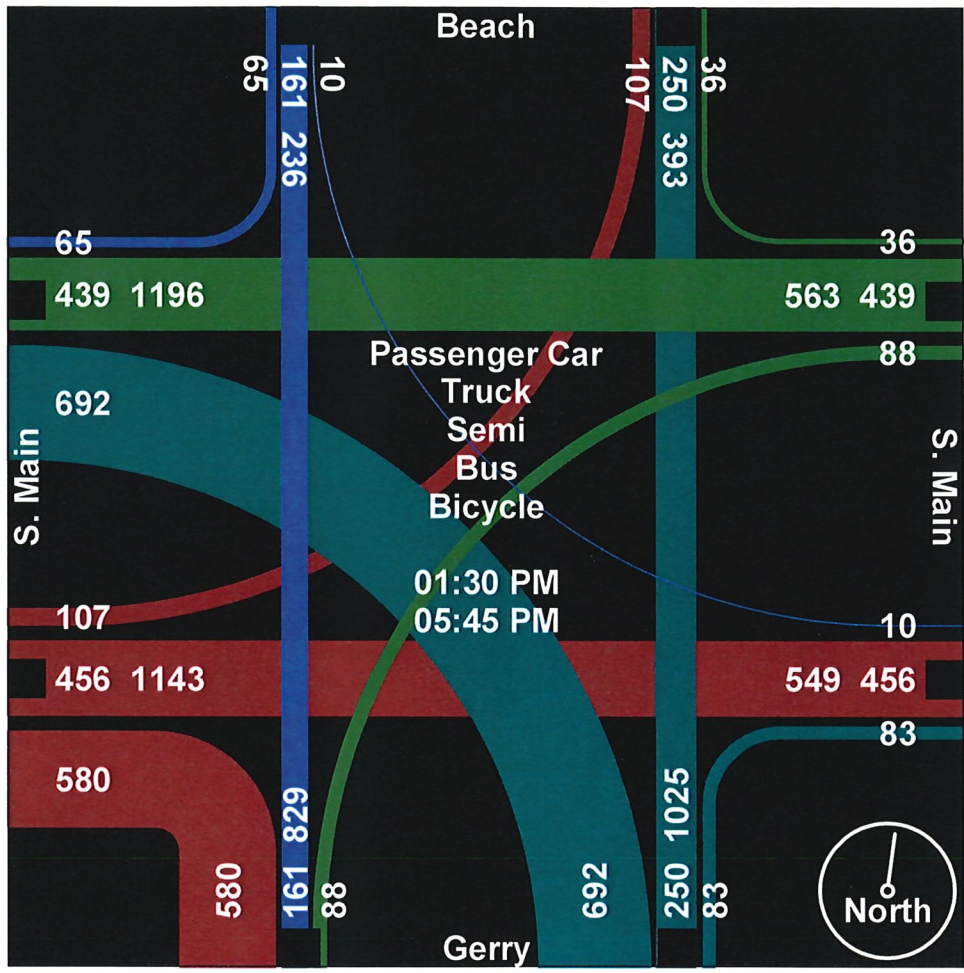




# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

File Name : Newmarket South Main, Beach, Gerry, 10-17-2023 PM  
Site Code : 01017232  
Start Date : 10/17/2023  
Page No : 3

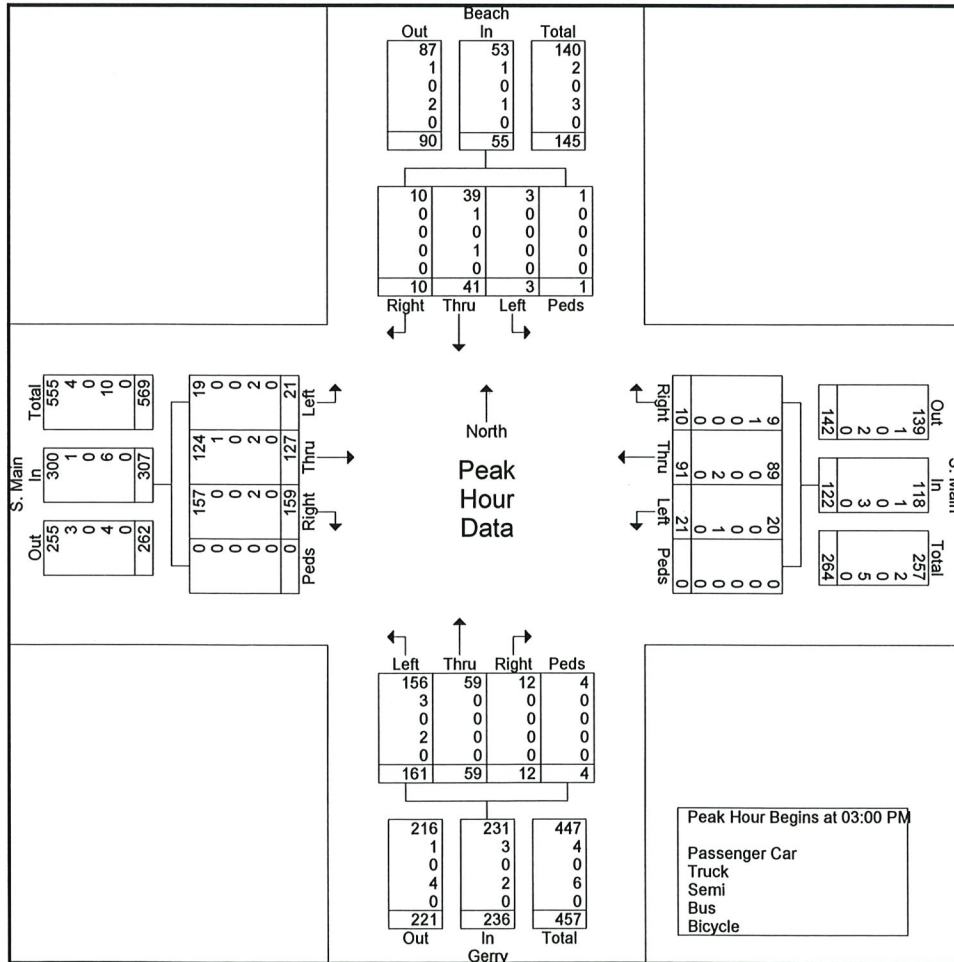


# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

File Name : Newmarket South Main, Beach, Gerry, 10-17-2023 PM  
Site Code : 01017232  
Start Date : 10/17/2023  
Page No : 4

Start Time	Beach From North					S. Main From East					Gerry From South					S. Main From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 01:30 PM to 04:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	3	5	0	0	8	2	14	5	0	21	3	14	49	3	69	48	36	8	0	92	190
03:15 PM	2	20	2	0	24	0	21	4	0	25	5	16	36	0	57	41	30	5	0	76	182
03:30 PM	3	11	0	1	15	3	31	6	0	40	2	12	33	0	47	32	29	6	0	67	169
03:45 PM	2	5	1	0	8	5	25	6	0	36	2	17	43	1	63	38	32	2	0	72	179
Total Volume	10	41	3	1	55	10	91	21	0	122	12	59	161	4	236	159	127	21	0	307	720
% App. Total	18.2	74.5	5.5	1.8		8.2	74.6	17.2	0		5.1	25	68.2	1.7		51.8	41.4	6.8	0		
PHF	.833	.513	.375	.250	.573	.500	.734	.875	.000	.763	.600	.868	.821	.333	.855	.828	.882	.656	.000	.834	.947
Passenger Car	10	39	3	1	53	9	89	20	0	118	12	59	156	4	231	157	124	19	0	300	702
% Passenger Car	100	95.1	100	100	96.4	90.0	97.8	95.2	0	96.7	100	100	96.9	100	97.9	98.7	97.6	90.5	0	97.7	97.5
Truck	0	1	0	0	1	1	0	0	0	1	0	0	3	0	3	0	1	0	0	1	6
% Truck	0	2.4	0	0	1.8	10.0	0	0	0	0.8	0	0	1.9	0	1.3	0	0.8	0	0	0.3	0.8
Semi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Semi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	1	0	0	1	0	2	1	0	3	0	0	2	0	2	2	2	2	0	6	12
% Bus	0	2.4	0	0	1.8	0	2.2	4.8	0	2.5	0	0	1.2	0	0.8	1.3	1.6	9.5	0	2.0	1.7
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0







# Traffic Solutions

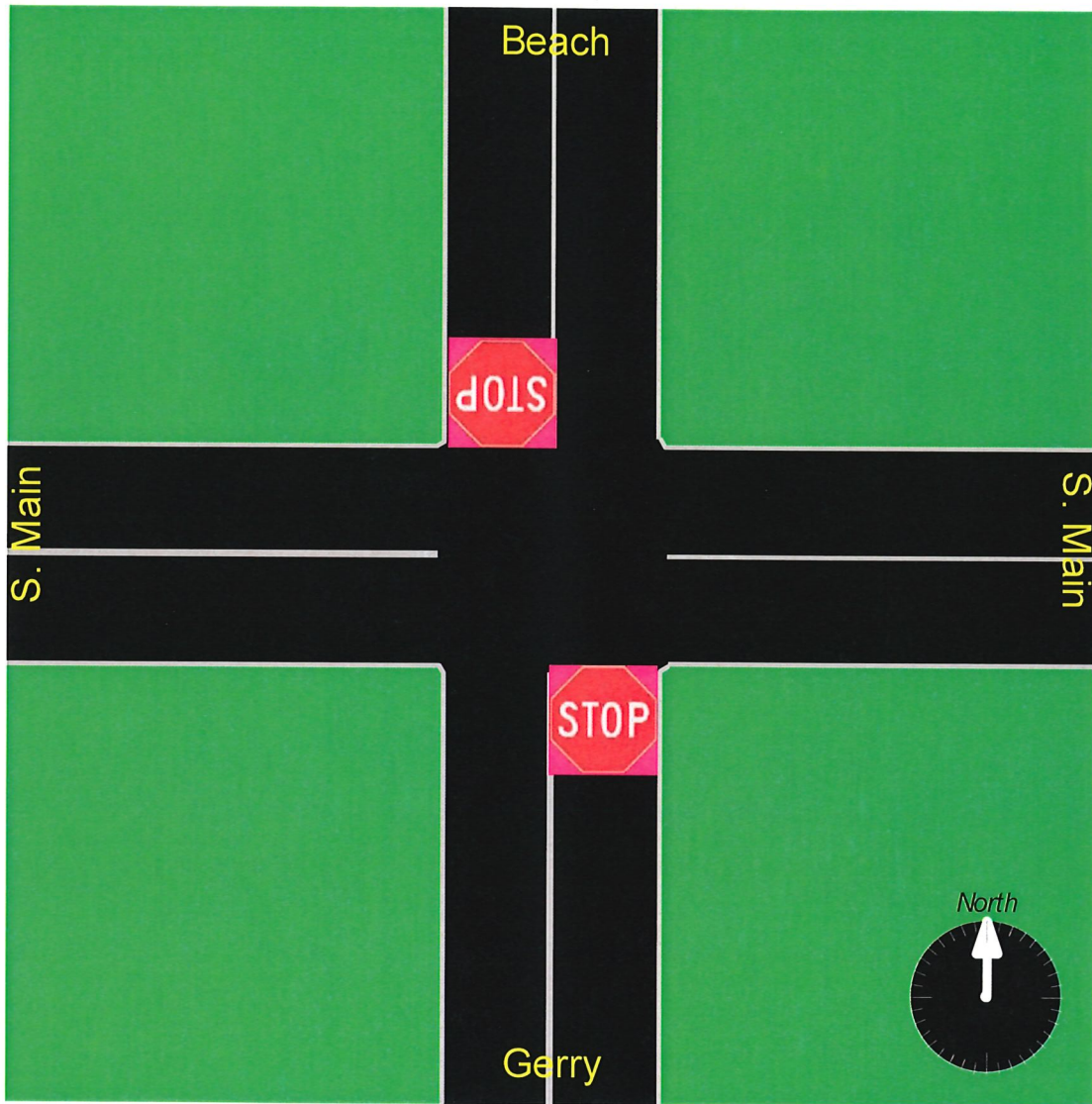
17 Mount View Dr  
Gorham, ME 04038

File Name : Newmarket South Main, Beach, Gerry, 10-17-2023 PM

Site Code : 01017232

Start Date : 10/17/2023

Page No : 6



## **APPENDIX B**

### **Other Development Traffic Information**

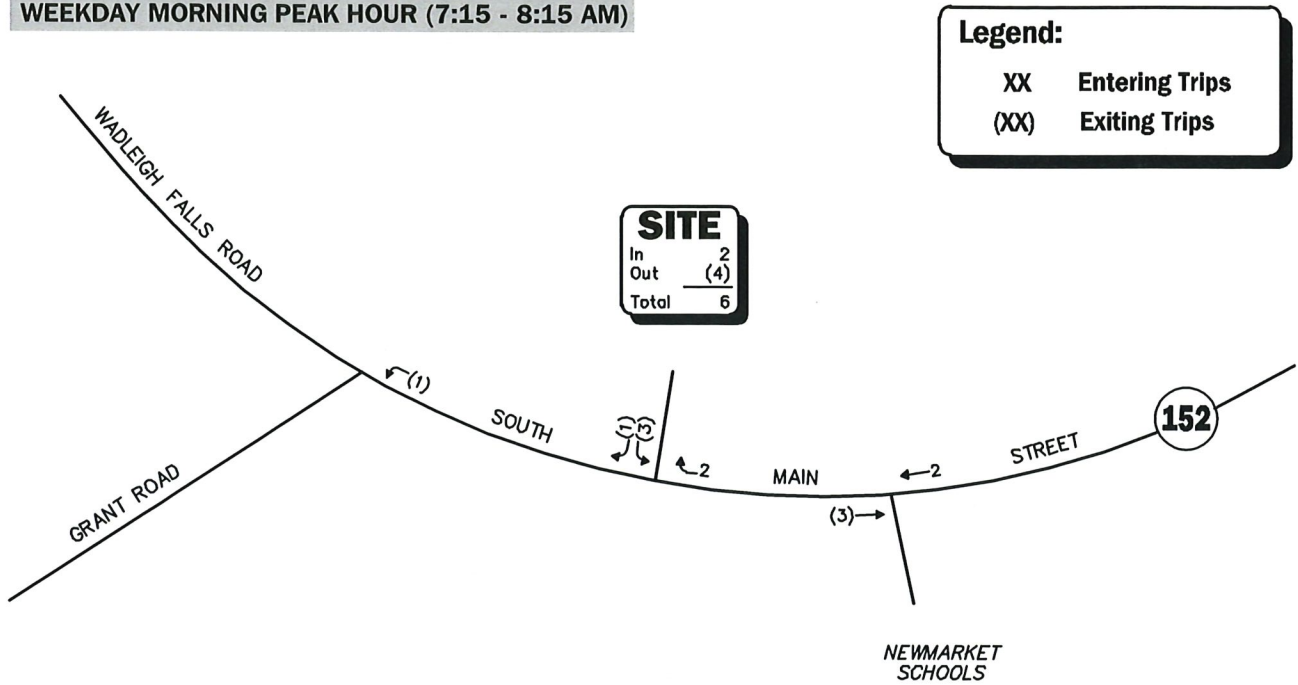
**Table 1** **Trip Generation Summary**

	First Floor Office <sup>1</sup>	First Floor Retail <sup>2</sup>	Apartments <sup>3</sup>	Total	Previous Estimate <sup>4</sup>	Net Change
<b>Weekday Total</b>						
Entering	40 veh	131 veh	76 veh	247 veh	218 veh	29 veh
Exiting	<u>40 veh</u>	<u>131 veh</u>	<u>76 veh</u>	<u>247 veh</u>	<u>218 veh</u>	<u>29 veh</u>
Total	80 trips	262 trips	152 trips	494 trips	436 trips	58 trips
<b>Weekday AM Peak Hour</b>						
Entering	7 veh	4 veh	3 veh	14 veh	15 veh	-1 veh
Exiting	<u>1 veh</u>	<u>3 veh</u>	<u>7 veh</u>	<u>11 veh</u>	<u>8 veh</u>	<u>3 veh</u>
Total	8 trips	7 trips	10 trips	25 trips	23 trips	2 trips
<b>Weekday PM Peak Hour</b>						
Entering	1 veh	12 veh	8 veh	21 veh	19 veh	2 veh
Exiting	<u>8 veh</u>	<u>14 veh</u>	<u>5 veh</u>	<u>27 veh</u>	<u>23 veh</u>	<u>4 veh</u>
Total	9 trips	26 trips	13 trips	48 trips	42 trips	6 trips

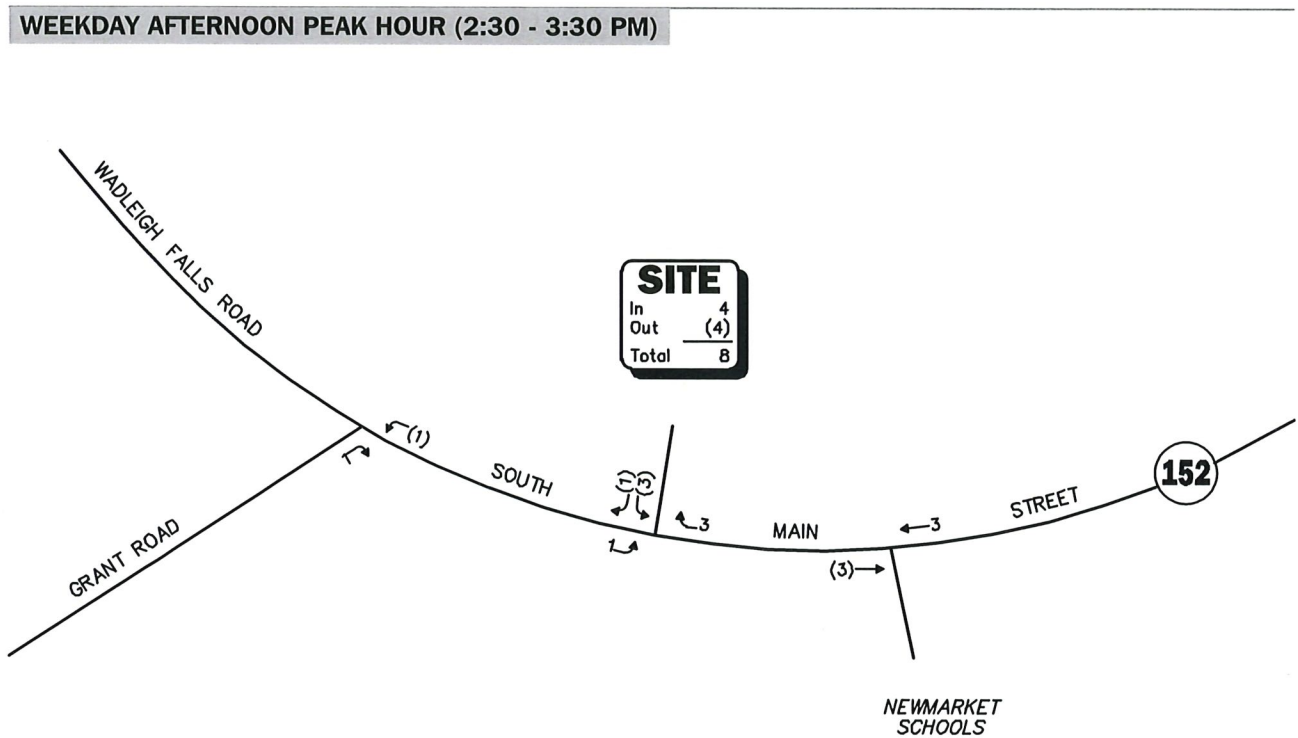
<sup>1</sup>ITE Land Use Code 7D - General Office Building (6,942 sf)  
<sup>2</sup>ITE Land Use Code 620 - Shopping Center (6,942 sf)  
<sup>3</sup>ITE Land Use Code 221 - Multifamily Housing (Mid-Rise) - 28 units  
<sup>4</sup>SGP Memo dated 2/5/16



WEEKDAY MORNING PEAK HOUR (7:15 - 8:15 AM)



WEEKDAY AFTERNOON PEAK HOUR (2:30 - 3:30 PM)



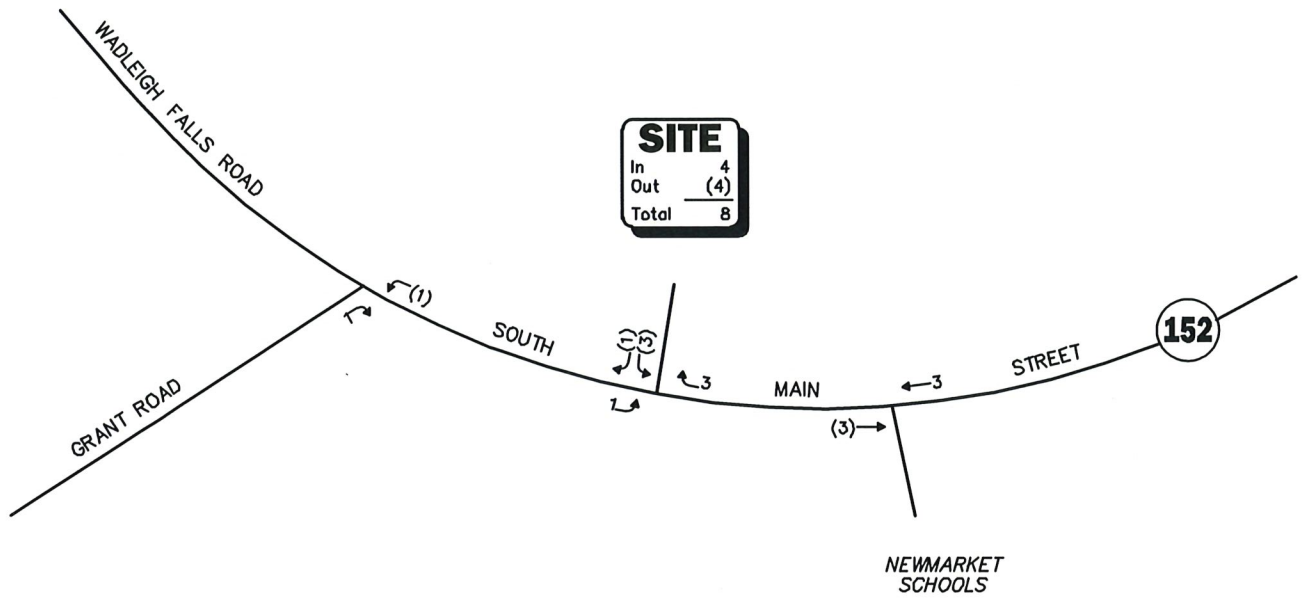
Not To Scale

Figure 6A



Project-Generated Peak-Hour Traffic Volumes

**Legend:**  
 XX Entering Trips  
 (XX) Exiting Trips



Not To Scale



Figure 6B

**Project-Generated  
 Weekday Evening  
 (4:45 - 5:45 PM)  
 Peak-Hour Traffic Volumes**





## **APPENDIX C**

### **Auxiliary Lane Warrant Analysis**

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

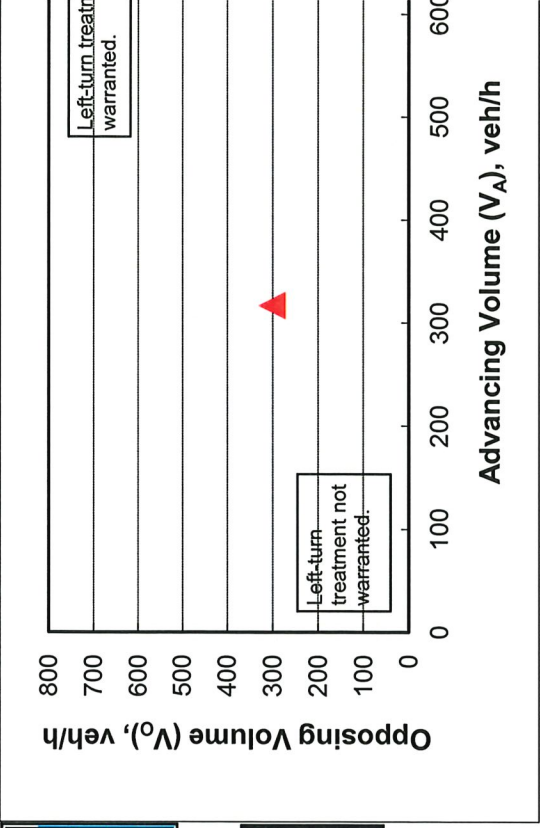
**2-lane roadway (English)**

**INPUT**

Variable	Value
85 <sup>th</sup> percentile speed, mph:	30
Percent of left-turns in advancing volume ( $V_A$ ), %:	1%
Advancing volume ( $V_A$ ), veh/h:	317
Opposing volume ( $V_O$ ), veh/h:	300

**OUTPUT**

Variable	Value
Limiting advancing volume ( $V_A$ ), veh/h:	1231
<b>Guidance for determining the need for a major-road left-turn bay:</b>	
	<b>Left-turn treatment NOT warranted.</b>



**CALIBRATION CONSTANTS**

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

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

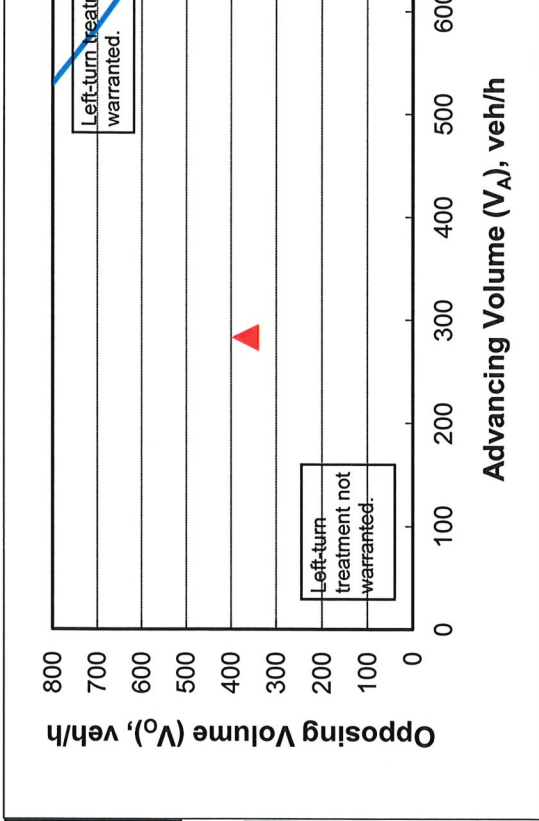
**2-lane roadway (English)**

**INPUT**

Variable	Value
85 <sup>th</sup> percentile speed, mph:	30
Percent of left-turns in advancing volume ( $V_A$ ), %:	2%
Advancing volume ( $V_A$ ), veh/h:	283
Opposing volume ( $V_O$ ), veh/h:	367

**OUTPUT**

Variable	Value
Limiting advancing volume ( $V_A$ ), veh/h:	823
<b>Guidance for determining the need for a major-road left-turn bay:</b>	
Left-turn treatment <b>NOT warranted.</b>	



**CALIBRATION CONSTANTS**

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



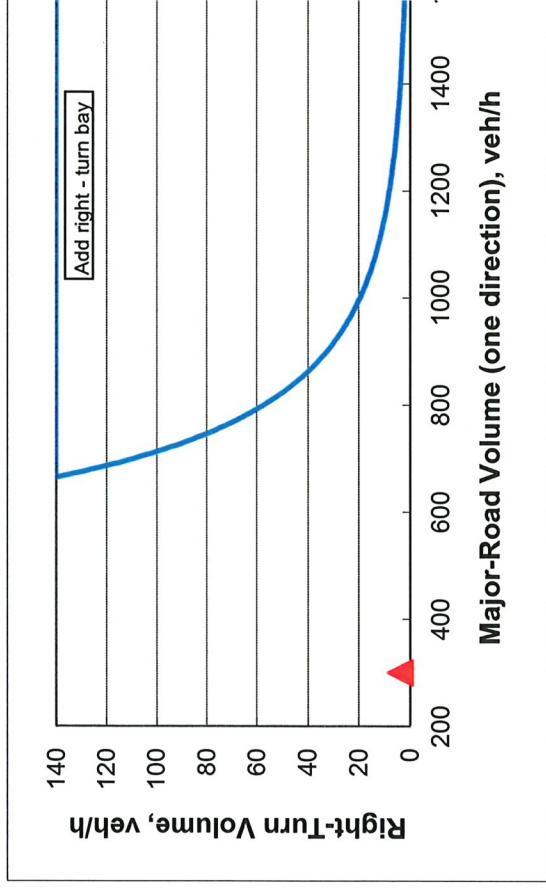
**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

Roadway geometry:		2-lane roadway
Variable	Value	
Major-road speed, mph:	30	
Major-road volume (one direction), veh/h:	300	
Right-turn volume, veh/h:	4	

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	6466
<b>Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:</b>	
<b>Do NOT add right-turn bay.</b>	



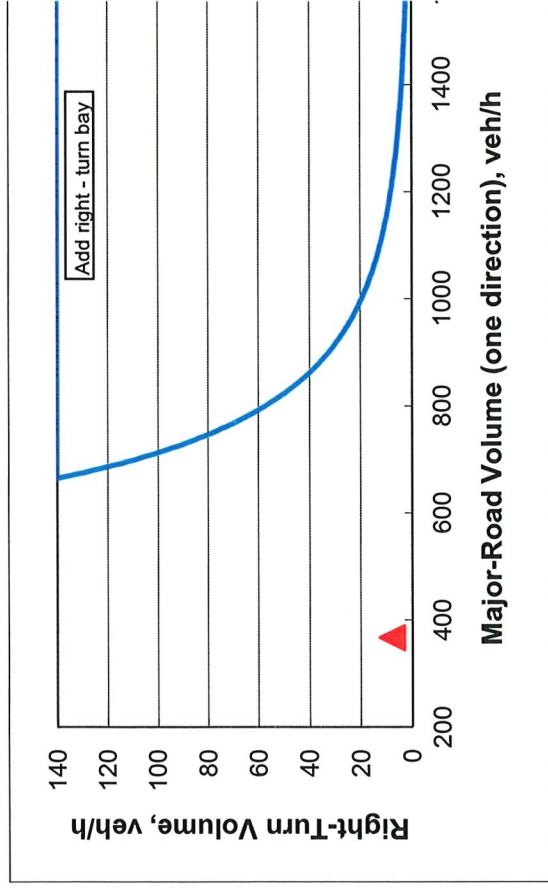
**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

**INPUT**

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	367
Right-turn volume, veh/h:	8

**OUTPUT**

Variable	Value
Limiting right-turn volume, veh/h:	2448
<b>Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:</b>	
<b>Do NOT add right-turn bay.</b>	





## **APPENDIX D**

### **Capacity Analysis**



Summary of All Intervals

Run Number	2	3	5	6	7	Avg
Start Time	7:25	7:25	7:25	7:25	7:25	7:25
End Time	8:30	8:30	8:30	8:30	8:30	8:30
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	912	874	871	912	889	891
Vehs Exited	915	868	869	912	888	891
Starting Vehs	10	7	6	6	11	6
Ending Vehs	7	13	8	6	12	8
Travel Distance (mi)	199	192	188	198	193	194
Travel Time (hr)	9.1	8.9	8.6	9.0	8.8	8.9
Total Delay (hr)	1.5	1.5	1.4	1.4	1.5	1.5
Total Stops	343	345	331	328	358	342
Fuel Used (gal)	7.9	7.6	7.4	7.8	7.5	7.6

Interval #0 Information Seeding

Start Time	7:25
End Time	7:30
Total Time (min)	5
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:30
End Time	8:30
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	2	3	5	6	7	Avg
Vehs Entered	912	874	871	912	889	891
Vehs Exited	915	868	869	912	888	891
Starting Vehs	10	7	6	6	11	6
Ending Vehs	7	13	8	6	12	8
Travel Distance (mi)	199	192	188	198	193	194
Travel Time (hr)	9.1	8.9	8.6	9.0	8.8	8.9
Total Delay (hr)	1.5	1.5	1.4	1.4	1.5	1.5
Total Stops	343	345	331	328	358	342
Fuel Used (gal)	7.9	7.6	7.4	7.8	7.5	7.6

**3: Maple St/Packer Falls Rd & Rte 152 Performance by movement**

Movement	EBL	EBT	WBL	WBT	WBR	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.2	0.3	0.0	0.0	0.0	0.1	0.1	0.1	0.1
Total Del/Veh (s)	2.5	0.4	2.2	0.2	0.1	2.5	7.6	3.8	1.0

**6: Railroad St & Rte 152 Performance by movement**

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1		0.1	0.0
Total Del/Veh (s)	0.3	0.0	2.1	0.6		2.5	0.5

**8: Gerry Ave/Beech St Ext. & Rte 152 Performance by movement**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.1	0.2	0.2	0.1	0.2	0.2	0.2	0.2	0.1	0.1
Total Del/Veh (s)	2.2	2.0	0.6	4.3	0.9	0.7	12.4	10.6	7.0	11.0	16.2	6.0

**8: Gerry Ave/Beech St Ext. & Rte 152 Performance by movement**

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	4.9

**Total Network Performance**

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	5.7



**Intersection: 3: Maple St/Packer Falls Rd & Rte 152**

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	38	12	24	74
Average Queue (ft)	2	0	5	30
95th Queue (ft)	17	6	21	57
Link Distance (ft)	475	214	353	393
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Intersection: 6: Railroad St & Rte 152**

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	6	24
Average Queue (ft)	0	1
95th Queue (ft)	4	11
Link Distance (ft)	237	296
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 8: Gerry Ave/Beech St Ext. & Rte 152**

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	56	42	111	84
Average Queue (ft)	4	3	55	39
95th Queue (ft)	24	20	93	70
Link Distance (ft)	237	334	364	369
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Network Summary**

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	1	2	3	5	7	Avg
Start Time	4:25	4:25	4:25	4:25	4:25	4:25
End Time	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	950	965	992	973	967	971
Vehs Exited	950	970	983	972	962	966
Starting Vehs	11	11	8	7	14	10
Ending Vehs	11	6	17	8	19	9
Travel Distance (mi)	216	224	222	222	218	220
Travel Time (hr)	10.2	10.6	11.0	10.8	10.4	10.6
Total Delay (hr)	2.0	2.2	2.5	2.3	2.1	2.2
Total Stops	425	416	444	443	414	430
Fuel Used (gal)	8.7	9.0	9.0	8.9	8.8	8.9

Interval #0 Information Seeding

Start Time	4:25
End Time	4:30
Total Time (min)	5
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:30
End Time	5:30
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	5	7	Avg
Vehs Entered	950	965	992	973	967	971
Vehs Exited	950	970	983	972	962	966
Starting Vehs	11	11	8	7	14	10
Ending Vehs	11	6	17	8	19	9
Travel Distance (mi)	216	224	222	222	218	220
Travel Time (hr)	10.2	10.6	11.0	10.8	10.4	10.6
Total Delay (hr)	2.0	2.2	2.5	2.3	2.1	2.2
Total Stops	425	416	444	443	414	430
Fuel Used (gal)	8.7	9.0	9.0	8.9	8.8	8.9



**3: Maple St/Packer Falls Rd & Rte 152 Performance by movement**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.3	0.3	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	3.1	0.5	0.0	2.5	0.7	0.2	13.7	11.9	3.5	9.3	8.3	4.2

**3: Maple St/Packer Falls Rd & Rte 152 Performance by movement**

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	1.4

**6: Railroad St & Rte 152 Performance by movement**

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.2	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	0.4	0.3	5.4	0.7	10.5	3.5	0.6

**8: Gerry Ave/Beech St Ext. & Rte 152 Performance by movement**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.2	0.2	0.3	0.3	0.3	0.3	0.1	0.1
Total Del/Veh (s)	2.5	1.4	0.6	4.2	0.6	0.1	16.4	16.2	12.3	19.8	18.7	6.6

**8: Gerry Ave/Beech St Ext. & Rte 152 Performance by movement**

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	6.9

**Total Network Performance**

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	8.0

**Intersection: 3: Maple St/Packer Falls Rd & Rte 152**

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	61	52	28	60
Average Queue (ft)	8	4	7	30
95th Queue (ft)	35	26	25	52
Link Distance (ft)	475	214	353	393
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Intersection: 6: Railroad St & Rte 152**

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	22	31
Average Queue (ft)	1	6
95th Queue (ft)	11	26
Link Distance (ft)	237	296
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 8: Gerry Ave/Beech St Ext. & Rte 152**

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	44	20	194	90
Average Queue (ft)	4	1	86	32
95th Queue (ft)	21	10	151	67
Link Distance (ft)	237	334	364	369
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Network Summary**

Network wide Queuing Penalty: 0
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Summary of All Intervals

Run Number	1	3	4	6	7	Avg
Start Time	7:25	7:25	7:25	7:25	7:25	7:25
End Time	8:30	8:30	8:30	8:30	8:30	8:30
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	894	875	920	936	889	905
Vehs Exited	893	870	923	935	889	902
Starting Vehs	5	8	10	6	12	6
Ending Vehs	6	13	7	7	12	7
Travel Distance (mi)	196	189	200	203	192	196
Travel Time (hr)	9.2	8.8	9.2	9.4	8.9	9.1
Total Delay (hr)	1.6	1.5	1.5	1.6	1.6	1.6
Total Stops	352	359	340	356	370	355
Fuel Used (gal)	7.7	7.5	7.9	8.1	7.5	7.8

Interval #0 Information Seeding

Start Time	7:25
End Time	7:30
Total Time (min)	5
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:30
End Time	8:30
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	3	4	6	7	Avg
Vehs Entered	894	875	920	936	889	905
Vehs Exited	893	870	923	935	889	902
Starting Vehs	5	8	10	6	12	6
Ending Vehs	6	13	7	7	12	7
Travel Distance (mi)	196	189	200	203	192	196
Travel Time (hr)	9.2	8.8	9.2	9.4	8.9	9.1
Total Delay (hr)	1.6	1.5	1.5	1.6	1.6	1.6
Total Stops	352	359	340	356	370	355
Fuel Used (gal)	7.7	7.5	7.9	8.1	7.5	7.8



**3: Maple St/Packer Falls Rd & Rte 152 Performance by movement**

Movement	EBL	EBT	WBL	WBT	WBR	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.1	0.1	0.2	0.1
Total Del/Veh (s)	2.6	0.3	2.1	0.3	0.1	3.2	8.0	3.8	1.0

**6: Railroad St & Rte 152 Performance by movement**

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0
Total Del/Veh (s)	0.3	0.1	3.4	0.7	7.6	4.0	0.6

**8: Gerry Ave/Beech St Ext. & Rte 152 Performance by movement**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1
Total Del/Veh (s)	2.5	2.0	0.6	4.9	1.0	0.6	14.3	11.3	7.2	8.1	15.0	6.8

**8: Gerry Ave/Beech St Ext. & Rte 152 Performance by movement**

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	5.3

**Total Network Performance**

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	6.0

**Intersection: 3: Maple St/Packer Falls Rd & Rte 152**

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	35	10	24	67
Average Queue (ft)	3	0	4	32
95th Queue (ft)	18	5	19	55
Link Distance (ft)	475	214	353	393
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Intersection: 6: Railroad St & Rte 152**

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	23	35
Average Queue (ft)	1	12
95th Queue (ft)	11	37
Link Distance (ft)	237	296
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 8: Gerry Ave/Beech St Ext. & Rte 152**

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	42	30	130	84
Average Queue (ft)	3	3	58	38
95th Queue (ft)	20	16	107	70
Link Distance (ft)	237	334	364	369
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Network Summary**

Network wide Queuing Penalty: 0



Summary of All Intervals

Run Number	1	2	4	5	7	Avg
Start Time	4:25	4:25	4:25	4:25	4:25	4:25
End Time	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	1004	993	994	961	969	982
Vehs Exited	1004	992	994	956	972	984
Starting Vehs	11	10	5	7	15	9
Ending Vehs	11	11	5	12	12	10
Travel Distance (mi)	231	229	224	216	220	224
Travel Time (hr)	11.2	11.2	10.9	10.6	10.4	10.9
Total Delay (hr)	2.4	2.5	2.4	2.3	2.1	2.3
Total Stops	448	456	434	456	424	443
Fuel Used (gal)	9.4	9.4	9.1	8.7	8.8	9.1

Interval #0 Information Seeding

Start Time	4:25
End Time	4:30
Total Time (min)	5
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:30					
End Time	5:30					
Total Time (min)	60					
Volumes adjusted by Growth Factors.						
Run Number	1	2	4	5	7	Avg
Vehs Entered	1004	993	994	961	969	982
Vehs Exited	1004	992	994	956	972	984
Starting Vehs	11	10	5	7	15	9
Ending Vehs	11	11	5	12	12	10
Travel Distance (mi)	231	229	224	216	220	224
Travel Time (hr)	11.2	11.2	10.9	10.6	10.4	10.9
Total Delay (hr)	2.4	2.5	2.4	2.3	2.1	2.3
Total Stops	448	456	434	456	424	443
Fuel Used (gal)	9.4	9.4	9.1	8.7	8.8	9.1



**3: Maple St/Packer Falls Rd & Rte 152 Performance by movement**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.3		0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	3.1	0.6		2.5	0.6	0.2	4.8	9.8	3.7	9.1	8.6	3.6

**3: Maple St/Packer Falls Rd & Rte 152 Performance by movement**

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	1.3

**6: Railroad St & Rte 152 Performance by movement**

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	0.4	0.2	3.5	0.7	9.6	3.6	0.7

**8: Gerry Ave/Beech St Ext. & Rte 152 Performance by movement**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.1	0.1	0.3	0.3	0.3	0.3	0.1	0.1
Total Del/Veh (s)	2.6	1.4	0.7	4.5	0.7	0.1	17.4	16.5	11.9	7.8	18.2	7.1

**8: Gerry Ave/Beech St Ext. & Rte 152 Performance by movement**

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	7.1

**Total Network Performance**

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	8.2

**Intersection: 3: Maple St/Packer Falls Rd & Rte 152**

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	66	48	23	59
Average Queue (ft)	8	3	7	29
95th Queue (ft)	37	21	24	54
Link Distance (ft)	475	214	353	393
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Intersection: 6: Railroad St & Rte 152**

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	35	40
Average Queue (ft)	2	11
95th Queue (ft)	17	36
Link Distance (ft)	237	296
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 8: Gerry Ave/Beech St Ext. & Rte 152**

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	50	21	216	87
Average Queue (ft)	4	1	86	34
95th Queue (ft)	26	10	162	66
Link Distance (ft)	237	334	364	369
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Network Summary**

Network wide Queuing Penalty: 0