

## **APPENDIX**

---

**Traffic Count Data**

**Seasonal Adjustment/COVID-19 Worksheets**

**Traffic Delay Worksheets**

**Crash Data Worksheets**

**Background Projects**

**Trip Generation Worksheets**

**Trip Distribution Worksheets**

**Capacity Analysis Worksheets**

**Sight Distance Worksheets**



## **Traffic Count Data**

---



Location : Main Street  
 Location : Between Driveways  
 City/State: Groton, MA  
 Direction: EB,

13051001

2/16/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
12:00 AM	0	0	1	0	0	3	5	1	0	0	0	0	0	10
1:00	0	0	0	0	2	1	2	0	1	0	0	0	0	6
2:00	0	0	0	1	1	5	4	5	0	0	0	0	0	16
3:00	0	0	0	1	1	16	7	2	0	0	0	0	0	27
4:00	0	0	0	0	4	40	64	13	4	0	0	0	0	125
5:00	0	0	0	1	30	181	173	18	3	0	0	0	0	406
6:00	0	0	3	9	121	372	279	29	0	1	0	0	1	815
7:00	0	4	27	78	140	381	269	19	0	0	0	0	0	918
8:00	0	0	9	23	65	271	224	44	4	2	0	0	0	642
9:00	0	0	3	9	19	198	180	19	3	0	0	0	0	431
10:00	0	1	6	7	28	149	147	26	2	1	0	0	0	367
11:00	0	0	2	8	15	131	169	24	3	1	0	0	0	353
12:00 PM	0	0	1	8	17	115	185	22	2	1	0	0	0	351
1:00	2	1	2	12	23	147	140	34	2	0	0	0	0	363
2:00	0	2	1	10	18	139	161	28	4	1	0	0	0	364
3:00	0	0	7	9	39	131	172	20	4	0	0	0	0	382
4:00	0	0	1	17	28	154	131	28	2	0	0	0	0	361
5:00	0	0	2	7	31	128	121	14	0	0	0	0	0	303
6:00	0	0	6	8	37	92	82	7	1	0	0	0	0	233
7:00	0	1	1	6	29	70	55	5	0	0	0	0	0	167
8:00	0	0	2	4	17	33	26	2	0	0	0	0	0	84
9:00	0	0	1	2	6	19	15	3	3	0	0	0	0	49
10:00	0	0	0	1	7	13	22	6	0	0	0	0	0	49
11:00	0	0	0	0	3	4	10	6	2	0	0	0	0	25
<b>Total</b>	<b>2</b>	<b>9</b>	<b>75</b>	<b>221</b>	<b>681</b>	<b>2793</b>	<b>2643</b>	<b>375</b>	<b>40</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6847</b>

Percentile	15th	50th	85th	95th
Speed	35	40	43	45
Mean Speed (Average)	39.1			
10 MPH Pace Speed	35-44			
Number in Pace	5397			
Percent in Pace	78.8%			
Number > 40 MPH	3066			
Percent > 40 MPH	44.8%			

Location : Main Street  
 Location : Between Driveways  
 City/State: Groton, MA  
 Direction: EB,

13051001

2/17/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
12:00 AM	0	0	0	0	1	2	4	1	0	0	0	0	0	8
1:00	0	0	0	1	0	5	3	1	0	0	0	0	0	10
2:00	0	0	0	0	1	5	7	1	0	0	0	0	0	14
3:00	0	0	0	0	2	10	16	1	1	0	0	0	0	30
4:00	0	0	0	0	9	55	54	5	2	0	0	0	0	125
5:00	0	0	1	1	32	160	175	30	0	0	0	0	0	399
6:00	0	0	3	46	121	400	207	29	0	0	0	0	0	806
7:00	1	0	23	26	71	398	354	34	1	0	0	0	0	908
8:00	0	1	5	20	100	224	231	37	2	0	0	0	0	620
9:00	0	4	14	13	28	202	180	35	1	0	0	0	0	477
10:00	0	1	1	3	30	149	142	39	3	0	0	0	0	368
11:00	0	0	1	2	18	142	148	19	3	0	0	0	0	333
12:00 PM	0	0	5	12	39	148	125	17	0	0	0	0	0	346
1:00	0	0	3	5	48	143	130	21	1	0	0	0	0	351
2:00	0	0	5	12	20	174	149	27	1	0	0	0	0	388
3:00	0	0	5	24	92	168	103	25	2	0	0	0	0	419
4:00	0	0	4	9	83	165	104	15	0	0	0	0	0	380
5:00	0	1	6	8	40	146	80	13	2	0	0	0	0	296
6:00	0	1	5	10	39	134	37	7	0	0	0	0	0	233
7:00	0	0	2	5	20	77	55	6	0	0	0	0	0	165
8:00	0	0	2	2	19	41	23	7	0	0	0	0	0	94
9:00	0	1	1	3	5	25	17	5	0	0	0	0	0	57
10:00	1	0	0	1	2	17	18	3	0	1	0	0	0	43
11:00	0	0	0	0	4	8	10	4	0	1	0	0	0	27
<b>Total</b>	<b>2</b>	<b>9</b>	<b>86</b>	<b>203</b>	<b>824</b>	<b>2998</b>	<b>2372</b>	<b>382</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6897</b>

Percentile	15th	50th	85th	95th
Speed	35	39	43	45
Mean Speed (Average)	38.8			
10 MPH Pace Speed	35-44			
Number in Pace	5339			
Percent in Pace	77.4%			
Number > 40 MPH	2775			
Percent > 40 MPH	40.2%			

<b>Grand Total</b>	<b>4</b>	<b>18</b>	<b>161</b>	<b>424</b>	<b>1505</b>	<b>5791</b>	<b>5015</b>	<b>757</b>	<b>59</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>13744</b>
Stats	Percentile	15th	50th	85th	95th									
	Speed	35	39	43	45									
	Mean Speed (Average)	38.9												
	10 MPH Pace Speed	35-44												
	Number in Pace	10736												
	Percent in Pace	78.1%												
	Number > 40 MPH	5841												
	Percent > 40 MPH	42.5%												

Location : Main Street  
 Location : Between Driveways  
 City/State: Groton, MA  
 Direction: WB,

13051001

2/16/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
12:00 AM	0	0	0	0	3	6	11	3	0	0	0	0	0	23
1:00	0	0	0	0	0	2	3	1	0	0	0	0	0	6
2:00	0	0	0	0	2	1	4	0	0	0	0	0	0	7
3:00	0	0	0	2	2	4	1	2	0	0	0	0	0	11
4:00	0	0	0	1	2	11	3	0	0	0	0	0	0	17
5:00	0	0	0	1	5	19	16	3	1	0	0	0	0	45
6:00	0	0	6	3	11	43	75	22	2	1	0	0	0	163
7:00	0	0	1	7	11	65	99	28	3	1	1	0	0	216
8:00	0	0	8	25	43	119	98	31	1	0	0	0	0	325
9:00	1	0	0	6	11	105	126	28	2	0	0	0	0	279
10:00	0	0	3	5	18	114	100	37	3	0	0	0	0	280
11:00	0	4	3	10	29	89	135	39	2	0	0	0	0	311
12:00 PM	0	1	1	8	15	93	173	63	7	0	0	0	0	361
1:00	4	3	6	12	35	130	155	49	5	0	0	0	0	399
2:00	2	3	4	20	55	188	217	42	5	1	0	0	0	537
3:00	20	21	30	36	86	260	262	65	4	0	0	0	0	784
4:00	1	4	29	30	137	335	339	54	1	0	0	0	0	930
5:00	1	0	10	47	146	366	241	14	0	0	0	0	0	825
6:00	6	3	5	11	70	237	146	16	0	1	0	0	0	495
7:00	1	3	8	11	52	120	89	17	1	0	1	0	0	303
8:00	0	0	4	1	22	95	81	16	2	0	0	0	0	221
9:00	0	0	0	2	12	93	73	9	1	0	0	0	0	190
10:00	0	0	0	1	13	46	50	10	2	0	0	0	0	122
11:00	0	0	0	0	4	20	23	7	3	0	0	0	0	57
<b>Total</b>	<b>36</b>	<b>42</b>	<b>118</b>	<b>239</b>	<b>784</b>	<b>2561</b>	<b>2520</b>	<b>556</b>	<b>45</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6907</b>

Percentile	15th	50th	85th	95th
Speed	35	40	43	47
Mean Speed (Average)	38.8			
10 MPH Pace Speed	35-44			
Number in Pace	5046			
Percent in Pace	73.1%			
Number > 40 MPH	3127			
Percent > 40 MPH	45.3%			

Location : Main Street  
 Location : Between Driveways  
 City/State: Groton, MA  
 Direction: WB,

13051001

2/17/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
12:00 AM	0	0	0	0	0	14	6	3	0	0	0	0	0	23
1:00	0	0	1	0	1	8	7	1	0	0	0	0	0	18
2:00	0	0	0	0	3	5	8	2	0	0	0	0	0	18
3:00	0	0	1	0	5	1	2	2	0	0	0	0	0	11
4:00	0	0	0	0	1	6	4	2	0	0	0	0	0	13
5:00	0	0	3	1	7	22	26	3	0	0	0	0	0	62
6:00	0	2	1	1	7	48	73	25	2	0	0	0	0	159
7:00	1	1	1	10	15	66	103	34	3	2	0	0	0	236
8:00	1	1	5	13	37	133	114	33	3	1	0	0	0	341
9:00	2	3	4	7	16	135	124	38	3	0	0	0	0	332
10:00	0	0	2	3	22	102	115	30	5	0	0	0	0	279
11:00	5	0	3	4	30	123	138	32	3	1	0	0	0	339
12:00 PM	1	2	0	14	41	162	156	21	2	1	0	0	0	400
1:00	0	2	4	2	27	128	160	37	2	0	0	0	0	362
2:00	2	2	8	23	58	227	186	45	5	0	0	0	0	556
3:00	15	18	19	41	126	311	243	52	2	0	0	0	0	827
4:00	1	8	8	28	159	461	219	34	1	0	0	0	0	919
5:00	0	12	6	16	195	344	211	29	0	0	0	0	0	813
6:00	0	2	12	23	120	223	108	11	1	0	0	0	0	500
7:00	0	0	2	8	37	113	118	13	1	2	0	0	0	294
8:00	0	0	0	1	21	94	96	16	0	1	0	0	0	229
9:00	0	0	1	8	12	79	73	11	1	0	0	0	0	185
10:00	0	0	4	0	12	38	40	19	1	0	0	0	0	114
11:00	0	0	0	5	2	14	29	7	0	0	0	0	0	57
Total	28	53	85	208	954	2857	2359	500	35	8	0	0	0	7087

Percentile	15th	50th	85th	95th
Speed	34	39	43	46
Mean Speed (Average)	38.6			
10 MPH Pace Speed	35-44			
Number in Pace	5188			
Percent in Pace	73.2%			
Number > 40 MPH	2902			
Percent > 40 MPH	40.9%			

Grand Total	64	95	203	447	1738	5418	4879	1056	80	12	2	0	0	13994
-------------	----	----	-----	-----	------	------	------	------	----	----	---	---	---	-------

Stats	Percentile	15th	50th	85th	95th
Speed	34	39	43	47	
Mean Speed (Average)	38.7				
10 MPH Pace Speed	35-44				
Number in Pace	10234				
Percent in Pace	73.1%				
Number > 40 MPH	6029				
Percent > 40 MPH	43.1%				



Location : Main Street  
 Location : Between Driveways  
 City/State: Groton, MA  
 Direction: Combined

13051001

2/16/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
12:00 AM	0	0	1	0	3	9	16	4	0	0	0	0	0	33
1:00	0	0	0	0	2	3	5	1	1	0	0	0	0	12
2:00	0	0	0	1	3	6	8	5	0	0	0	0	0	23
3:00	0	0	0	3	3	20	8	4	0	0	0	0	0	38
4:00	0	0	0	1	6	51	67	13	4	0	0	0	0	142
5:00	0	0	0	2	35	200	189	21	4	0	0	0	0	451
6:00	0	0	9	12	132	415	354	51	2	2	0	0	1	978
7:00	0	4	28	85	151	446	368	47	3	1	1	0	0	1134
8:00	0	0	17	48	108	390	322	75	5	2	0	0	0	967
9:00	1	0	3	15	30	303	306	47	5	0	0	0	0	710
10:00	0	1	9	12	46	263	247	63	5	1	0	0	0	647
11:00	0	4	5	18	44	220	304	63	5	1	0	0	0	664
12:00 PM	0	1	2	16	32	208	358	85	9	1	0	0	0	712
1:00	6	4	8	24	58	277	295	83	7	0	0	0	0	762
2:00	2	5	5	30	73	327	378	70	9	2	0	0	0	901
3:00	20	21	37	45	125	391	434	85	8	0	0	0	0	1166
4:00	1	4	30	47	165	489	470	82	3	0	0	0	0	1291
5:00	1	0	12	54	177	494	362	28	0	0	0	0	0	1128
6:00	6	3	11	19	107	329	228	23	1	1	0	0	0	728
7:00	1	4	9	17	81	190	144	22	1	0	1	0	0	470
8:00	0	0	6	5	39	128	107	18	2	0	0	0	0	305
9:00	0	0	1	4	18	112	88	12	4	0	0	0	0	239
10:00	0	0	0	2	20	59	72	16	2	0	0	0	0	171
11:00	0	0	0	0	7	24	33	13	5	0	0	0	0	82
<b>Total</b>	<b>38</b>	<b>51</b>	<b>193</b>	<b>460</b>	<b>1465</b>	<b>5354</b>	<b>5163</b>	<b>931</b>	<b>85</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>13754</b>

Percentile	15th	50th	85th	95th
Speed	35	40	43	46
Mean Speed (Average)	39.0			
10 MPH Pace Speed	35-44			
Number in Pace	10443			
Percent in Pace	75.9%			
Number > 40 MPH	6193			
Percent > 40 MPH	45.0%			

Location : Main Street  
 Location : Between Driveways  
 City/State: Groton, MA  
 Direction: Combined

13051001

2/17/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
12:00 AM	0	0	0	0	1	16	10	4	0	0	0	0	0	31
1:00	0	0	1	1	1	13	10	2	0	0	0	0	0	28
2:00	0	0	0	0	4	10	15	3	0	0	0	0	0	32
3:00	0	0	1	0	7	11	18	3	1	0	0	0	0	41
4:00	0	0	0	0	10	61	58	7	2	0	0	0	0	138
5:00	0	0	4	2	39	182	201	33	0	0	0	0	0	461
6:00	0	2	4	47	128	448	280	54	2	0	0	0	0	965
7:00	2	1	24	36	86	464	457	68	4	2	0	0	0	1144
8:00	1	2	10	33	137	357	345	70	5	1	0	0	0	961
9:00	2	7	18	20	44	337	304	73	4	0	0	0	0	809
10:00	0	1	3	6	52	251	257	69	8	0	0	0	0	647
11:00	5	0	4	6	48	265	286	51	6	1	0	0	0	672
12:00 PM	1	2	5	26	80	310	281	38	2	1	0	0	0	746
1:00	0	2	7	7	75	271	290	58	3	0	0	0	0	713
2:00	2	2	13	35	78	401	335	72	6	0	0	0	0	944
3:00	15	18	24	65	218	479	346	77	4	0	0	0	0	1246
4:00	1	8	12	37	242	626	323	49	1	0	0	0	0	1299
5:00	0	13	12	24	235	490	291	42	2	0	0	0	0	1109
6:00	0	3	17	33	159	357	145	18	1	0	0	0	0	733
7:00	0	0	4	13	57	190	173	19	1	2	0	0	0	459
8:00	0	0	2	3	40	135	119	23	0	1	0	0	0	323
9:00	0	1	2	11	17	104	90	16	1	0	0	0	0	242
10:00	1	0	4	1	14	55	58	22	1	1	0	0	0	157
11:00	0	0	0	5	6	22	39	11	0	1	0	0	0	84
<b>Total</b>	<b>30</b>	<b>62</b>	<b>171</b>	<b>411</b>	<b>1778</b>	<b>5855</b>	<b>4731</b>	<b>882</b>	<b>54</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13984</b>

Percentile	15th	50th	85th	95th
Speed	35	39	43	46
Mean Speed (Average)	38.7			
10 MPH Pace Speed	35-44			
Number in Pace	10527			
Percent in Pace	75.3%			
Number > 40 MPH	5677			
Percent > 40 MPH	40.6%			

<b>Grand Total</b>	<b>68</b>	<b>113</b>	<b>364</b>	<b>871</b>	<b>3243</b>	<b>11209</b>	<b>9894</b>	<b>1813</b>	<b>139</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>27738</b>
--------------------	-----------	------------	------------	------------	-------------	--------------	-------------	-------------	------------	-----------	----------	----------	----------	--------------

Stats	Percentile	15th	50th	85th	95th
	Speed	35	39	43	46
	Mean Speed (Average)	38.8			
	10 MPH Pace Speed	35-44			
	Number in Pace	20970			
	Percent in Pace	75.6%			
	Number > 40 MPH	11871			
	Percent > 40 MPH	42.8%			

Location : Main Street  
 Location : Between Driveways  
 City/State: Groton, MA

13051001

2/16/2022 Time	EB,		Hour Totals		WB,		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	3	90			9	90				
12:15	1	93			9	91				
12:30	4	90			3	86				
12:45	2	78	10	351	2	94	23	361	33	712
1:00	2	93			2	104				
1:15	2	107			0	100				
1:30	0	86			1	93				
1:45	2	77	6	363	3	102	6	399	12	762
2:00	7	89			2	128				
2:15	1	72			2	124				
2:30	4	91			2	154				
2:45	4	112	16	364	1	131	7	537	23	901
3:00	2	96			3	190				
3:15	5	90			2	189				
3:30	5	89			2	210				
3:45	15	107	27	382	4	195	11	784	38	1166
4:00	16	106			6	269				
4:15	30	96			3	215				
4:30	36	84			3	232				
4:45	43	75	125	361	5	214	17	930	142	1291
5:00	74	90			7	229				
5:15	91	79			15	234				
5:30	97	77			9	197				
5:45	144	57	406	303	14	165	45	825	451	1128
6:00	190	64			23	155				
6:15	200	57			41	130				
6:30	201	56			45	112				
6:45	224	56	815	233	54	98	163	495	978	728
7:00	250	56			36	79				
7:15	229	48			55	86				
7:30	239	28			65	72				
7:45	200	35	918	167	60	66	216	303	1134	470
8:00	167	25			83	57				
8:15	163	17			58	67				
8:30	168	28			82	42				
8:45	144	14	642	84	102	55	325	221	967	305
9:00	114	10			80	60				
9:15	135	13			69	45				
9:30	94	11			78	46				
9:45	88	15	431	49	52	39	279	190	710	239
10:00	94	13			61	35				
10:15	102	18			62	28				
10:30	84	11			82	42				
10:45	87	7	367	49	75	17	280	122	647	171
11:00	82	11			80	21				
11:15	86	8			86	17				
11:30	106	3			65	8				
11:45	79	3	353	25	80	11	311	57	664	82
Total	4116	2731			1683	5224			5799	7955
Percent	60.1%	39.9%			24.4%	75.6%			42.2%	57.8%

Location : Main Street  
 Location : Between Driveways  
 City/State: Groton, MA

13051001

2/17/2022 Time	EB,		Hour Totals		WB,		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	2	102			7	103				
12:15	3	79			5	96				
12:30	0	85			6	92				
12:45	3	80	8	346	5	109	23	400	31	746
1:00	1	96			2	90				
1:15	1	95			7	84				
1:30	2	76			5	96				
1:45	6	84	10	351	4	92	18	362	28	713
2:00	4	95			1	115				
2:15	1	87			5	139				
2:30	6	95			5	149				
2:45	3	111	14	388	7	153	18	556	32	944
3:00	3	80			2	177				
3:15	2	118			1	212				
3:30	11	100			3	228				
3:45	14	121	30	419	5	210	11	827	41	1246
4:00	12	92			1	232				
4:15	17	102			4	262				
4:30	40	98			6	231				
4:45	56	88	125	380	2	194	13	919	138	1299
5:00	67	64			8	232				
5:15	95	88			15	223				
5:30	104	88			17	199				
5:45	133	56	399	296	22	159	62	813	461	1109
6:00	175	61			28	158				
6:15	181	62			49	136				
6:30	215	54			39	111				
6:45	235	56	806	233	43	95	159	500	965	733
7:00	243	56			42	68				
7:15	225	45			55	94				
7:30	242	37			68	71				
7:45	198	27	908	165	71	61	236	294	1144	459
8:00	170	22			92	64				
8:15	146	24			75	59				
8:30	157	30			63	53				
8:45	147	18	620	94	111	53	341	229	961	323
9:00	132	11			68	53				
9:15	125	16			80	43				
9:30	108	11			82	41				
9:45	112	19	477	57	102	48	332	185	809	242
10:00	98	12			69	32				
10:15	85	11			59	20				
10:30	102	7			77	36				
10:45	83	13	368	43	74	26	279	114	647	157
11:00	78	11			87	19				
11:15	97	5			85	14				
11:30	87	4			90	11				
11:45	71	7	333	27	77	13	339	57	672	84
Total	4098	2799			1831	5256			5929	8055
Percent	59.4%	40.6%			25.8%	74.2%			42.4%	57.6%
Grand Total	8214	5530			3514	10480			11728	16010
Percent	59.8%	40.2%			25.1%	74.9%			42.3%	57.7%
ADT		ADT: 13,869		AADT: 13,869						



Location : Mill Street  
 Location : South of Main Street  
 City/State: Groton, MA  
 Direction: NB,

13051002

3/1/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
12:00 AM	0	0	0	1	3	2	2	0	0	0	0	0	0	8
1:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
2:00	0	0	0	0	1	1	0	1	0	0	0	0	0	3
3:00	0	0	0	0	1	2	0	0	0	0	0	0	0	3
4:00	0	0	0	0	3	3	0	0	1	0	0	0	0	7
5:00	0	0	0	3	8	6	0	0	0	0	0	0	0	17
6:00	0	0	0	2	11	7	3	0	0	0	0	0	0	23
7:00	0	0	0	1	25	19	6	0	1	0	0	0	0	52
8:00	0	0	4	12	31	18	0	0	0	0	0	0	0	65
9:00	0	0	3	4	16	18	1	0	0	0	0	0	0	42
10:00	0	1	1	4	25	14	2	1	0	0	0	0	0	48
11:00	0	0	2	11	15	12	3	1	0	0	0	0	0	44
12:00 PM	0	0	1	6	24	26	2	1	1	0	0	0	0	61
1:00	1	0	2	9	17	25	3	0	0	0	0	0	0	57
2:00	0	0	1	9	33	31	7	1	0	0	0	0	0	82
3:00	0	0	1	14	38	47	9	0	0	0	0	0	0	109
4:00	0	0	2	8	55	44	9	0	0	0	0	0	0	118
5:00	0	0	1	13	54	38	4	0	0	0	0	0	0	110
6:00	0	0	3	5	36	18	0	0	0	0	0	0	0	62
7:00	0	0	0	4	19	11	1	0	0	0	0	0	0	35
8:00	0	0	2	2	8	9	1	0	0	0	0	0	0	22
9:00	0	0	1	4	7	2	2	0	0	0	0	0	0	16
10:00	0	1	1	4	4	5	1	0	0	0	0	0	0	16
11:00	0	0	0	0	6	1	2	0	0	0	0	0	0	9
<b>Total</b>	<b>1</b>	<b>2</b>	<b>25</b>	<b>116</b>	<b>440</b>	<b>360</b>	<b>58</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1010</b>

Percentile	15th	50th	85th	95th
Speed	30	34	38	41
Mean Speed (Average)	34.2			
10 MPH Pace Speed	30-39			
Number in Pace	795			
Percent in Pace	78.7%			
Number > 35 MPH	426			
Percent > 35 MPH	42.2%			

Location : Mill Street  
 Location : South of Main Street  
 City/State: Groton, MA  
 Direction: NB,

13051002

3/2/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
12:00 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	3
1:00	0	0	1	0	0	1	0	0	0	0	0	0	0	2
2:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	2	4	0	0	0	0	0	0	0	0	6
5:00	0	0	0	3	6	4	1	0	0	0	0	0	0	14
6:00	0	0	1	7	6	10	1	2	0	0	0	0	0	27
7:00	0	0	2	6	24	23	4	0	0	0	0	0	0	59
8:00	0	1	0	8	23	19	0	0	0	0	0	0	0	51
9:00	0	0	1	4	14	13	7	0	0	0	0	0	0	39
10:00	0	0	3	7	17	7	1	0	0	0	0	0	0	35
11:00	0	0	1	6	17	14	5	0	0	0	0	0	0	43
12:00 PM	0	0	1	6	26	21	6	0	0	0	0	0	0	60
1:00	0	0	1	7	20	24	5	1	0	0	0	0	0	58
2:00	0	0	0	13	40	31	6	0	0	0	0	0	0	90
3:00	0	0	3	8	70	55	4	1	0	0	0	0	0	141
4:00	0	0	0	6	50	65	8	0	0	0	0	0	0	129
5:00	0	0	1	2	42	54	8	0	0	0	0	0	0	107
6:00	0	0	0	8	28	13	4	0	0	0	0	0	0	53
7:00	0	0	0	9	18	13	1	0	0	0	0	0	0	41
8:00	0	0	1	3	9	6	2	1	0	0	0	0	0	22
9:00	0	0	0	2	9	8	0	0	0	0	0	0	0	19
10:00	0	0	0	0	6	6	1	1	1	0	0	0	0	15
11:00	0	0	0	0	3	4	0	0	0	0	0	0	0	7
<b>Total</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>107</b>	<b>434</b>	<b>393</b>	<b>64</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1022</b>

Percentile	15th	50th	85th	95th
Speed	31	34	38	40
Mean Speed (Average)	34.5			
10 MPH Pace Speed	30-39			
Number in Pace	821			
Percent in Pace	80.3%			
Number > 35 MPH	464			
Percent > 35 MPH	45.4%			

<b>Grand Total</b>	<b>1</b>	<b>3</b>	<b>41</b>	<b>223</b>	<b>874</b>	<b>753</b>	<b>122</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2032</b>
Stats	Percentile				15th	50th	85th	95th						
	Speed				30	34	38	41						
	Mean Speed (Average)				34.3									
	10 MPH Pace Speed				30-39									
	Number in Pace				1616									
	Percent in Pace				79.5%									
	Number > 35 MPH				890									
	Percent > 35 MPH				43.8%									

Location : Mill Street  
 Location : South of Main Street  
 City/State: Groton, MA  
 Direction: SB,

13051002

3/1/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
12:00 AM	0	0	0	1	1	1	0	0	0	0	0	0	0	3
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	1	4	0	0	0	0	0	0	0	0	5
4:00	0	0	0	3	4	3	1	0	0	0	0	0	0	11
5:00	0	0	1	2	18	8	2	0	0	0	0	0	0	31
6:00	0	0	2	10	27	21	4	0	0	0	0	0	0	64
7:00	0	0	0	16	48	39	2	0	0	0	0	0	0	105
8:00	0	1	3	16	34	21	5	0	0	0	0	0	0	80
9:00	1	1	1	9	21	8	0	0	0	0	0	0	0	41
10:00	0	0	0	4	17	8	2	0	0	0	0	0	0	31
11:00	1	0	1	10	15	5	0	0	0	0	0	0	0	32
12:00 PM	0	0	2	12	24	7	1	0	0	0	0	0	0	46
1:00	0	1	2	15	34	5	2	0	0	0	0	0	0	59
2:00	0	0	1	11	25	15	2	0	0	0	0	0	0	54
3:00	0	0	1	12	30	14	3	0	0	0	0	0	0	60
4:00	0	0	1	18	26	19	3	0	0	0	0	0	0	67
5:00	0	0	4	13	15	8	0	0	0	0	0	0	0	40
6:00	0	0	0	11	8	6	1	0	0	0	0	0	0	26
7:00	0	1	1	14	11	2	0	1	0	0	0	0	0	30
8:00	0	0	1	4	10	0	0	0	0	0	0	0	0	15
9:00	0	0	1	3	3	2	0	0	0	0	0	0	0	9
10:00	0	0	0	3	2	0	0	0	0	0	0	0	0	5
11:00	0	0	0	1	1	2	0	0	0	0	0	0	0	4
<b>Total</b>	<b>2</b>	<b>4</b>	<b>22</b>	<b>189</b>	<b>378</b>	<b>194</b>	<b>28</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>818</b>

Percentile	15th	50th	85th	95th
Speed	28	33	37	39
Mean Speed (Average)	32.5			
10 MPH Pace Speed	30-39			
Number in Pace	572			
Percent in Pace	69.9%			
Number > 35 MPH	223			
Percent > 35 MPH	27.3%			



Location : Mill Street  
 Location : South of Main Street  
 City/State: Groton, MA  
 Direction: SB,

13051002

3/2/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
12:00 AM	0	0	0	1	2	0	0	0	0	0	0	0	0	3
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	1	1	1	1	0	0	0	0	0	0	0	4
4:00	0	0	1	4	9	1	0	0	0	0	0	0	0	15
5:00	0	0	1	7	16	3	0	0	0	0	0	0	0	27
6:00	0	0	1	14	32	15	1	0	0	0	0	0	0	63
7:00	0	0	1	12	52	40	2	0	0	0	0	0	0	107
8:00	0	0	5	17	43	18	1	0	0	0	0	0	0	84
9:00	0	1	1	6	17	11	2	0	0	0	0	0	0	38
10:00	0	1	2	11	12	10	2	0	0	0	0	0	0	38
11:00	0	1	2	9	14	7	3	0	0	0	0	0	0	36
12:00 PM	0	1	1	10	23	4	1	1	1	0	0	0	0	42
1:00	0	1	1	13	16	16	1	1	0	0	0	0	0	49
2:00	0	1	1	10	16	6	2	0	0	0	0	0	0	36
3:00	0	1	1	15	31	17	1	0	0	0	0	0	0	66
4:00	0	0	1	11	22	13	1	0	0	0	0	0	0	48
5:00	0	0	2	10	19	8	0	0	0	0	0	0	0	39
6:00	0	0	2	12	13	3	1	0	0	0	0	0	0	31
7:00	0	0	0	6	6	4	0	0	0	0	0	0	0	16
8:00	0	0	1	9	10	6	1	1	0	0	0	0	0	28
9:00	0	0	0	2	5	0	0	0	0	0	0	0	0	7
10:00	0	0	1	1	3	3	0	0	0	0	0	0	0	8
11:00	0	0	0	1	2	0	0	0	0	0	0	0	0	3
<b>Total</b>	<b>0</b>	<b>7</b>	<b>26</b>	<b>182</b>	<b>364</b>	<b>186</b>	<b>19</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>788</b>

Percentile	15th	50th	85th	95th
Speed	28	32	37	39
Mean Speed (Average)	32.4			
10 MPH Pace Speed	30-39			
Number in Pace	550			
Percent in Pace	69.8%			
Number > 35 MPH	209			
Percent > 35 MPH	26.5%			

<b>Grand Total</b>	<b>2</b>	<b>11</b>	<b>48</b>	<b>371</b>	<b>742</b>	<b>380</b>	<b>47</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1606</b>
--------------------	----------	-----------	-----------	------------	------------	------------	-----------	----------	----------	----------	----------	----------	----------	-------------

Stats	Percentile	15th	50th	85th	95th
Speed	28	32	37	39	
Mean Speed (Average)	32.5				
10 MPH Pace Speed	30-39				
Number in Pace	1122				
Percent in Pace	69.9%				
Number > 35 MPH	432				
Percent > 35 MPH	26.9%				

Location : Mill Street  
 Location : South of Main Street  
 City/State: Groton, MA  
 Direction: Combined

13051002

3/1/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
12:00 AM	0	0	0	2	4	3	2	0	0	0	0	0	0	11
1:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
2:00	0	0	0	0	1	1	0	1	0	0	0	0	0	3
3:00	0	0	0	1	5	2	0	0	0	0	0	0	0	8
4:00	0	0	0	3	7	6	1	0	1	0	0	0	0	18
5:00	0	0	1	5	26	14	2	0	0	0	0	0	0	48
6:00	0	0	2	12	38	28	7	0	0	0	0	0	0	87
7:00	0	0	0	17	73	58	8	0	1	0	0	0	0	157
8:00	0	1	7	28	65	39	5	0	0	0	0	0	0	145
9:00	1	1	4	13	37	26	1	0	0	0	0	0	0	83
10:00	0	1	1	8	42	22	4	1	0	0	0	0	0	79
11:00	1	0	3	21	30	17	3	1	0	0	0	0	0	76
12:00 PM	0	0	3	18	48	33	3	1	1	0	0	0	0	107
1:00	1	1	4	24	51	30	5	0	0	0	0	0	0	116
2:00	0	0	2	20	58	46	9	1	0	0	0	0	0	136
3:00	0	0	2	26	68	61	12	0	0	0	0	0	0	169
4:00	0	0	3	26	81	63	12	0	0	0	0	0	0	185
5:00	0	0	5	26	69	46	4	0	0	0	0	0	0	150
6:00	0	0	3	16	44	24	1	0	0	0	0	0	0	88
7:00	0	1	1	18	30	13	1	1	0	0	0	0	0	65
8:00	0	0	3	6	18	9	1	0	0	0	0	0	0	37
9:00	0	0	2	7	10	4	2	0	0	0	0	0	0	25
10:00	0	1	1	7	6	5	1	0	0	0	0	0	0	21
11:00	0	0	0	1	7	3	2	0	0	0	0	0	0	13
<b>Total</b>	<b>3</b>	<b>6</b>	<b>47</b>	<b>305</b>	<b>818</b>	<b>554</b>	<b>86</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1828</b>

Percentile	15th	50th	85th	95th
Speed	29	34	37	40
Mean Speed (Average)	33.4			
10 MPH Pace Speed	30-39			
Number in Pace	1367			
Percent in Pace	74.8%			
Number > 35 MPH	649			
Percent > 35 MPH	35.5%			

Location : Mill Street  
 Location : South of Main Street  
 City/State: Groton, MA  
 Direction: Combined

13051002

3/2/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
12:00 AM	0	0	0	1	3	2	0	0	0	0	0	0	0	6
1:00	0	0	1	0	0	1	0	0	0	0	0	0	0	2
2:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
3:00	0	0	1	1	1	1	0	0	0	0	0	0	0	4
4:00	0	0	1	6	13	1	0	0	0	0	0	0	0	21
5:00	0	0	1	10	22	7	1	0	0	0	0	0	0	41
6:00	0	0	2	21	38	25	2	2	0	0	0	0	0	90
7:00	0	0	3	18	76	63	6	0	0	0	0	0	0	166
8:00	0	1	5	25	66	37	1	0	0	0	0	0	0	135
9:00	0	1	2	10	31	24	9	0	0	0	0	0	0	77
10:00	0	1	5	18	29	17	3	0	0	0	0	0	0	73
11:00	0	1	3	15	31	21	8	0	0	0	0	0	0	79
12:00 PM	0	1	2	16	49	25	7	1	1	0	0	0	0	102
1:00	0	1	2	20	36	40	6	2	0	0	0	0	0	107
2:00	0	1	1	23	56	37	8	0	0	0	0	0	0	126
3:00	0	1	4	23	101	72	5	1	0	0	0	0	0	207
4:00	0	0	1	17	72	78	9	0	0	0	0	0	0	177
5:00	0	0	3	12	61	62	8	0	0	0	0	0	0	146
6:00	0	0	2	20	41	16	5	0	0	0	0	0	0	84
7:00	0	0	0	15	24	17	1	0	0	0	0	0	0	57
8:00	0	0	2	12	19	12	3	2	0	0	0	0	0	50
9:00	0	0	0	4	14	8	0	0	0	0	0	0	0	26
10:00	0	0	1	1	9	9	1	1	1	0	0	0	0	23
11:00	0	0	0	1	5	4	0	0	0	0	0	0	0	10
<b>Total</b>	<b>0</b>	<b>8</b>	<b>42</b>	<b>289</b>	<b>798</b>	<b>579</b>	<b>83</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1810</b>

Percentile	15th	50th	85th	95th
Speed	29	34	38	40
Mean Speed (Average)	33.6			
10 MPH Pace Speed	30-39			
Number in Pace	1371			
Percent in Pace	75.7%			
Number > 35 MPH	673			
Percent > 35 MPH	37.2%			

<b>Grand Total</b>	<b>3</b>	<b>14</b>	<b>89</b>	<b>594</b>	<b>1616</b>	<b>1133</b>	<b>169</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3638</b>
--------------------	----------	-----------	-----------	------------	-------------	-------------	------------	-----------	----------	----------	----------	----------	----------	-------------

Stats	Percentile	15th	50th	85th	95th
Speed	29	34	38	40	
Mean Speed (Average)	33.5				
10 MPH Pace Speed	30-39				
Number in Pace	2738				
Percent in Pace	75.3%				
Number > 35 MPH	1322				
Percent > 35 MPH	36.3%				

Location : Mill Street  
 Location : South of Main Street  
 City/State: Groton, MA

13051002

3/1/2022 Time	NB,		Hour Totals		SB,		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	4	17			1	10				
12:15	3	10			1	12				
12:30	0	10			0	15				
12:45	1	24	8	61	1	9	3	46	11	107
1:00	1	13			0	18				
1:15	0	15			0	17				
1:30	0	17			0	12				
1:45	0	12	1	57	0	12	0	59	1	116
2:00	1	12			0	13				
2:15	0	20			0	13				
2:30	1	26			0	14				
2:45	1	24	3	82	0	14	0	54	3	136
3:00	2	29			1	16				
3:15	1	25			1	15				
3:30	0	26			2	17				
3:45	0	29	3	109	1	12	5	60	8	169
4:00	3	21			2	20				
4:15	0	25			1	14				
4:30	3	40			5	18				
4:45	1	32	7	118	3	15	11	67	18	185
5:00	2	21			3	16				
5:15	6	46			3	7				
5:30	5	24			6	8				
5:45	4	19	17	110	19	9	31	40	48	150
6:00	3	19			7	7				
6:15	8	19			7	6				
6:30	8	13			21	5				
6:45	4	11	23	62	29	8	64	26	87	88
7:00	12	7			21	5				
7:15	10	6			20	10				
7:30	14	10			32	8				
7:45	16	12	52	35	32	7	105	30	157	65
8:00	13	7			32	3				
8:15	14	7			17	3				
8:30	18	3			14	5				
8:45	20	5	65	22	17	4	80	15	145	37
9:00	13	5			12	1				
9:15	11	4			8	3				
9:30	9	2			8	1				
9:45	9	5	42	16	13	4	41	9	83	25
10:00	12	4			6	2				
10:15	9	7			9	1				
10:30	17	3			12	1				
10:45	10	2	48	16	4	1	31	5	79	21
11:00	10	1			9	2				
11:15	11	2			6	1				
11:30	12	5			7	0				
11:45	11	1	44	9	10	1	32	4	76	13
Total	313	697			403	415			716	1112
Percent	31.0%	69.0%			49.3%	50.7%			39.2%	60.8%

Location : Mill Street  
 Location : South of Main Street  
 City/State: Groton, MA

13051002

3/2/2022 Time	NB,		Hour Totals		SB,		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	1	19			1	7				
12:15	2	16			1	11				
12:30	0	14			0	11				
12:45	0	11	3	60	1	13	3	42	6	102
1:00	1	8			0	14				
1:15	1	17			0	16				
1:30	0	17			0	11				
1:45	0	16	2	58	0	8	0	49	2	107
2:00	0	12			0	8				
2:15	0	25			0	7				
2:30	0	27			0	14				
2:45	1	26	1	90	0	7	0	36	1	126
3:00	0	33			1	12				
3:15	0	34			1	20				
3:30	0	40			2	19				
3:45	0	34	0	141	0	15	4	66	4	207
4:00	0	36			1	15				
4:15	1	36			1	10				
4:30	2	33			6	15				
4:45	3	24	6	129	7	8	15	48	21	177
5:00	2	33			3	9				
5:15	6	26			3	16				
5:30	3	29			7	6				
5:45	3	19	14	107	14	8	27	39	41	146
6:00	2	9			10	11				
6:15	8	12			11	7				
6:30	7	20			22	7				
6:45	10	12	27	53	20	6	63	31	90	84
7:00	15	11			19	6				
7:15	10	9			23	5				
7:30	16	9			34	4				
7:45	18	12	59	41	31	1	107	16	166	57
8:00	17	10			32	11				
8:15	9	4			17	5				
8:30	14	3			14	9				
8:45	11	5	51	22	21	3	84	28	135	50
9:00	11	3			10	1				
9:15	10	10			10	1				
9:30	9	2			6	2				
9:45	9	4	39	19	12	3	38	7	77	26
10:00	9	6			10	1				
10:15	13	4			10	2				
10:30	8	4			9	2				
10:45	5	1	35	15	9	3	38	8	73	23
11:00	9	3			9	1				
11:15	12	1			10	0				
11:30	9	1			12	2				
11:45	13	2	43	7	5	0	36	3	79	10
Total	280	742			415	373			695	1115
Percent	27.4%	72.6%			52.7%	47.3%			38.4%	61.6%
Grand Total	593	1439			818	788			1411	2227
Percent	29.2%	70.8%			50.9%	49.1%			38.8%	61.2%
ADT		ADT: 1,828		AADT: 1,828						



**Accurate Counts**  
978-664-2565

N/S Street : Fitchs Bridge Road  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

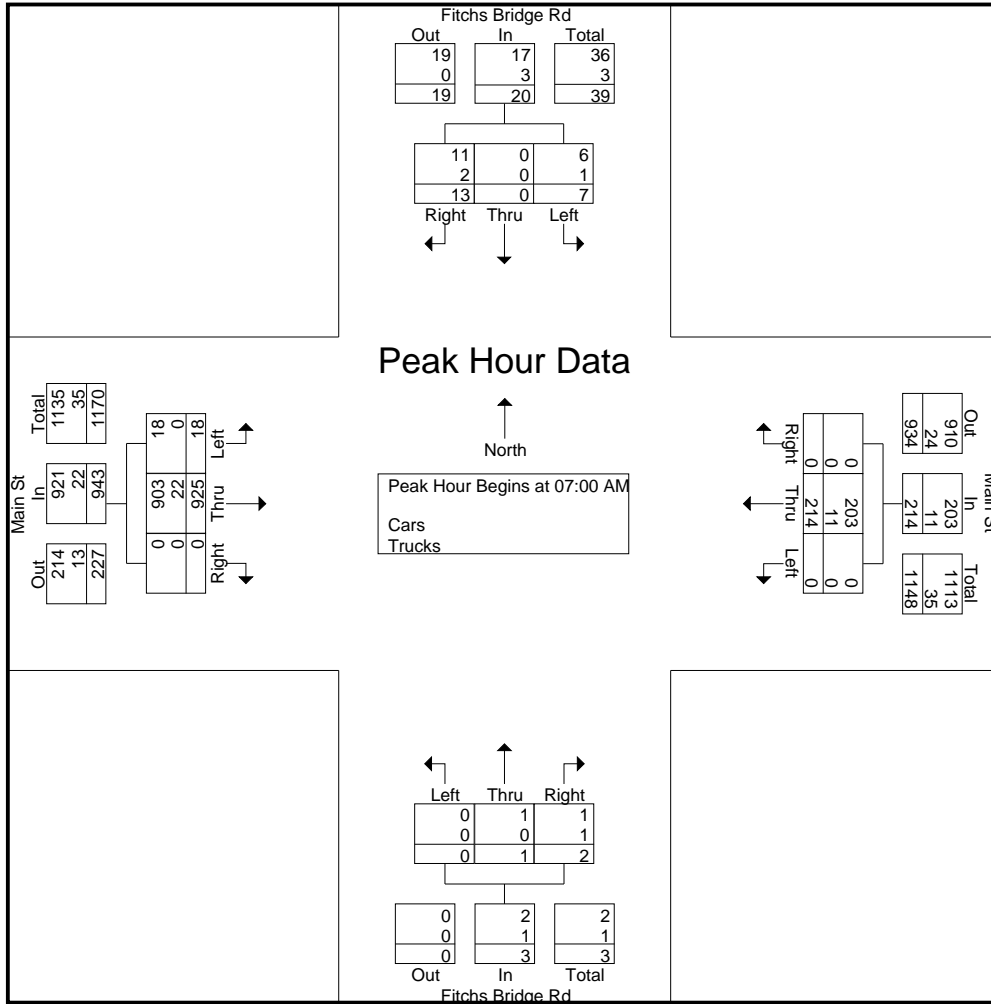
File Name : 13051001  
Site Code : 13051001  
Start Date : 2/16/2022  
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Fitchs Bridge Rd From North			Main St From East			Fitchs Bridge Rd From South			Main St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	3	0	3	0	33	0	0	1	0	14	249	0	303
07:15 AM	1	0	3	0	52	0	0	0	0	1	237	0	294
07:30 AM	2	0	5	0	71	0	0	0	0	3	231	0	312
07:45 AM	1	0	2	0	58	0	0	0	2	0	208	0	271
<b>Total</b>	<b>7</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>214</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>18</b>	<b>925</b>	<b>0</b>	<b>1180</b>
08:00 AM	1	0	0	1	66	0	0	1	1	0	159	0	229
08:15 AM	1	0	3	1	49	0	0	0	1	3	155	0	213
08:30 AM	1	0	1	0	74	0	0	1	1	4	167	0	249
08:45 AM	1	0	0	0	93	0	0	0	1	3	139	0	237
<b>Total</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>282</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>10</b>	<b>620</b>	<b>0</b>	<b>928</b>
<b>Grand Total</b>	<b>11</b>	<b>0</b>	<b>17</b>	<b>2</b>	<b>496</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>28</b>	<b>1545</b>	<b>0</b>	<b>2108</b>
Apprch %	39.3	0	60.7	0.4	99.6	0	0	33.3	66.7	1.8	98.2	0	
Total %	0.5	0	0.8	0.1	23.5	0	0	0.1	0.3	1.3	73.3	0	
Cars	10	0	15	1	461	0	0	3	5	28	1506	0	2029
% Cars	90.9	0	88.2	50	92.9	0	0	100	83.3	100	97.5	0	96.3
Trucks	1	0	2	1	35	0	0	0	1	0	39	0	79
% Trucks	9.1	0	11.8	50	7.1	0	0	0	16.7	0	2.5	0	3.7

Start Time	Fitchs Bridge Rd From North				Main St From East				Fitchs Bridge Rd From South				Main St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	3	0	3	6	0	33	0	33	0	1	0	1	14	249	0	263	303
07:15 AM	1	0	3	4	0	52	0	52	0	0	0	0	1	237	0	238	294
07:30 AM	2	0	5	7	0	71	0	71	0	0	0	0	3	231	0	234	312
07:45 AM	1	0	2	3	0	58	0	58	0	0	2	2	0	208	0	208	271
<b>Total Volume</b>	<b>7</b>	<b>0</b>	<b>13</b>	<b>20</b>	<b>0</b>	<b>214</b>	<b>0</b>	<b>214</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>18</b>	<b>925</b>	<b>0</b>	<b>943</b>	<b>1180</b>
% App. Total	35	0	65		0	100	0		0	33.3	66.7		1.9	98.1	0		
PHF	.583	.000	.650	.714	.000	.754	.000	.754	.000	.250	.250	.375	.321	.929	.000	.896	.946
Cars	6	0	11	17	0	203	0	203	0	1	1	2	18	903	0	921	1143
% Cars	85.7	0	84.6	85.0	0	94.9	0	94.9	0	100	50.0	66.7	100	97.6	0	97.7	96.9
Trucks	1	0	2	3	0	11	0	11	0	0	1	1	0	22	0	22	37
% Trucks	14.3	0	15.4	15.0	0	5.1	0	5.1	0	0	50.0	33.3	0	2.4	0	2.3	3.1

N/S Street : Fitchs Bridge Road  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

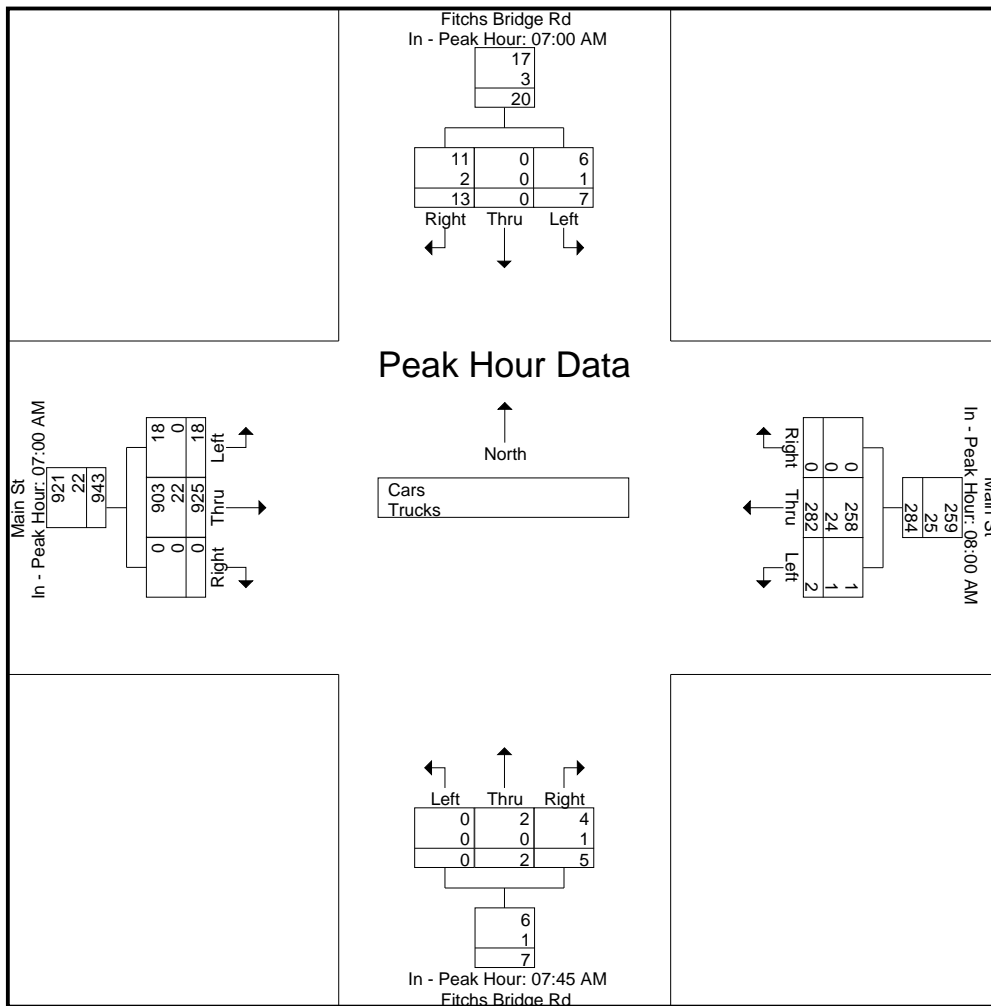


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	07:00 AM				08:00 AM				07:45 AM				07:00 AM			
+0 mins.	3	0	3	6	1	66	0	67	0	0	2	2	14	249	0	263
+15 mins.	1	0	3	4	1	49	0	50	0	1	1	2	1	237	0	238
+30 mins.	2	0	5	7	0	74	0	74	0	0	1	1	3	231	0	234
+45 mins.	1	0	2	3	0	93	0	93	0	1	1	2	0	208	0	208
Total Volume	7	0	13	20	2	282	0	284	0	2	5	7	18	925	0	943
% App. Total	35	0	65		0.7	99.3	0		0	28.6	71.4		1.9	98.1	0	
PHF	.583	.000	.650	.714	.500	.758	.000	.763	.000	.500	.625	.875	.321	.929	.000	.896
Cars	6	0	11	17	1	258	0	259	0	2	4	6	18	903	0	921
% Cars	85.7	0	84.6	85	50	91.5	0	91.2	0	100	80	85.7	100	97.6	0	97.7
Trucks	1	0	2	3	1	24	0	25	0	0	1	1	0	22	0	22
% Trucks	14.3	0	15.4	15	50	8.5	0	8.8	0	0	20	14.3	0	2.4	0	2.3



N/S Street : Fitchs Bridge Road  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Fitchs Bridge Road  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

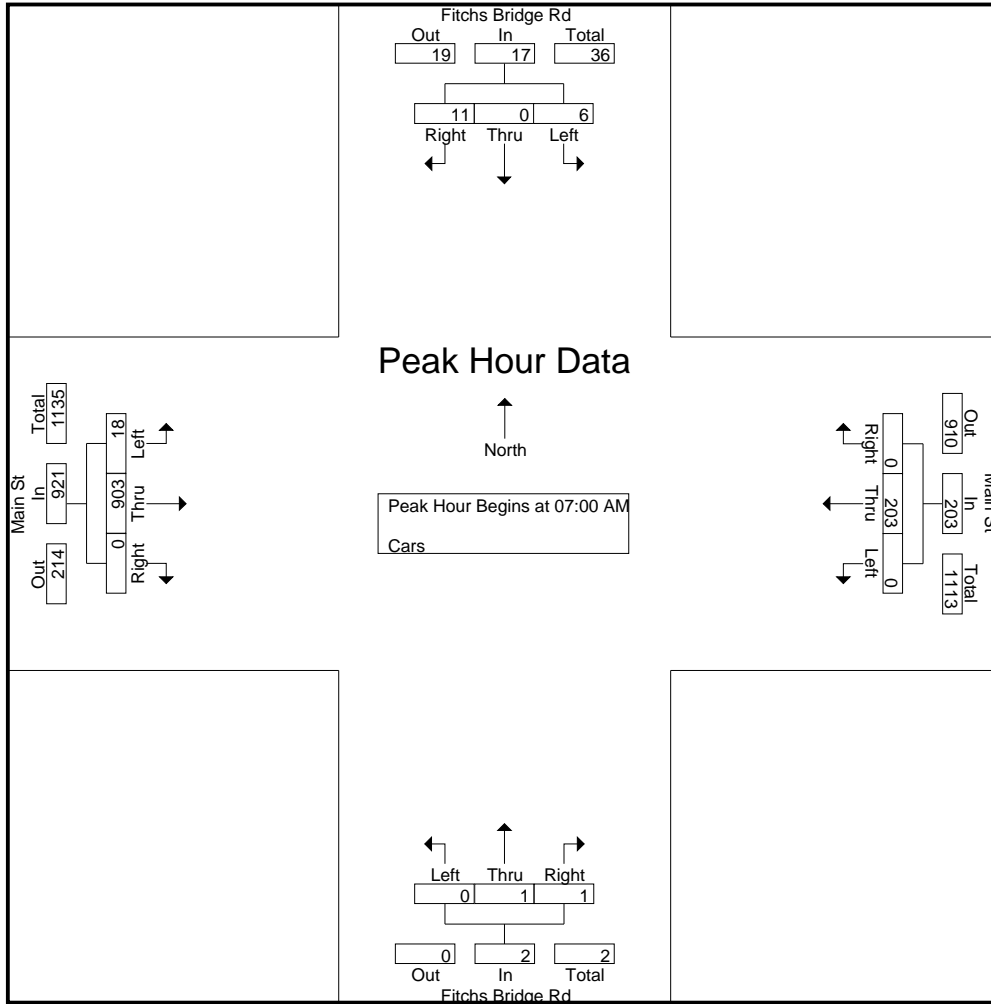
File Name : 13051001  
Site Code : 13051001  
Start Date : 2/16/2022  
Page No : 4

Groups Printed- Cars

Start Time	Fitchs Bridge Rd From North			Main St From East			Fitchs Bridge Rd From South			Main St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	3	0	3	0	31	0	0	1	0	14	242	0	294
07:15 AM	1	0	2	0	49	0	0	0	0	1	232	0	285
07:30 AM	2	0	4	0	69	0	0	0	0	3	228	0	306
07:45 AM	0	0	2	0	54	0	0	0	1	0	201	0	258
<b>Total</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>203</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>903</b>	<b>0</b>	<b>1143</b>
08:00 AM	1	0	0	1	60	0	0	1	1	0	156	0	220
08:15 AM	1	0	3	0	47	0	0	0	1	3	151	0	206
08:30 AM	1	0	1	0	69	0	0	1	1	4	161	0	238
08:45 AM	1	0	0	0	82	0	0	0	1	3	135	0	222
<b>Total</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>258</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>10</b>	<b>603</b>	<b>0</b>	<b>886</b>
Grand Total	10	0	15	1	461	0	0	3	5	28	1506	0	2029
Apprch %	40	0	60	0.2	99.8	0	0	37.5	62.5	1.8	98.2	0	
Total %	0.5	0	0.7	0	22.7	0	0	0.1	0.2	1.4	74.2	0	

Start Time	Fitchs Bridge Rd From North				Main St From East				Fitchs Bridge Rd From South				Main St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	3	0	3	6	0	31	0	31	0	1	0	1	14	242	0	256	294
07:15 AM	1	0	2	3	0	49	0	49	0	0	0	0	1	232	0	233	285
07:30 AM	2	0	4	6	0	69	0	69	0	0	0	0	3	228	0	231	306
07:45 AM	0	0	2	2	0	54	0	54	0	0	1	1	0	201	0	201	258
Total Volume	6	0	11	17	0	203	0	203	0	1	1	2	18	903	0	921	1143
% App. Total	35.3	0	64.7		0	100	0		0	50	50		2	98	0		
PHF	.500	.000	.688	.708	.000	.736	.000	.736	.000	.250	.250	.500	.321	.933	.000	.899	.934

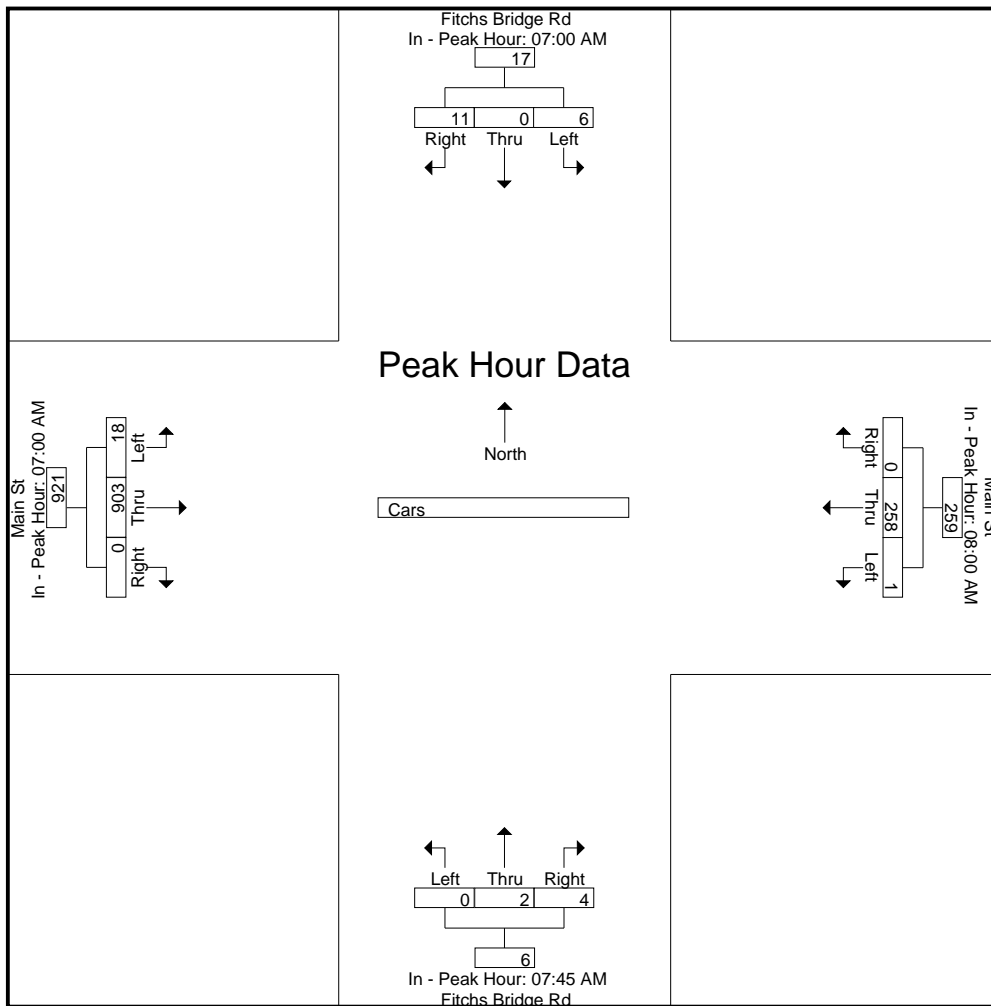
N/S Street : Fitchs Bridge Road  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



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

	07:00 AM				08:00 AM				07:45 AM				07:00 AM			
+0 mins.	3	0	3	6	1	60	0	61	0	0	1	1	14	242	0	256
+15 mins.	1	0	2	3	0	47	0	47	0	1	1	2	1	232	0	233
+30 mins.	2	0	4	6	0	69	0	69	0	0	1	1	3	228	0	231
+45 mins.	0	0	2	2	0	82	0	82	0	1	1	2	0	201	0	201
Total Volume	6	0	11	17	1	258	0	259	0	2	4	6	18	903	0	921
% App. Total	35.3	0	64.7		0.4	99.6	0		0	33.3	66.7		2	98	0	
PHF	.500	.000	.688	.708	.250	.787	.000	.790	.000	.500	1.000	.750	.321	.933	.000	.899

N/S Street : Fitchs Bridge Road  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Fitchs Bridge Road  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

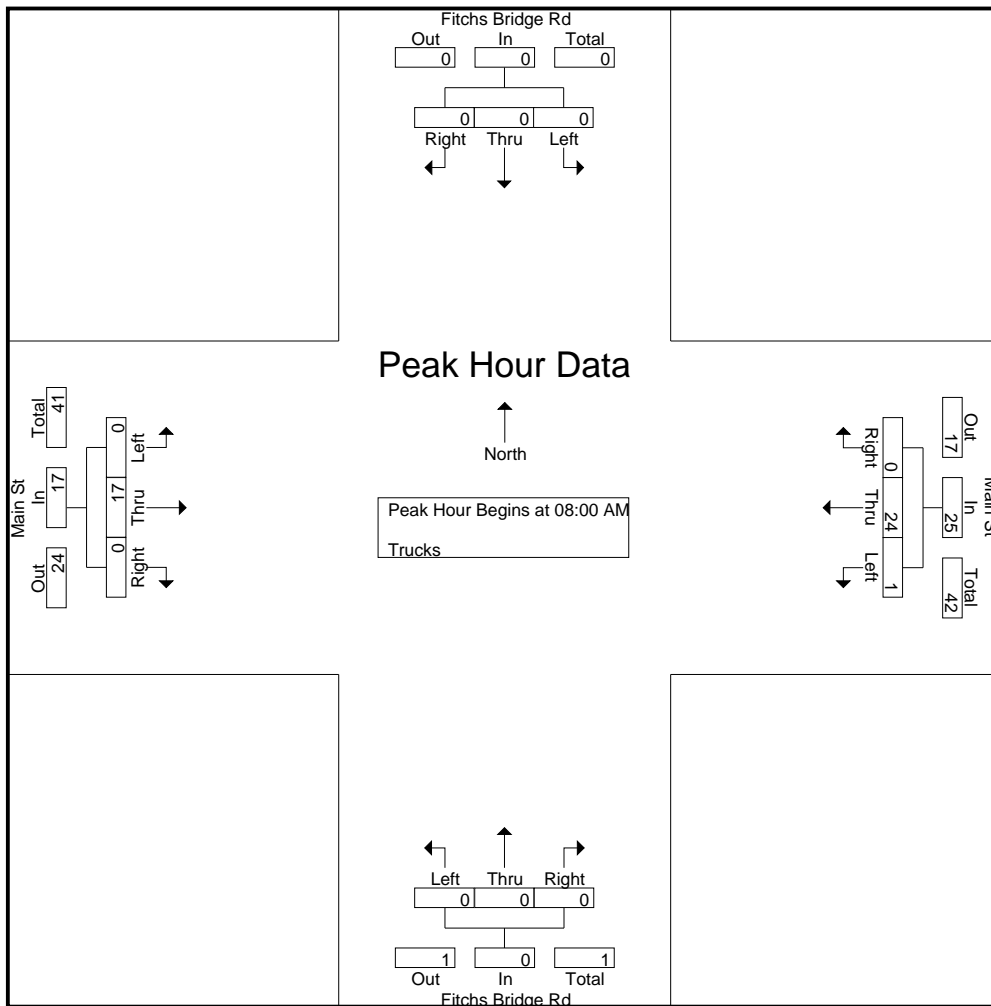
File Name : 13051001  
Site Code : 13051001  
Start Date : 2/16/2022  
Page No : 7

Groups Printed- Trucks

Start Time	Fitchs Bridge Rd From North			Main St From East			Fitchs Bridge Rd From South			Main St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	0	2	0	0	0	0	0	7	0	9
07:15 AM	0	0	1	0	3	0	0	0	0	0	5	0	9
07:30 AM	0	0	1	0	2	0	0	0	0	0	3	0	6
07:45 AM	1	0	0	0	4	0	0	0	1	0	7	0	13
Total	1	0	2	0	11	0	0	0	1	0	22	0	37
08:00 AM	0	0	0	0	6	0	0	0	0	0	3	0	9
08:15 AM	0	0	0	1	2	0	0	0	0	0	4	0	7
08:30 AM	0	0	0	0	5	0	0	0	0	0	6	0	11
08:45 AM	0	0	0	0	11	0	0	0	0	0	4	0	15
Total	0	0	0	1	24	0	0	0	0	0	17	0	42
Grand Total	1	0	2	1	35	0	0	0	1	0	39	0	79
Apprch %	33.3	0	66.7	2.8	97.2	0	0	0	100	0	100	0	
Total %	1.3	0	2.5	1.3	44.3	0	0	0	1.3	0	49.4	0	

Start Time	Fitchs Bridge Rd From North				Main St From East				Fitchs Bridge Rd From South				Main St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
08:15 AM	0	0	0	0	1	2	0	3	0	0	0	0	0	4	0	4	7
08:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	6	0	6	11
08:45 AM	0	0	0	0	0	11	0	11	0	0	0	0	0	4	0	4	15
Total Volume	0	0	0	0	1	24	0	25	0	0	0	0	0	17	0	17	42
% App. Total	0	0	0	0	4	96	0	100	0	0	0	0	0	100	0	100	
PHF	.000	.000	.000	.000	.250	.545	.000	.568	.000	.000	.000	.000	.000	.708	.000	.708	.700

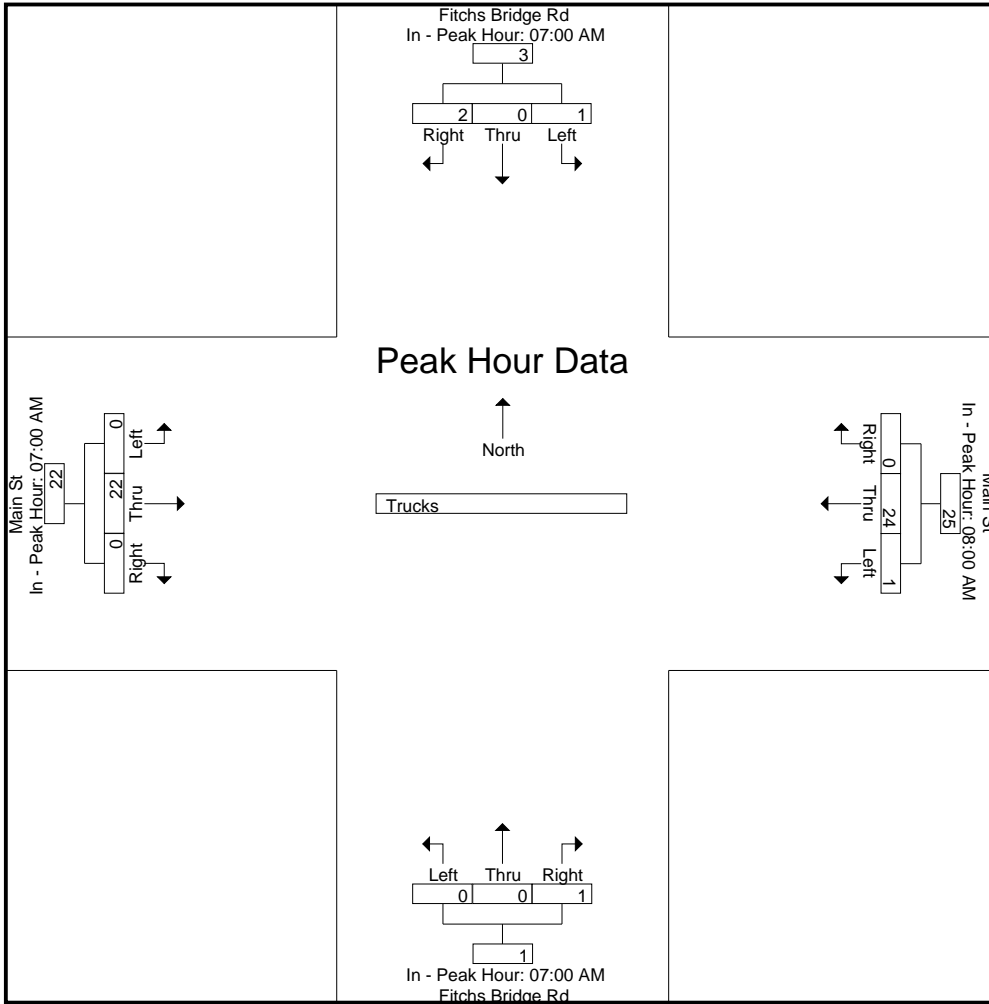
N/S Street : Fitchs Bridge Road  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



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

	07:00 AM				08:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	7	0	7
+15 mins.	0	0	1	1	1	2	0	3	0	0	0	0	0	5	0	5
+30 mins.	0	0	1	1	0	5	0	5	0	0	0	0	0	3	0	3
+45 mins.	1	0	0	1	0	11	0	11	0	0	1	1	0	7	0	7
Total Volume	1	0	2	3	1	24	0	25	0	0	1	1	0	22	0	22
% App. Total	33.3	0	66.7		4	96	0		0	0	100		0	100	0	
PHF	.250	.000	.500	.750	.250	.545	.000	.568	.000	.000	.250	.250	.000	.786	.000	.786

N/S Street : Fitchs Bridge Road  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Fitchs Bridge Road  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

File Name : 13051001  
Site Code : 13051001  
Start Date : 2/16/2022  
Page No : 10

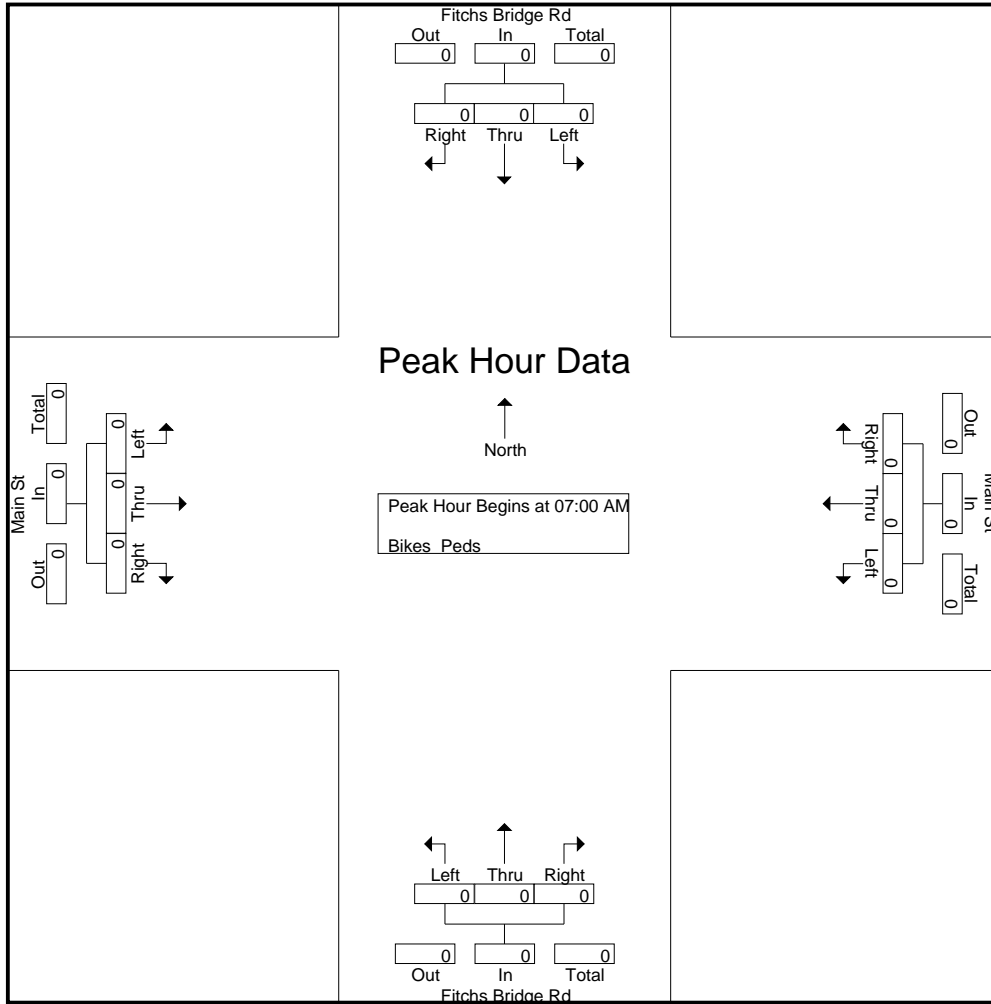
Groups Printed- Bikes Peds

Start Time	Fitchs Bridge Rd From North				Main St From East				Fitchs Bridge Rd From South				Main St From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0				
Total %																	0	0	

Start Time	Fitchs Bridge Rd From North				Main St From East				Fitchs Bridge Rd From South				Main St From West				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0			
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



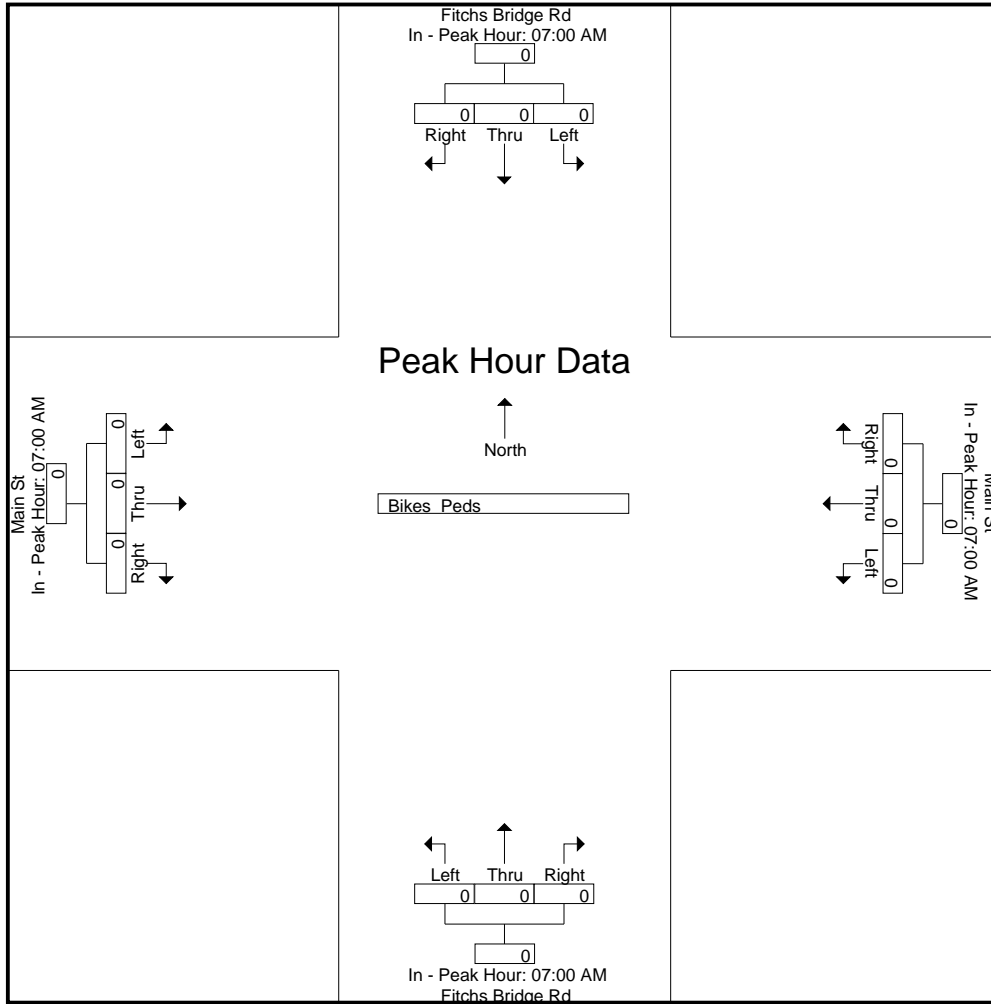
N/S Street : Fitchs Bridge Road  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



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

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

N/S Street : Fitchs Bridge Road  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Fitchs Bridge Road  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

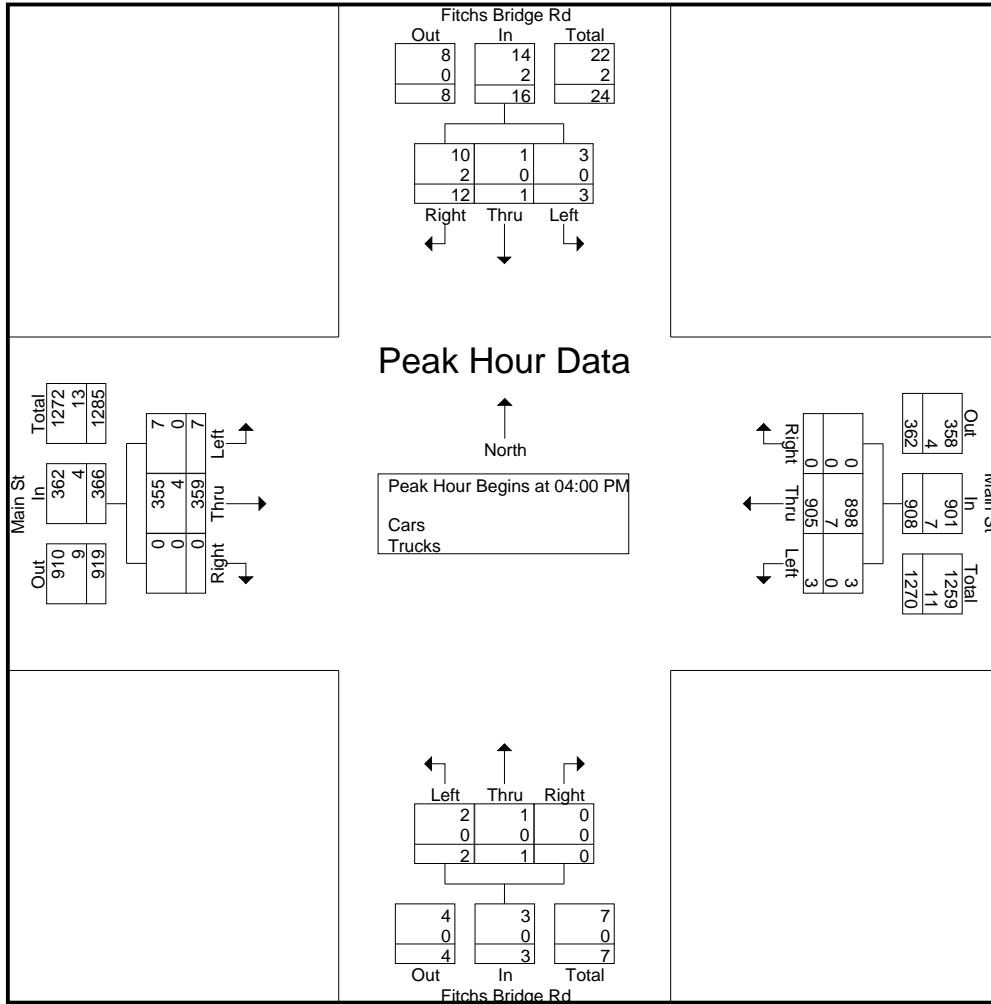
File Name : 13051001  
Site Code : 13051001  
Start Date : 2/16/2022  
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Fitchs Bridge Rd From North			Main St From East			Fitchs Bridge Rd From South			Main St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	1	1	4	0	267	0	1	0	0	3	102	0	379
04:15 PM	1	0	2	0	208	0	1	0	0	2	94	0	308
04:30 PM	0	0	3	2	223	0	0	1	0	0	84	0	313
04:45 PM	1	0	3	1	207	0	0	0	0	2	79	0	293
<b>Total</b>	<b>3</b>	<b>1</b>	<b>12</b>	<b>3</b>	<b>905</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>359</b>	<b>0</b>	<b>1293</b>
05:00 PM	1	0	5	0	203	0	0	1	0	0	84	1	295
05:15 PM	1	0	6	0	218	0	1	0	0	5	74	0	305
05:30 PM	0	0	2	0	192	0	0	1	1	3	78	0	277
05:45 PM	0	1	1	0	157	0	0	0	1	1	56	0	217
<b>Total</b>	<b>2</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>770</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>9</b>	<b>292</b>	<b>1</b>	<b>1094</b>
06:00 PM	1	0	3	0	144	0	0	0	0	2	60	0	210
06:15 PM	0	0	2	1	127	0	0	0	0	1	56	0	187
<b>Grand Total</b>	<b>6</b>	<b>2</b>	<b>31</b>	<b>4</b>	<b>1946</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>19</b>	<b>767</b>	<b>1</b>	<b>2784</b>
Apprch %	15.4	5.1	79.5	0.2	99.8	0	37.5	37.5	25	2.4	97.5	0.1	
Total %	0.2	0.1	1.1	0.1	69.9	0	0.1	0.1	0.1	0.7	27.6	0	
Cars	6	2	29	4	1926	0	3	3	2	19	750	1	2745
% Cars	100	100	93.5	100	99	0	100	100	100	100	97.8	100	98.6
Trucks	0	0	2	0	20	0	0	0	0	0	17	0	39
% Trucks	0	0	6.5	0	1	0	0	0	0	0	2.2	0	1.4

Start Time	Fitchs Bridge Rd From North				Main St From East				Fitchs Bridge Rd From South				Main St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	1	4	6	0	267	0	267	1	0	0	1	3	102	0	105	379
04:15 PM	1	0	2	3	0	208	0	208	1	0	0	1	2	94	0	96	308
04:30 PM	0	0	3	3	2	223	0	225	0	1	0	1	0	84	0	84	313
04:45 PM	1	0	3	4	1	207	0	208	0	0	0	0	2	79	0	81	293
<b>Total Volume</b>	<b>3</b>	<b>1</b>	<b>12</b>	<b>16</b>	<b>3</b>	<b>905</b>	<b>0</b>	<b>908</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>359</b>	<b>0</b>	<b>366</b>	<b>1293</b>
% App. Total	18.8	6.2	75		0.3	99.7	0		66.7	33.3	0		1.9	98.1	0		
PHF	.750	.250	.750	.667	.375	.847	.000	.850	.500	.250	.000	.750	.583	.880	.000	.871	.853
Cars	3	1	10	14	3	898	0	901	2	1	0	3	7	355	0	362	1280
% Cars	100	100	83.3	87.5	100	99.2	0	99.2	100	100	0	100	100	98.9	0	98.9	99.0
Trucks	0	0	2	2	0	7	0	7	0	0	0	0	0	4	0	4	13
% Trucks	0	0	16.7	12.5	0	0.8	0	0.8	0	0	0	0	0	1.1	0	1.1	1.0

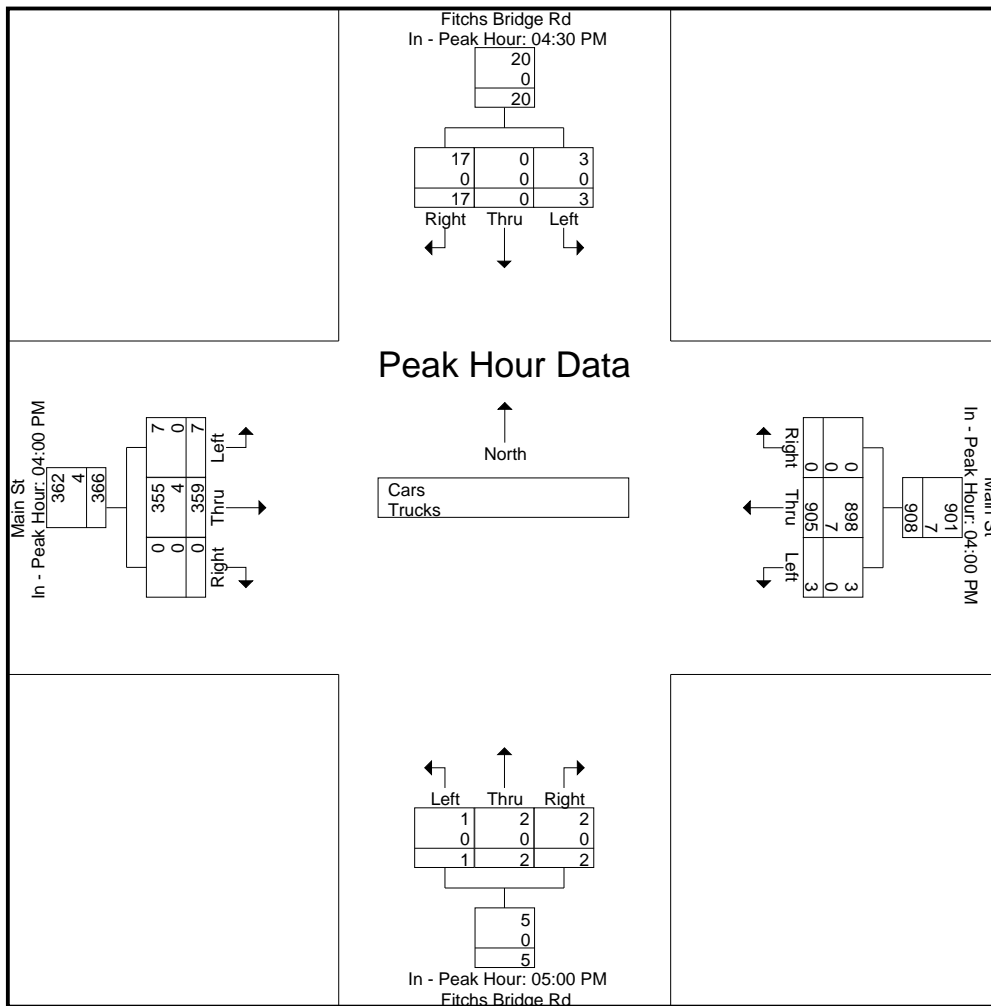
N/S Street : Fitchs Bridge Road  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				05:00 PM				04:00 PM			
+0 mins.	0	0	3	3	0	<b>267</b>	0	<b>267</b>	0	<b>1</b>	0	<b>1</b>	<b>3</b>	<b>102</b>	0	<b>105</b>
+15 mins.	1	0	3	4	0	208	0	208	1	0	0	1	2	94	0	96
+30 mins.	1	0	5	6	2	223	0	225	0	1	1	2	0	84	0	84
+45 mins.	1	0	6	7	1	207	0	208	0	0	1	1	2	79	0	81
Total Volume	3	0	17	20	3	905	0	908	1	2	2	5	7	359	0	366
% App. Total	15	0	85		0.3	99.7	0		20	40	40		1.9	98.1	0	
PHF	.750	.000	.708	.714	.375	.847	.000	.850	.250	.500	.500	.625	.583	.880	.000	.871
Cars	3	0	17	20	3	898	0	901	1	2	2	5	7	355	0	362
% Cars	100	0	100	100	100	99.2	0	99.2	100	100	100	100	100	98.9	0	98.9
Trucks	0	0	0	0	0	7	0	7	0	0	0	0	0	4	0	4
% Trucks	0	0	0	0	0	0.8	0	0.8	0	0	0	0	0	1.1	0	1.1

N/S Street : Fitchs Bridge Road  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Fitchs Bridge Road  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

File Name : 13051001  
Site Code : 13051001  
Start Date : 2/16/2022  
Page No : 4

Groups Printed- Cars

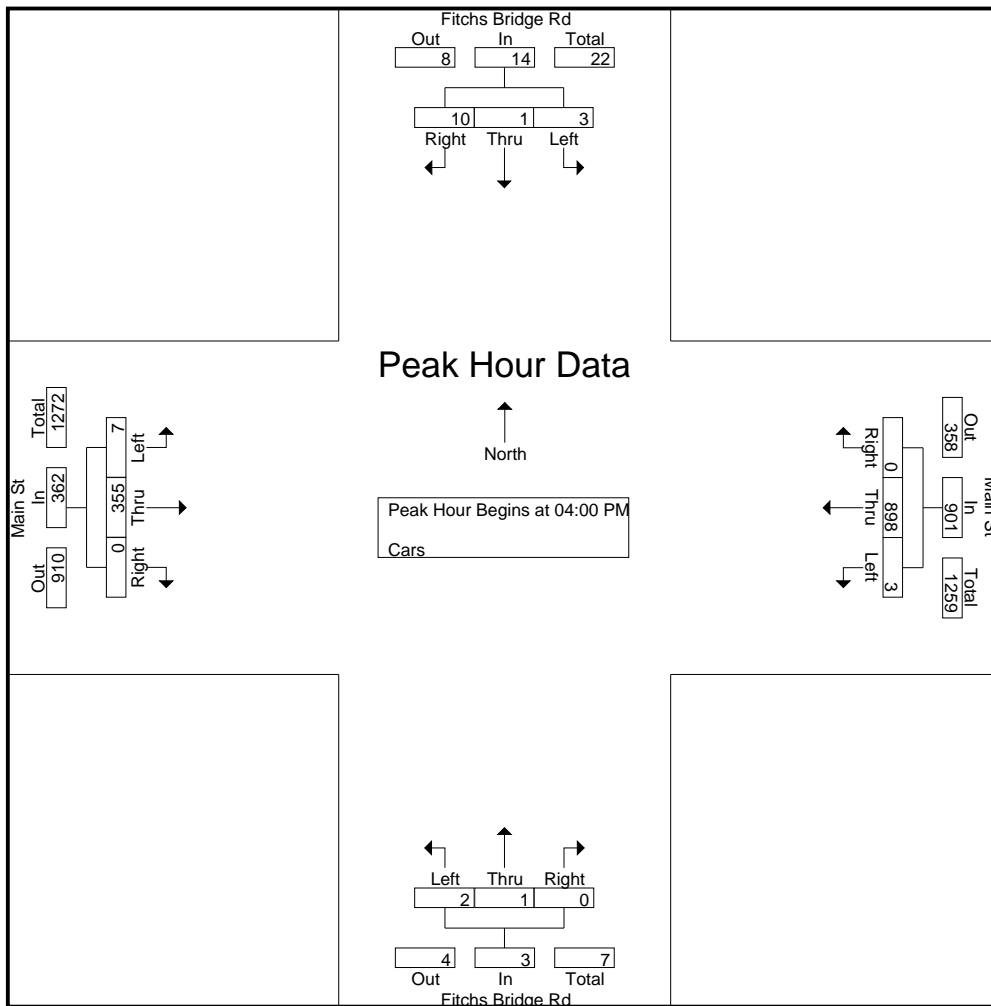
Start Time	Fitchs Bridge Rd From North			Main St From East			Fitchs Bridge Rd From South			Main St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	1	1	2	0	262	0	1	0	0	3	102	0	372
04:15 PM	1	0	2	0	207	0	1	0	0	2	93	0	306
04:30 PM	0	0	3	2	222	0	0	1	0	0	82	0	310
04:45 PM	1	0	3	1	207	0	0	0	0	2	78	0	292
<b>Total</b>	<b>3</b>	<b>1</b>	<b>10</b>	<b>3</b>	<b>898</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>355</b>	<b>0</b>	<b>1280</b>
05:00 PM	1	0	5	0	200	0	0	1	0	0	83	1	291
05:15 PM	1	0	6	0	217	0	1	0	0	5	72	0	302
05:30 PM	0	0	2	0	191	0	0	1	1	3	75	0	273
05:45 PM	0	1	1	0	155	0	0	0	1	1	55	0	214
<b>Total</b>	<b>2</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>763</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>9</b>	<b>285</b>	<b>1</b>	<b>1080</b>
06:00 PM	1	0	3	0	139	0	0	0	0	2	56	0	201
06:15 PM	0	0	2	1	126	0	0	0	0	1	54	0	184
<b>Grand Total</b>	<b>6</b>	<b>2</b>	<b>29</b>	<b>4</b>	<b>1926</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>19</b>	<b>750</b>	<b>1</b>	<b>2745</b>
Apprch %	16.2	5.4	78.4	0.2	99.8	0	37.5	37.5	25	2.5	97.4	0.1	
Total %	0.2	0.1	1.1	0.1	70.2	0	0.1	0.1	0.1	0.7	27.3	0	

Start Time	Fitchs Bridge Rd From North				Main St From East				Fitchs Bridge Rd From South				Main St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	1	2	4	0	262	0	262	1	0	0	1	3	102	0	105	372
04:15 PM	1	0	2	3	0	207	0	207	1	0	0	1	2	93	0	95	306
04:30 PM	0	0	3	3	2	222	0	224	0	1	0	1	0	82	0	82	310
04:45 PM	1	0	3	4	1	207	0	208	0	0	0	0	2	78	0	80	292
<b>Total Volume</b>	<b>3</b>	<b>1</b>	<b>10</b>	<b>14</b>	<b>3</b>	<b>898</b>	<b>0</b>	<b>901</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>355</b>	<b>0</b>	<b>362</b>	<b>1280</b>
% App. Total	21.4	7.1	71.4		0.3	99.7	0		66.7	33.3	0		1.9	98.1	0		
PHF	.750	.250	.833	.875	.375	.857	.000	.860	.500	.250	.000	.750	.583	.870	.000	.862	.860

**Accurate Counts**  
978-664-2565

File Name : 13051001  
Site Code : 13051001  
Start Date : 2/16/2022  
Page No : 5

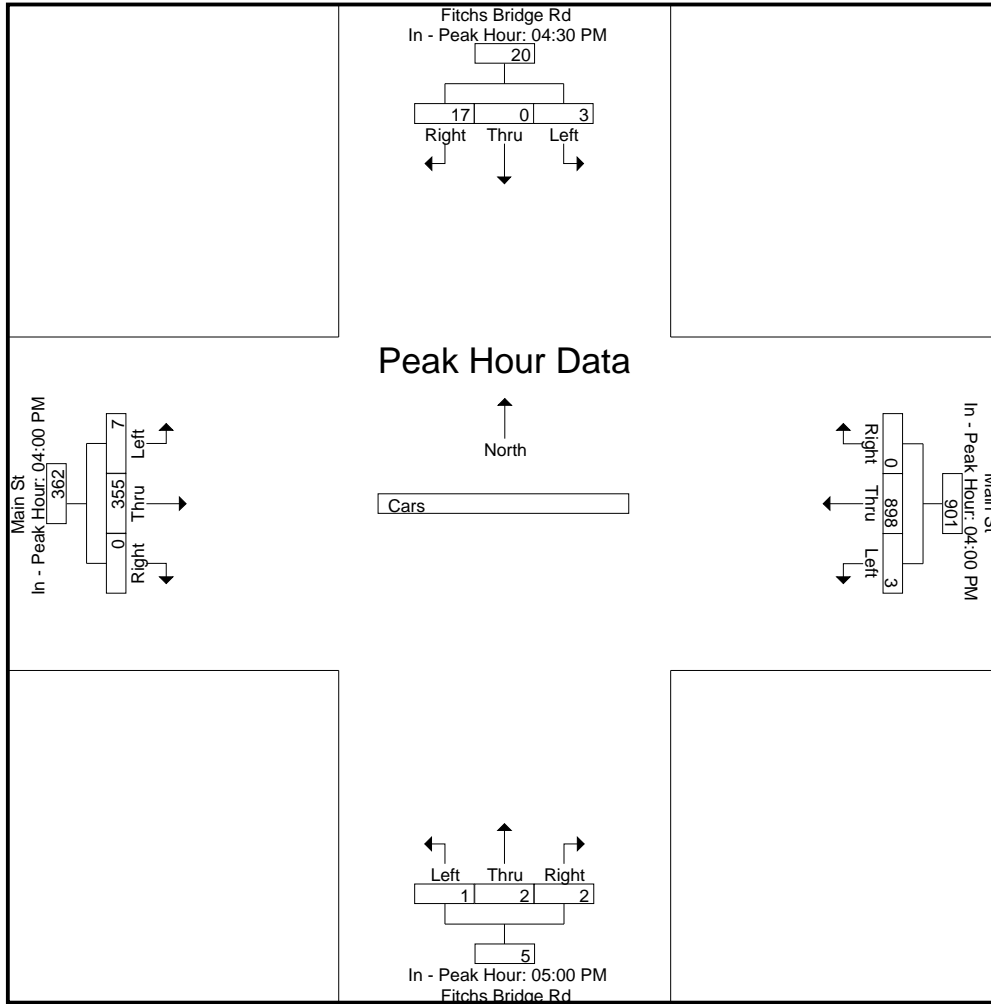
N/S Street : Fitchs Bridge Road  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				05:00 PM				04:00 PM			
+0 mins.	0	0	3	3	0	<b>262</b>	0	<b>262</b>	0	1	0	1	3	<b>102</b>	0	<b>105</b>
+15 mins.	1	0	3	4	0	207	0	207	1	0	0	1	2	93	0	95
+30 mins.	1	0	5	6	2	222	0	224	0	1	1	2	0	82	0	82
+45 mins.	1	0	6	7	1	207	0	208	0	0	1	1	2	78	0	80
Total Volume	3	0	17	20	3	898	0	901	1	2	2	5	7	355	0	362
% App. Total	15	0	85		0.3	99.7	0		20	40	40		1.9	98.1	0	
PHF	.750	.000	.708	.714	.375	.857	.000	.860	.250	.500	.500	.625	.583	.870	.000	.862

N/S Street : Fitchs Bridge Road  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear





**Accurate Counts**  
978-664-2565

N/S Street : Fitchs Bridge Road  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

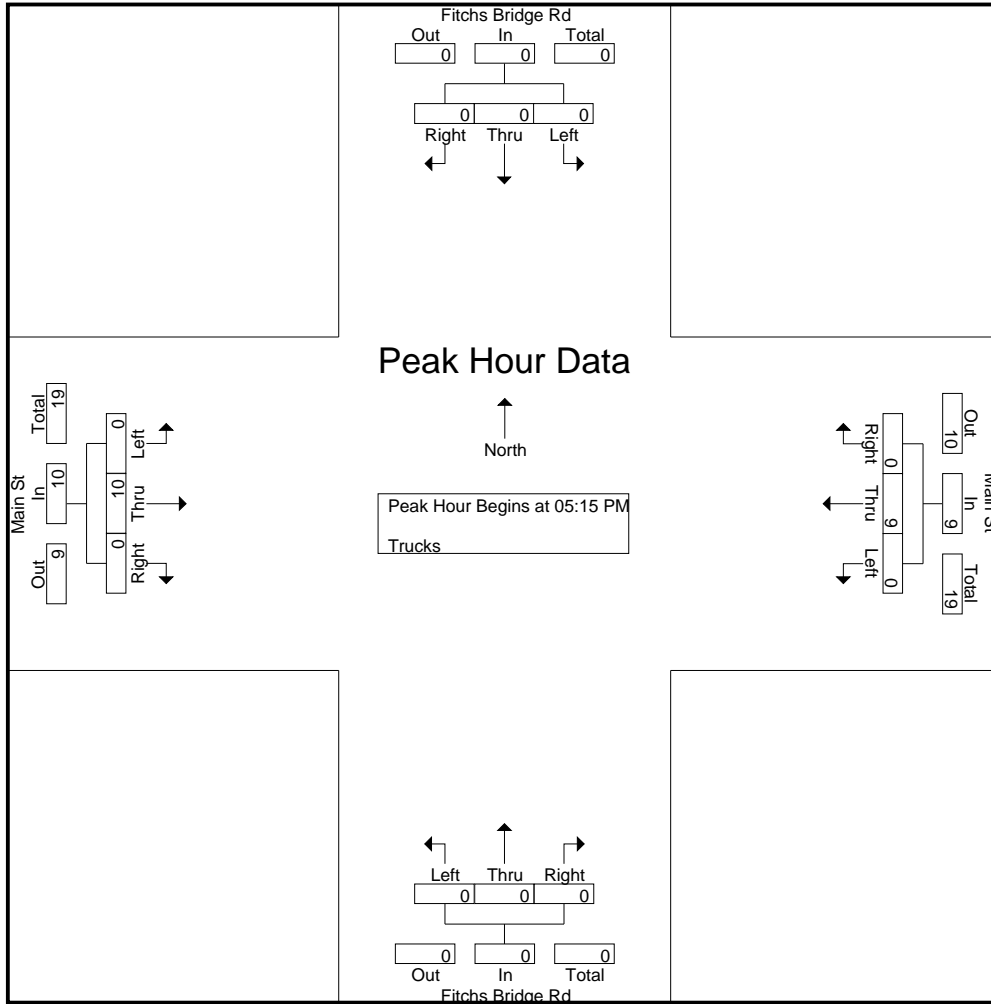
File Name : 13051001  
Site Code : 13051001  
Start Date : 2/16/2022  
Page No : 7

Groups Printed- Trucks

Start Time	Fitchs Bridge Rd From North			Main St From East			Fitchs Bridge Rd From South			Main St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	0	0	2	0	5	0	0	0	0	0	0	0	7
04:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
04:30 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>13</b>
05:00 PM	0	0	0	0	3	0	0	0	0	0	1	0	4
05:15 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
05:30 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
05:45 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>14</b>
06:00 PM	0	0	0	0	5	0	0	0	0	0	4	0	9
06:15 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>39</b>
Apprch %	0	0	100	0	100	0	0	0	0	0	100	0	
Total %	0	0	5.1	0	51.3	0	0	0	0	0	43.6	0	

Start Time	Fitchs Bridge Rd From North				Main St From East				Fitchs Bridge Rd From South				Main St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
06:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>19</b>
<b>% App. Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>
PHF	.000	.000	.000	.000	.000	.450	.000	.450	.000	.000	.000	.000	.000	.625	.000	.625	.528

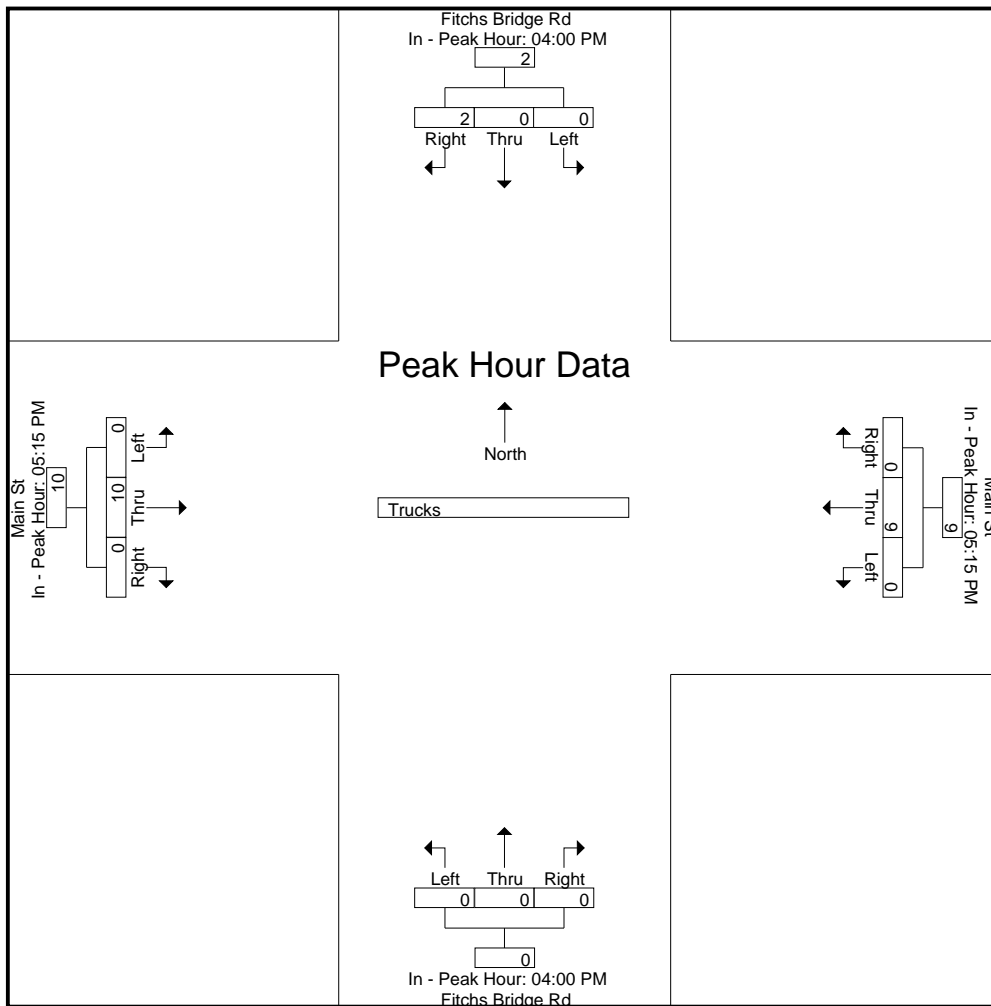
N/S Street : Fitchs Bridge Road  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	04:00 PM				05:15 PM				04:00 PM				05:15 PM				
	Out	In	Right	Left	Out	In	Right	Left	Out	In	Right	Left	Out	In	Right	Left	
+0 mins.	0	0	2	2	0	1	0	1	0	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	0	4	0	4
Total Volume	0	0	2	2	0	9	0	9	0	0	0	0	0	0	10	0	10
% App. Total	0	0	100	0	0	100	0	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.250	.250	.000	.450	.000	.450	.000	.000	.000	.000	.000	.000	.625	.000	.625

N/S Street : Fitchs Bridge Road  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Fitchs Bridge Road  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

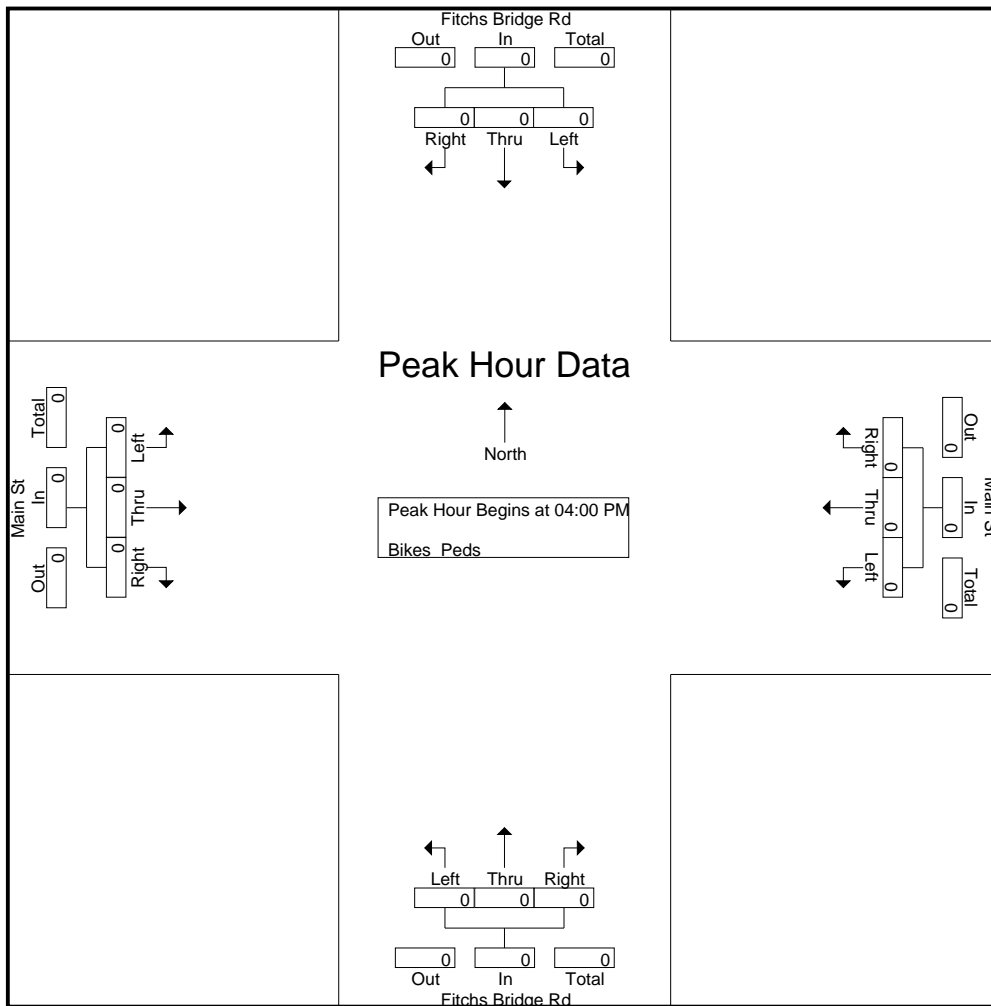
File Name : 13051001  
Site Code : 13051001  
Start Date : 2/16/2022  
Page No : 10

Groups Printed- Bikes Peds

Start Time	Fitchs Bridge Rd From North				Main St From East				Fitchs Bridge Rd From South				Main St From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
04:00 PM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	2
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0				
Total %																	100	0	

Start Time	Fitchs Bridge Rd From North				Main St From East				Fitchs Bridge Rd From South				Main St From West				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:00 PM																		
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0			
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

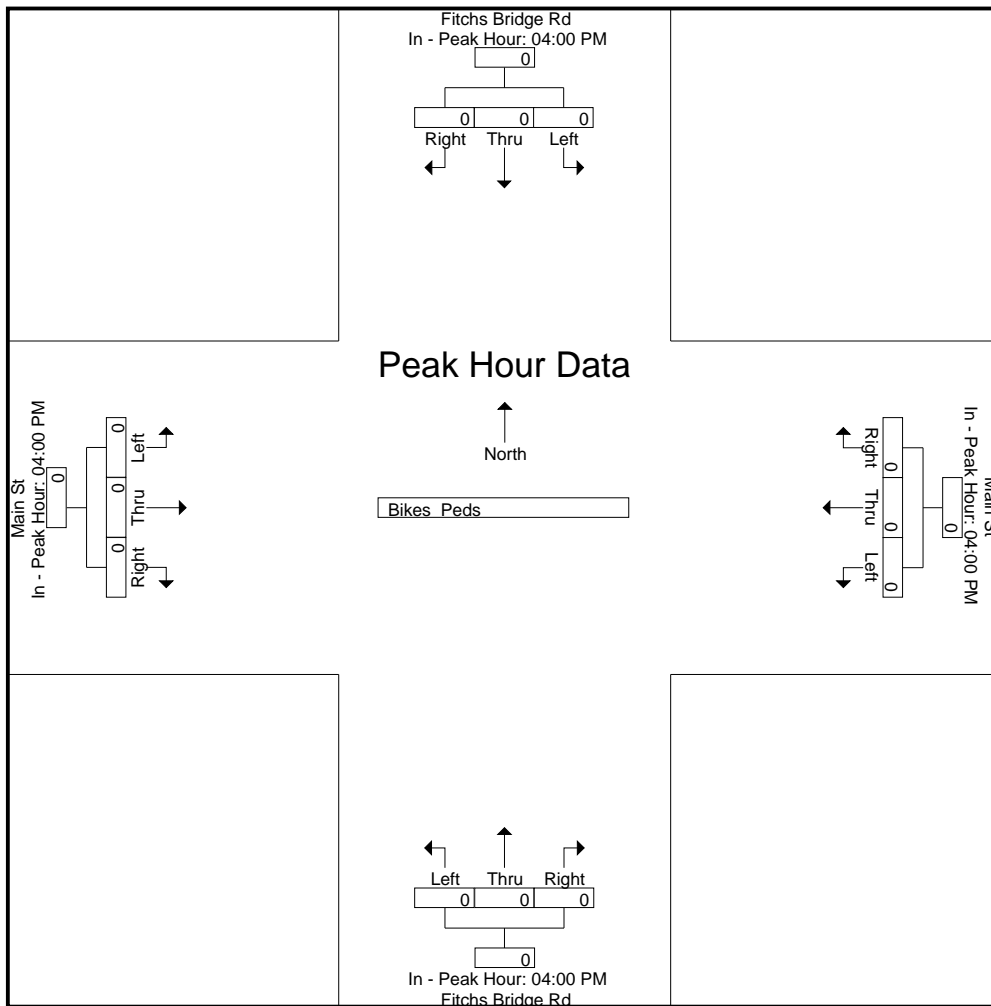
N/S Street : Fitchs Bridge Road  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

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

N/S Street : Fitchs Bridge Road  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

File Name : 13051002  
Site Code : 13051002  
Start Date : 2/16/2022  
Page No : 1

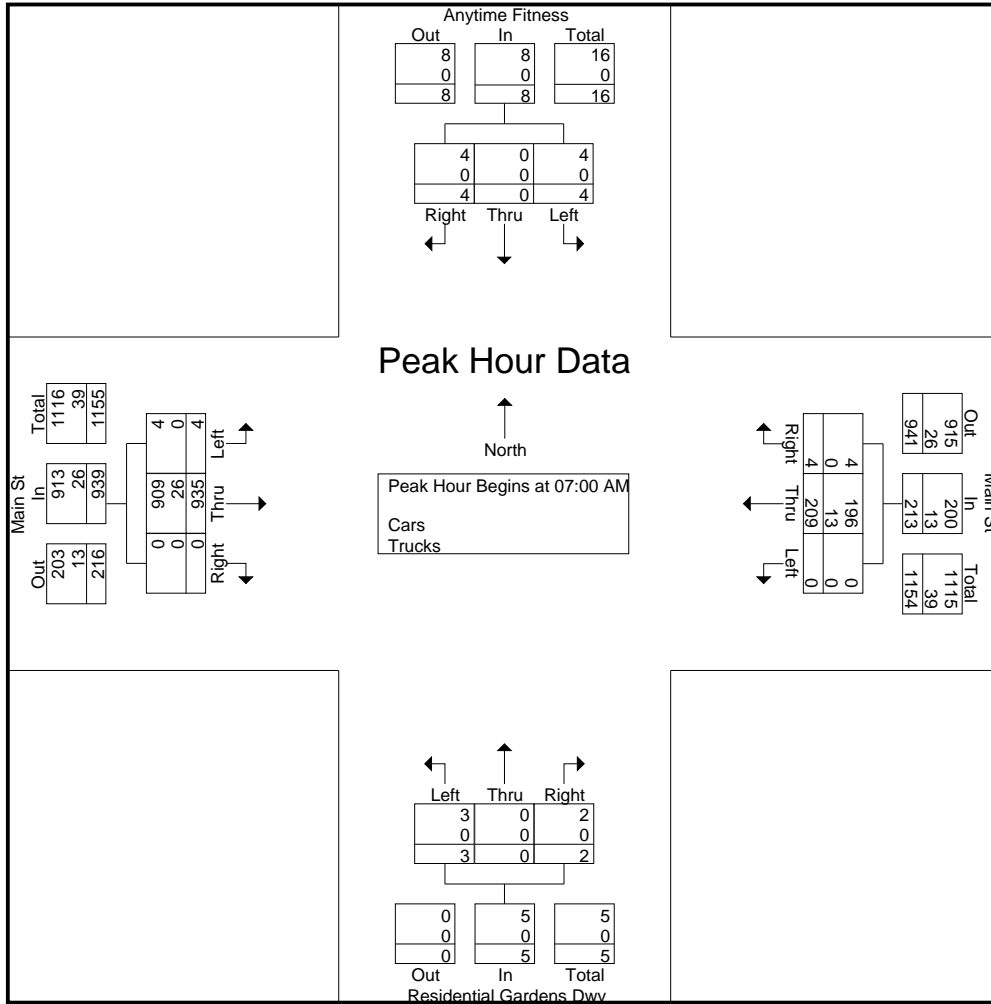
N/S Street : Anytime Fitness / Gardens Dwy  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

Groups Printed- Cars - Trucks

Start Time	Anytime Fitness From North			Main St From East			Residential Gardens Dwy From South			Main St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	2	0	0	0	32	1	1	0	1	0	248	0	285
07:15 AM	0	0	1	0	52	2	1	0	0	1	240	0	297
07:30 AM	1	0	3	0	67	0	1	0	1	1	234	0	308
07:45 AM	1	0	0	0	58	1	0	0	0	2	213	0	275
<b>Total</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>209</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>935</b>	<b>0</b>	<b>1165</b>
08:00 AM	2	0	0	1	81	0	0	0	0	0	165	0	249
08:15 AM	1	0	1	0	55	1	0	0	0	0	152	1	211
08:30 AM	1	0	0	1	74	2	0	0	0	0	175	0	253
08:45 AM	2	0	0	0	92	3	0	0	0	0	145	0	242
<b>Total</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>302</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>637</b>	<b>1</b>	<b>955</b>
<b>Grand Total</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>511</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>1572</b>	<b>1</b>	<b>2120</b>
Apprch %	66.7	0	33.3	0.4	97.7	1.9	60	0	40	0.3	99.7	0.1	
Total %	0.5	0	0.2	0.1	24.1	0.5	0.1	0	0.1	0.2	74.2	0	
Cars	10	0	5	2	468	10	3	0	2	4	1528	1	2033
% Cars	100	0	100	100	91.6	100	100	0	100	100	97.2	100	95.9
Trucks	0	0	0	0	43	0	0	0	0	0	44	0	87
% Trucks	0	0	0	0	8.4	0	0	0	0	0	2.8	0	4.1

Start Time	Anytime Fitness From North				Main St From East				Residential Gardens Dwy From South				Main St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	2	0	0	2	0	32	1	33	1	0	1	2	0	<b>248</b>	0	<b>248</b>	285
07:15 AM	0	0	1	1	0	52	2	54	1	0	0	1	1	240	0	241	297
07:30 AM	1	0	<b>3</b>	<b>4</b>	0	<b>67</b>	0	<b>67</b>	1	0	1	2	1	234	0	235	<b>308</b>
07:45 AM	1	0	0	1	0	58	1	59	0	0	0	0	<b>2</b>	213	0	215	275
<b>Total Volume</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>209</b>	<b>4</b>	<b>213</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>4</b>	<b>935</b>	<b>0</b>	<b>939</b>	<b>1165</b>
% App. Total	50	0	50	100	0	98.1	1.9	100	60	0	40	100	0.4	99.6	0	100	96.7
PHF	.500	.000	.333	.500	.000	.780	.500	.795	.750	.000	.500	.625	.500	.943	.000	.947	.946
Cars	4	0	4	8	0	196	4	200	3	0	2	5	4	909	0	913	1126
% Cars	100	0	100	100	0	93.8	100	93.9	100	0	100	100	100	97.2	0	97.2	96.7
Trucks	0	0	0	0	0	13	0	13	0	0	0	0	0	26	0	26	39
% Trucks	0	0	0	0	0	6.2	0	6.1	0	0	0	0	0	2.8	0	2.8	3.3

N/S Street : Anytime Fitness / Gardens Dwy  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

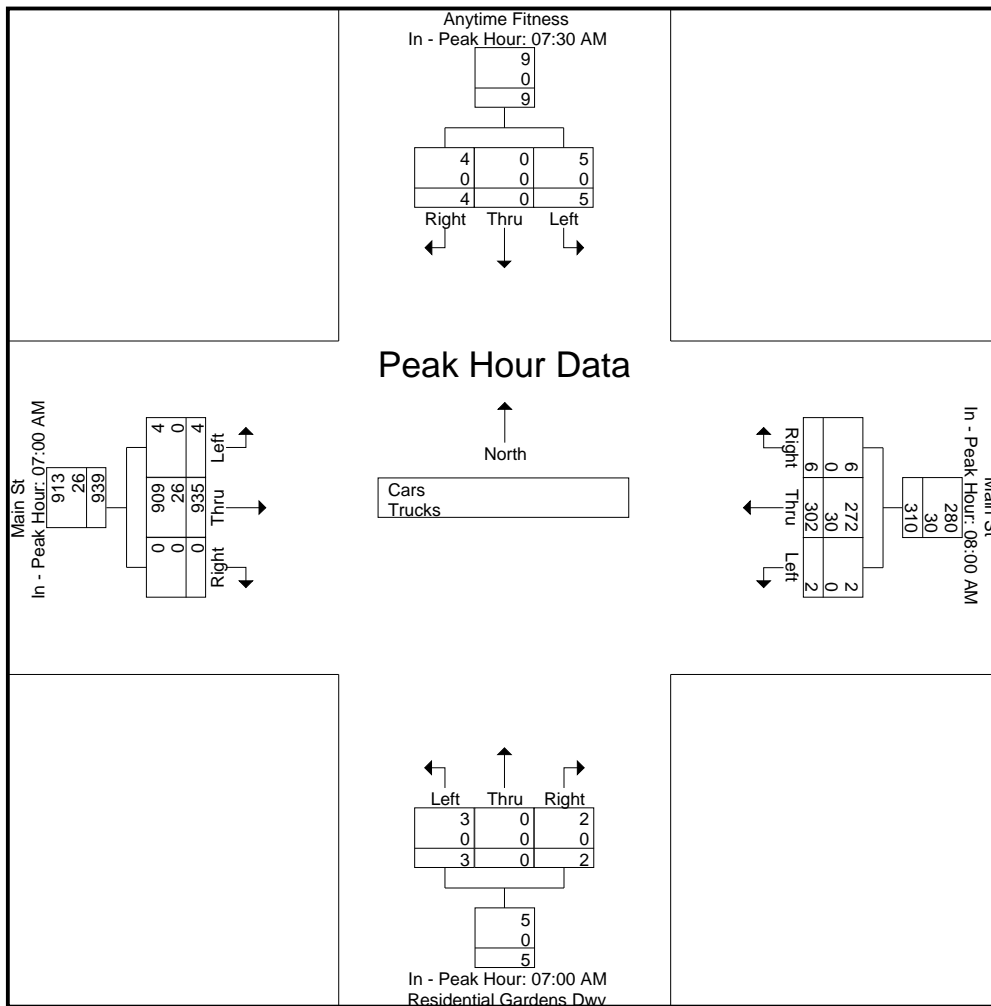


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	07:30 AM				08:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	0	3	4	1	81	0	82	1	0	1	2	0	248	0	248
+15 mins.	1	0	0	1	0	55	1	56	1	0	0	1	1	240	0	241
+30 mins.	2	0	0	2	1	74	2	77	1	0	1	2	1	234	0	235
+45 mins.	1	0	1	2	0	92	3	95	0	0	0	0	2	213	0	215
Total Volume	5	0	4	9	2	302	6	310	3	0	2	5	4	935	0	939
% App. Total	55.6	0	44.4		0.6	97.4	1.9		60	0	40		0.4	99.6	0	
PHF	.625	.000	.333	.563	.500	.821	.500	.816	.750	.000	.500	.625	.500	.943	.000	.947
Cars	5	0	4	9	2	272	6	280	3	0	2	5	4	909	0	913
% Cars	100	0	100	100	100	90.1	100	90.3	100	0	100	100	100	97.2	0	97.2
Trucks	0	0	0	0	0	30	0	30	0	0	0	0	0	26	0	26
% Trucks	0	0	0	0	0	9.9	0	9.7	0	0	0	0	0	2.8	0	2.8



N/S Street : Anytime Fitness / Gardens Dwy  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Anytime Fitness / Gardens Dwy  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

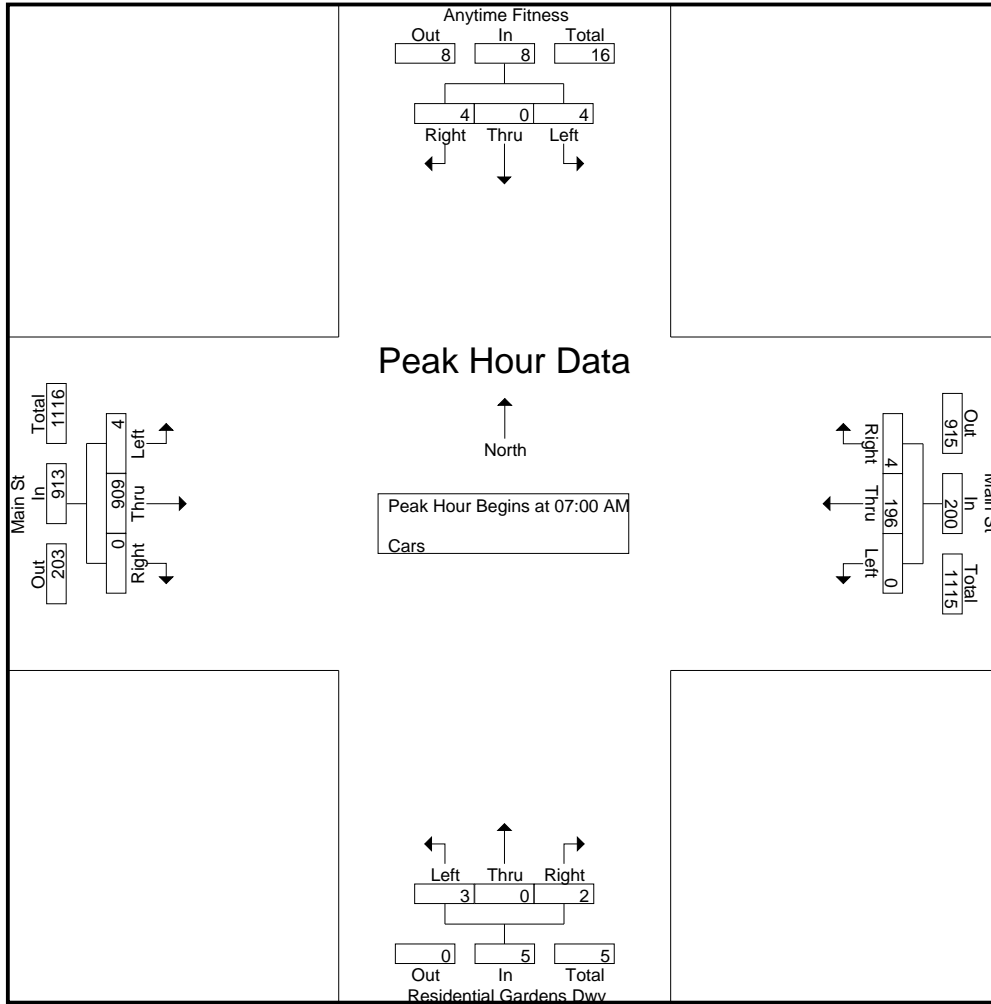
File Name : 13051002  
Site Code : 13051002  
Start Date : 2/16/2022  
Page No : 4

Groups Printed- Cars

Start Time	Anytime Fitness From North			Main St From East			Residential Gardens Dwy From South			Main St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	2	0	0	0	29	1	1	0	1	0	242	0	276
07:15 AM	0	0	1	0	49	2	1	0	0	1	232	0	286
07:30 AM	1	0	3	0	64	0	1	0	1	1	230	0	301
07:45 AM	1	0	0	0	54	1	0	0	0	2	205	0	263
Total	4	0	4	0	196	4	3	0	2	4	909	0	1126
08:00 AM	2	0	0	1	73	0	0	0	0	0	161	0	237
08:15 AM	1	0	1	0	51	1	0	0	0	0	149	1	204
08:30 AM	1	0	0	1	69	2	0	0	0	0	169	0	242
08:45 AM	2	0	0	0	79	3	0	0	0	0	140	0	224
Total	6	0	1	2	272	6	0	0	0	0	619	1	907
Grand Total	10	0	5	2	468	10	3	0	2	4	1528	1	2033
Apprch %	66.7	0	33.3	0.4	97.5	2.1	60	0	40	0.3	99.7	0.1	
Total %	0.5	0	0.2	0.1	23	0.5	0.1	0	0.1	0.2	75.2	0	

Start Time	Anytime Fitness From North				Main St From East				Residential Gardens Dwy From South				Main St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	2	0	0	2	0	29	1	30	1	0	1	2	0	242	0	242	276
07:15 AM	0	0	1	1	0	49	2	51	1	0	0	1	1	232	0	233	286
07:30 AM	1	0	3	4	0	64	0	64	1	0	1	2	1	230	0	231	301
07:45 AM	1	0	0	1	0	54	1	55	0	0	0	0	2	205	0	207	263
Total Volume	4	0	4	8	0	196	4	200	3	0	2	5	4	909	0	913	1126
% App. Total	50	0	50		0	98	2		60	0	40		0.4	99.6	0		
PHF	.500	.000	.333	.500	.000	.766	.500	.781	.750	.000	.500	.625	.500	.939	.000	.943	.935

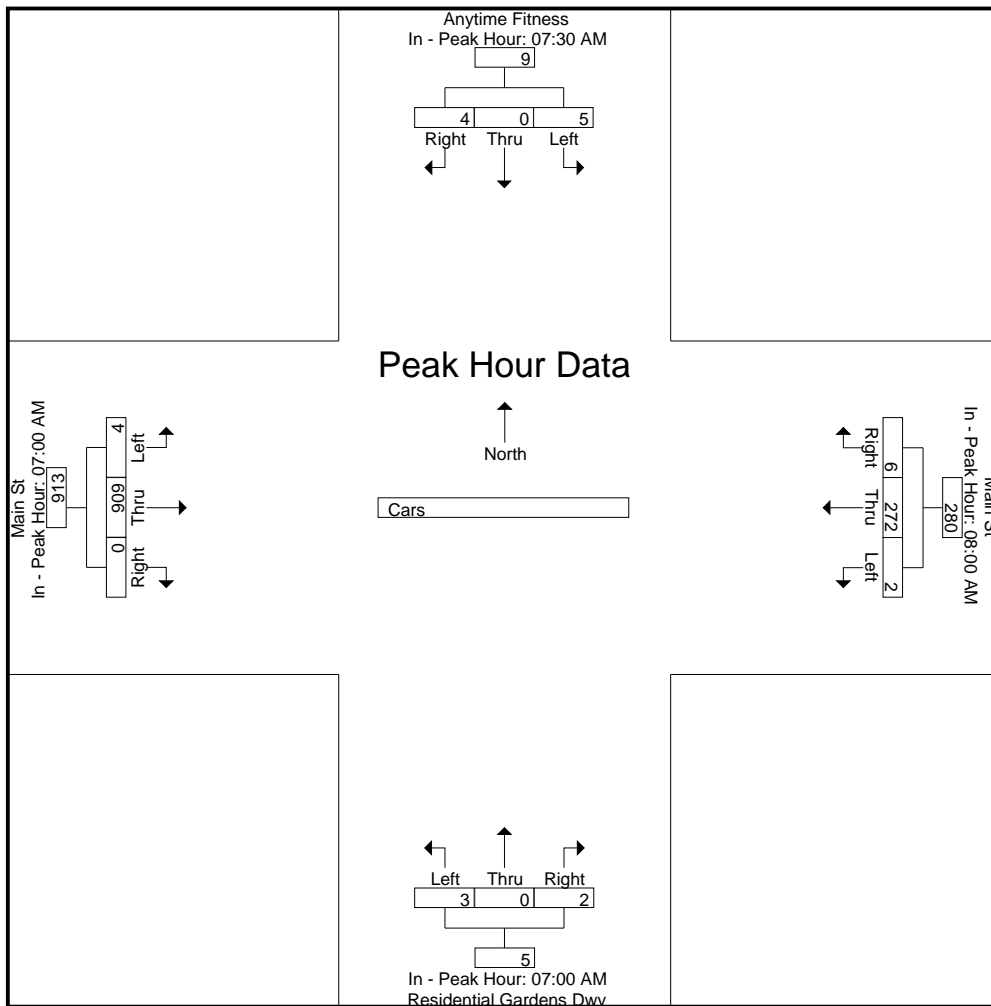
N/S Street : Anytime Fitness / Gardens Dwy  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



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

	07:30 AM				08:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	0	3	4	1	73	0	74	1	0	1	2	0	242	0	242
+15 mins.	1	0	0	1	0	51	1	52	1	0	0	1	1	232	0	233
+30 mins.	2	0	0	2	1	69	2	72	1	0	1	2	1	230	0	231
+45 mins.	1	0	1	2	0	79	3	82	0	0	0	0	2	205	0	207
Total Volume	5	0	4	9	2	272	6	280	3	0	2	5	4	909	0	913
% App. Total	55.6	0	44.4		0.7	97.1	2.1		60	0	40		0.4	99.6	0	
PHF	.625	.000	.333	.563	.500	.861	.500	.854	.750	.000	.500	.625	.500	.939	.000	.943

N/S Street : Anytime Fitness / Gardens Dwy  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Anytime Fitness / Gardens Dwy  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

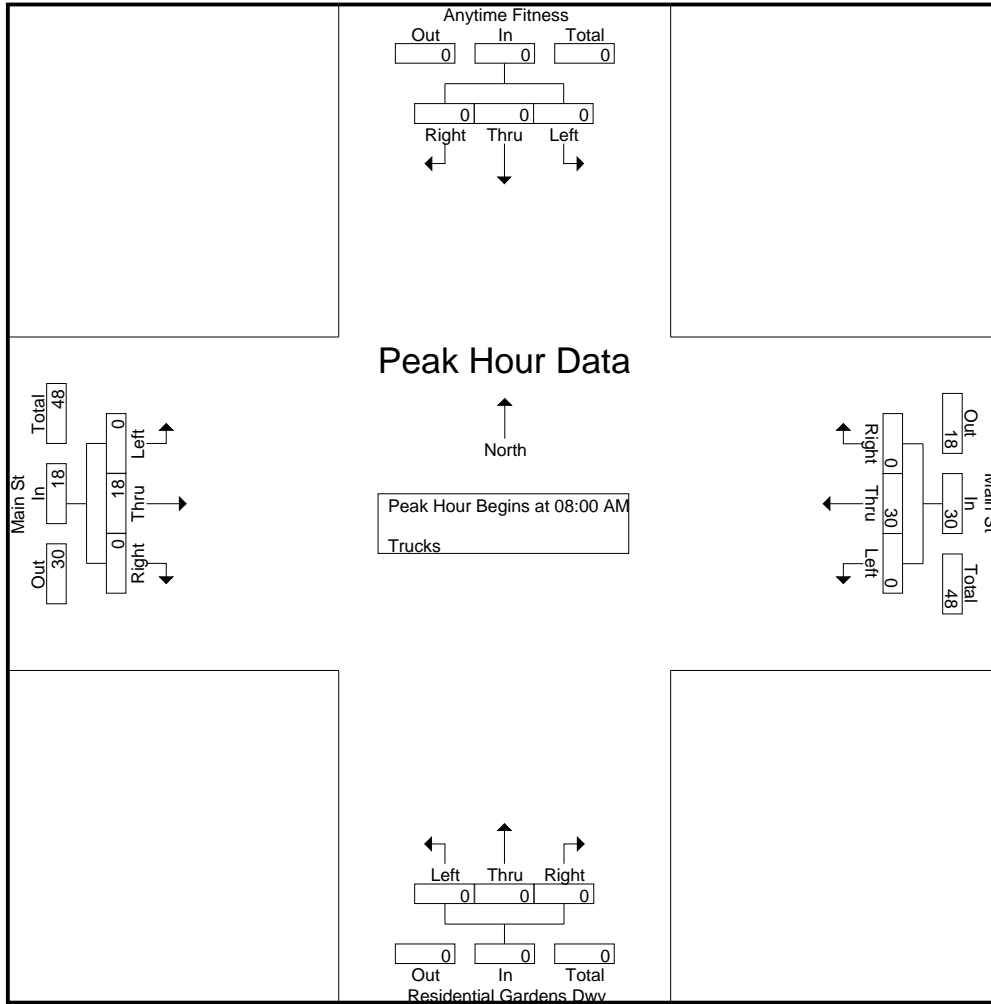
File Name : 13051002  
Site Code : 13051002  
Start Date : 2/16/2022  
Page No : 7

Groups Printed- Trucks

Start Time	Anytime Fitness From North			Main St From East			Residential Gardens Dwy From South			Main St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	0	3	0	0	0	0	0	6	0	9
07:15 AM	0	0	0	0	3	0	0	0	0	0	8	0	11
07:30 AM	0	0	0	0	3	0	0	0	0	0	4	0	7
07:45 AM	0	0	0	0	4	0	0	0	0	0	8	0	12
Total	0	0	0	0	13	0	0	0	0	0	26	0	39
08:00 AM	0	0	0	0	8	0	0	0	0	0	4	0	12
08:15 AM	0	0	0	0	4	0	0	0	0	0	3	0	7
08:30 AM	0	0	0	0	5	0	0	0	0	0	6	0	11
08:45 AM	0	0	0	0	13	0	0	0	0	0	5	0	18
Total	0	0	0	0	30	0	0	0	0	0	18	0	48
Grand Total	0	0	0	0	43	0	0	0	0	0	44	0	87
Apprch %	0	0	0	0	100	0	0	0	0	0	100	0	
Total %	0	0	0	0	49.4	0	0	0	0	0	50.6	0	

Start Time	Anytime Fitness From North				Main St From East				Residential Gardens Dwy From South				Main St From West				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 08:00 AM																		
08:00 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	0	4	0	4	12
08:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	3	0	3	7
08:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	6	0	6	11
08:45 AM	0	0	0	0	0	13	0	13	0	0	0	0	0	0	5	0	5	18
Total Volume	0	0	0	0	0	30	0	30	0	0	0	0	0	0	18	0	18	48
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	0	100	0	100	
PHF	.000	.000	.000	.000	.000	.577	.000	.577	.000	.000	.000	.000	.000	.000	.750	.000	.750	.667

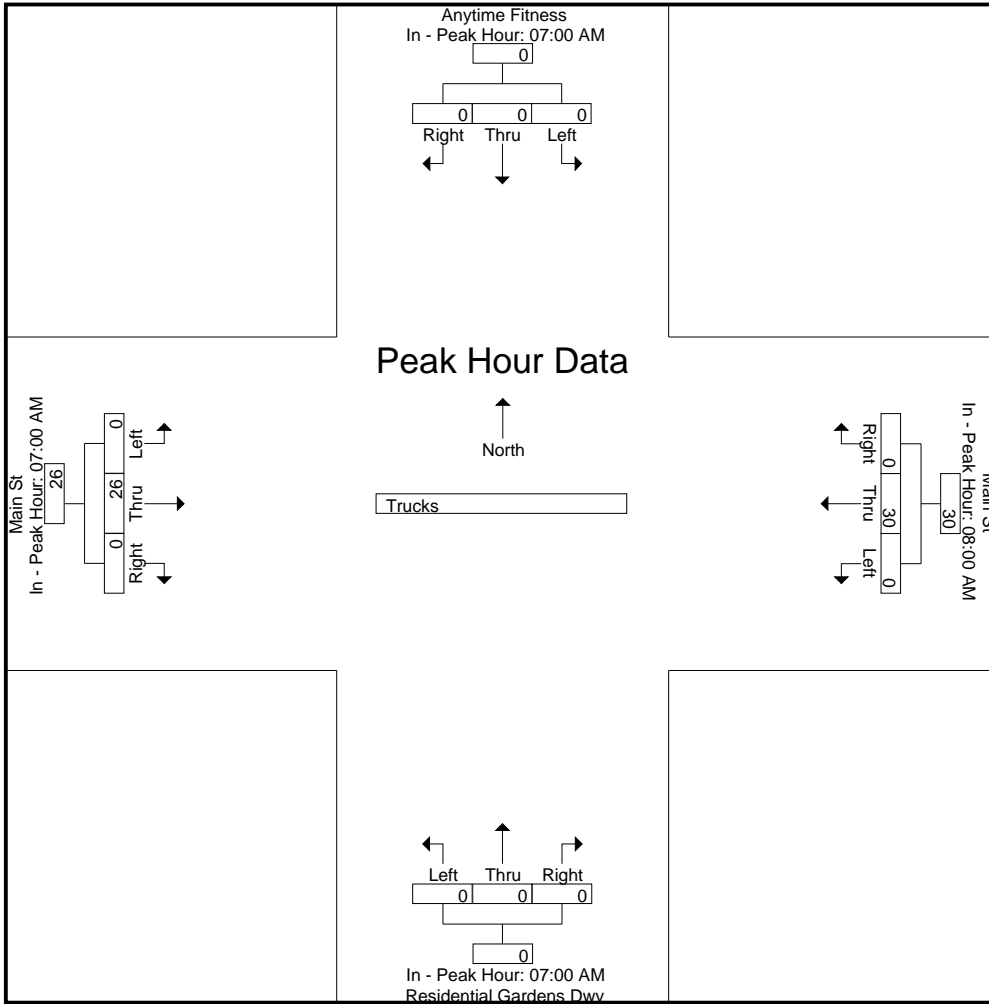
N/S Street : Anytime Fitness / Gardens Dwy  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



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

	07:00 AM				08:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	8	0	8	0	0	0	0	0	6	0	6
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	8	0	8
+30 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	13	0	13	0	0	0	0	0	8	0	8
Total Volume	0	0	0	0	0	30	0	30	0	0	0	0	0	26	0	26
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.577	.000	.577	.000	.000	.000	.000	.000	.813	.000	.813

N/S Street : Anytime Fitness / Gardens Dwy  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Anytime Fitness / Gardens Dwy  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

File Name : 13051002  
Site Code : 13051002  
Start Date : 2/16/2022  
Page No : 10

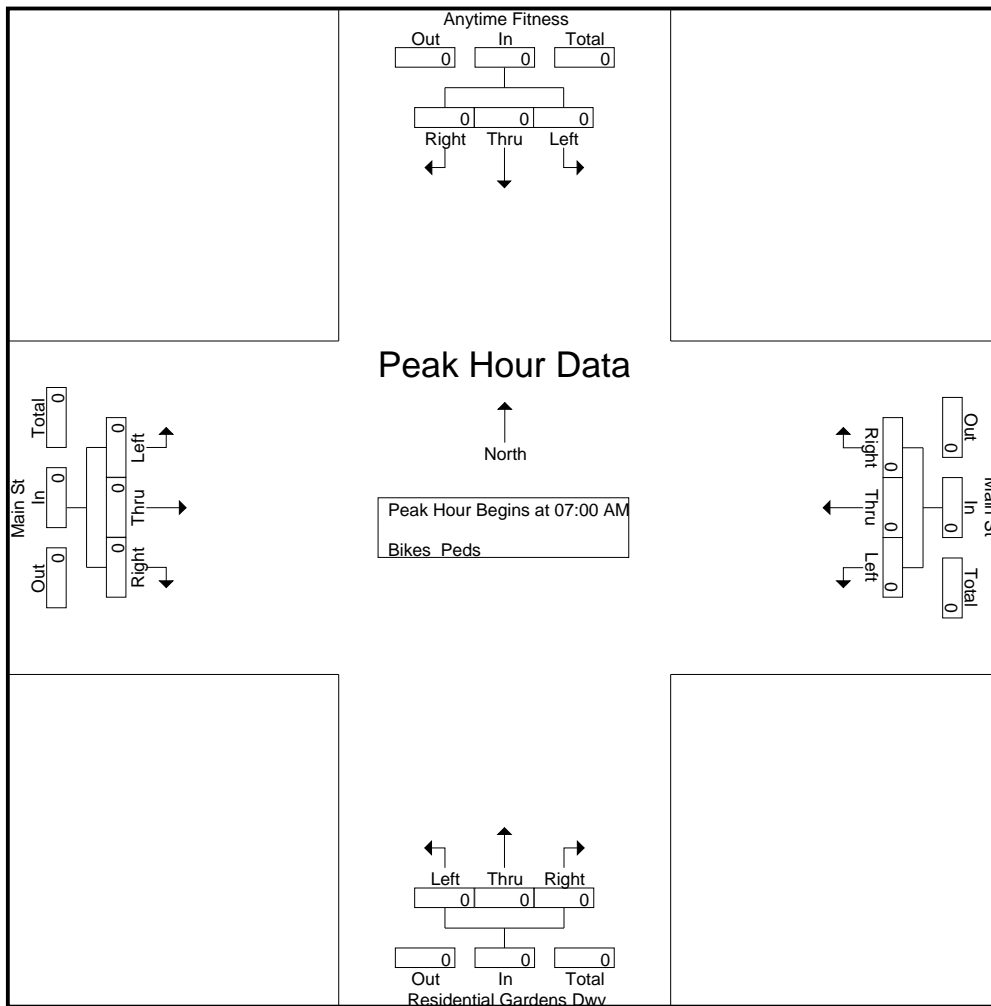
Groups Printed- Bikes Peds

Start Time	Anytime Fitness From North				Main St From East				Residential Gardens Dwy From South				Main St From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0				
Total %																	0	0	

Start Time	Anytime Fitness From North				Main St From East				Residential Gardens Dwy From South				Main St From West				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0			
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



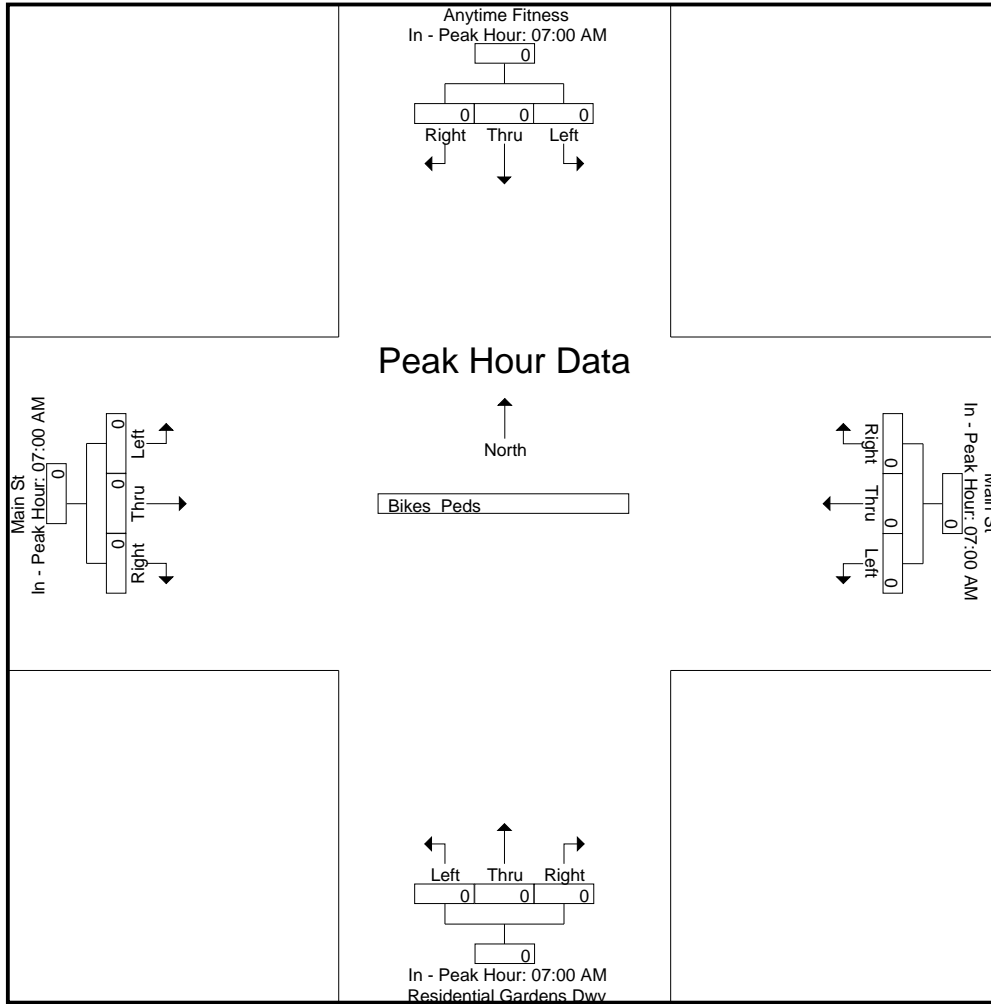
N/S Street : Anytime Fitness / Gardens Dwy  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



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

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

N/S Street : Anytime Fitness / Gardens Dwy  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Anytime Fitness / Gardens Dwy  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

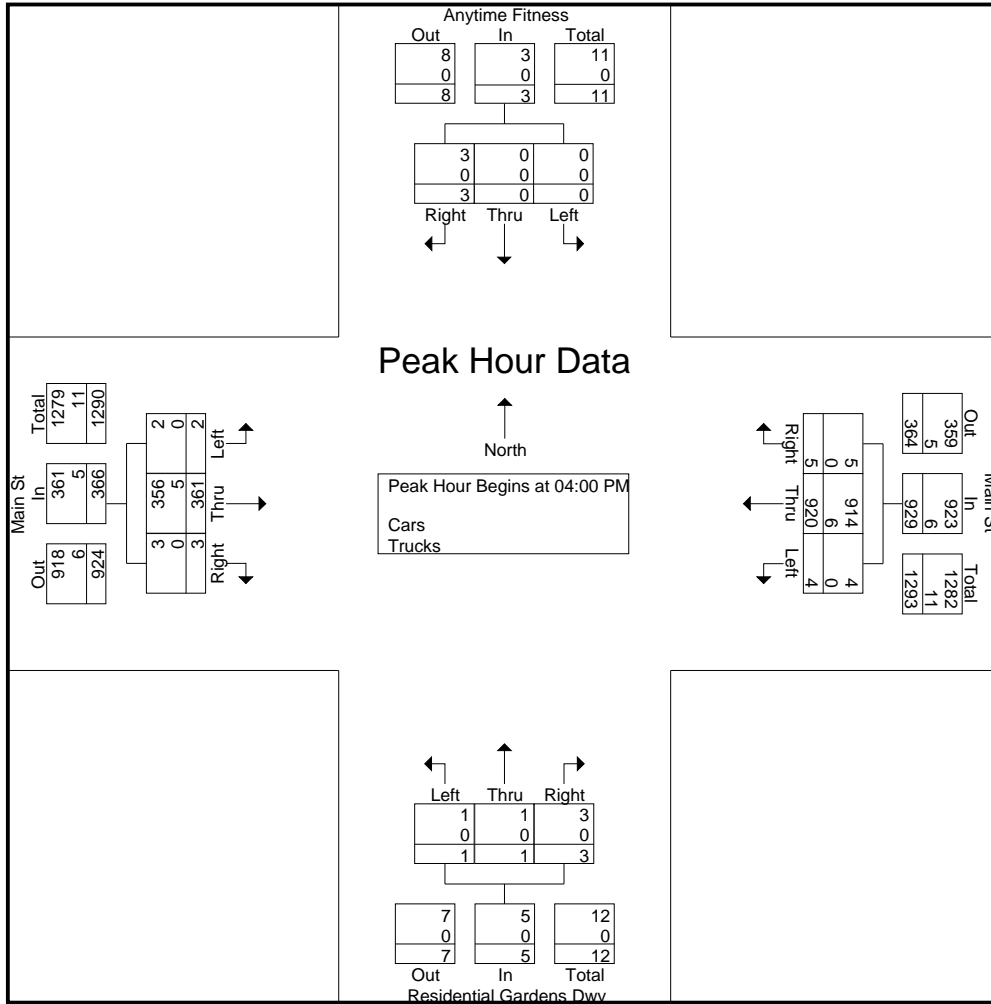
File Name : 13051002  
Site Code : 13051002  
Start Date : 2/16/2022  
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Anytime Fitness From North			Main St From East			Residential Gardens Dwy From South			Main St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	0	0	1	1	265	2	1	0	0	0	103	1	374
04:15 PM	0	0	1	1	210	2	0	0	0	1	99	0	314
04:30 PM	0	0	0	1	234	0	0	1	2	0	72	0	310
04:45 PM	0	0	1	1	211	1	0	0	1	1	87	2	305
<b>Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>920</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>361</b>	<b>3</b>	<b>1303</b>
05:00 PM	2	0	1	0	213	1	0	0	0	0	88	0	305
05:15 PM	0	0	1	0	224	0	1	0	0	0	76	0	302
05:30 PM	1	0	2	0	195	3	0	0	0	1	74	0	276
05:45 PM	0	0	0	1	160	1	0	0	0	1	60	0	223
<b>Total</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>792</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>298</b>	<b>0</b>	<b>1106</b>
06:00 PM	0	0	2	0	143	4	0	0	0	0	61	0	210
06:15 PM	1	0	0	0	130	0	0	0	0	0	63	0	194
<b>Grand Total</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>1985</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>783</b>	<b>3</b>	<b>2813</b>
Apprch %	30.8	0	69.2	0.2	99.1	0.7	33.3	16.7	50	0.5	99.1	0.4	
Total %	0.1	0	0.3	0.2	70.6	0.5	0.1	0	0.1	0.1	27.8	0.1	
Cars	4	0	9	5	1973	14	2	1	3	4	767	3	2785
% Cars	100	0	100	100	99.4	100	100	100	100	100	98	100	99
Trucks	0	0	0	0	12	0	0	0	0	0	16	0	28
% Trucks	0	0	0	0	0.6	0	0	0	0	0	2	0	1

Start Time	Anytime Fitness From North				Main St From East				Residential Gardens Dwy From South				Main St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	1	1	1	265	2	268	1	0	0	1	0	103	1	104	374
04:15 PM	0	0	1	1	1	210	2	213	0	0	0	0	1	99	0	100	314
04:30 PM	0	0	0	0	1	234	0	235	0	1	2	3	0	72	0	72	310
04:45 PM	0	0	1	1	1	211	1	213	0	0	1	1	1	87	2	90	305
Total Volume	0	0	3	3	4	920	5	929	1	1	3	5	2	361	3	366	1303
% App. Total	0	0	100		0.4	99	0.5		20	20	60		0.5	98.6	0.8		
PHF	.000	.000	.750	.750	1.00	.868	.625	.867	.250	.250	.375	.417	.500	.876	.375	.880	.871
Cars	0	0	3	3	4	914	5	923	1	1	3	5	2	356	3	361	1292
% Cars	0	0	100	100	100	99.3	100	99.4	100	100	100	100	100	98.6	100	98.6	99.2
Trucks	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
% Trucks	0	0	0	0	0	0.7	0	0.6	0	0	0	0	0	1.4	0	1.4	0.8

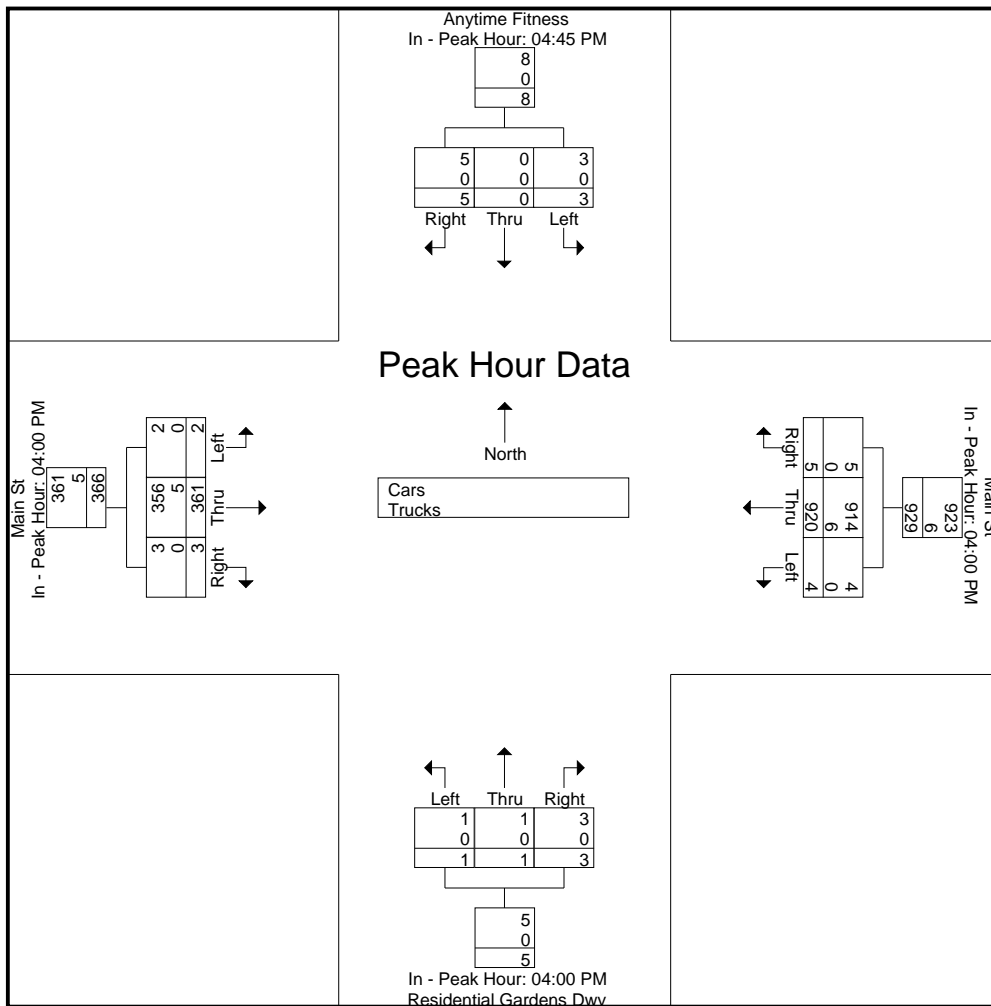
N/S Street : Anytime Fitness / Gardens Dwy  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	1	1	1	265	2	268	1	0	0	1	0	103	1	104
+15 mins.	2	0	1	3	1	210	2	213	0	0	0	0	1	99	0	100
+30 mins.	0	0	1	1	1	234	0	235	0	1	2	3	0	72	0	72
+45 mins.	1	0	2	3	1	211	1	213	0	0	1	1	1	87	2	90
Total Volume	3	0	5	8	4	920	5	929	1	1	3	5	2	361	3	366
% App. Total	37.5	0	62.5		0.4	99	0.5		20	20	60		0.5	98.6	0.8	
PHF	.375	.000	.625	.667	1.000	.868	.625	.867	.250	.250	.375	.417	.500	.876	.375	.880
Cars	3	0	5	8	4	914	5	923	1	1	3	5	2	356	3	361
% Cars	100	0	100	100	100	99.3	100	99.4	100	100	100	100	100	98.6	100	98.6
Trucks	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5
% Trucks	0	0	0	0	0	0.7	0	0.6	0	0	0	0	0	1.4	0	1.4

N/S Street : Anytime Fitness / Gardens Dwy  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Anytime Fitness / Gardens Dwy  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

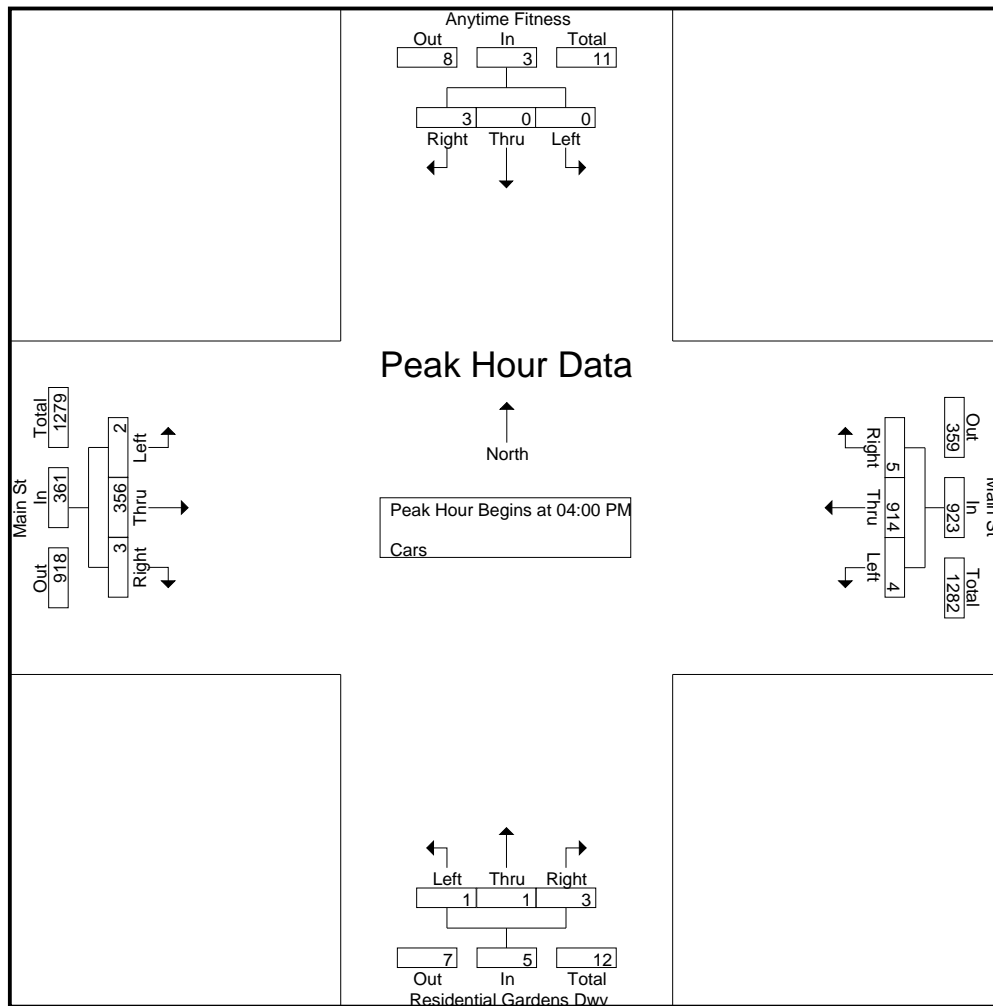
File Name : 13051002  
Site Code : 13051002  
Start Date : 2/16/2022  
Page No : 4

Groups Printed- Cars

Start Time	Anytime Fitness From North			Main St From East			Residential Gardens Dwy From South			Main St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	0	0	1	1	261	2	1	0	0	0	103	1	370
04:15 PM	0	0	1	1	209	2	0	0	0	1	98	0	312
04:30 PM	0	0	0	1	233	0	0	1	2	0	70	0	307
04:45 PM	0	0	1	1	211	1	0	0	1	1	85	2	303
<b>Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>914</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>356</b>	<b>3</b>	<b>1292</b>
05:00 PM	2	0	1	0	210	1	0	0	0	0	87	0	301
05:15 PM	0	0	1	0	223	0	1	0	0	0	74	0	299
05:30 PM	1	0	2	0	194	3	0	0	0	1	72	0	273
05:45 PM	0	0	0	1	160	1	0	0	0	1	58	0	221
<b>Total</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>787</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>291</b>	<b>0</b>	<b>1094</b>
06:00 PM	0	0	2	0	142	4	0	0	0	0	58	0	206
06:15 PM	1	0	0	0	130	0	0	0	0	0	62	0	193
<b>Grand Total</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>1973</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>767</b>	<b>3</b>	<b>2785</b>
Apprch %	30.8	0	69.2	0.3	99	0.7	33.3	16.7	50	0.5	99.1	0.4	
Total %	0.1	0	0.3	0.2	70.8	0.5	0.1	0	0.1	0.1	27.5	0.1	

Start Time	Anytime Fitness From North				Main St From East				Residential Gardens Dwy From South				Main St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	1	1	1	261	2	264	1	0	0	1	0	103	1	104	370
04:15 PM	0	0	1	1	1	209	2	212	0	0	0	0	1	98	0	99	312
04:30 PM	0	0	0	0	1	233	0	234	0	1	2	3	0	70	0	70	307
04:45 PM	0	0	1	1	1	211	1	213	0	0	1	1	1	85	2	88	303
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>914</b>	<b>5</b>	<b>923</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>356</b>	<b>3</b>	<b>361</b>	<b>1292</b>
% App. Total	0	0	100		0.4	99	0.5		20	20	60		0.6	98.6	0.8		
PHF	.000	.000	.750	.750	1.00	.875	.625	.874	.250	.250	.375	.417	.500	.864	.375	.868	.873

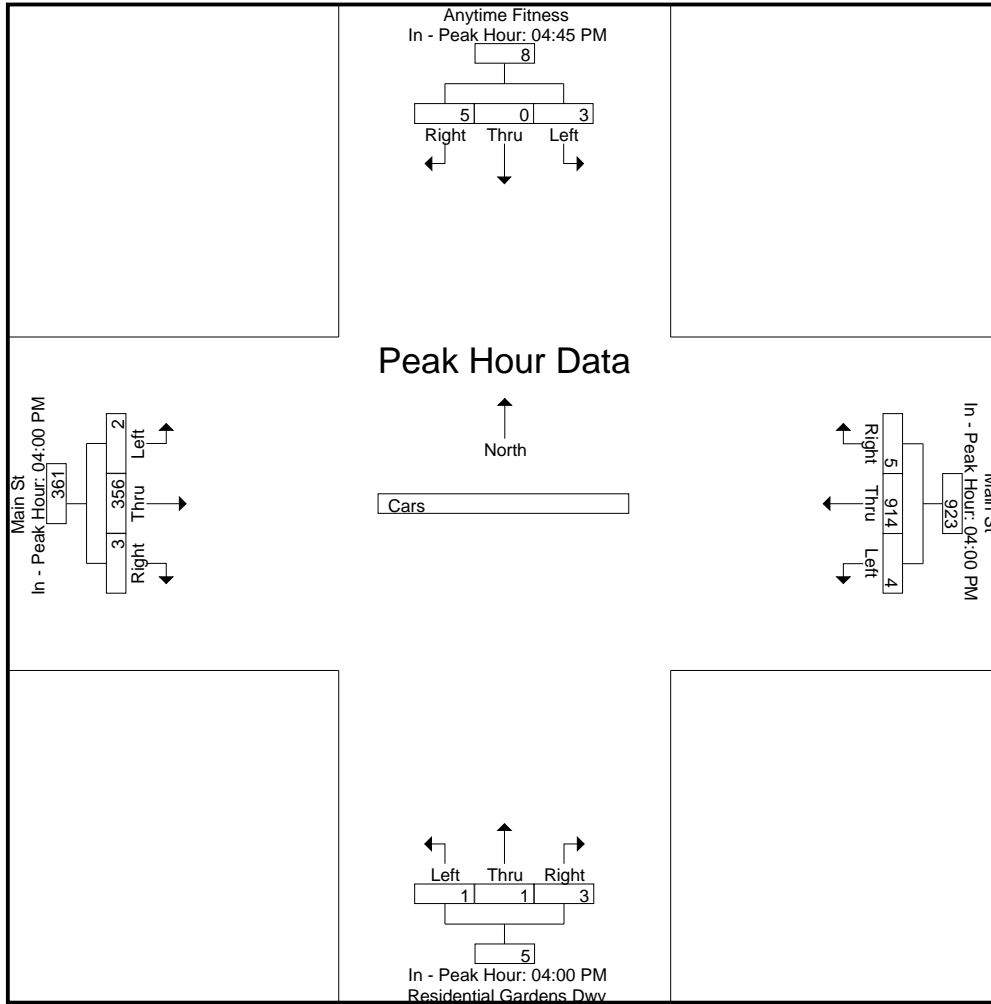
N/S Street : Anytime Fitness / Gardens Dwy  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	1	1	1	261	2	264	1	0	0	1	0	103	1	104
+15 mins.	2	0	1	3	1	209	2	212	0	0	0	0	1	98	0	99
+30 mins.	0	0	1	1	1	233	0	234	0	1	2	3	0	70	0	70
+45 mins.	1	0	2	3	1	211	1	213	0	0	1	1	1	85	2	88
Total Volume	3	0	5	8	4	914	5	923	1	1	3	5	2	356	3	361
% App. Total	37.5	0	62.5		0.4	99	0.5		20	20	60		0.6	98.6	0.8	
PHF	.375	.000	.625	.667	1.000	.875	.625	.874	.250	.250	.375	.417	.500	.864	.375	.868

N/S Street : Anytime Fitness / Gardens Dwy  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear





**Accurate Counts**  
978-664-2565

N/S Street : Anytime Fitness / Gardens Dwy  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

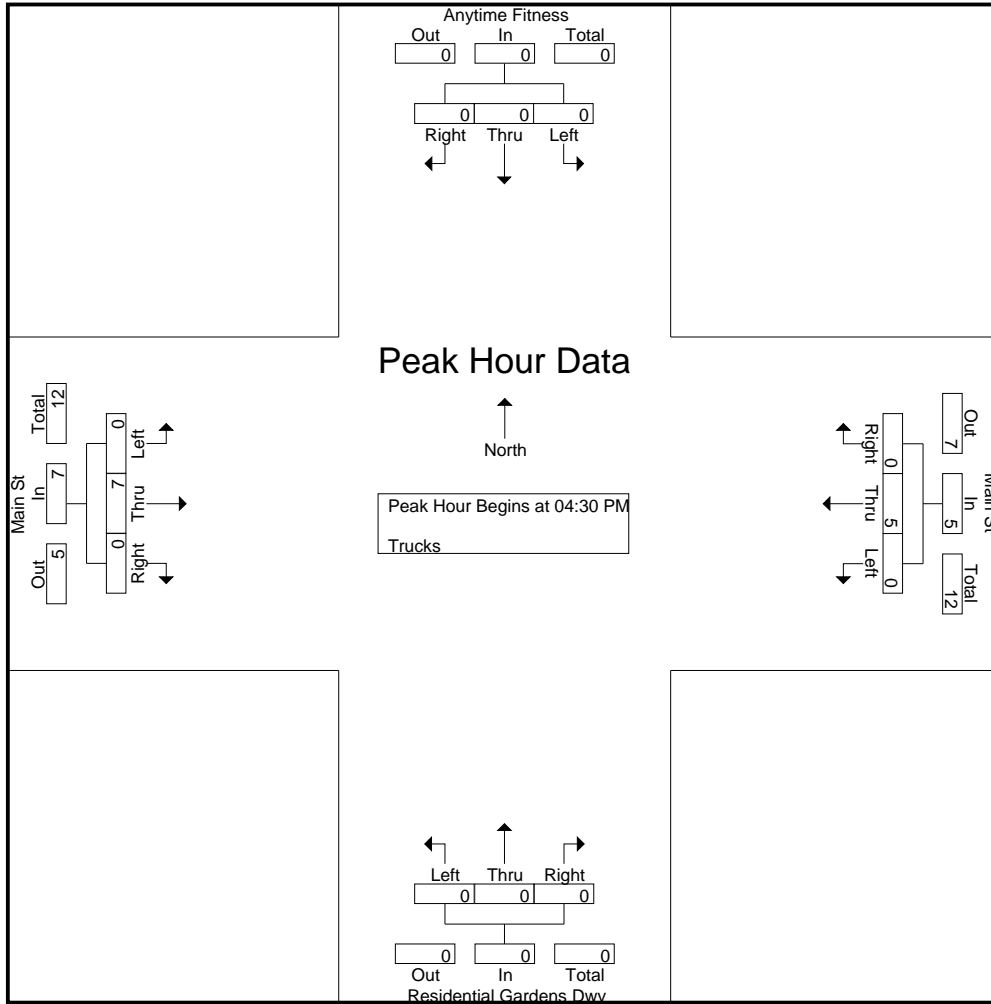
File Name : 13051002  
Site Code : 13051002  
Start Date : 2/16/2022  
Page No : 7

Groups Printed- Trucks

Start Time	Anytime Fitness From North			Main St From East			Residential Gardens Dwy From South			Main St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	0	0	0	0	4	0	0	0	0	0	0	0	4
04:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
04:30 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	6	0	0	0	0	0	5	0	11
05:00 PM	0	0	0	0	3	0	0	0	0	0	1	0	4
05:15 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
05:30 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	5	0	0	0	0	0	7	0	12
06:00 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
06:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Grand Total	0	0	0	0	12	0	0	0	0	0	16	0	28
Apprch %	0	0	0	0	100	0	0	0	0	0	100	0	
Total %	0	0	0	0	42.9	0	0	0	0	0	57.1	0	

Start Time	Anytime Fitness From North				Main St From East				Residential Gardens Dwy From South				Main St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	7	0	7	12
% App. Total	0	0	0	0	0	100	0		0	0	0	0	0	100	0		
PHF	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.000	.000	.000	.875	.000	.875	.750

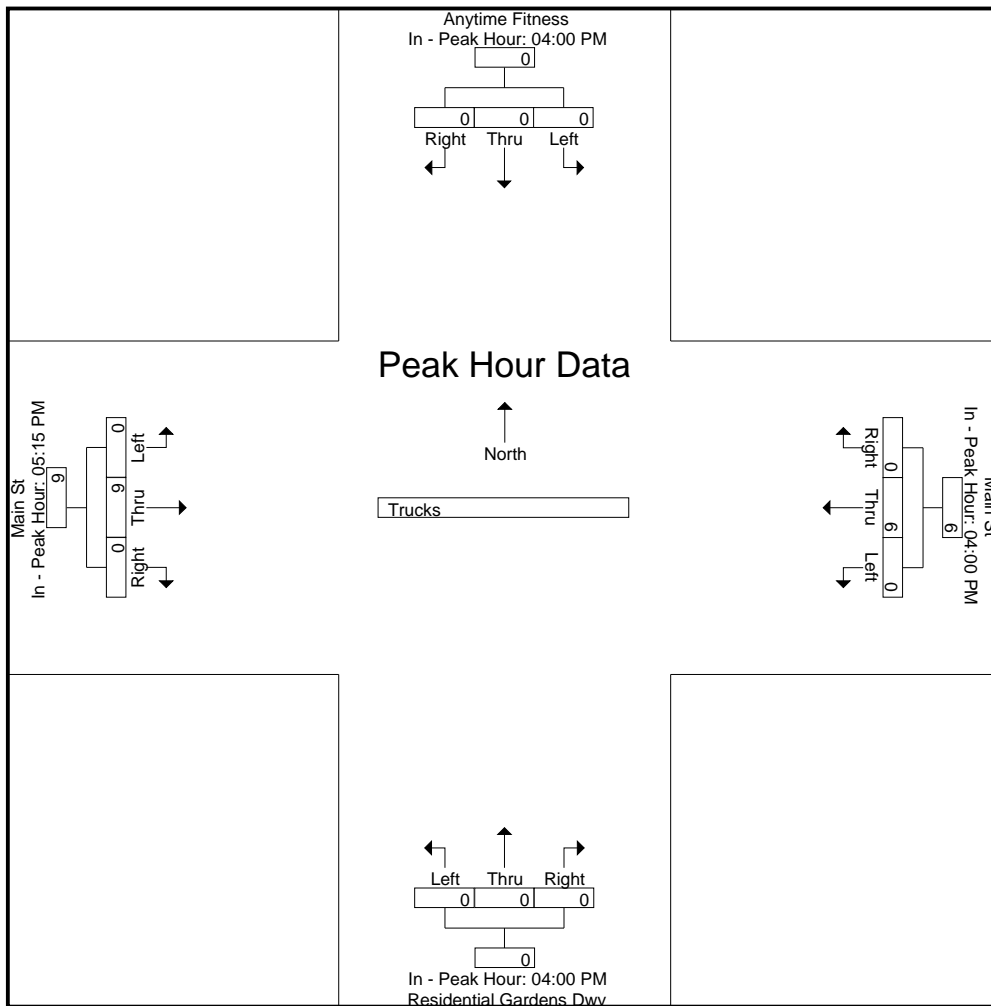
N/S Street : Anytime Fitness / Gardens Dwy  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				05:15 PM			
+0 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	0	9	0	9
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.750	.000	.750

N/S Street : Anytime Fitness / Gardens Dwy  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Anytime Fitness / Gardens Dwy  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

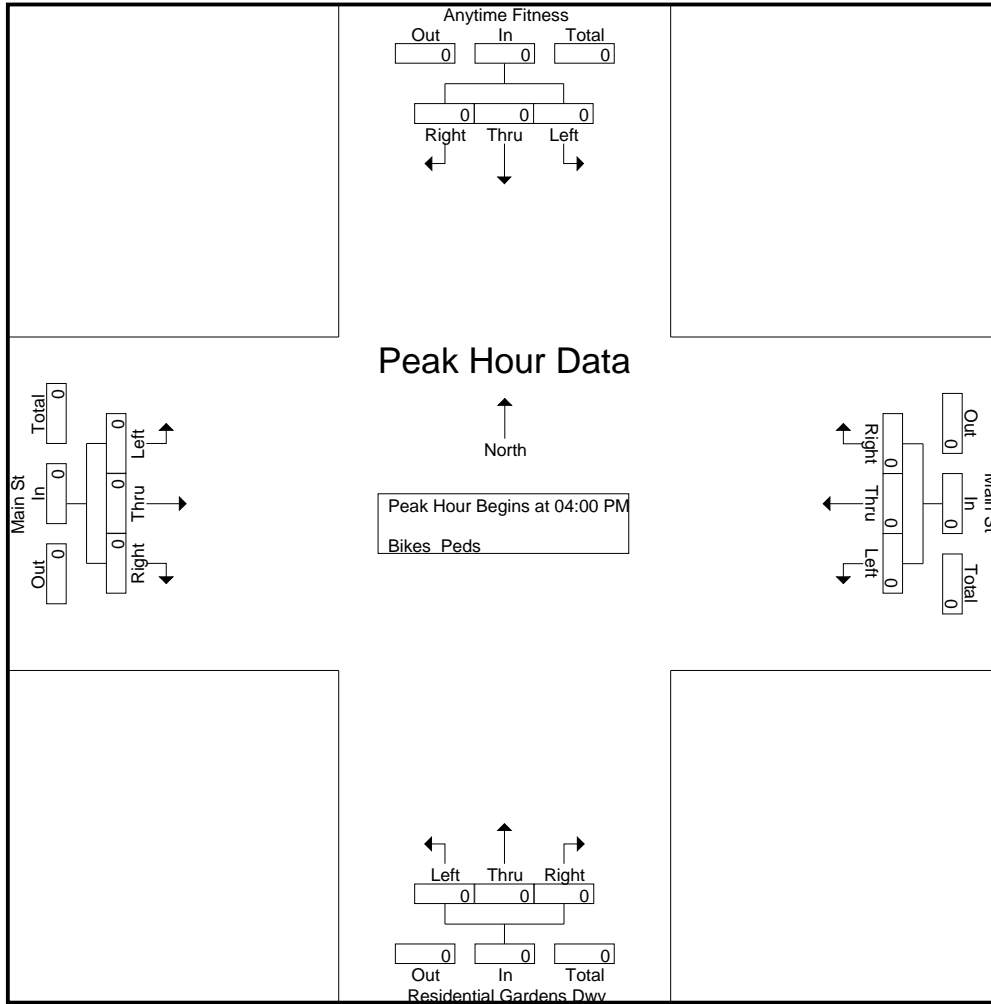
File Name : 13051002  
Site Code : 13051002  
Start Date : 2/16/2022  
Page No : 10

Groups Printed- Bikes Peds

Start Time	Anytime Fitness From North				Main St From East				Residential Gardens Dwy From South				Main St From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0				
Total %																	0	0	

Start Time	Anytime Fitness From North				Main St From East				Residential Gardens Dwy From South				Main St From West				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:00 PM																		
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0			
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

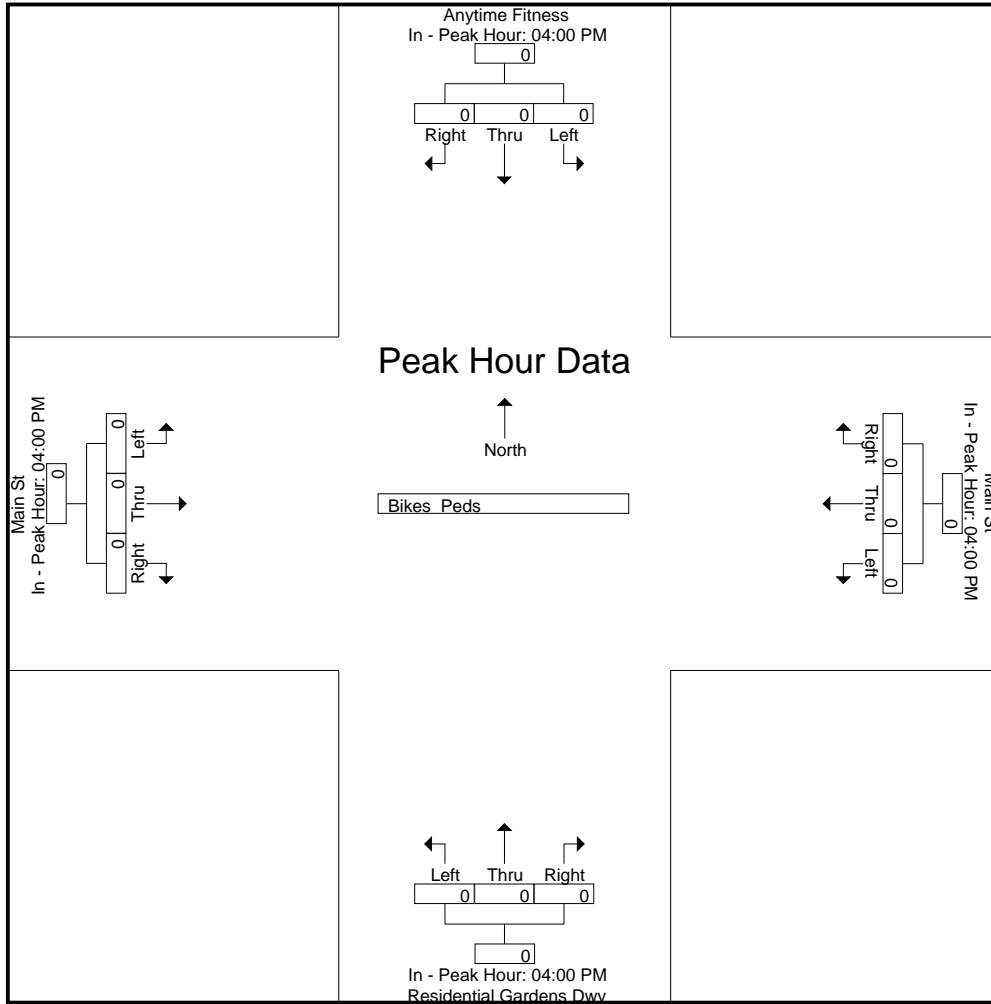
N/S Street : Anytime Fitness / Gardens Dwy  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

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

N/S Street : Anytime Fitness / Gardens Dwy  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Country Kids Development Center  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

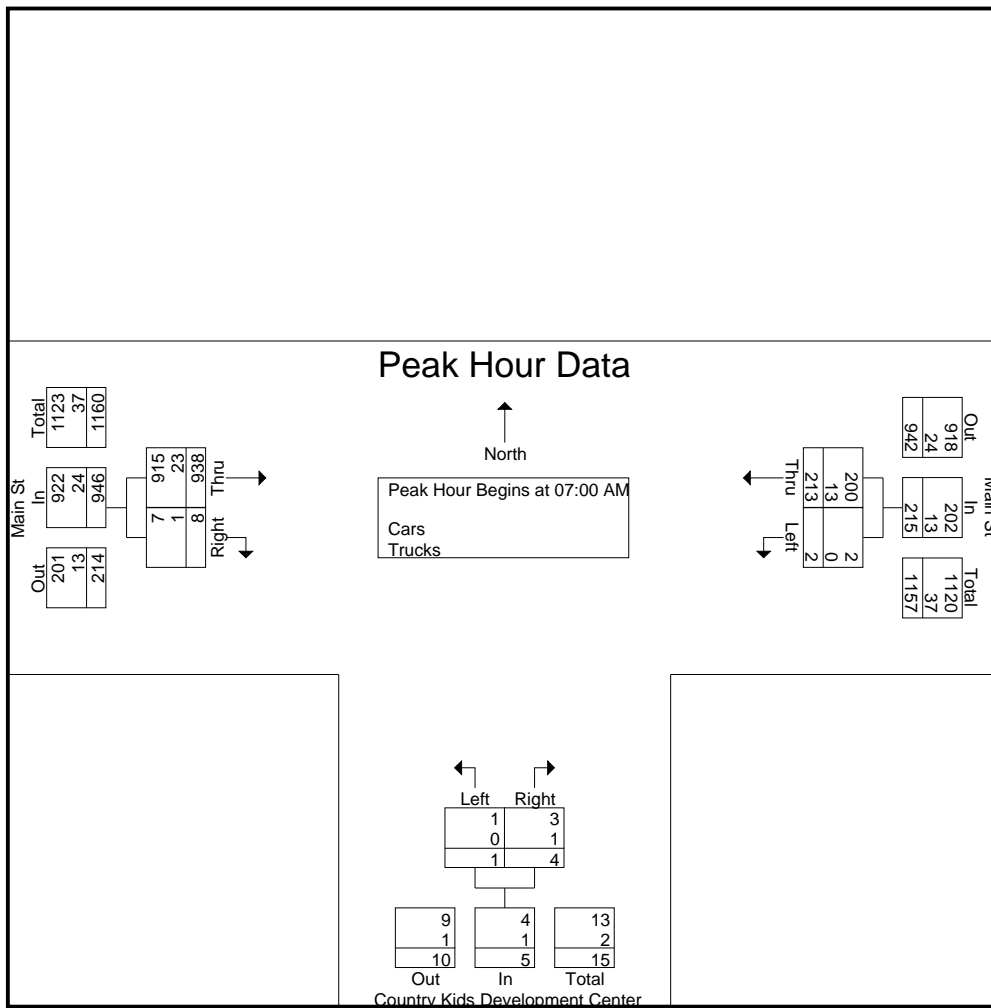
File Name : 13051003  
Site Code : 13051003  
Start Date : 2/16/2022  
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Main St From East		Country Kids Development Center From South		Main St From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
07:00 AM	1	33	0	2	253	0	289
07:15 AM	0	55	0	2	239	1	297
07:30 AM	0	66	1	0	236	1	304
07:45 AM	1	59	0	0	210	6	276
<b>Total</b>	<b>2</b>	<b>213</b>	<b>1</b>	<b>4</b>	<b>938</b>	<b>8</b>	<b>1166</b>
08:00 AM	9	80	2	9	163	4	267
08:15 AM	2	54	2	7	151	3	219
08:30 AM	2	75	2	5	172	5	261
08:45 AM	2	97	0	2	147	0	248
<b>Total</b>	<b>15</b>	<b>306</b>	<b>6</b>	<b>23</b>	<b>633</b>	<b>12</b>	<b>995</b>
<b>Grand Total</b>	<b>17</b>	<b>519</b>	<b>7</b>	<b>27</b>	<b>1571</b>	<b>20</b>	<b>2161</b>
Apprch %	3.2	96.8	20.6	79.4	98.7	1.3	
Total %	0.8	24	0.3	1.2	72.7	0.9	
Cars	17	474	7	26	1530	19	2073
% Cars	100	91.3	100	96.3	97.4	95	95.9
Trucks	0	45	0	1	41	1	88
% Trucks	0	8.7	0	3.7	2.6	5	4.1

Start Time	Main St From East			Country Kids Development Center From South			Main St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	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	1	33	34	0	2	2	253	0	253	289
07:15 AM	0	55	55	0	2	2	239	1	240	297
07:30 AM	0	66	66	1	0	1	236	1	237	304
07:45 AM	1	59	60	0	0	0	210	6	216	276
<b>Total Volume</b>	<b>2</b>	<b>213</b>	<b>215</b>	<b>1</b>	<b>4</b>	<b>5</b>	<b>938</b>	<b>8</b>	<b>946</b>	<b>1166</b>
% App. Total	0.9	99.1		20	80		99.2	0.8		
PHF	.500	.807	.814	.250	.500	.625	.927	.333	.935	.959
Cars	2	200	202	1	3	4	915	7	922	1128
% Cars	100	93.9	94.0	100	75.0	80.0	97.5	87.5	97.5	96.7
Trucks	0	13	13	0	1	1	23	1	24	38
% Trucks	0	6.1	6.0	0	25.0	20.0	2.5	12.5	2.5	3.3

N/S Street : Country Kids Development Center  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

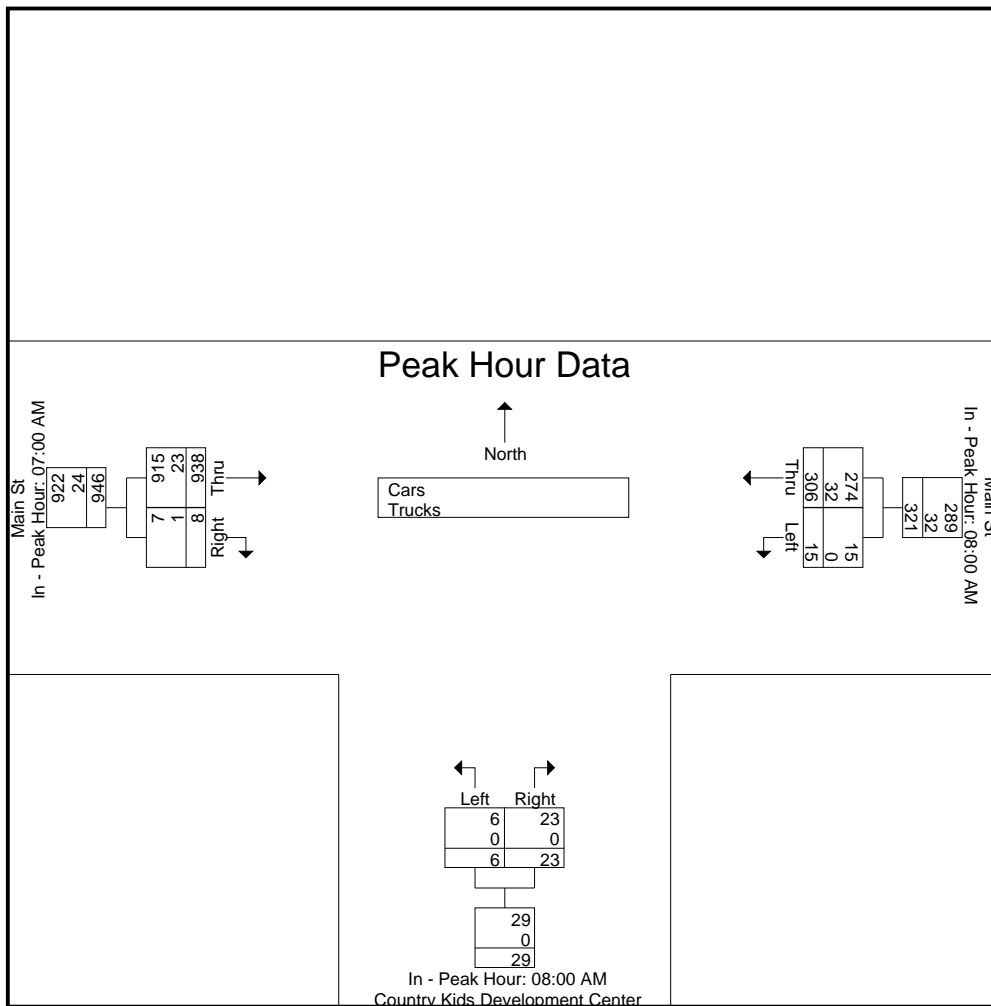


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			07:00 AM		
+0 mins.	9	80	89	2	9	11	253	0	253
+15 mins.	2	54	56	2	7	9	239	1	240
+30 mins.	2	75	77	2	5	7	236	1	237
+45 mins.	2	97	99	0	2	2	210	6	216
Total Volume	15	306	321	6	23	29	938	8	946
% App. Total	4.7	95.3		20.7	79.3		99.2	0.8	
PHF	.417	.789	.811	.750	.639	.659	.927	.333	.935
Cars	15	274	289	6	23	29	915	7	922
% Cars	100	89.5	90	100	100	100	97.5	87.5	97.5
Trucks	0	32	32	0	0	0	23	1	24
% Trucks	0	10.5	10	0	0	0	2.5	12.5	2.5



N/S Street : Country Kids Development Center  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Country Kids Development Center  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

File Name : 13051003  
Site Code : 13051003  
Start Date : 2/16/2022  
Page No : 4

Groups Printed- Cars

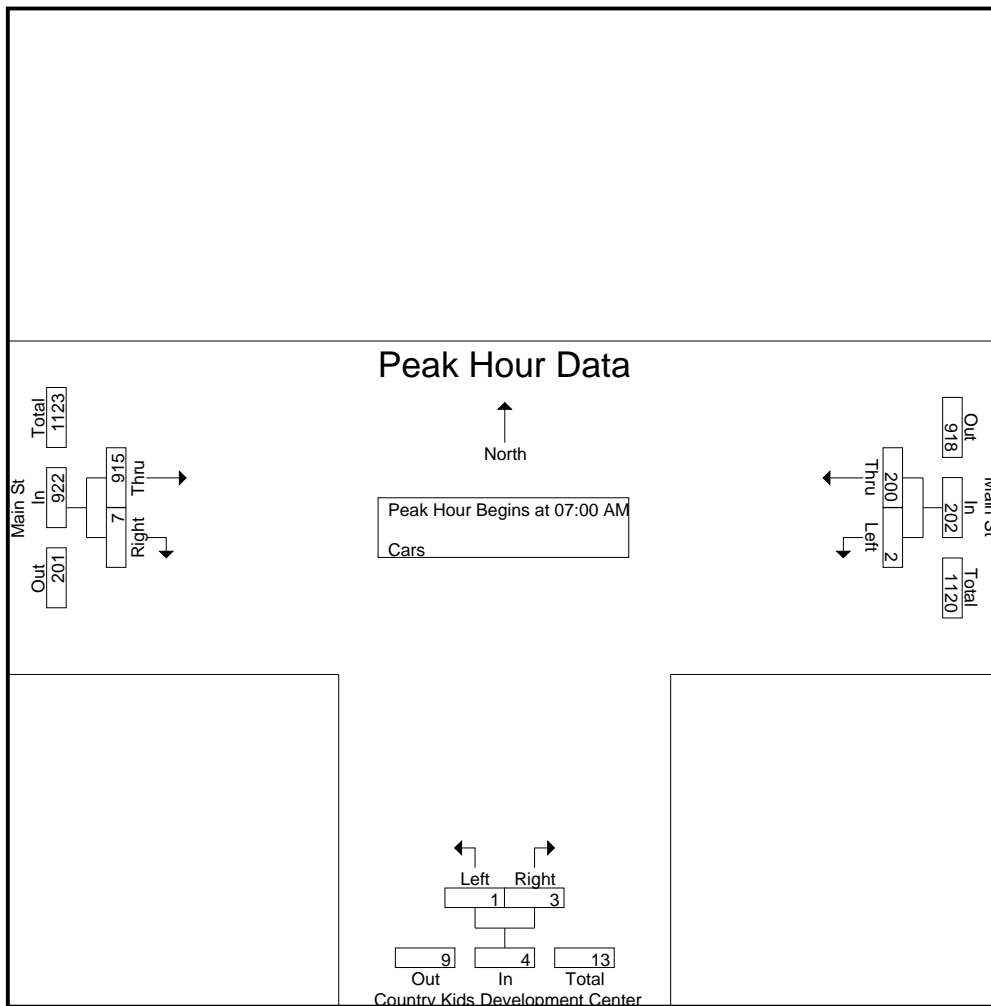
Start Time	Main St From East		Country Kids Development Center From South		Main St From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
07:00 AM	1	30	0	2	247	0	280
07:15 AM	0	52	0	1	233	0	286
07:30 AM	0	63	1	0	233	1	298
07:45 AM	1	55	0	0	202	6	264
<b>Total</b>	<b>2</b>	<b>200</b>	<b>1</b>	<b>3</b>	<b>915</b>	<b>7</b>	<b>1128</b>
08:00 AM	9	72	2	9	159	4	255
08:15 AM	2	48	2	7	148	3	210
08:30 AM	2	71	2	5	166	5	251
08:45 AM	2	83	0	2	142	0	229
<b>Total</b>	<b>15</b>	<b>274</b>	<b>6</b>	<b>23</b>	<b>615</b>	<b>12</b>	<b>945</b>
<b>Grand Total</b>	<b>17</b>	<b>474</b>	<b>7</b>	<b>26</b>	<b>1530</b>	<b>19</b>	<b>2073</b>
Apprch %	3.5	96.5	21.2	78.8	98.8	1.2	
Total %	0.8	22.9	0.3	1.3	73.8	0.9	

Start Time	Main St From East			Country Kids Development Center From South			Main St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	1	30	31	0	2	2	247	0	247	280
07:15 AM	0	52	52	0	1	1	233	0	233	286
07:30 AM	0	63	63	1	0	1	233	1	234	298
07:45 AM	1	55	56	0	0	0	202	6	208	264
<b>Total Volume</b>	<b>2</b>	<b>200</b>	<b>202</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>915</b>	<b>7</b>	<b>922</b>	<b>1128</b>
% App. Total	1	99		25	75		99.2	0.8		
PHF	.500	.794	.802	.250	.375	.500	.926	.292	.933	.946

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

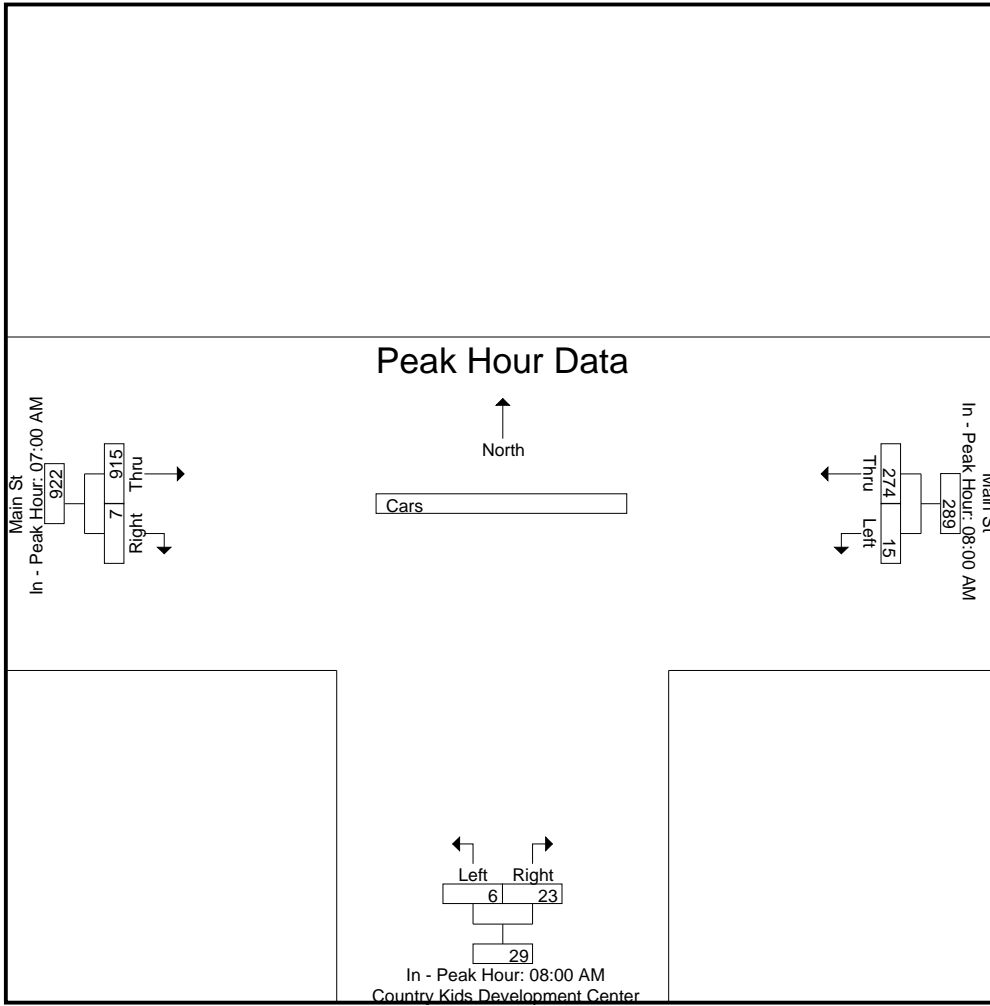
N/S Street : Country Kids Development Center  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



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

	08:00 AM			08:00 AM			07:00 AM		
+0 mins.	<b>9</b>	72	81	<b>2</b>	<b>9</b>	<b>11</b>	<b>247</b>	0	<b>247</b>
+15 mins.	2	48	50	2	7	9	233	0	233
+30 mins.	2	71	73	2	5	7	233	1	234
+45 mins.	2	<b>83</b>	<b>85</b>	0	2	2	202	<b>6</b>	208
Total Volume	15	274	289	6	23	29	915	7	922
% App. Total	5.2	94.8		20.7	79.3		99.2	0.8	
PHF	.417	.825	.850	.750	.639	.659	.926	.292	.933

N/S Street : Country Kids Development Center  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Country Kids Development Center  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

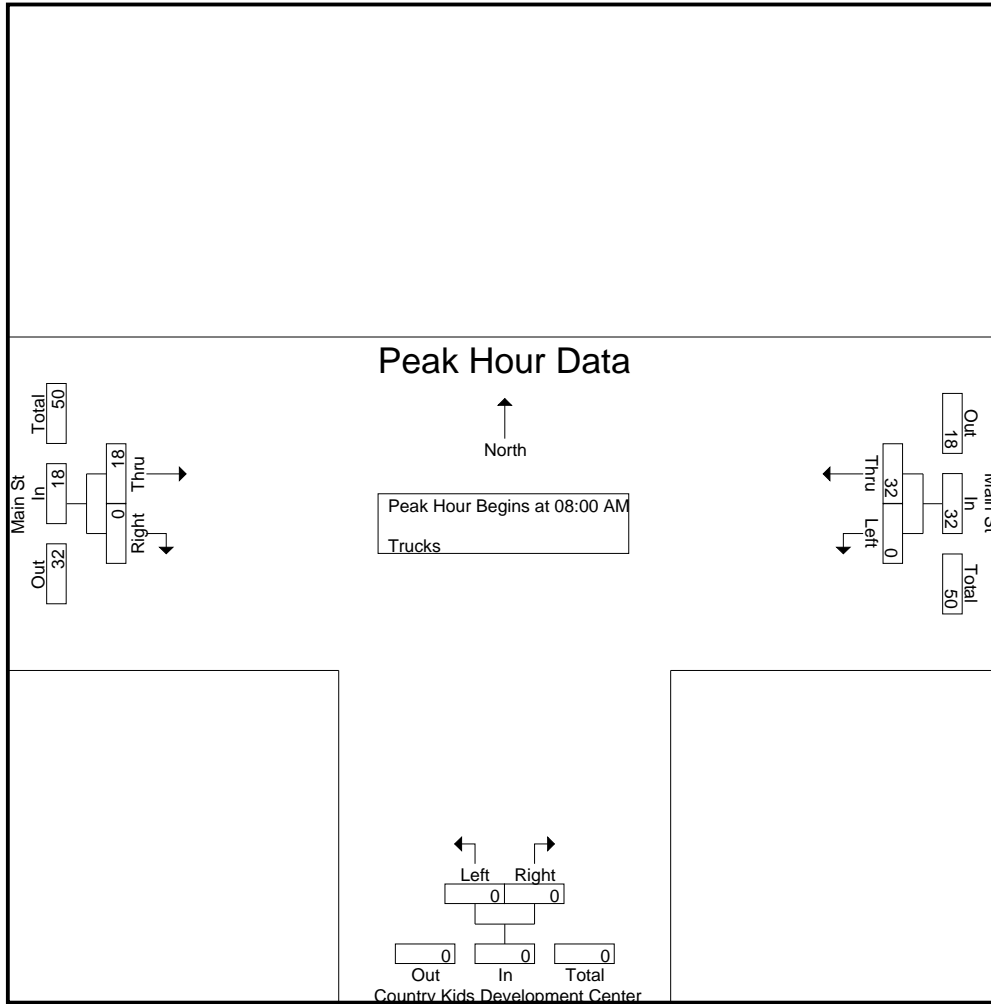
File Name : 13051003  
Site Code : 13051003  
Start Date : 2/16/2022  
Page No : 7

Groups Printed- Trucks

Start Time	Main St From East		Country Kids Development Center From South		Main St From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
07:00 AM	0	3	0	0	6	0	9
07:15 AM	0	3	0	1	6	1	11
07:30 AM	0	3	0	0	3	0	6
07:45 AM	0	4	0	0	8	0	12
<b>Total</b>	0	13	0	1	23	1	38
08:00 AM	0	8	0	0	4	0	12
08:15 AM	0	6	0	0	3	0	9
08:30 AM	0	4	0	0	6	0	10
08:45 AM	0	14	0	0	5	0	19
<b>Total</b>	0	32	0	0	18	0	50
<b>Grand Total</b>	0	45	0	1	41	1	88
Apprch %	0	100	0	100	97.6	2.4	
Total %	0	51.1	0	1.1	46.6	1.1	

Start Time	Main St From East			Country Kids Development Center From South			Main St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	8	8	0	0	0	4	0	4	12
08:15 AM	0	6	6	0	0	0	3	0	3	9
08:30 AM	0	4	4	0	0	0	6	0	6	10
08:45 AM	0	14	14	0	0	0	5	0	5	19
<b>Total Volume</b>	0	32	32	0	0	0	18	0	18	50
% App. Total	0	100		0	0		100	0		
PHF	.000	.571	.571	.000	.000	.000	.750	.000	.750	.658

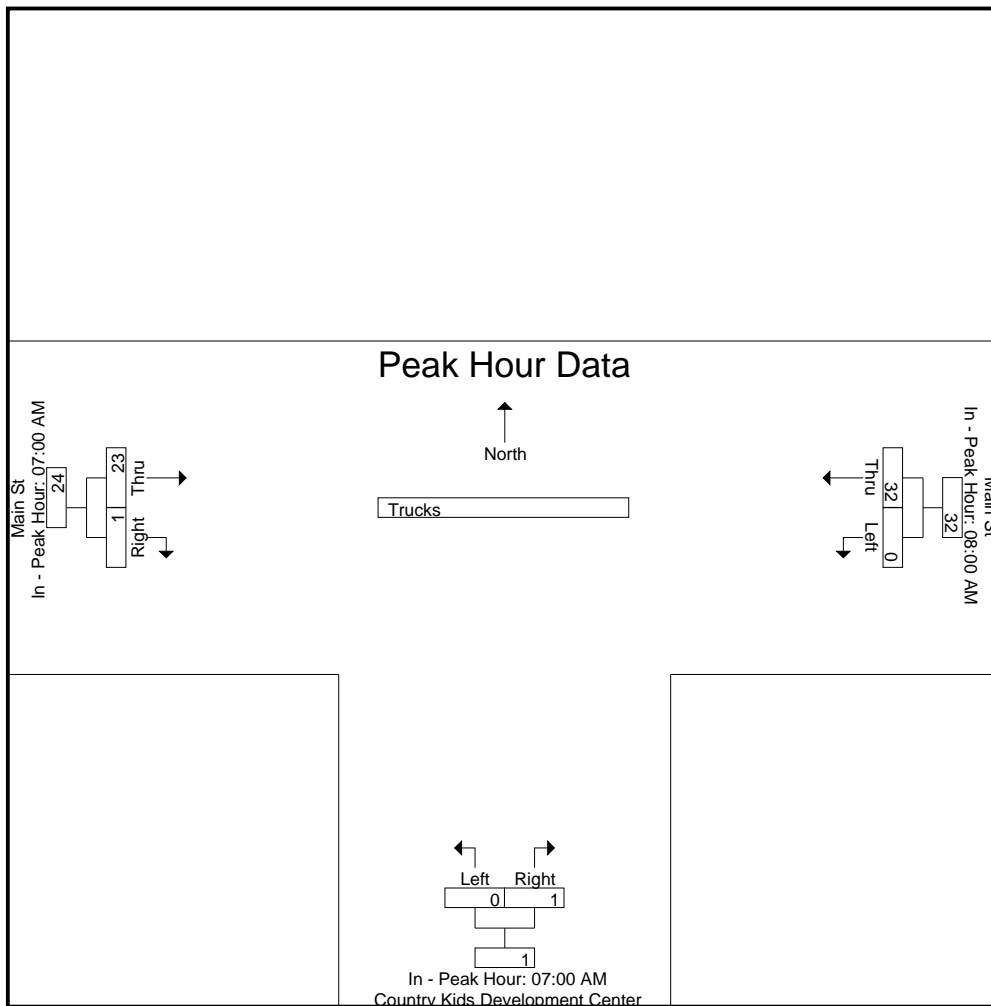
N/S Street : Country Kids Development Center  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



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

	08:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	8	8	0	0	0	6	0	6
+15 mins.	0	6	6	0	1	1	6	1	7
+30 mins.	0	4	4	0	0	0	3	0	3
+45 mins.	0	14	14	0	0	0	8	0	8
Total Volume	0	32	32	0	1	1	23	1	24
% App. Total	0	100		0	100		95.8	4.2	
PHF	.000	.571	.571	.000	.250	.250	.719	.250	.750

N/S Street : Country Kids Development Center  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

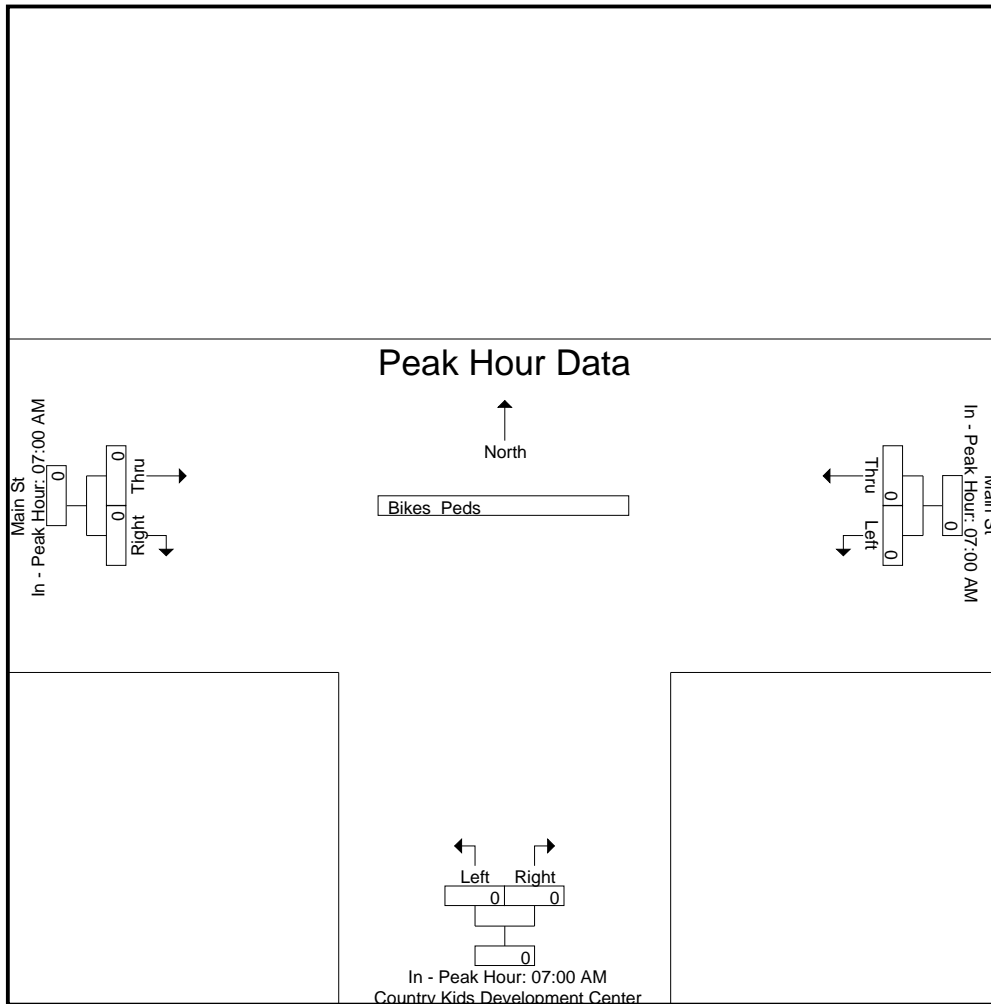








N/S Street : Country Kids Development Center  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Country Kids Development Center  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

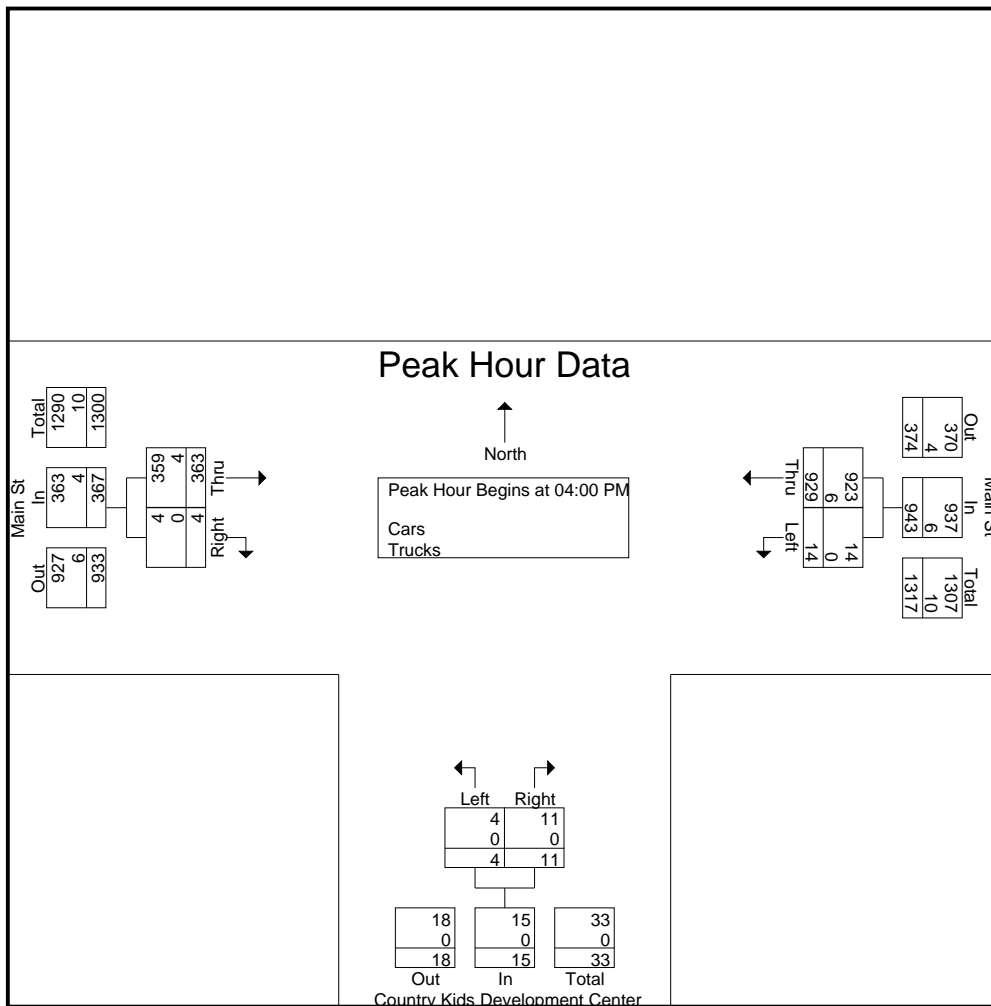
File Name : 13051003  
Site Code : 13051003  
Start Date : 2/16/2022  
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Main St From East		Country Kids Development Center From South		Main St From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
04:00 PM	2	265	2	2	103	1	375
04:15 PM	1	216	0	1	97	1	316
04:30 PM	6	235	0	1	76	1	319
04:45 PM	5	213	2	7	87	1	315
<b>Total</b>	<b>14</b>	<b>929</b>	<b>4</b>	<b>11</b>	<b>363</b>	<b>4</b>	<b>1325</b>
05:00 PM	6	211	3	2	89	1	312
05:15 PM	2	219	4	7	76	0	308
05:30 PM	0	197	0	0	75	0	272
05:45 PM	1	161	1	0	60	0	223
<b>Total</b>	<b>9</b>	<b>788</b>	<b>8</b>	<b>9</b>	<b>300</b>	<b>1</b>	<b>1115</b>
06:00 PM	1	149	0	0	61	0	211
06:15 PM	3	129	0	0	64	0	196
<b>Grand Total</b>	<b>27</b>	<b>1995</b>	<b>12</b>	<b>20</b>	<b>788</b>	<b>5</b>	<b>2847</b>
Apprch %	1.3	98.7	37.5	62.5	99.4	0.6	
Total %	0.9	70.1	0.4	0.7	27.7	0.2	
Cars	27	1980	12	20	774	5	2818
% Cars	100	99.2	100	100	98.2	100	99
Trucks	0	15	0	0	14	0	29
% Trucks	0	0.8	0	0	1.8	0	1

Start Time	Main St From East			Country Kids Development Center From South			Main St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	2	<b>265</b>	<b>267</b>	2	2	4	<b>103</b>	1	<b>104</b>	<b>375</b>
04:15 PM	1	216	217	0	1	1	97	1	98	316
04:30 PM	6	235	241	0	1	1	76	1	77	319
04:45 PM	5	213	218	2	7	9	87	1	88	315
<b>Total Volume</b>	<b>14</b>	<b>929</b>	<b>943</b>	<b>4</b>	<b>11</b>	<b>15</b>	<b>363</b>	<b>4</b>	<b>367</b>	<b>1325</b>
% App. Total	1.5	98.5		26.7	73.3		98.9	1.1		
PHF	.583	.876	.883	.500	.393	.417	.881	1.00	.882	.883
Cars	14	923	937	4	11	15	359	4	363	1315
% Cars	100	99.4	99.4	100	100	100	98.9	100	98.9	99.2
Trucks	0	6	6	0	0	0	4	0	4	10
% Trucks	0	0.6	0.6	0	0	0	1.1	0	1.1	0.8

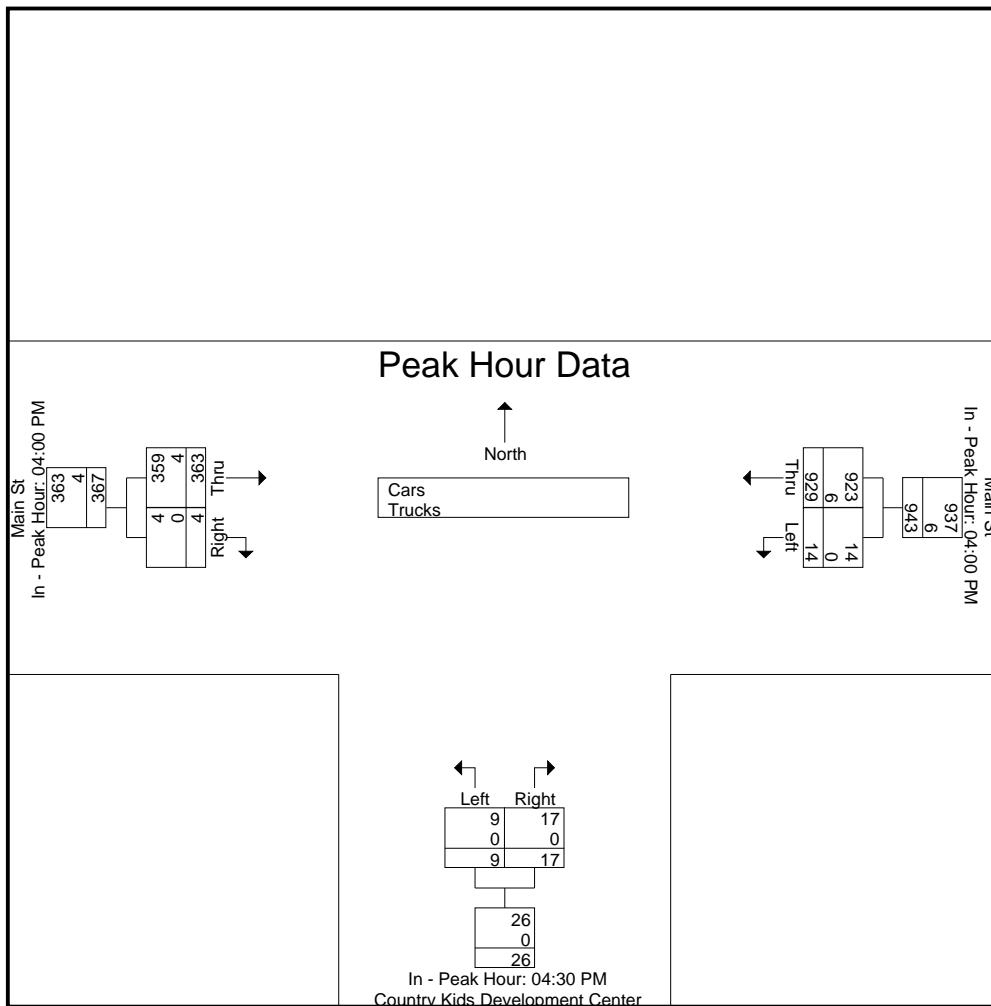
N/S Street : Country Kids Development Center  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	04:00 PM			04:30 PM			04:00 PM		
+0 mins.	2	<b>265</b>	<b>267</b>	0	1	1	<b>103</b>	<b>1</b>	<b>104</b>
+15 mins.	1	216	217	2	7	9	97	1	98
+30 mins.	<b>6</b>	235	241	3	2	5	76	1	77
+45 mins.	5	213	218	<b>4</b>	7	<b>11</b>	87	1	88
Total Volume	14	929	943	9	17	26	363	4	367
% App. Total	1.5	98.5		34.6	65.4		98.9	1.1	
PHF	.583	.876	.883	.563	.607	.591	.881	1.000	.882
Cars	14	923	937	9	17	26	359	4	363
% Cars	100	99.4	99.4	100	100	100	98.9	100	98.9
Trucks	0	6	6	0	0	0	4	0	4
% Trucks	0	0.6	0.6	0	0	0	1.1	0	1.1

N/S Street : Country Kids Development Center  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



# Accurate Counts

978-664-2565

N/S Street : Country Kids Development Center  
 E/W Street : Main Street  
 City/State : Groton, MA  
 Weather : Clear

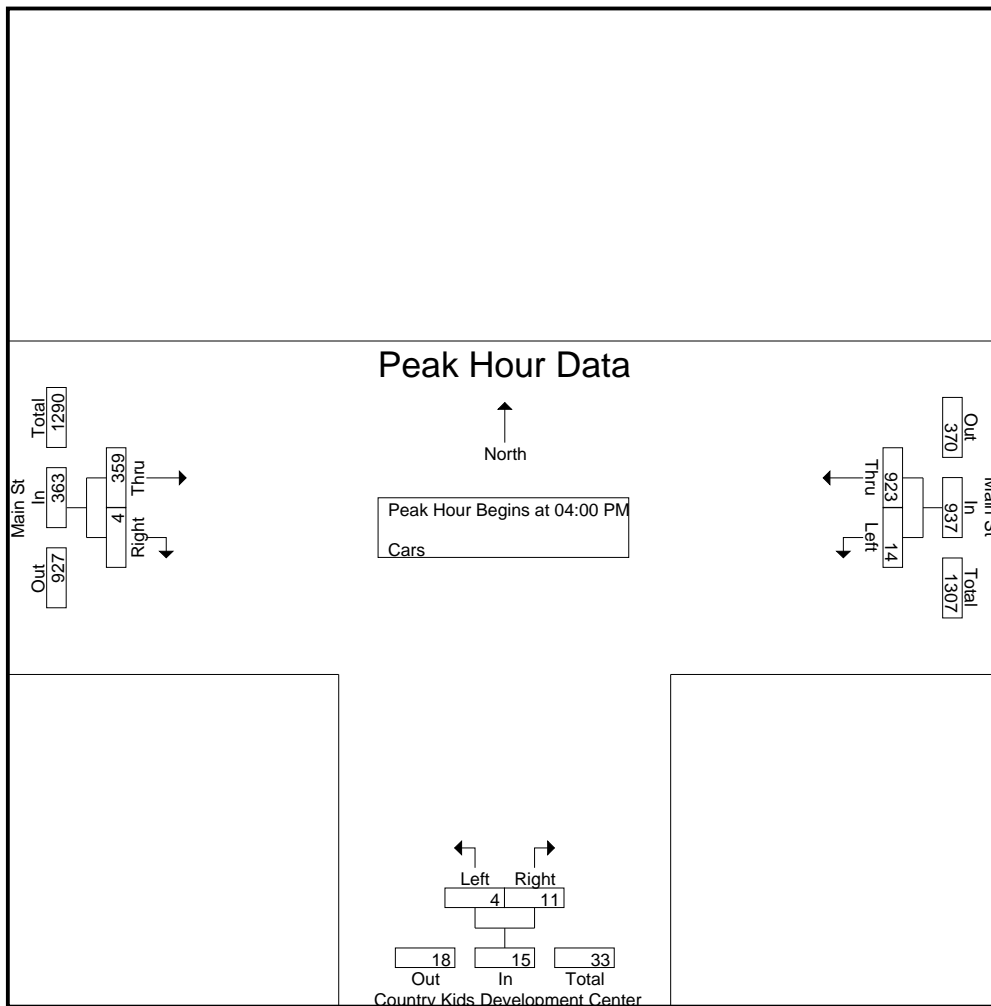
File Name : 13051003  
 Site Code : 13051003  
 Start Date : 2/16/2022  
 Page No : 4

### Groups Printed- Cars

Start Time	Main St From East		Country Kids Development Center From South		Main St From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
04:00 PM	2	261	2	2	103	1	371
04:15 PM	1	215	0	1	96	1	314
04:30 PM	6	234	0	1	74	1	316
04:45 PM	5	213	2	7	86	1	314
<b>Total</b>	<b>14</b>	<b>923</b>	<b>4</b>	<b>11</b>	<b>359</b>	<b>4</b>	<b>1315</b>
05:00 PM	6	207	3	2	88	1	307
05:15 PM	2	218	4	7	74	0	305
05:30 PM	0	195	0	0	73	0	268
05:45 PM	1	160	1	0	58	0	220
<b>Total</b>	<b>9</b>	<b>780</b>	<b>8</b>	<b>9</b>	<b>293</b>	<b>1</b>	<b>1100</b>
06:00 PM	1	148	0	0	59	0	208
06:15 PM	3	129	0	0	63	0	195
<b>Grand Total</b>	<b>27</b>	<b>1980</b>	<b>12</b>	<b>20</b>	<b>774</b>	<b>5</b>	<b>2818</b>
Apprch %	1.3	98.7	37.5	62.5	99.4	0.6	
Total %	1	70.3	0.4	0.7	27.5	0.2	

Start Time	Main St From East			Country Kids Development Center From South			Main St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	2	<b>261</b>	<b>263</b>	2	2	4	<b>103</b>	1	<b>104</b>	<b>371</b>
04:15 PM	1	215	216	0	1	1	96	1	97	314
04:30 PM	6	234	240	0	1	1	74	1	75	316
04:45 PM	5	213	218	2	7	9	86	1	87	314
<b>Total Volume</b>	14	923	937	4	11	15	359	4	363	1315
% App. Total	1.5	98.5		26.7	73.3		98.9	1.1		
PHF	.583	.884	.891	.500	.393	.417	.871	1.00	.873	.886

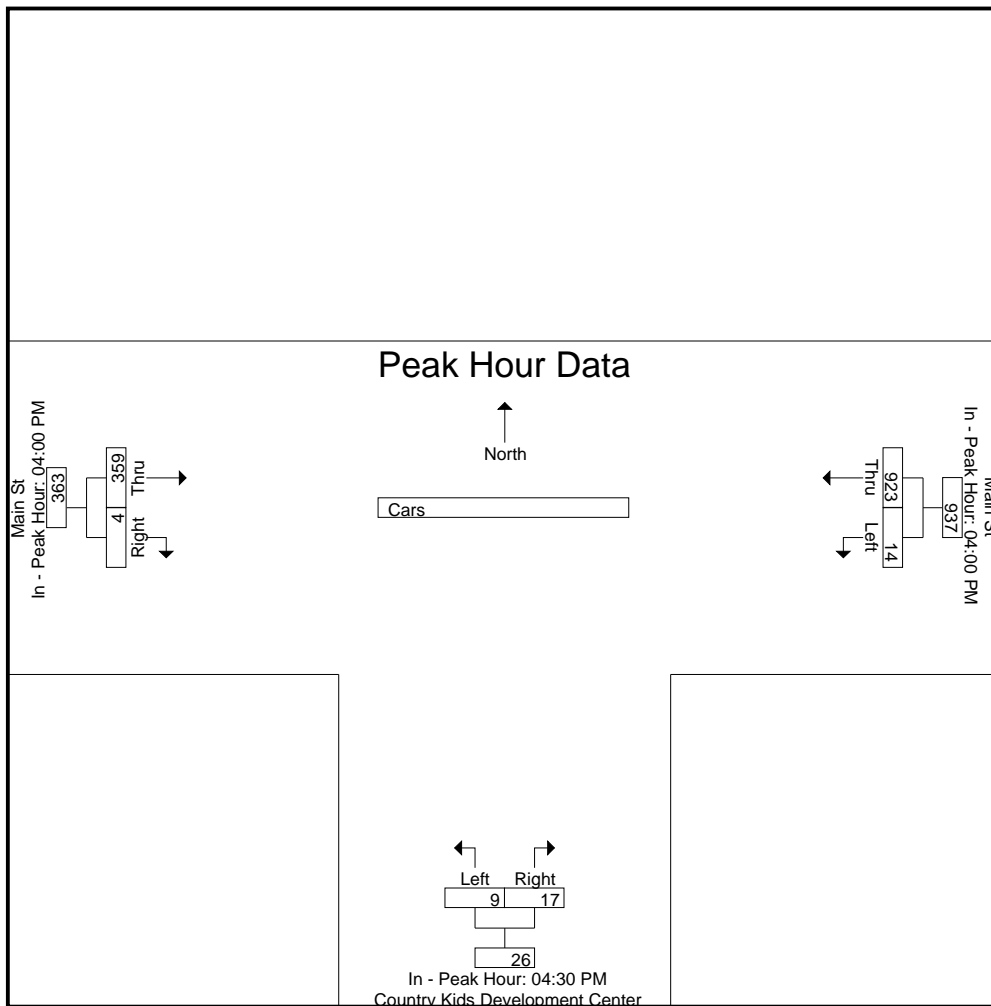
N/S Street : Country Kids Development Center  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	04:00 PM			04:30 PM			04:00 PM		
+0 mins.	2	261	263	0	1	1	103	1	104
+15 mins.	1	215	216	2	7	9	96	1	97
+30 mins.	6	234	240	3	2	5	74	1	75
+45 mins.	5	213	218	4	7	11	86	1	87
Total Volume	14	923	937	9	17	26	359	4	363
% App. Total	1.5	98.5		34.6	65.4		98.9	1.1	
PHF	.583	.884	.891	.563	.607	.591	.871	1.000	.873

N/S Street : Country Kids Development Center  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear





**Accurate Counts**  
978-664-2565

N/S Street : Country Kids Development Center  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

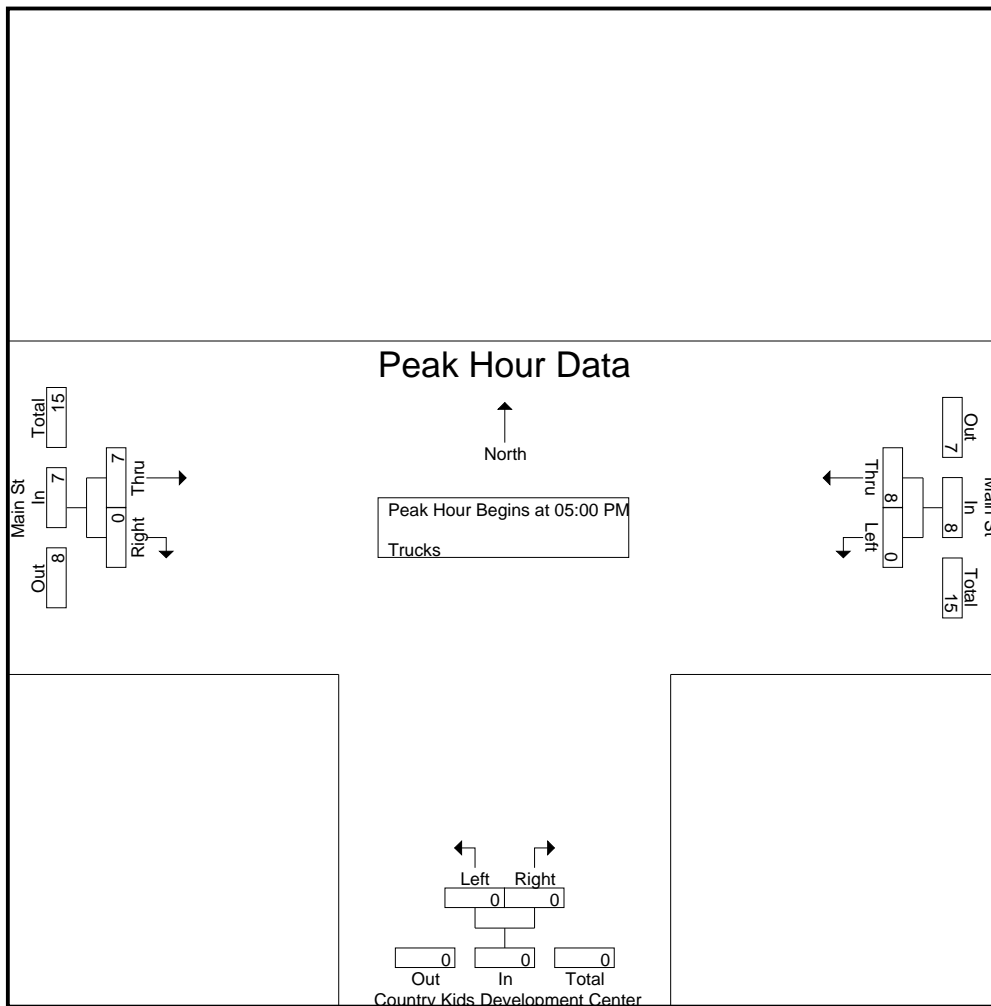
File Name : 13051003  
Site Code : 13051003  
Start Date : 2/16/2022  
Page No : 7

Groups Printed- Trucks

Start Time	Main St From East		Country Kids Development Center From South		Main St From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
04:00 PM	0	4	0	0	0	0	4
04:15 PM	0	1	0	0	1	0	2
04:30 PM	0	1	0	0	2	0	3
04:45 PM	0	0	0	0	1	0	1
<b>Total</b>	0	6	0	0	4	0	10
05:00 PM	0	4	0	0	1	0	5
05:15 PM	0	1	0	0	2	0	3
05:30 PM	0	2	0	0	2	0	4
05:45 PM	0	1	0	0	2	0	3
<b>Total</b>	0	8	0	0	7	0	15
06:00 PM	0	1	0	0	2	0	3
06:15 PM	0	0	0	0	1	0	1
<b>Grand Total</b>	0	15	0	0	14	0	29
Apprch %	0	100	0	0	100	0	
<b>Total %</b>	0	51.7	0	0	48.3	0	

Start Time	Main St From East			Country Kids Development Center From South			Main St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	4	4	0	0	0	1	0	1	5
05:15 PM	0	1	1	0	0	0	2	0	2	3
05:30 PM	0	2	2	0	0	0	2	0	2	4
05:45 PM	0	1	1	0	0	0	2	0	2	3
<b>Total Volume</b>	0	8	8	0	0	0	7	0	7	15
<b>% App. Total</b>	0	100		0	0		100	0		
<b>PHF</b>	.000	.500	.500	.000	.000	.000	.875	.000	.875	.750

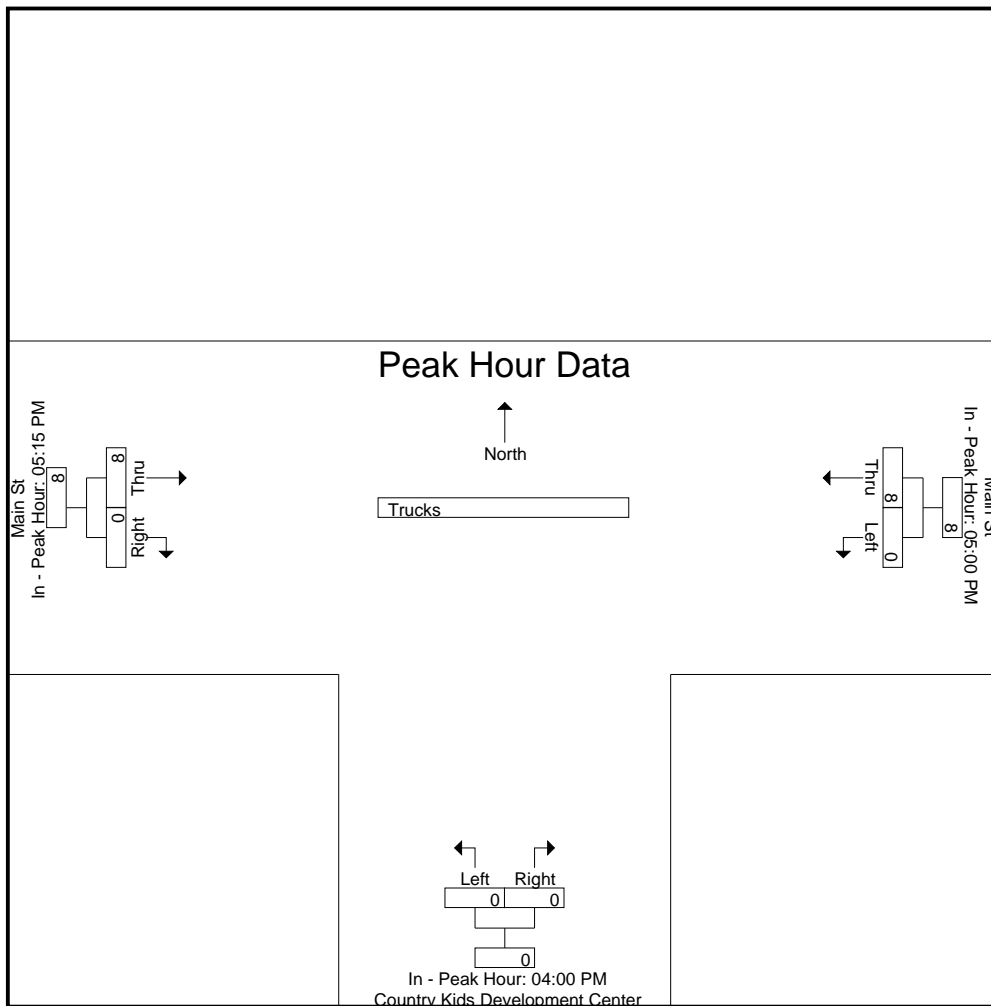
N/S Street : Country Kids Development Center  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	05:00 PM			04:00 PM			05:15 PM		
+0 mins.	0	4	4	0	0	0	2	0	2
+15 mins.	0	1	1	0	0	0	2	0	2
+30 mins.	0	2	2	0	0	0	2	0	2
+45 mins.	0	1	1	0	0	0	2	0	2
Total Volume	0	8	8	0	0	0	8	0	8
% App. Total	0	100		0	0		100	0	
PHF	.000	.500	.500	.000	.000	.000	1.000	.000	1.000

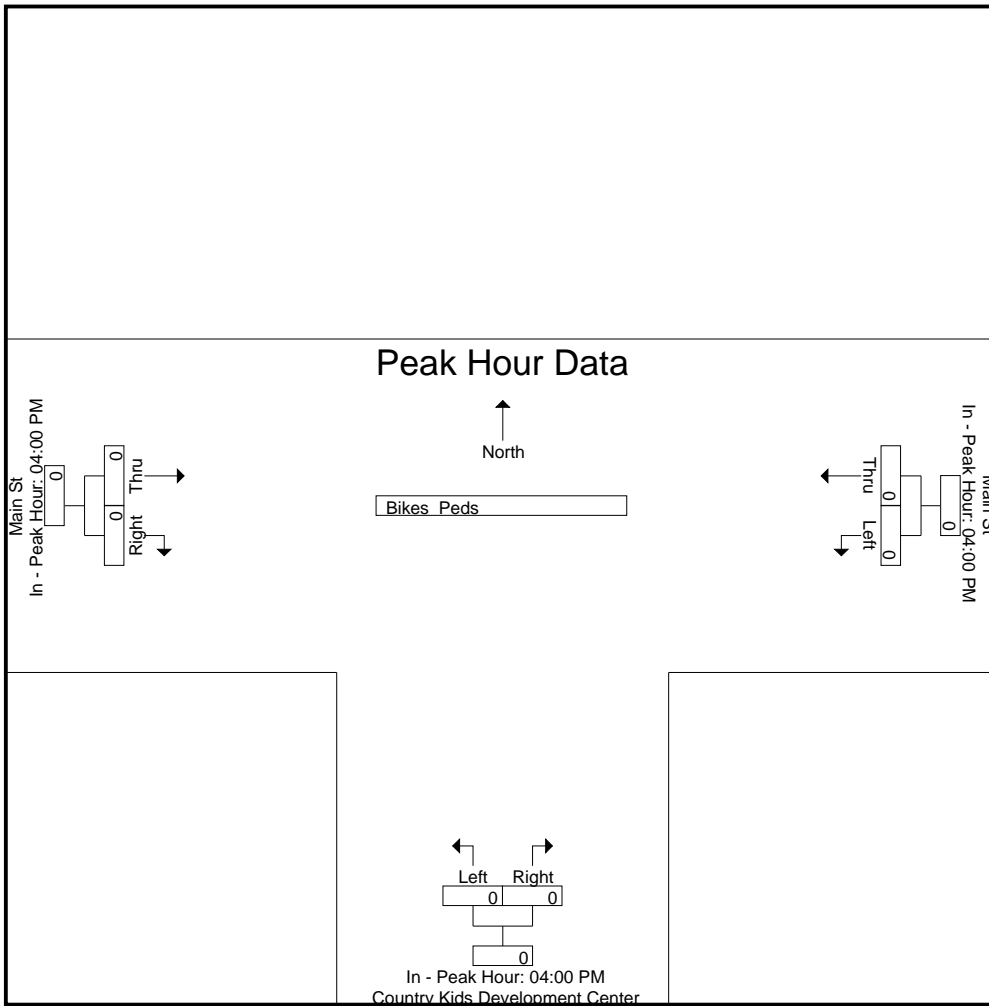
N/S Street : Country Kids Development Center  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear







N/S Street : Country Kids Development Center  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Driveway / Mill Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

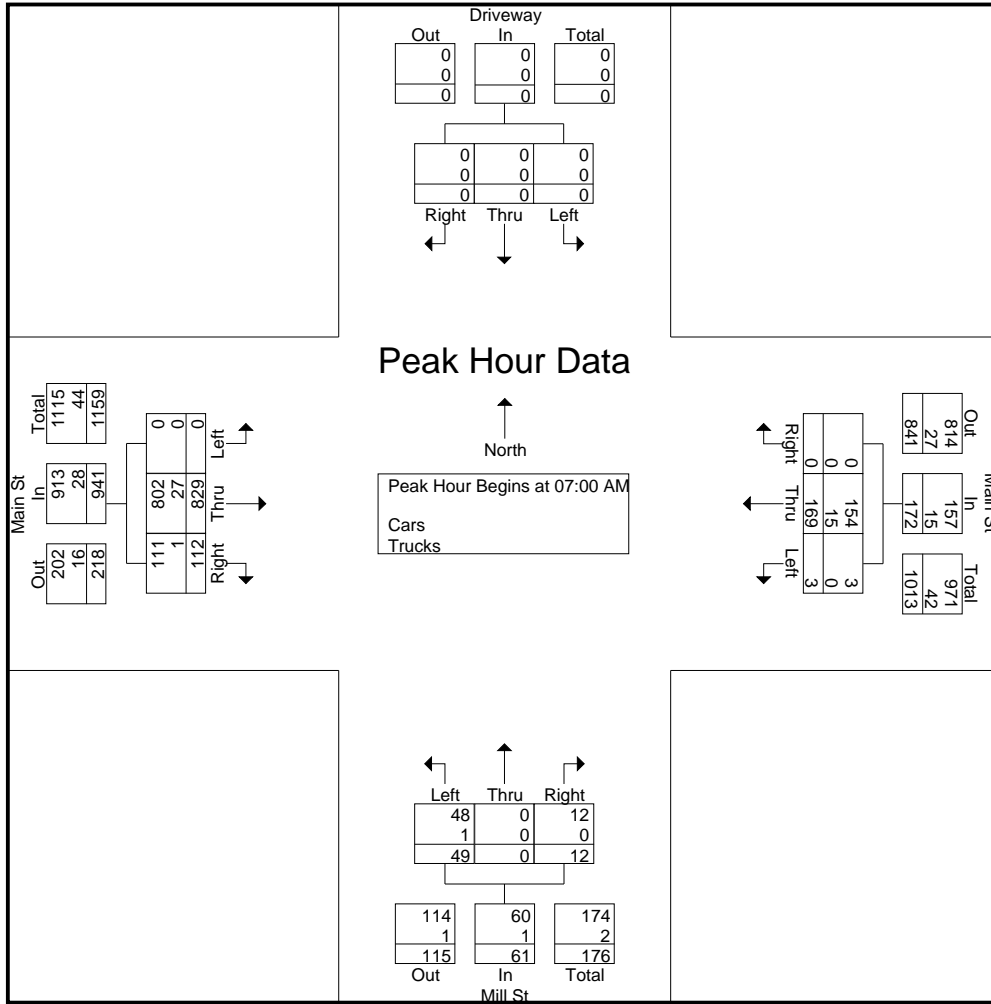
File Name : 13051004  
Site Code : 13051004  
Start Date : 2/16/2022  
Page No : 1

**Groups Printed- Cars - Trucks**

Start Time	Driveway From North			Main St From East			Mill St From South			Main St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	0	24	0	10	0	1	0	230	24	289
07:15 AM	0	0	0	2	43	0	14	0	2	0	215	28	304
07:30 AM	0	0	0	0	58	0	9	0	1	0	205	28	301
07:45 AM	0	0	0	1	44	0	16	0	8	0	179	32	280
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>169</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>829</b>	<b>112</b>	<b>1174</b>
08:00 AM	0	0	0	1	78	0	9	0	5	0	142	28	263
08:15 AM	0	0	0	0	50	0	7	0	2	0	142	14	215
08:30 AM	0	0	0	0	64	0	14	0	7	0	165	14	264
08:45 AM	0	0	0	5	81	0	18	0	4	0	133	16	257
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>273</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>582</b>	<b>72</b>	<b>999</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>442</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>1411</b>	<b>184</b>	<b>2173</b>
Apprch %	0	0	0	2	98	0	76.4	0	23.6	0	88.5	11.5	
Total %	0	0	0	0.4	20.3	0	4.5	0	1.4	0	64.9	8.5	
Cars	0	0	0	9	392	0	94	0	30	0	1363	183	2071
% Cars	0	0	0	100	88.7	0	96.9	0	100	0	96.6	99.5	95.3
Trucks	0	0	0	0	50	0	3	0	0	0	48	1	102
% Trucks	0	0	0	0	11.3	0	3.1	0	0	0	3.4	0.5	4.7

Start Time	Driveway From North				Main St From East				Mill St From South				Main St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	0	0	0	0	0	24	0	24	10	0	1	11	0	<b>230</b>	24	<b>254</b>	289
07:15 AM	0	0	0	0	2	43	0	45	14	0	2	16	0	215	28	243	<b>304</b>
07:30 AM	0	0	0	0	0	<b>58</b>	0	<b>58</b>	9	0	1	10	0	205	28	233	301
07:45 AM	0	0	0	0	1	44	0	45	<b>16</b>	0	<b>8</b>	<b>24</b>	0	179	<b>32</b>	211	280
Total Volume	0	0	0	0	3	169	0	172	49	0	12	61	0	829	112	941	1174
% App. Total	0	0	0	0	1.7	98.3	0		80.3	0	19.7		0	88.1	11.9		
PHF	.000	.000	.000	.000	.375	.728	.000	.741	.766	.000	.375	.635	.000	.901	.875	.926	.965
Cars	0	0	0	0	3	154	0	157	48	0	12	60	0	802	111	913	1130
% Cars	0	0	0	0	100	91.1	0	91.3	98.0	0	100	98.4	0	96.7	99.1	97.0	96.3
Trucks	0	0	0	0	0	15	0	15	1	0	0	1	0	27	1	28	44
% Trucks	0	0	0	0	0	8.9	0	8.7	2.0	0	0	1.6	0	3.3	0.9	3.0	3.7

N/S Street : Driveway / Mill Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

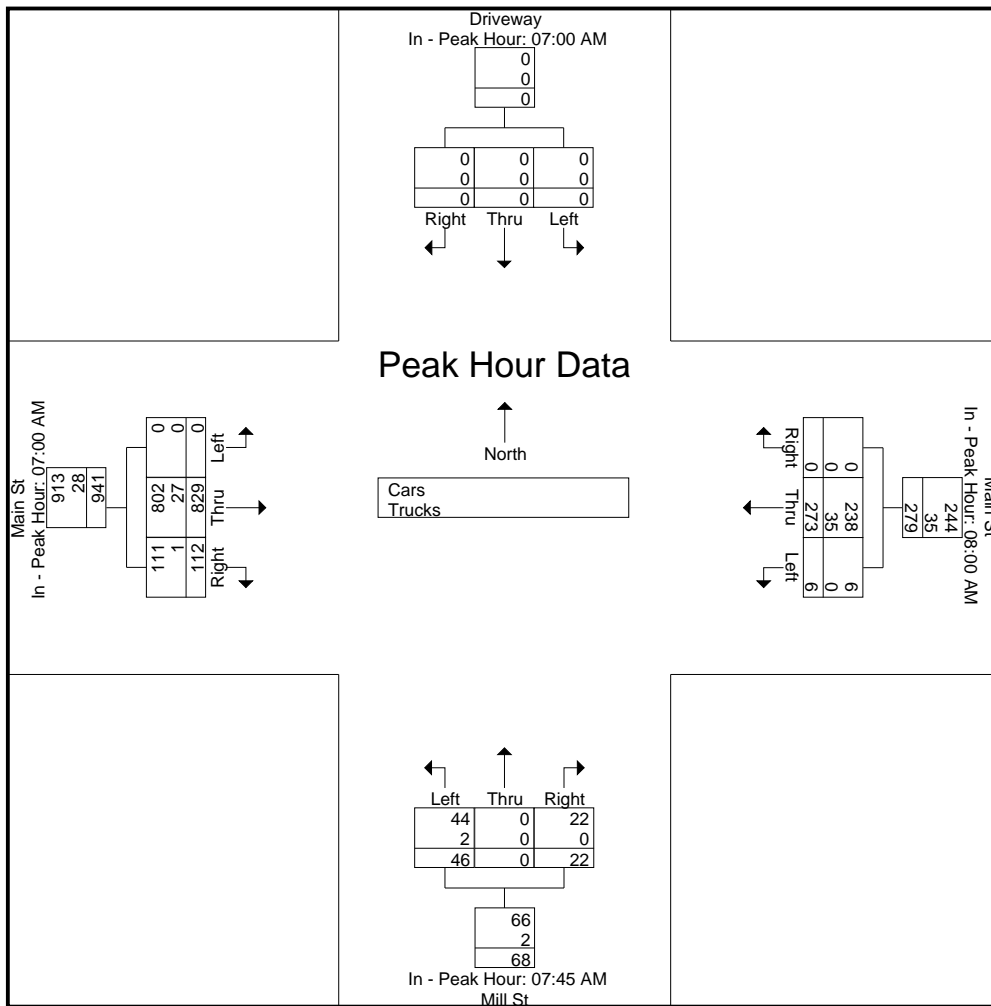


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	07:00 AM				08:00 AM				07:45 AM				07:00 AM			
+0 mins.	0	0	0	0	1	78	0	79	16	0	8	24	0	230	24	254
+15 mins.	0	0	0	0	0	50	0	50	9	0	5	14	0	215	28	243
+30 mins.	0	0	0	0	0	64	0	64	7	0	2	9	0	205	28	233
+45 mins.	0	0	0	0	5	81	0	86	14	0	7	21	0	179	32	211
Total Volume	0	0	0	0	6	273	0	279	46	0	22	68	0	829	112	941
% App. Total	0	0	0	0	2.2	97.8	0		67.6	0	32.4		0	88.1	11.9	
PHF	.000	.000	.000	.000	.300	.843	.000	.811	.719	.000	.688	.708	.000	.901	.875	.926
Cars	0	0	0	0	6	238	0	244	44	0	22	66	0	802	111	913
% Cars	0	0	0	0	100	87.2	0	87.5	95.7	0	100	97.1	0	96.7	99.1	97
Trucks	0	0	0	0	0	35	0	35	2	0	0	2	0	27	1	28
% Trucks	0	0	0	0	0	12.8	0	12.5	4.3	0	0	2.9	0	3.3	0.9	3



N/S Street : Driveway / Mill Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Driveway / Mill Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

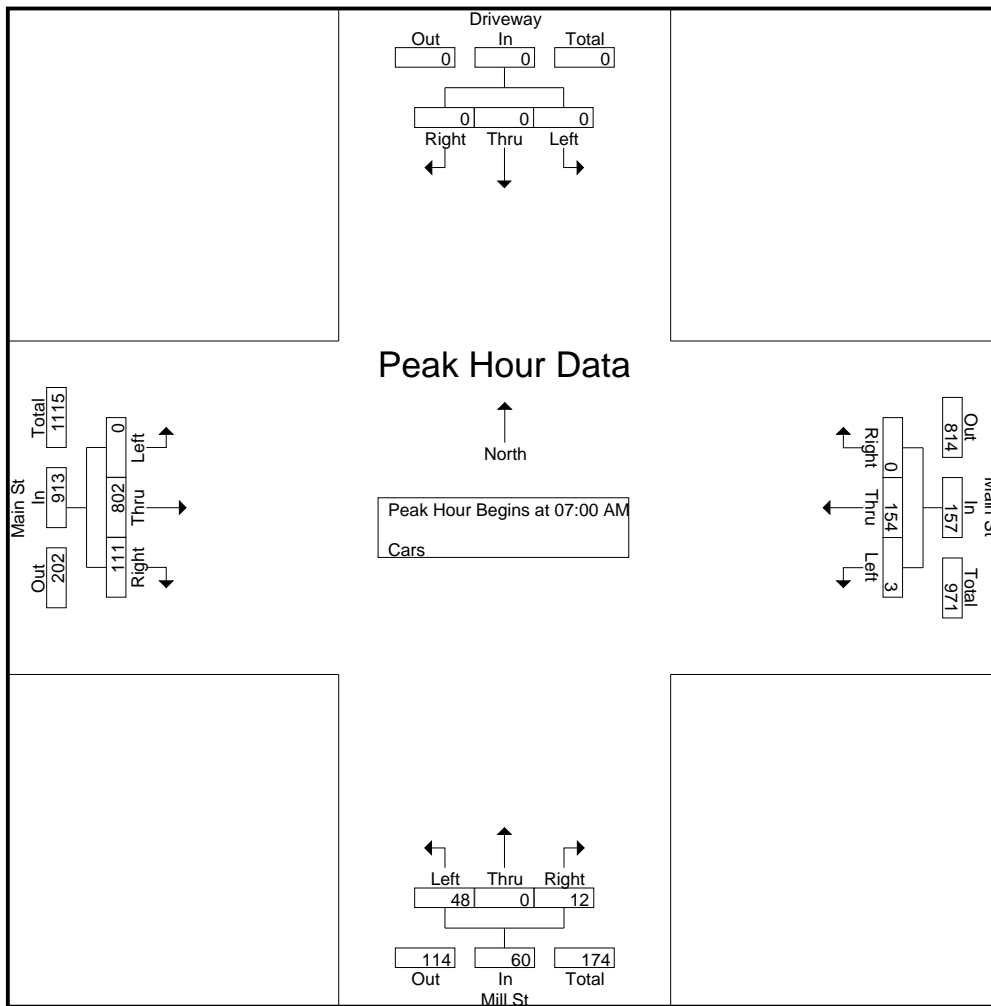
File Name : 13051004  
Site Code : 13051004  
Start Date : 2/16/2022  
Page No : 4

**Groups Printed- Cars**

Start Time	Driveway From North			Main St From East			Mill St From South			Main St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	0	21	0	10	0	1	0	222	24	278
07:15 AM	0	0	0	2	40	0	13	0	2	0	208	27	292
07:30 AM	0	0	0	0	54	0	9	0	1	0	201	28	293
07:45 AM	0	0	0	1	39	0	16	0	8	0	171	32	267
<b>Total</b>	0	0	0	3	154	0	48	0	12	0	802	111	1130
08:00 AM	0	0	0	1	70	0	8	0	5	0	137	28	249
08:15 AM	0	0	0	0	45	0	6	0	2	0	138	14	205
08:30 AM	0	0	0	0	56	0	14	0	7	0	159	14	250
08:45 AM	0	0	0	5	67	0	18	0	4	0	127	16	237
<b>Total</b>	0	0	0	6	238	0	46	0	18	0	561	72	941
<b>Grand Total</b>	0	0	0	9	392	0	94	0	30	0	1363	183	2071
Apprch %	0	0	0	2.2	97.8	0	75.8	0	24.2	0	88.2	11.8	
Total %	0	0	0	0.4	18.9	0	4.5	0	1.4	0	65.8	8.8	

Start Time	Driveway From North				Main St From East				Mill St From South				Main St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	0	0	0	0	0	21	0	21	10	0	1	11	0	<b>222</b>	24	<b>246</b>	278
07:15 AM	0	0	0	0	<b>2</b>	40	0	42	13	0	2	15	0	208	27	235	292
07:30 AM	0	0	0	0	0	<b>54</b>	0	<b>54</b>	9	0	1	10	0	201	28	229	<b>293</b>
07:45 AM	0	0	0	0	1	39	0	40	<b>16</b>	0	<b>8</b>	<b>24</b>	0	171	<b>32</b>	203	267
Total Volume	0	0	0	0	3	154	0	157	48	0	12	60	0	802	111	913	1130
% App. Total	0	0	0	0	1.9	98.1	0		80	0	20		0	87.8	12.2		
PHF	.000	.000	.000	.000	.375	.713	.000	.727	.750	.000	.375	.625	.000	.903	.867	.928	.964

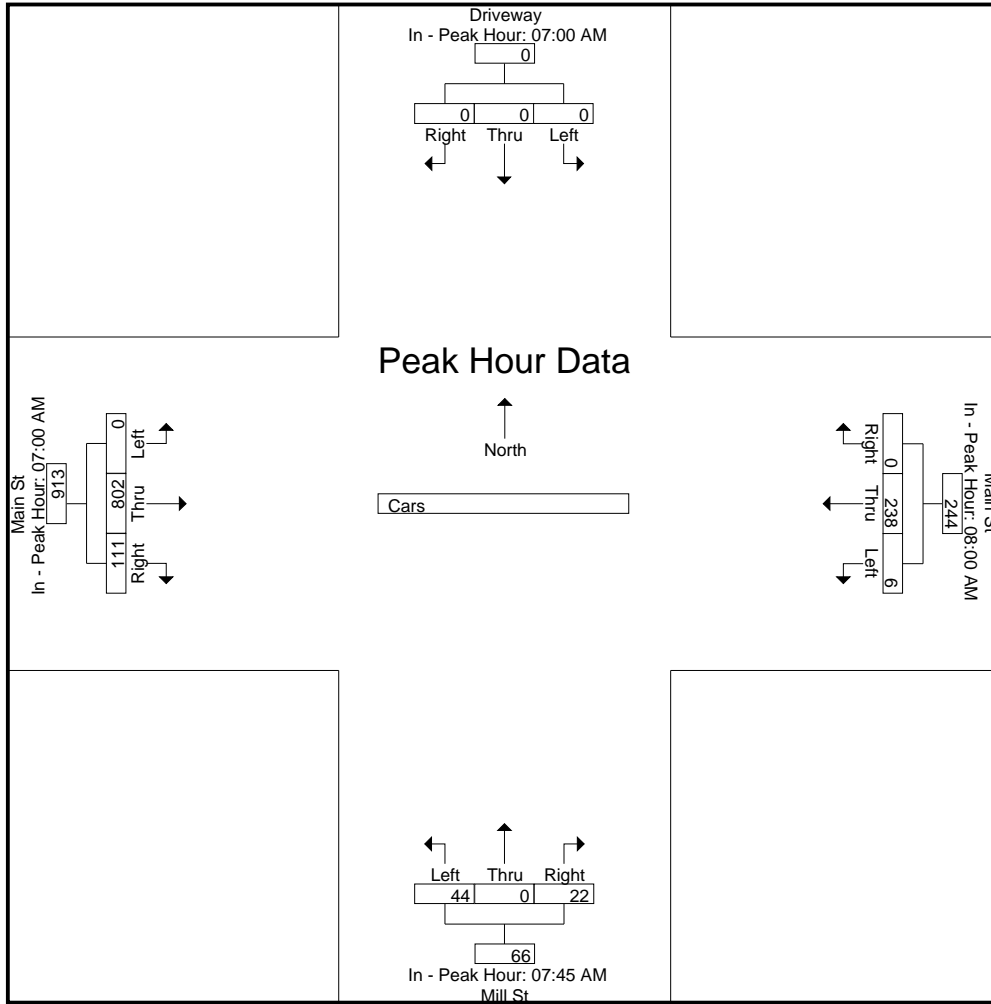
N/S Street : Driveway / Mill Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



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

	07:00 AM				08:00 AM				07:45 AM				07:00 AM			
+0 mins.	0	0	0	0	1	<b>70</b>	0	71	<b>16</b>	0	<b>8</b>	<b>24</b>	0	<b>222</b>	24	<b>246</b>
+15 mins.	0	0	0	0	0	45	0	45	8	0	5	13	0	208	27	235
+30 mins.	0	0	0	0	0	56	0	56	6	0	2	8	0	201	28	229
+45 mins.	0	0	0	0	<b>5</b>	<b>67</b>	0	<b>72</b>	14	0	7	21	0	171	<b>32</b>	203
Total Volume	0	0	0	0	6	238	0	244	44	0	22	66	0	802	111	913
% App. Total	0	0	0	0	2.5	97.5	0		66.7	0	33.3		0	87.8	12.2	
PHF	.000	.000	.000	.000	.300	.850	.000	.847	.688	.000	.688	.688	.000	.903	.867	.928

N/S Street : Driveway / Mill Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Driveway / Mill Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

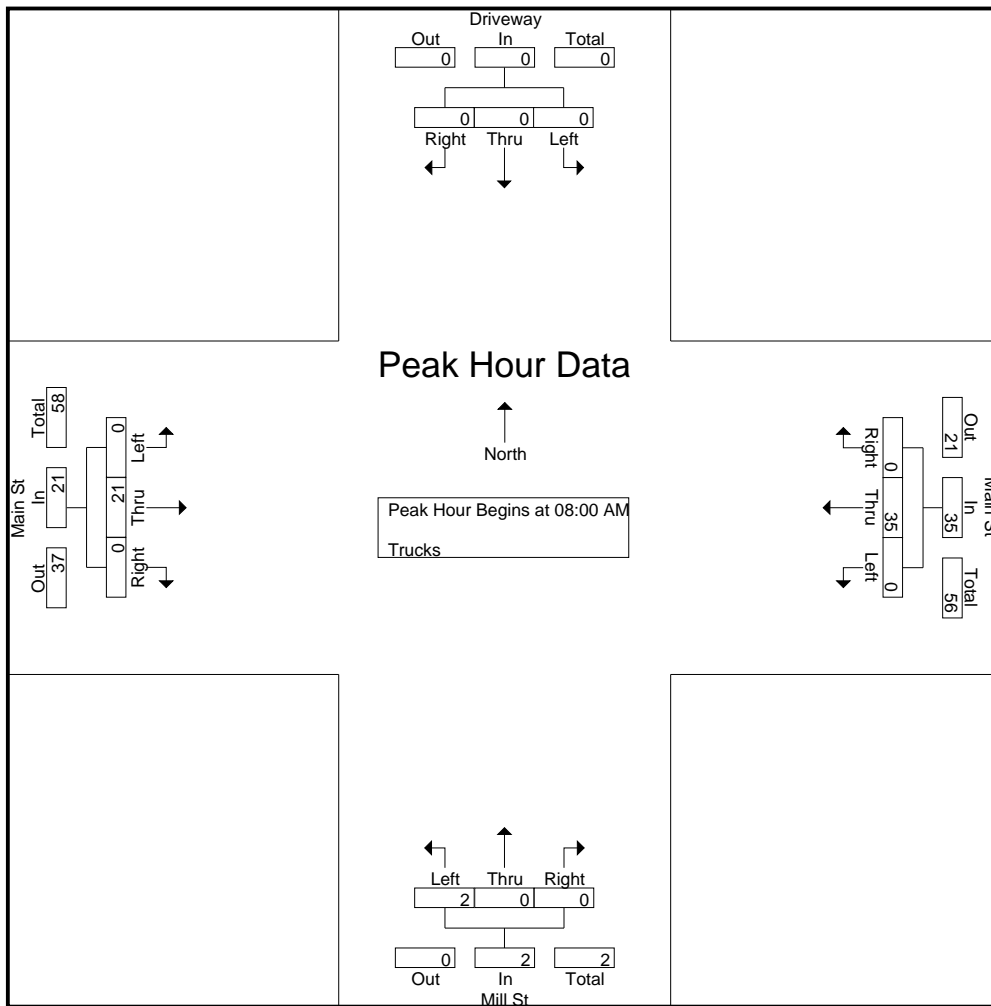
File Name : 13051004  
Site Code : 13051004  
Start Date : 2/16/2022  
Page No : 7

**Groups Printed- Trucks**

Start Time	Driveway From North			Main St From East			Mill St From South			Main St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	0	3	0	0	0	0	0	8	0	11
07:15 AM	0	0	0	0	3	0	1	0	0	0	7	1	12
07:30 AM	0	0	0	0	4	0	0	0	0	0	4	0	8
07:45 AM	0	0	0	0	5	0	0	0	0	0	8	0	13
<b>Total</b>	0	0	0	0	15	0	1	0	0	0	27	1	44
08:00 AM	0	0	0	0	8	0	1	0	0	0	5	0	14
08:15 AM	0	0	0	0	5	0	1	0	0	0	4	0	10
08:30 AM	0	0	0	0	8	0	0	0	0	0	6	0	14
08:45 AM	0	0	0	0	14	0	0	0	0	0	6	0	20
<b>Total</b>	0	0	0	0	35	0	2	0	0	0	21	0	58
<b>Grand Total</b>	0	0	0	0	50	0	3	0	0	0	48	1	102
Apprch %	0	0	0	0	100	0	100	0	0	0	98	2	
Total %	0	0	0	0	49	0	2.9	0	0	0	47.1	1	

Start Time	Driveway From North				Main St From East				Mill St From South				Main St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	8	0	8	1	0	0	1	0	5	0	5	14
08:15 AM	0	0	0	0	0	5	0	5	1	0	0	1	0	4	0	4	10
08:30 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	6	0	6	14
08:45 AM	0	0	0	0	0	14	0	14	0	0	0	0	0	6	0	6	20
<b>Total Volume</b>	0	0	0	0	0	35	0	35	2	0	0	2	0	21	0	21	58
<b>% App. Total</b>	0	0	0	0	0	100	0	100	100	0	0	0	0	100	0	0	
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.500	.000	.000	.500	.000	.875	.000	.875	.725

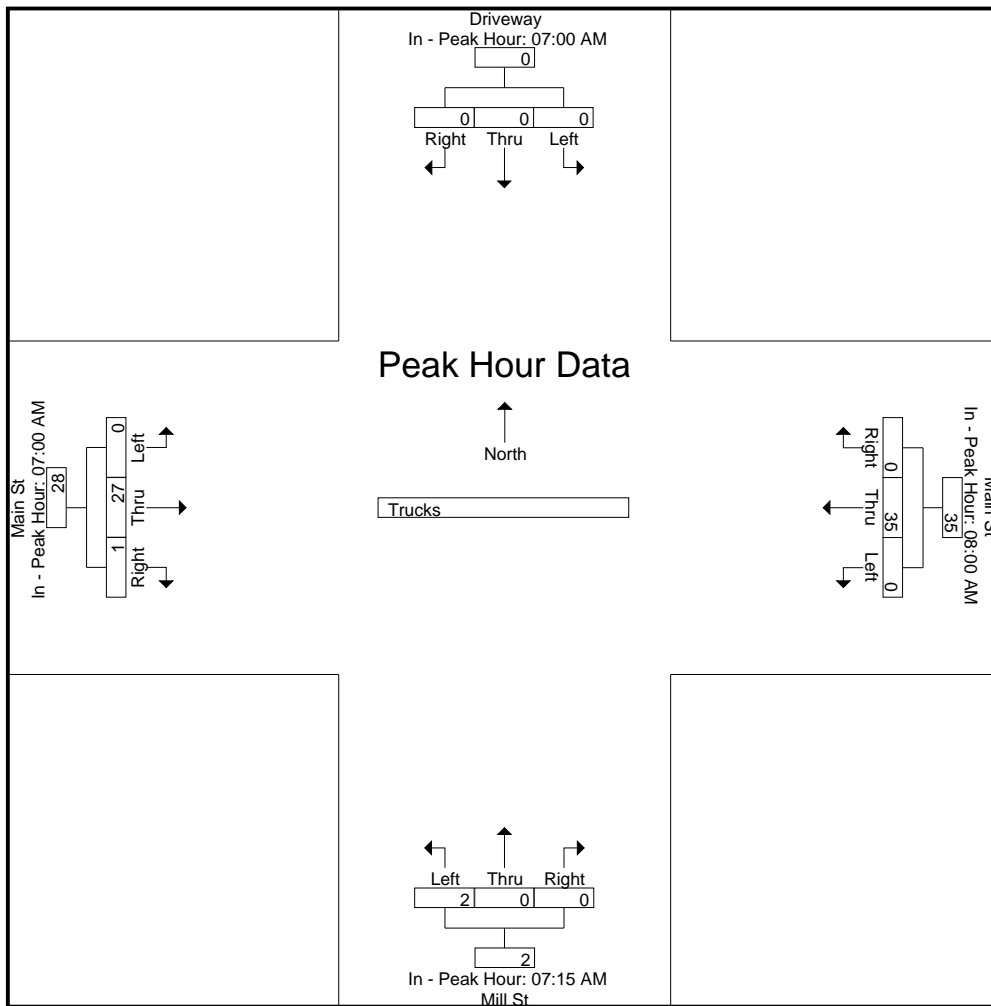
N/S Street : Driveway / Mill Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



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

	07:00 AM				08:00 AM				07:15 AM				07:00 AM			
+0 mins.	0	0	0	0	0	8	0	8	1	0	0	1	0	8	0	8
+15 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	7	1	8
+30 mins.	0	0	0	0	0	8	0	8	0	0	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	14	0	14	1	0	0	1	0	8	0	8
Total Volume	0	0	0	0	0	35	0	35	2	0	0	2	0	27	1	28
% App. Total	0	0	0	0	0	100	0	100	100	0	0	100	0	96.4	3.6	100
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.500	.000	.000	.500	.000	.844	.250	.875

N/S Street : Driveway / Mill Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Driveway / Mill Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

File Name : 13051004  
Site Code : 13051004  
Start Date : 2/16/2022  
Page No : 10

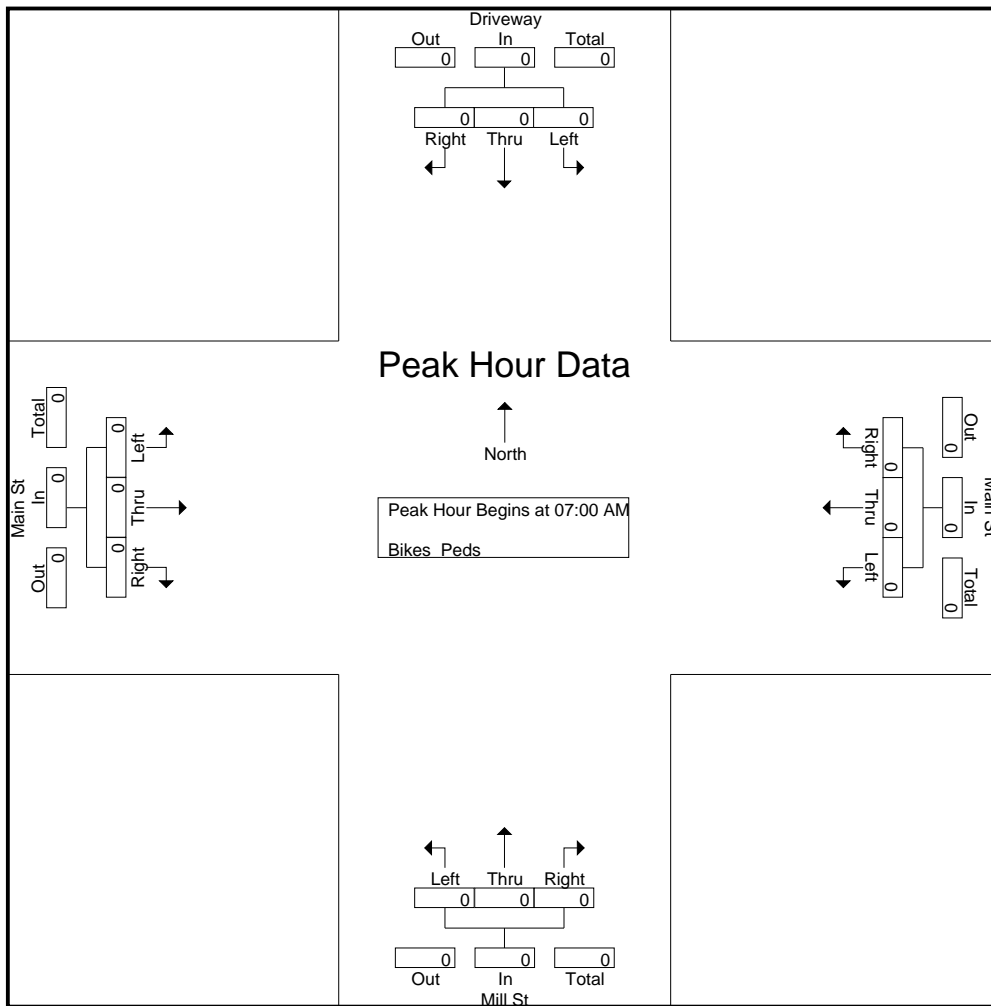
**Groups Printed- Bikes Peds**

Start Time	Driveway From North				Main St From East				Mill St From South				Main St From West				Exclu. Total	Inclu. Total	Int. Total			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds						
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0							
Total %																	0	0				

Start Time	Driveway From North				Main St From East				Mill St From South				Main St From West				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0			
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



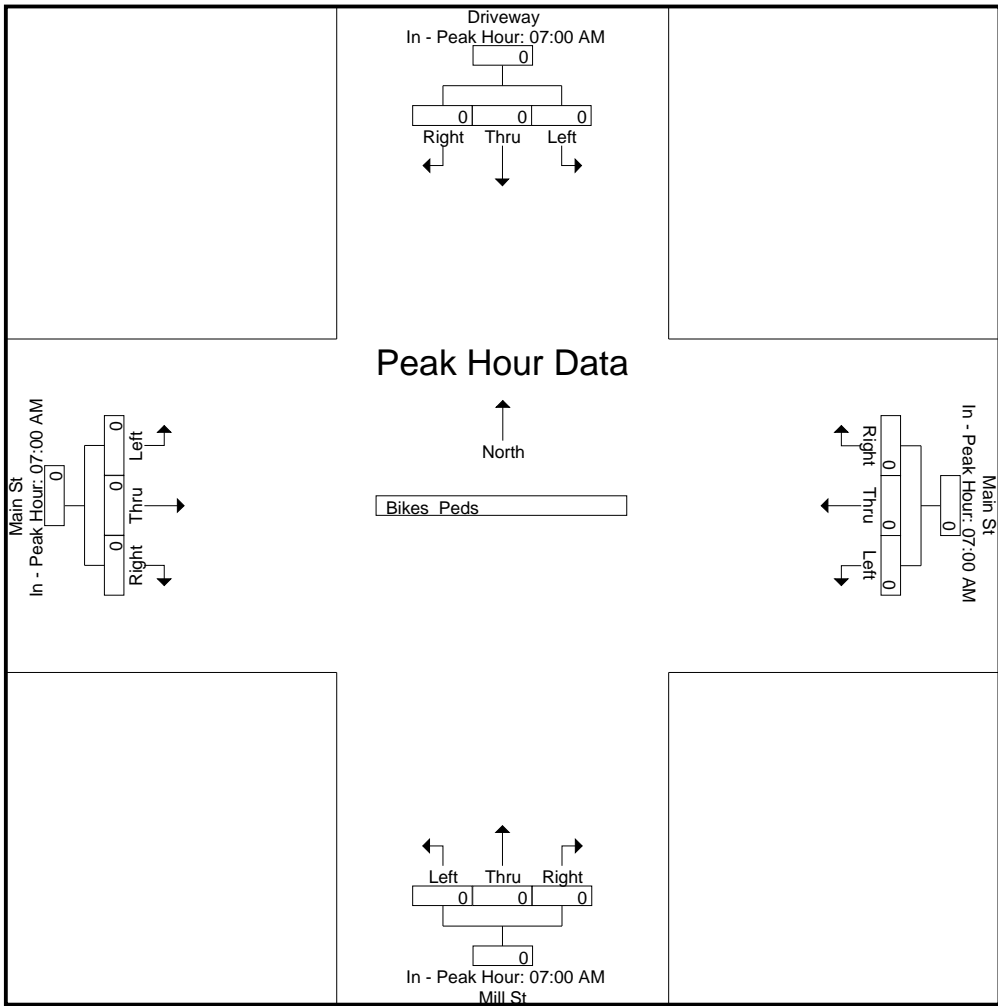
N/S Street : Driveway / Mill Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



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

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

N/S Street : Driveway / Mill Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Driveway / Mill Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

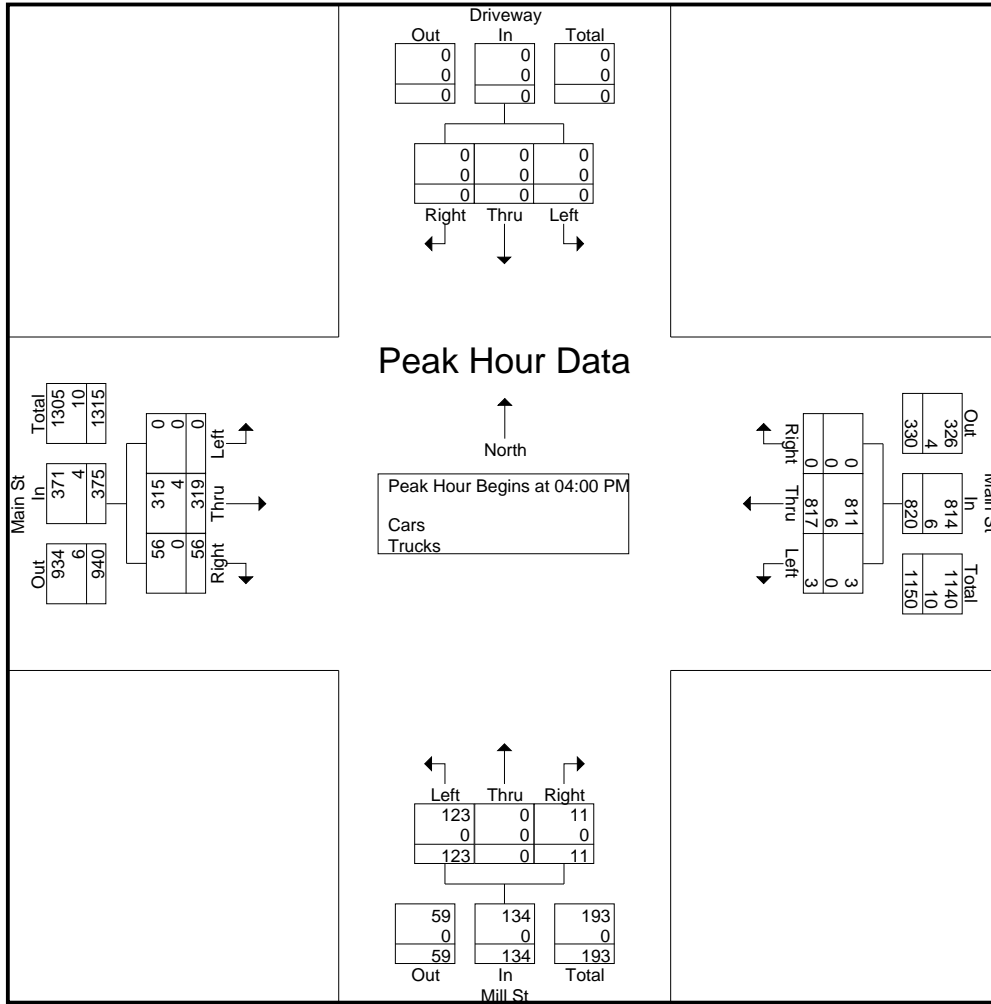
File Name : 13051004  
Site Code : 13051004  
Start Date : 2/16/2022  
Page No : 1

**Groups Printed- Cars - Trucks**

Start Time	Driveway From North			Main St From East			Mill St From South			Main St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	0	0	0	0	234	0	35	0	3	0	87	20	379
04:15 PM	0	0	0	0	190	0	26	0	2	0	85	14	317
04:30 PM	0	0	0	2	214	0	26	0	4	0	64	10	320
04:45 PM	0	0	0	1	179	0	36	0	2	0	83	12	313
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>817</b>	<b>0</b>	<b>123</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>319</b>	<b>56</b>	<b>1329</b>
05:00 PM	0	0	0	1	194	0	25	0	1	0	79	12	312
05:15 PM	0	0	0	2	193	0	31	0	4	0	70	14	314
05:30 PM	0	0	0	2	163	0	28	0	0	0	64	11	268
05:45 PM	0	0	0	0	144	0	17	0	0	0	59	1	221
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>694</b>	<b>0</b>	<b>101</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>272</b>	<b>38</b>	<b>1115</b>
06:00 PM	0	0	0	1	137	0	15	0	0	0	50	11	214
06:15 PM	0	0	0	2	118	0	13	0	1	0	58	6	198
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1766</b>	<b>0</b>	<b>252</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>699</b>	<b>111</b>	<b>2856</b>
Apprch %	0	0	0	0.6	99.4	0	93.7	0	6.3	0	86.3	13.7	
Total %	0	0	0	0.4	61.8	0	8.8	0	0.6	0	24.5	3.9	
Cars	0	0	0	11	1754	0	251	0	17	0	686	111	2830
% Cars	0	0	0	100	99.3	0	99.6	0	100	0	98.1	100	99.1
Trucks	0	0	0	0	12	0	1	0	0	0	13	0	26
% Trucks	0	0	0	0	0.7	0	0.4	0	0	0	1.9	0	0.9

Start Time	Driveway From North				Main St From East				Mill St From South				Main St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	<b>234</b>	0	<b>234</b>	35	0	3	<b>38</b>	0	<b>87</b>	<b>20</b>	<b>107</b>	<b>379</b>
04:15 PM	0	0	0	0	0	190	0	190	26	0	2	28	0	85	14	99	317
04:30 PM	0	0	0	0	2	214	0	216	26	0	4	30	0	64	10	74	320
04:45 PM	0	0	0	0	1	179	0	180	<b>36</b>	0	2	<b>38</b>	0	83	12	95	313
Total Volume	0	0	0	0	3	817	0	820	123	0	11	134	0	319	56	375	1329
% App. Total	0	0	0	0	0.4	99.6	0	99.6	91.8	0	8.2	91.8	0	85.1	14.9	91.8	99.6
PHF	.000	.000	.000	.000	.375	.873	.000	.876	.854	.000	.688	.882	.000	.917	.700	.876	.877
Cars	0	0	0	0	3	811	0	814	123	0	11	134	0	315	56	371	1319
% Cars	0	0	0	0	100	99.3	0	99.3	100	0	100	100	0	98.7	100	98.9	99.2
Trucks	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4	10
% Trucks	0	0	0	0	0	0.7	0	0.7	0	0	0	0	0	1.3	0	1.1	0.8

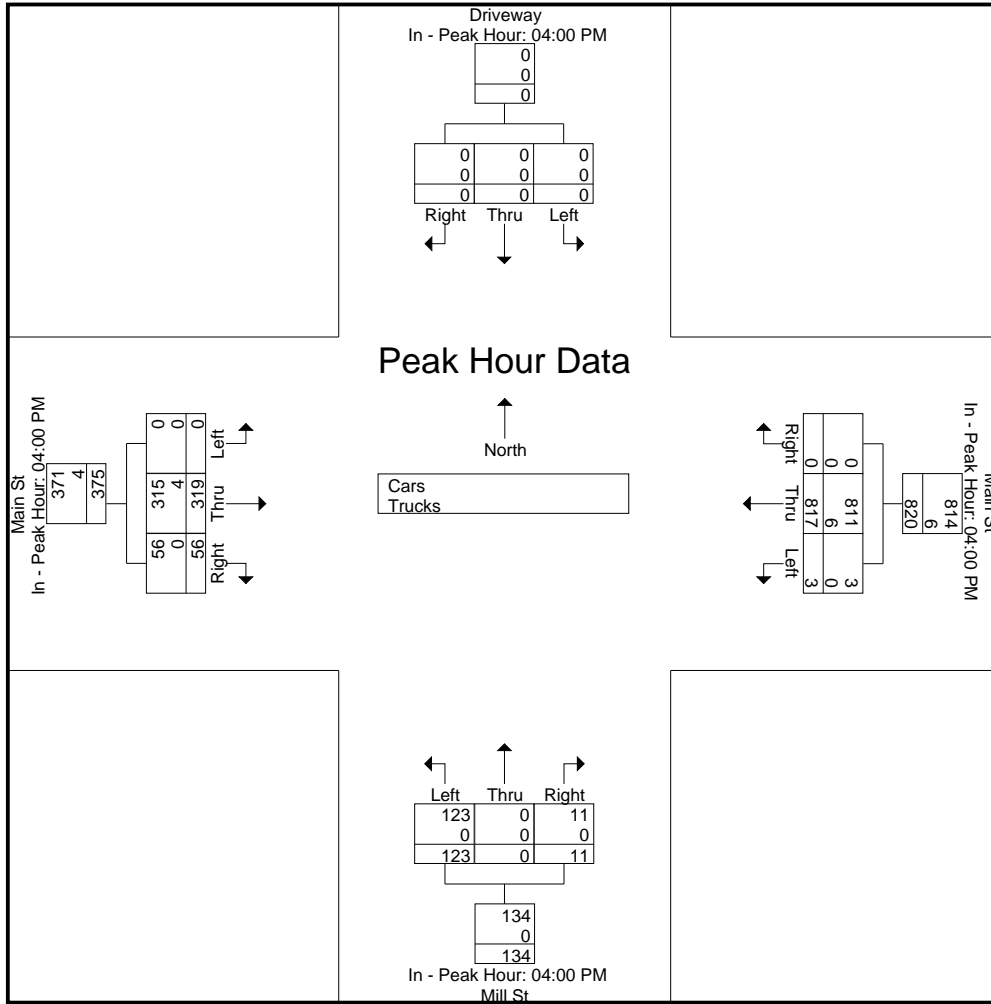
N/S Street : Driveway / Mill Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	<b>234</b>	0	<b>234</b>	35	0	3	<b>38</b>	0	<b>87</b>	<b>20</b>	<b>107</b>
+15 mins.	0	0	0	0	0	190	0	190	26	0	2	28	0	85	14	99
+30 mins.	0	0	0	0	<b>2</b>	214	0	216	26	0	<b>4</b>	30	0	64	10	74
+45 mins.	0	0	0	0	1	179	0	180	<b>36</b>	0	2	38	0	83	12	95
Total Volume	0	0	0	0	3	817	0	820	123	0	11	134	0	319	56	375
% App. Total	0	0	0	0	0.4	99.6	0	0	91.8	0	8.2	0	0	85.1	14.9	0
PHF	.000	.000	.000	.000	.375	.873	.000	.876	.854	.000	.688	.882	.000	.917	.700	.876
Cars	0	0	0	0	3	811	0	814	123	0	11	134	0	315	56	371
% Cars	0	0	0	0	100	99.3	0	99.3	100	0	100	100	0	98.7	100	98.9
Trucks	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4
% Trucks	0	0	0	0	0	0.7	0	0.7	0	0	0	0	0	1.3	0	1.1

N/S Street : Driveway / Mill Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Driveway / Mill Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

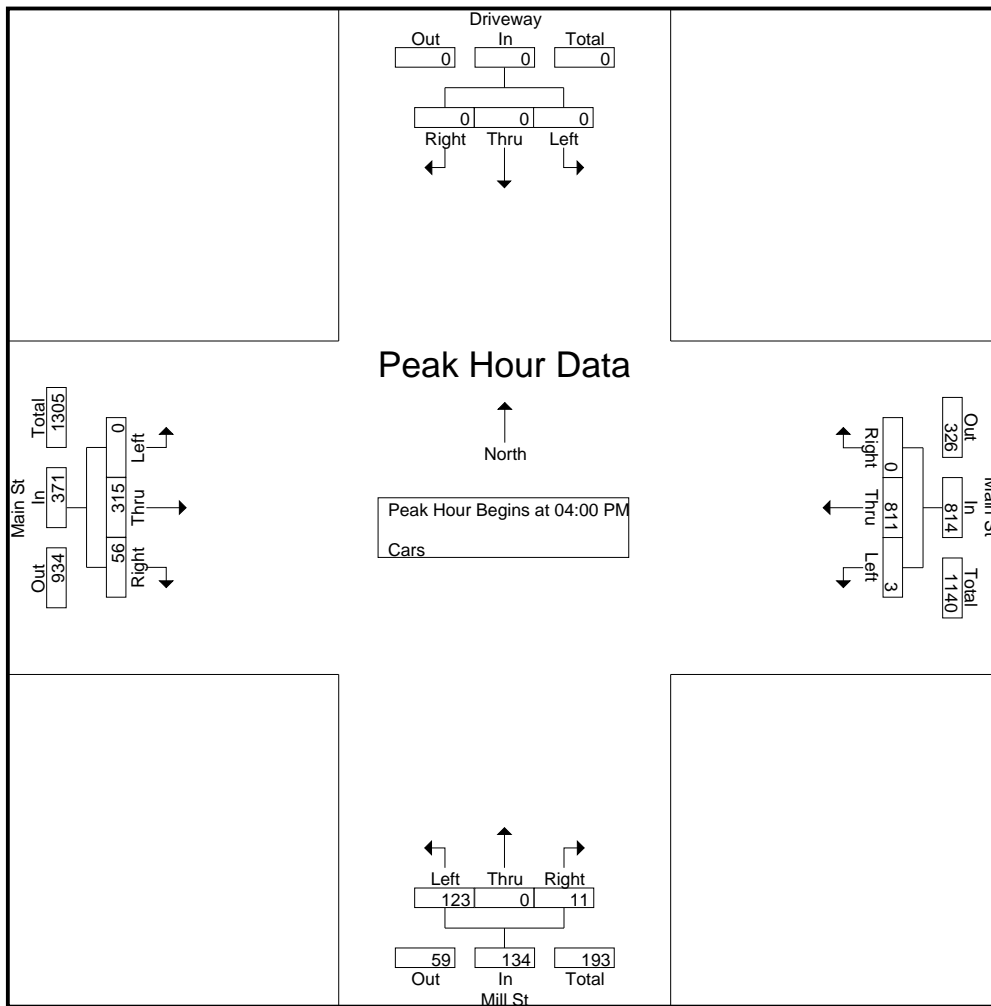
File Name : 13051004  
Site Code : 13051004  
Start Date : 2/16/2022  
Page No : 4

**Groups Printed- Cars**

Start Time	Driveway From North			Main St From East			Mill St From South			Main St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	0	0	0	0	231	0	35	0	3	0	87	20	376
04:15 PM	0	0	0	0	189	0	26	0	2	0	84	14	315
04:30 PM	0	0	0	2	212	0	26	0	4	0	63	10	317
04:45 PM	0	0	0	1	179	0	36	0	2	0	81	12	311
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>811</b>	<b>0</b>	<b>123</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>315</b>	<b>56</b>	<b>1319</b>
05:00 PM	0	0	0	1	191	0	25	0	1	0	78	12	308
05:15 PM	0	0	0	2	192	0	31	0	4	0	68	14	311
05:30 PM	0	0	0	2	162	0	27	0	0	0	63	11	265
05:45 PM	0	0	0	0	144	0	17	0	0	0	57	1	219
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>689</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>266</b>	<b>38</b>	<b>1103</b>
06:00 PM	0	0	0	1	136	0	15	0	0	0	48	11	211
06:15 PM	0	0	0	2	118	0	13	0	1	0	57	6	197
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1754</b>	<b>0</b>	<b>251</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>686</b>	<b>111</b>	<b>2830</b>
Apprch %	0	0	0	0.6	99.4	0	93.7	0	6.3	0	86.1	13.9	
Total %	0	0	0	0.4	62	0	8.9	0	0.6	0	24.2	3.9	

Start Time	Driveway From North				Main St From East				Mill St From South				Main St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	<b>231</b>	0	<b>231</b>	35	0	3	<b>38</b>	0	<b>87</b>	<b>20</b>	<b>107</b>	<b>376</b>
04:15 PM	0	0	0	0	0	189	0	189	26	0	2	28	0	84	14	98	315
04:30 PM	0	0	0	0	<b>2</b>	212	0	214	26	0	<b>4</b>	30	0	63	10	73	317
04:45 PM	0	0	0	0	1	179	0	180	<b>36</b>	0	2	38	0	81	12	93	311
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>811</b>	<b>0</b>	<b>814</b>	<b>123</b>	<b>0</b>	<b>11</b>	<b>134</b>	<b>0</b>	<b>315</b>	<b>56</b>	<b>371</b>	<b>1319</b>
<b>% App. Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>99.6</b>	<b>0</b>	<b>99.6</b>	<b>91.8</b>	<b>0</b>	<b>8.2</b>	<b>91.8</b>	<b>0</b>	<b>84.9</b>	<b>15.1</b>	<b>90.5</b>	<b>99.6</b>
PHF	.000	.000	.000	.000	.375	.878	.000	.881	.854	.000	.688	.882	.000	.905	.700	.867	.877

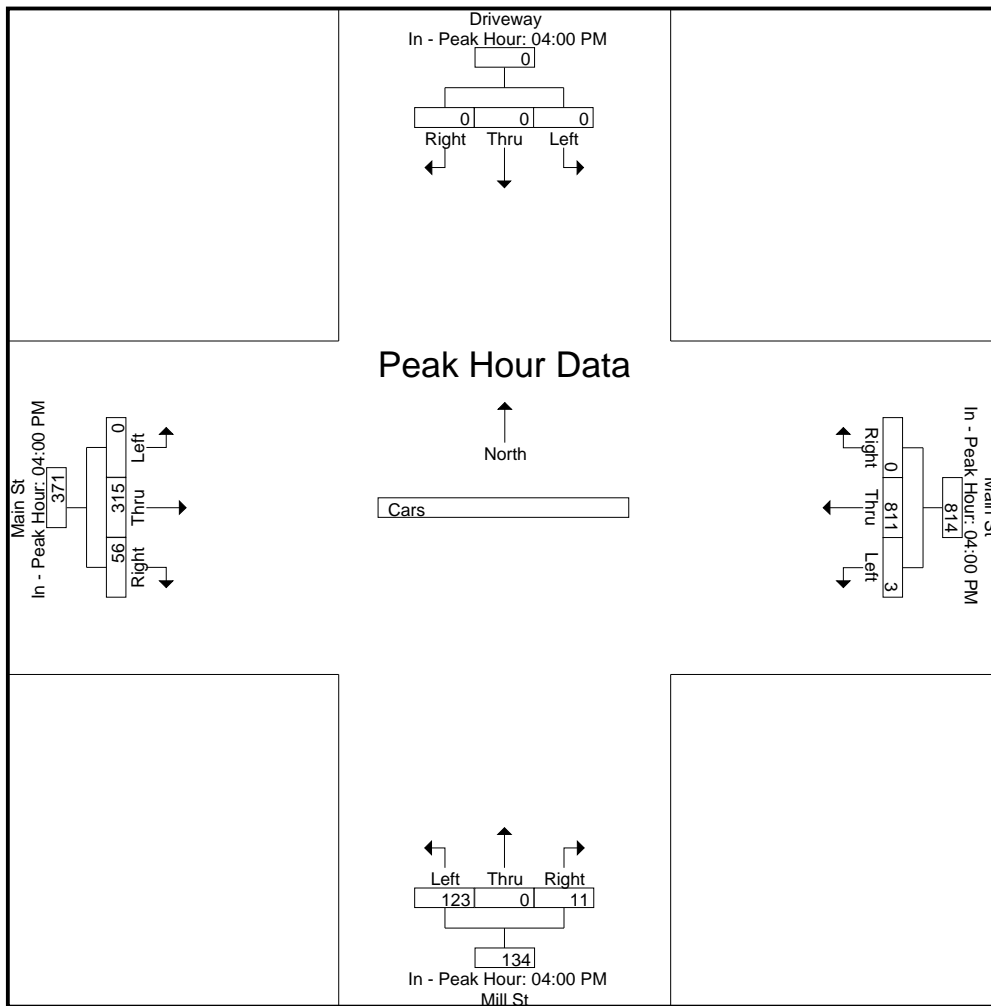
N/S Street : Driveway / Mill Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	<b>231</b>	0	<b>231</b>	35	0	3	<b>38</b>	0	<b>87</b>	<b>20</b>	<b>107</b>
+15 mins.	0	0	0	0	0	189	0	189	26	0	2	28	0	84	14	98
+30 mins.	0	0	0	0	<b>2</b>	212	0	214	26	0	<b>4</b>	30	0	63	10	73
+45 mins.	0	0	0	0	1	179	0	180	<b>36</b>	0	2	38	0	81	12	93
Total Volume	0	0	0	0	3	811	0	814	123	0	11	134	0	315	56	371
% App. Total	0	0	0	0	0.4	99.6	0		91.8	0	8.2		0	84.9	15.1	
PHF	.000	.000	.000	.000	.375	.878	.000	.881	.854	.000	.688	.882	.000	.905	.700	.867

N/S Street : Driveway / Mill Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear





**Accurate Counts**  
978-664-2565

N/S Street : Driveway / Mill Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

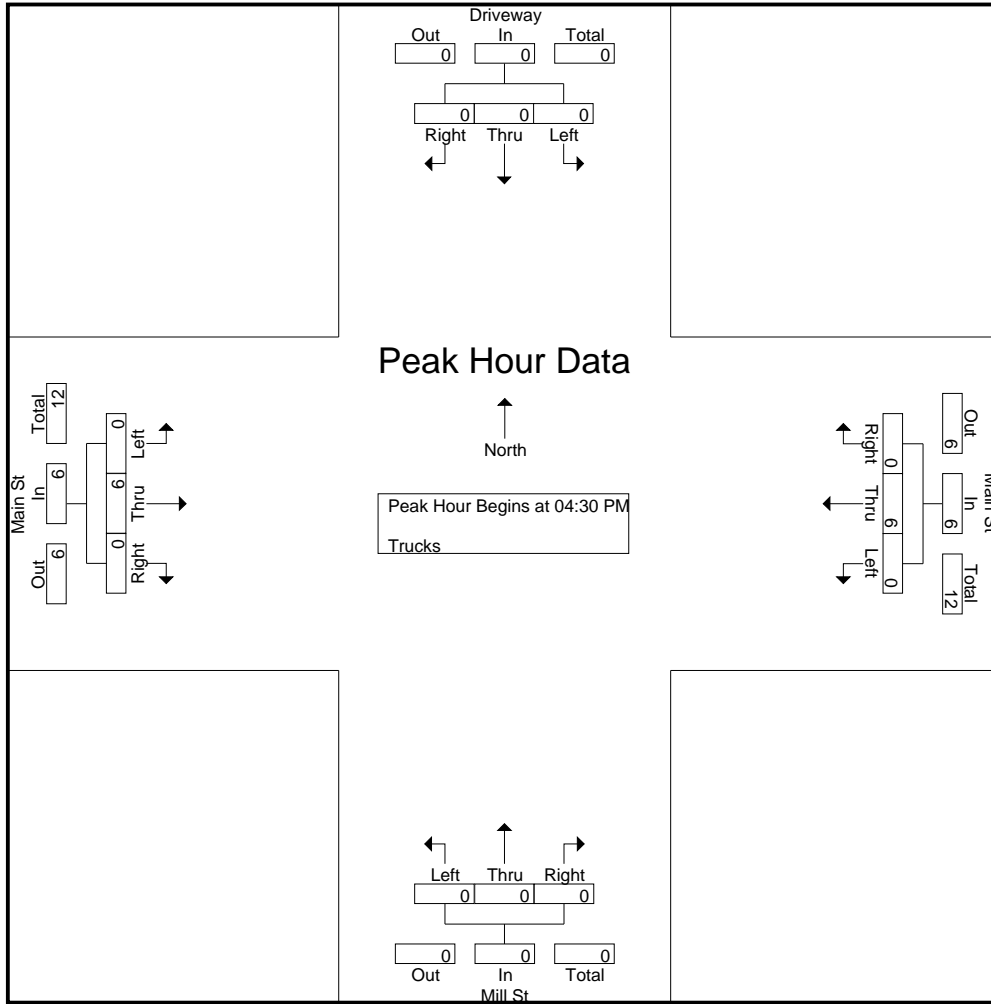
File Name : 13051004  
Site Code : 13051004  
Start Date : 2/16/2022  
Page No : 7

**Groups Printed- Trucks**

Start Time	Driveway From North			Main St From East			Mill St From South			Main St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
04:30 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>10</b>
05:00 PM	0	0	0	0	3	0	0	0	0	0	1	0	4
05:15 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
05:30 PM	0	0	0	0	1	0	1	0	0	0	1	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>12</b>
06:00 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
06:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>26</b>
Apprch %	0	0	0	0	100	0	100	0	0	0	100	0	
Total %	0	0	0	0	46.2	0	3.8	0	0	0	50	0	

Start Time	Driveway From North				Main St From East				Mill St From South				Main St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>12</b>
<b>% App. Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750	.750

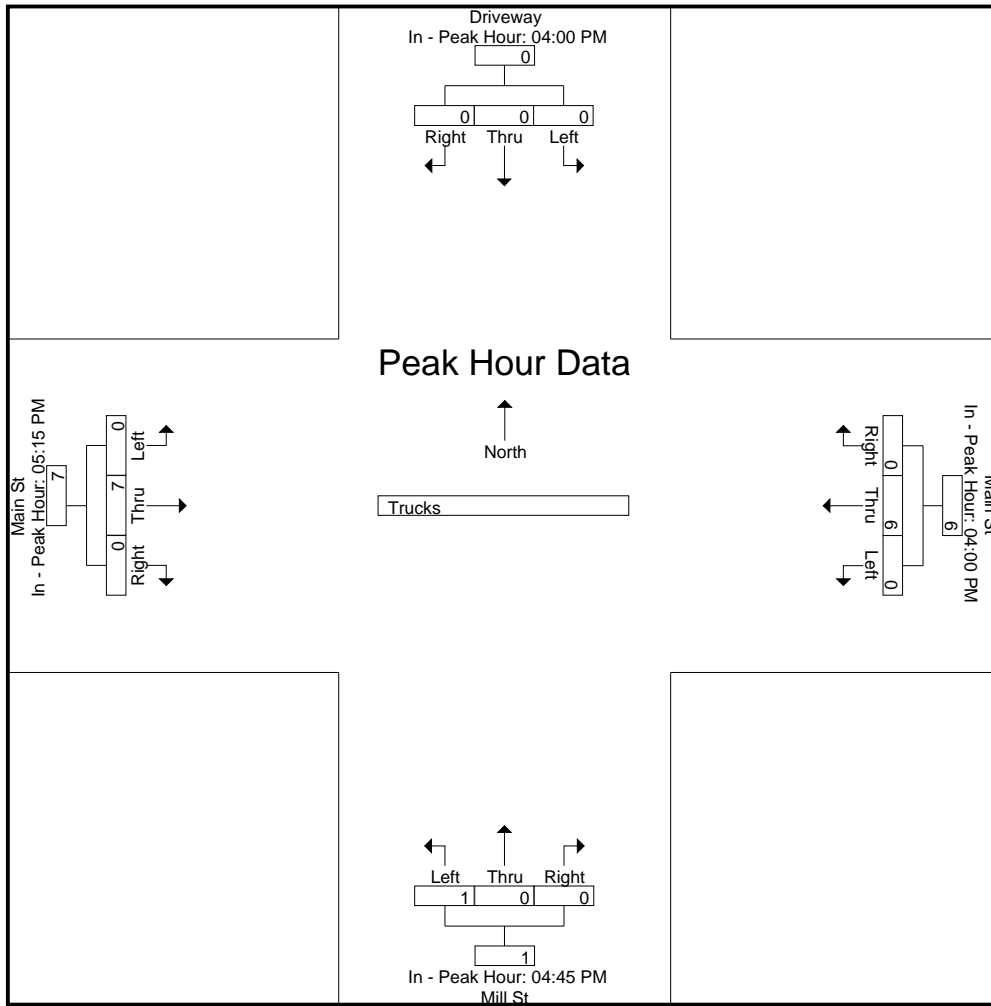
N/S Street : Driveway / Mill Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				05:15 PM							
+0 mins.	0	0	0	0	0	<b>3</b>	0	<b>3</b>	0	0	0	0	0	<b>2</b>	0	<b>2</b>
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2
Total Volume	0	0	0	0	0	6	0	6	1	0	0	1	0	7	0	7
% App. Total	0	0	0	0	0	100	0	100	100	0	0	100	0	100	0	100
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250	.000	.875	.000	.875

N/S Street : Driveway / Mill Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Driveway / Mill Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

File Name : 13051004  
Site Code : 13051004  
Start Date : 2/16/2022  
Page No : 10

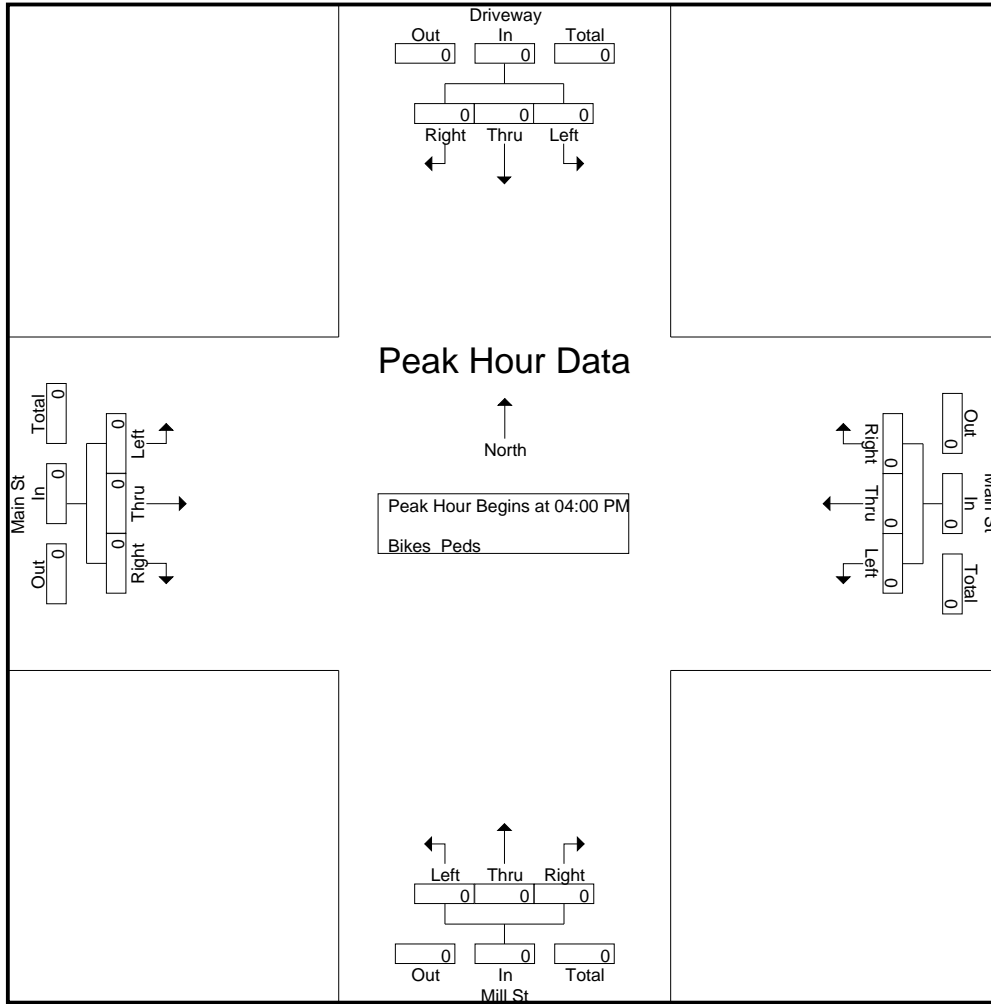
**Groups Printed- Bikes Peds**

Start Time	Driveway From North				Main St From East				Mill St From South				Main St From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	2
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	2
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0				
<b>Total %</b>																	100	0	

Start Time	Driveway From North				Main St From East				Mill St From South				Main St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% App. Total</b>	0	0	0		0	0	0		0	0	0		0	0	0		
<b>PHF</b>	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 04:00 PM

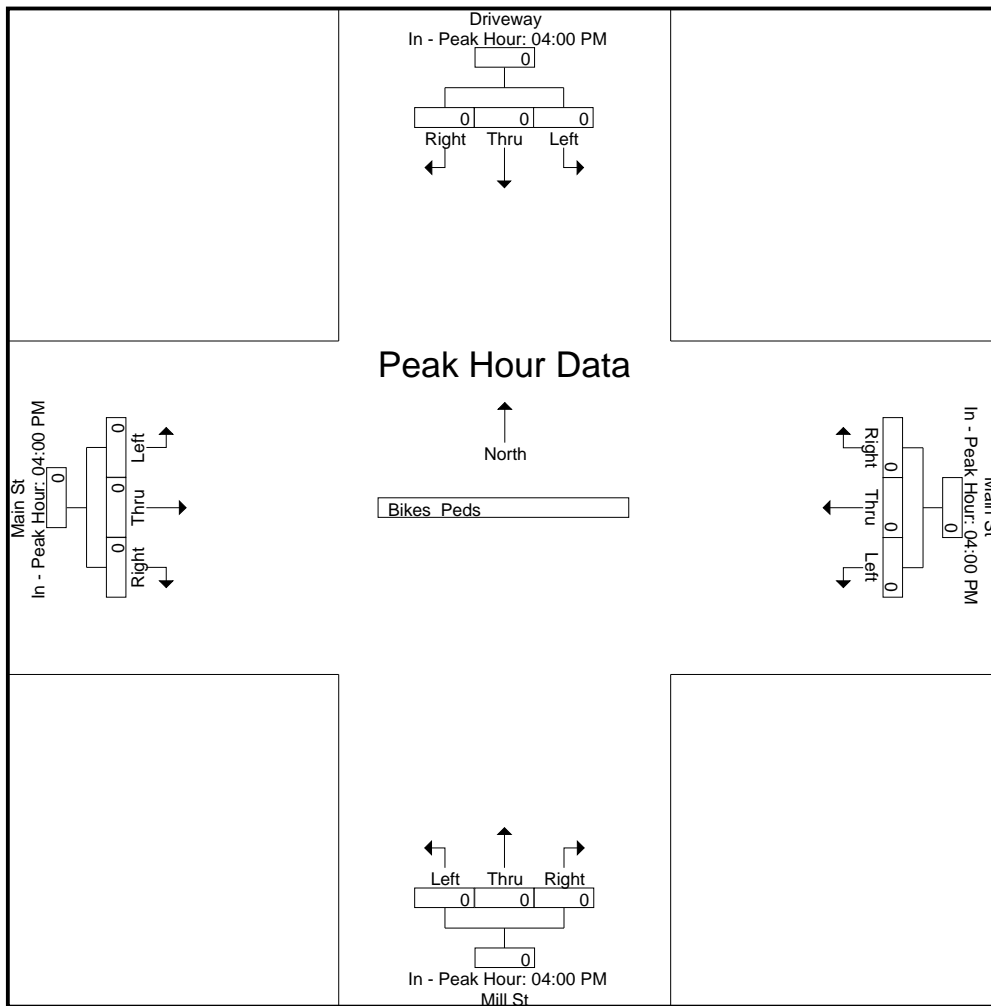
N/S Street : Driveway / Mill Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

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

N/S Street : Driveway / Mill Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Taylor St / Arlington St  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

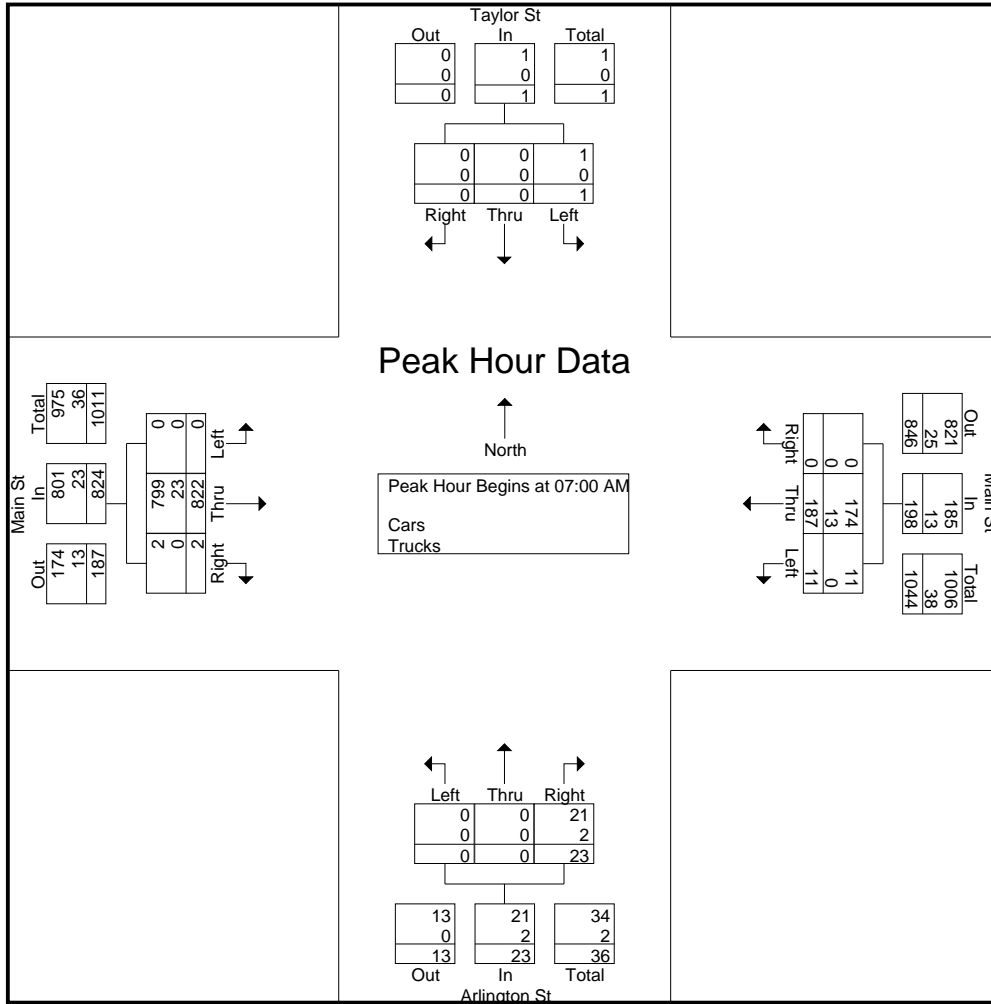
File Name : 13051005  
Site Code : 13051005  
Start Date : 2/16/2022  
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Taylor St From North			Main St From East			Arlington St From South			Main St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	2	24	0	0	0	11	0	227	1	265
07:15 AM	0	0	0	5	54	0	0	0	3	0	218	0	280
07:30 AM	0	0	0	1	60	0	0	0	2	0	197	1	261
07:45 AM	1	0	0	3	49	0	0	0	7	0	180	0	240
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>187</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>822</b>	<b>2</b>	<b>1046</b>
08:00 AM	0	0	0	12	84	0	0	0	3	0	144	1	244
08:15 AM	1	0	1	2	51	0	0	0	4	0	141	0	200
08:30 AM	0	0	0	3	66	0	0	0	7	1	158	1	236
08:45 AM	0	0	0	5	90	0	1	0	8	0	131	0	235
<b>Total</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>291</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>1</b>	<b>574</b>	<b>2</b>	<b>915</b>
<b>Grand Total</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>478</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>1</b>	<b>1396</b>	<b>4</b>	<b>1961</b>
Apprch %	66.7	0	33.3	6.5	93.5	0	2.2	0	97.8	0.1	99.6	0.3	
Total %	0.1	0	0.1	1.7	24.4	0	0.1	0	2.3	0.1	71.2	0.2	
Cars	2	0	1	30	431	0	1	0	42	1	1351	4	1863
% Cars	100	0	100	90.9	90.2	0	100	0	93.3	100	96.8	100	95
Trucks	0	0	0	3	47	0	0	0	3	0	45	0	98
% Trucks	0	0	0	9.1	9.8	0	0	0	6.7	0	3.2	0	5

Start Time	Taylor St From North				Main St From East				Arlington St From South				Main St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	0	0	0	0	2	24	0	26	0	0	11	11	0	227	1	228	265
07:15 AM	0	0	0	0	5	54	0	59	0	0	3	3	0	218	0	218	280
07:30 AM	0	0	0	0	1	60	0	61	0	0	2	2	0	197	1	198	261
07:45 AM	1	0	0	1	3	49	0	52	0	0	7	7	0	180	0	180	240
<b>Total Volume</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>187</b>	<b>0</b>	<b>198</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>23</b>	<b>0</b>	<b>822</b>	<b>2</b>	<b>824</b>	<b>1046</b>
% App. Total	100	0	0	0	5.6	94.4	0	93.4	0	0	100	91.3	0	99.8	0.2	97.2	96.4
PHF	.250	.000	.000	.250	.550	.779	.000	.811	.000	.000	.523	.523	.000	.905	.500	.904	.934
Cars	1	0	0	1	11	174	0	185	0	0	21	21	0	799	2	801	1008
% Cars	100	0	0	100	100	93.0	0	93.4	0	0	91.3	91.3	0	97.2	100	97.2	96.4
Trucks	0	0	0	0	0	13	0	13	0	0	2	2	0	23	0	23	38
% Trucks	0	0	0	0	0	7.0	0	6.6	0	0	8.7	8.7	0	2.8	0	2.8	3.6

N/S Street : Taylor St / Arlington St  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

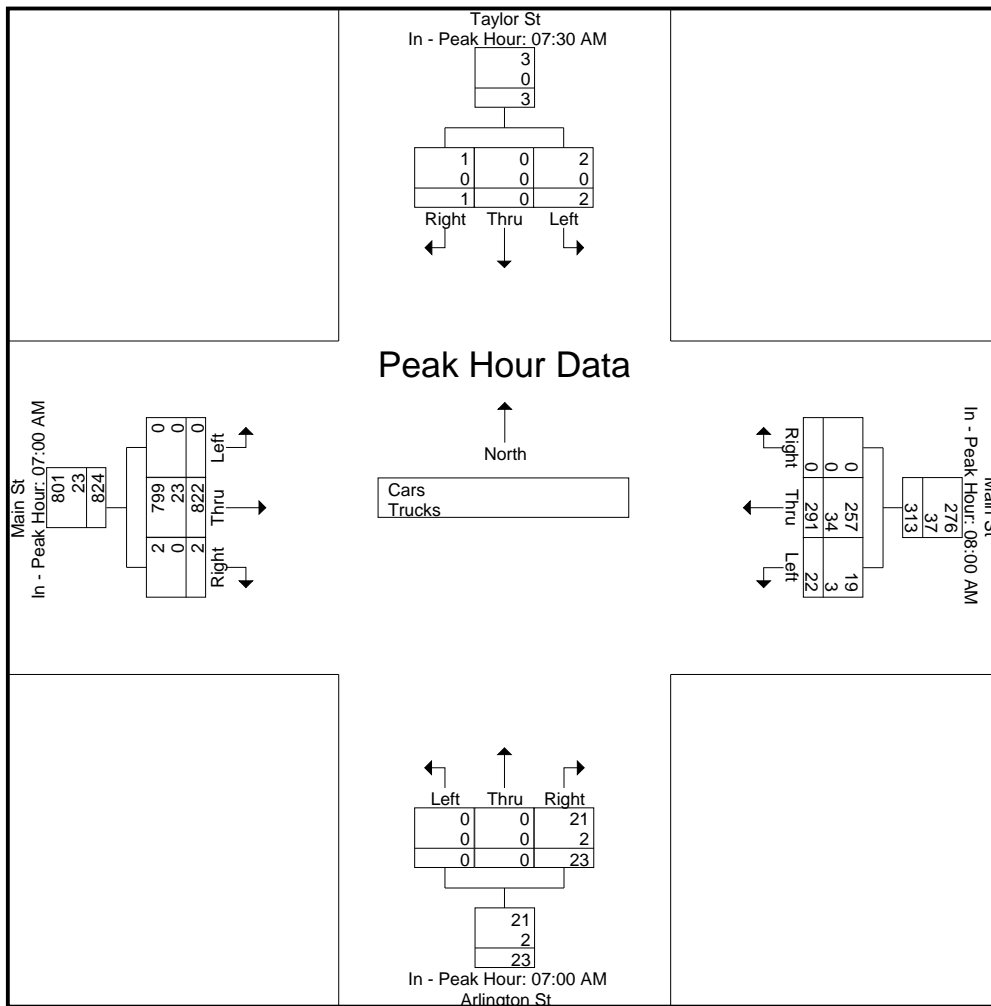


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	07:30 AM				08:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	<b>12</b>	<b>84</b>	0	<b>96</b>	0	0	<b>11</b>	<b>11</b>	0	<b>227</b>	<b>1</b>	<b>228</b>
+15 mins.	<b>1</b>	0	0	1	2	51	0	53	0	0	3	3	0	218	0	218
+30 mins.	0	0	0	0	3	66	0	69	0	0	2	2	0	197	1	198
+45 mins.	1	0	<b>1</b>	<b>2</b>	5	<b>90</b>	0	95	0	0	7	7	0	180	0	180
Total Volume	2	0	1	3	22	291	0	313	0	0	23	23	0	822	2	824
% App. Total	66.7	0	33.3		7	93	0		0	0	100		0	99.8	0.2	
PHF	.500	.000	.250	.375	.458	.808	.000	.815	.000	.000	.523	.523	.000	.905	.500	.904
Cars	2	0	1	3	19	257	0	276	0	0	21	21	0	799	2	801
% Cars	100	0	100	100	86.4	88.3	0	88.2	0	0	91.3	91.3	0	97.2	100	97.2
Trucks	0	0	0	0	3	34	0	37	0	0	2	2	0	23	0	23
% Trucks	0	0	0	0	13.6	11.7	0	11.8	0	0	8.7	8.7	0	2.8	0	2.8



N/S Street : Taylor St / Arlington St  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Taylor St / Arlington St  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

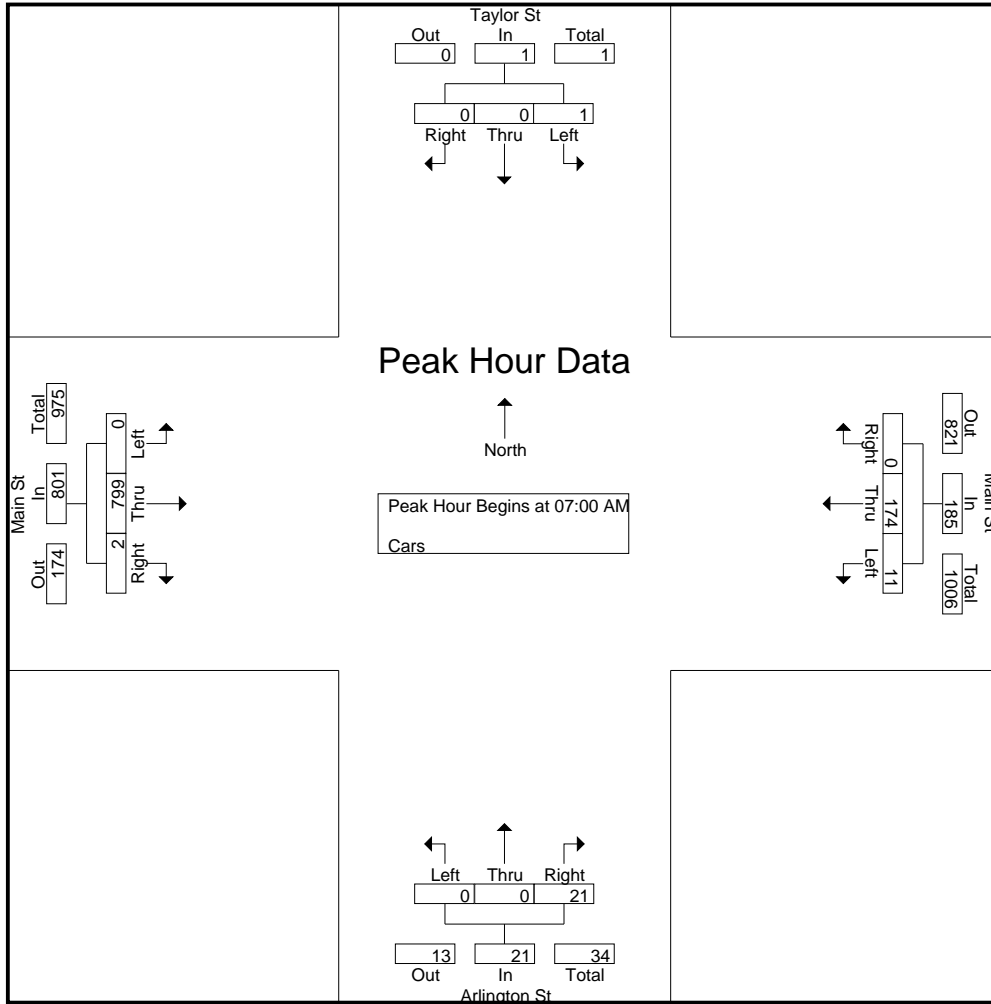
File Name : 13051005  
Site Code : 13051005  
Start Date : 2/16/2022  
Page No : 4

Groups Printed- Cars

Start Time	Taylor St From North			Main St From East			Arlington St From South			Main St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	2	21	0	0	0	10	0	221	1	255
07:15 AM	0	0	0	5	51	0	0	0	3	0	212	0	271
07:30 AM	0	0	0	1	57	0	0	0	2	0	193	1	254
07:45 AM	1	0	0	3	45	0	0	0	6	0	173	0	228
Total	1	0	0	11	174	0	0	0	21	0	799	2	1008
08:00 AM	0	0	0	9	77	0	0	0	3	0	138	1	228
08:15 AM	1	0	1	2	46	0	0	0	4	0	137	0	191
08:30 AM	0	0	0	3	58	0	0	0	6	1	151	1	220
08:45 AM	0	0	0	5	76	0	1	0	8	0	126	0	216
Total	1	0	1	19	257	0	1	0	21	1	552	2	855
Grand Total	2	0	1	30	431	0	1	0	42	1	1351	4	1863
Apprch %	66.7	0	33.3	6.5	93.5	0	2.3	0	97.7	0.1	99.6	0.3	
Total %	0.1	0	0.1	1.6	23.1	0	0.1	0	2.3	0.1	72.5	0.2	

Start Time	Taylor St From North				Main St From East				Arlington St From South				Main St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	0	0	0	0	2	21	0	23	0	0	10	10	0	221	1	222	255
07:15 AM	0	0	0	0	5	51	0	56	0	0	3	3	0	212	0	212	271
07:30 AM	0	0	0	0	1	57	0	58	0	0	2	2	0	193	1	194	254
07:45 AM	1	0	0	1	3	45	0	48	0	0	6	6	0	173	0	173	228
Total Volume	1	0	0	1	11	174	0	185	0	0	21	21	0	799	2	801	1008
% App. Total	100	0	0		5.9	94.1	0		0	0	100		0	99.8	0.2		
PHF	.250	.000	.000	.250	.550	.763	.000	.797	.000	.000	.525	.525	.000	.904	.500	.902	.930

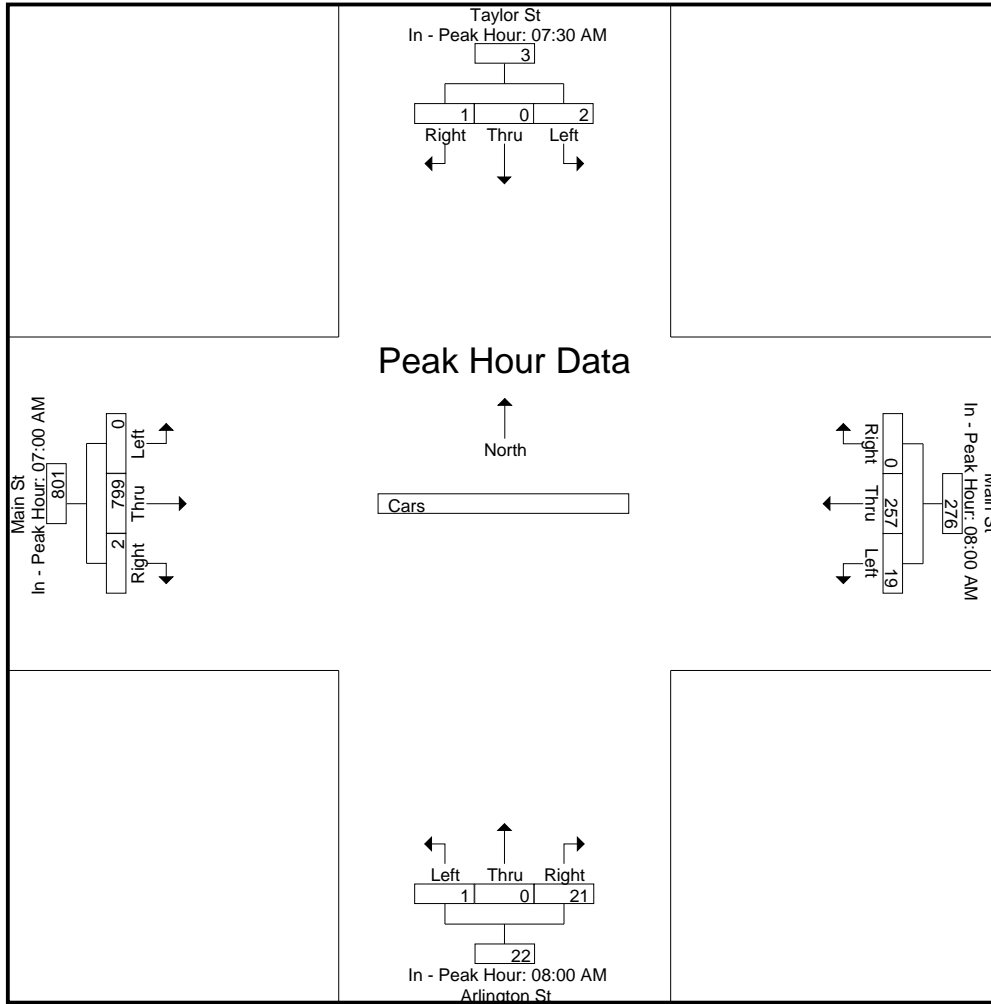
N/S Street : Taylor St / Arlington St  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



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

	07:30 AM				08:00 AM				08:00 AM				07:00 AM			
+0 mins.	0	0	0	0	<b>9</b>	<b>77</b>	0	<b>86</b>	0	0	3	3	0	<b>221</b>	<b>1</b>	<b>222</b>
+15 mins.	1	0	0	1	2	46	0	48	0	0	4	4	0	212	0	212
+30 mins.	0	0	0	0	3	58	0	61	0	0	6	6	0	193	1	194
+45 mins.	1	0	1	2	5	76	0	81	1	0	<b>8</b>	<b>9</b>	0	173	0	173
Total Volume	2	0	1	3	19	257	0	276	1	0	21	22	0	799	2	801
% App. Total	66.7	0	33.3		6.9	93.1	0		4.5	0	95.5		0	99.8	0.2	
PHF	.500	.000	.250	.375	.528	.834	.000	.802	.250	.000	.656	.611	.000	.904	.500	.902

N/S Street : Taylor St / Arlington St  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Taylor St / Arlington St  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

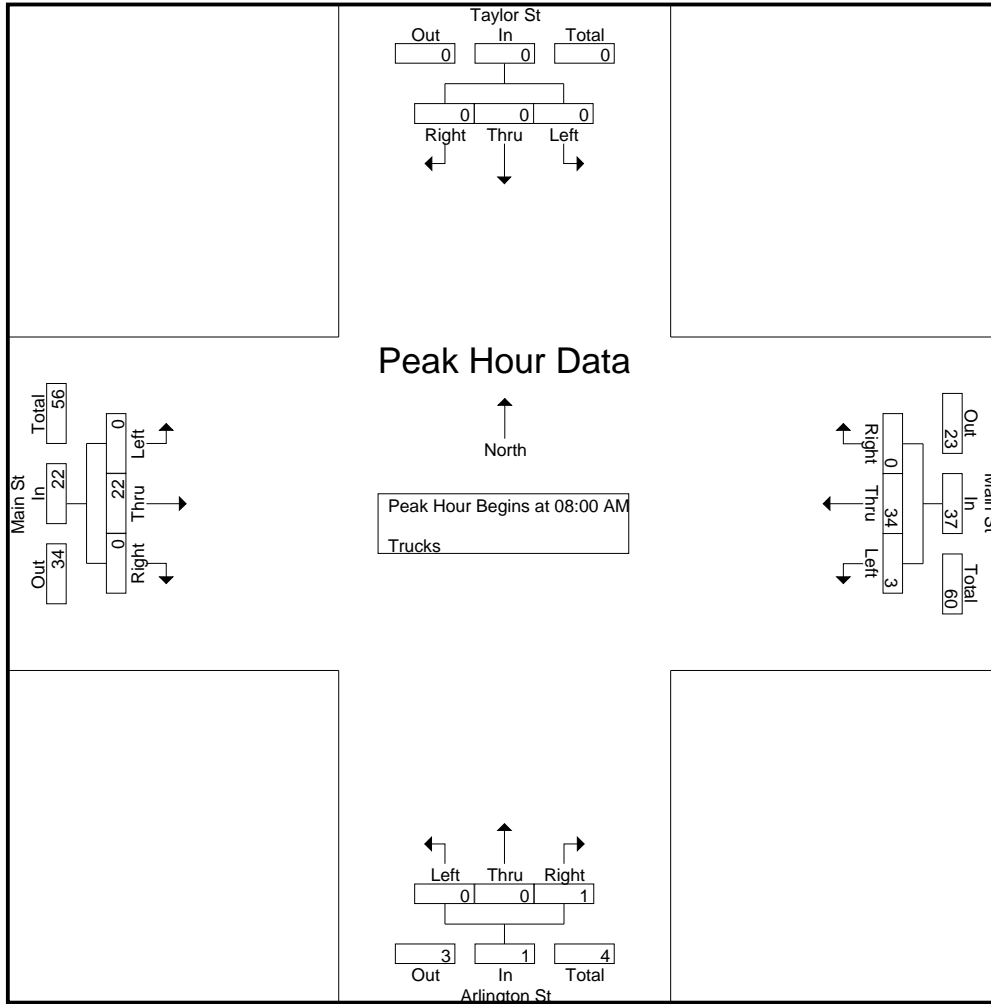
File Name : 13051005  
Site Code : 13051005  
Start Date : 2/16/2022  
Page No : 7

Groups Printed- Trucks

Start Time	Taylor St From North			Main St From East			Arlington St From South			Main St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	0	3	0	0	0	1	0	6	0	10
07:15 AM	0	0	0	0	3	0	0	0	0	0	6	0	9
07:30 AM	0	0	0	0	3	0	0	0	0	0	4	0	7
07:45 AM	0	0	0	0	4	0	0	0	1	0	7	0	12
Total	0	0	0	0	13	0	0	0	2	0	23	0	38
08:00 AM	0	0	0	3	7	0	0	0	0	0	6	0	16
08:15 AM	0	0	0	0	5	0	0	0	0	0	4	0	9
08:30 AM	0	0	0	0	8	0	0	0	1	0	7	0	16
08:45 AM	0	0	0	0	14	0	0	0	0	0	5	0	19
Total	0	0	0	3	34	0	0	0	1	0	22	0	60
Grand Total	0	0	0	3	47	0	0	0	3	0	45	0	98
Apprch %	0	0	0	6	94	0	0	0	100	0	100	0	
Total %	0	0	0	3.1	48	0	0	0	3.1	0	45.9	0	

Start Time	Taylor St From North				Main St From East				Arlington St From South				Main St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	3	7	0	10	0	0	0	0	0	6	0	6	16
08:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
08:30 AM	0	0	0	0	0	8	0	8	0	0	1	1	0	7	0	7	16
08:45 AM	0	0	0	0	0	14	0	14	0	0	0	0	0	5	0	5	19
Total Volume	0	0	0	0	3	34	0	37	0	0	1	1	0	22	0	22	60
% App. Total	0	0	0		8.1	91.9	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.250	.607	.000	.661	.000	.000	.250	.250	.000	.786	.000	.786	.789

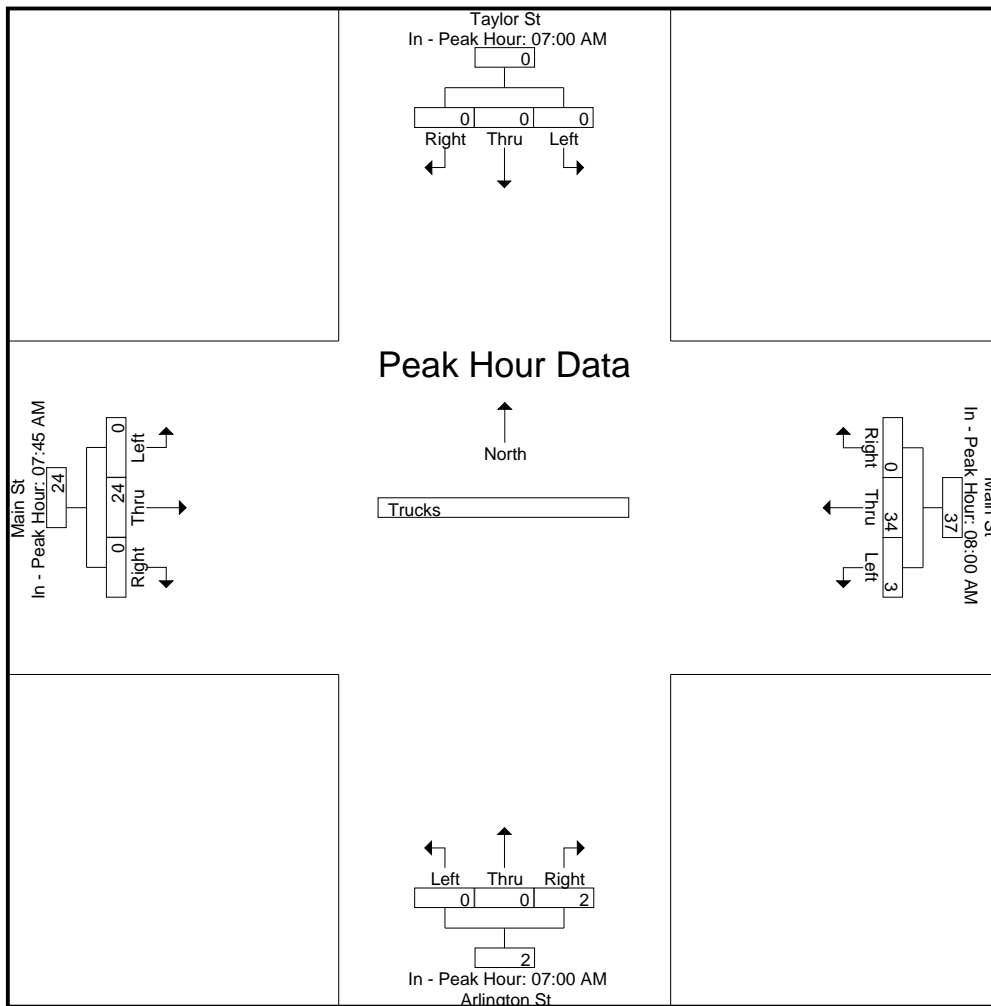
N/S Street : Taylor St / Arlington St  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



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

	07:00 AM				08:00 AM				07:00 AM				07:45 AM			
+0 mins.	0	0	0	0	3	7	0	10	0	0	1	1	0	7	0	7
+15 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	6	0	6
+30 mins.	0	0	0	0	0	8	0	8	0	0	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	14	0	14	0	0	1	1	0	7	0	7
Total Volume	0	0	0	0	3	34	0	37	0	0	2	2	0	24	0	24
% App. Total	0	0	0	0	8.1	91.9	0		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.250	.607	.000	.661	.000	.000	.500	.500	.000	.857	.000	.857

N/S Street : Taylor St / Arlington St  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Taylor St / Arlington St  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

File Name : 13051005  
Site Code : 13051005  
Start Date : 2/16/2022  
Page No : 10

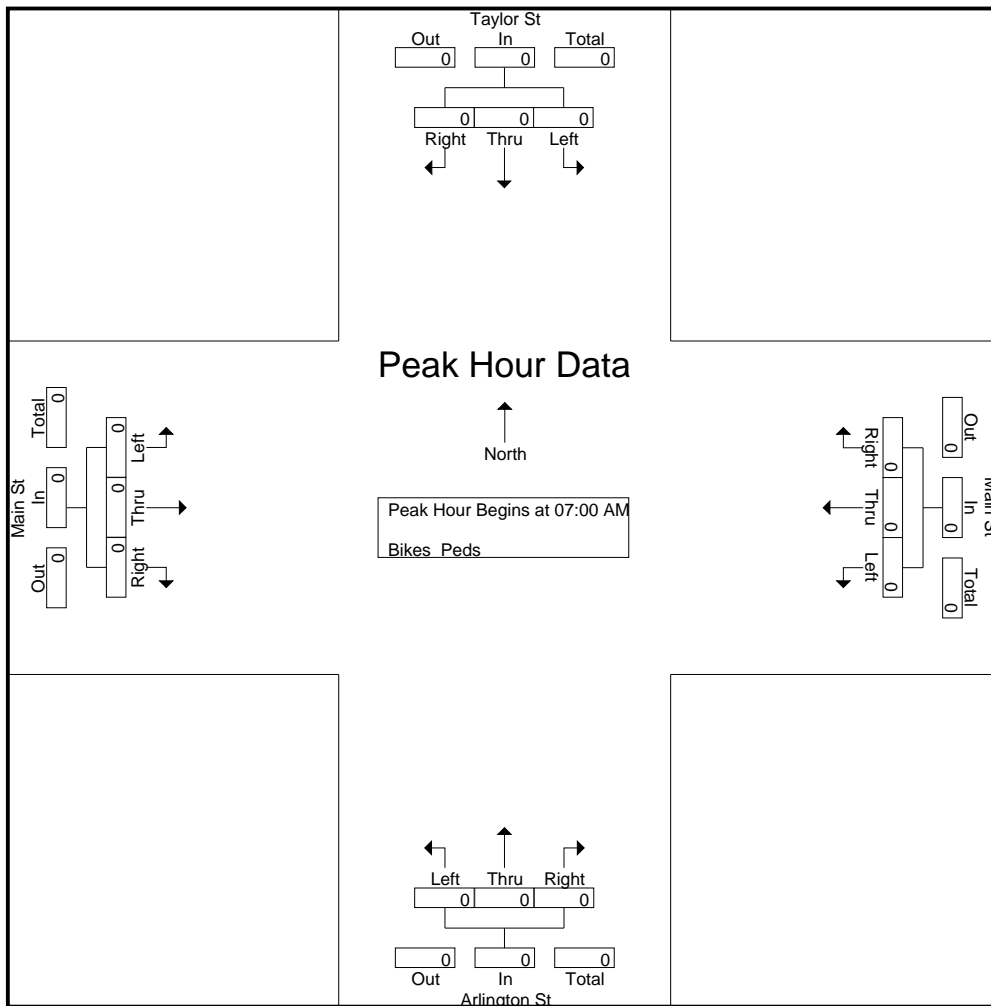
Groups Printed- Bikes Peds

Start Time	Taylor St From North				Main St From East				Arlington St From South				Main St From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0				
Total %																	0	0	

Start Time	Taylor St From North				Main St From East				Arlington St From South				Main St From West				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0			
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



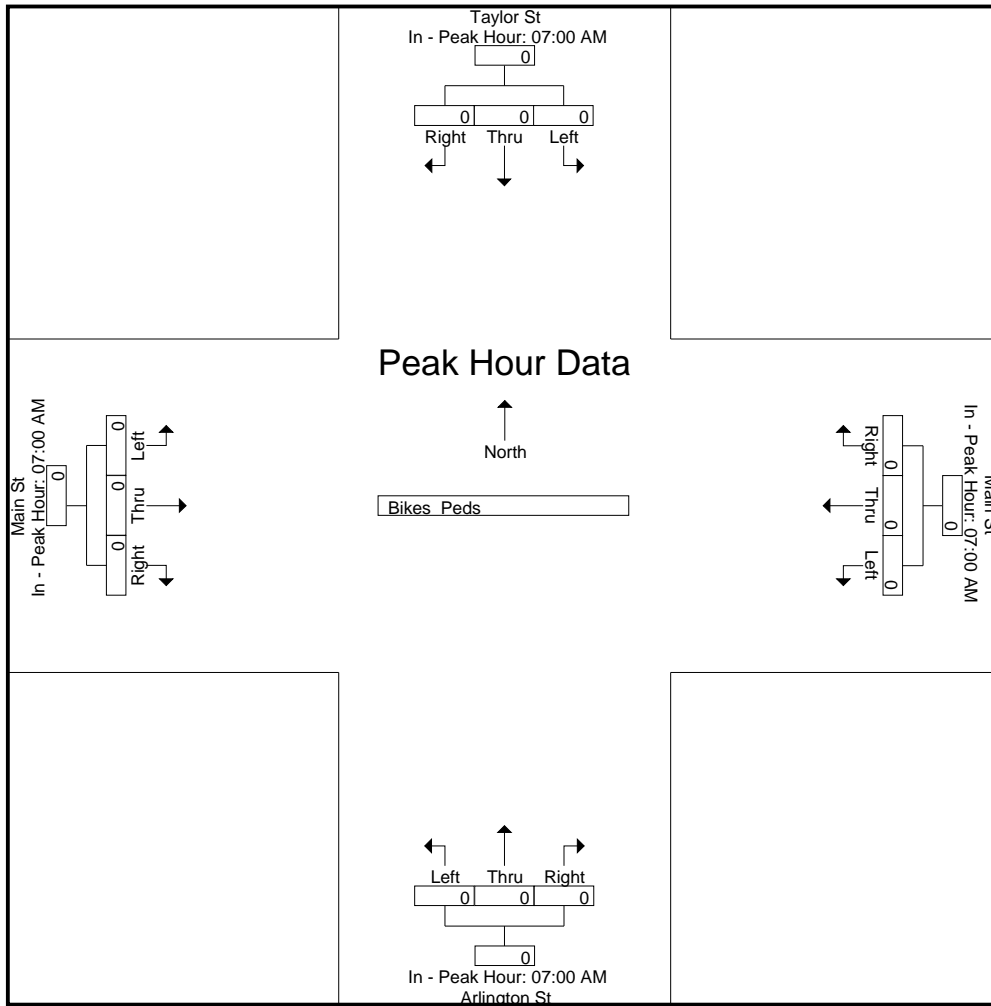
N/S Street : Taylor St / Arlington St  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



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

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

N/S Street : Taylor St / Arlington St  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Taylor St / Arlington St  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

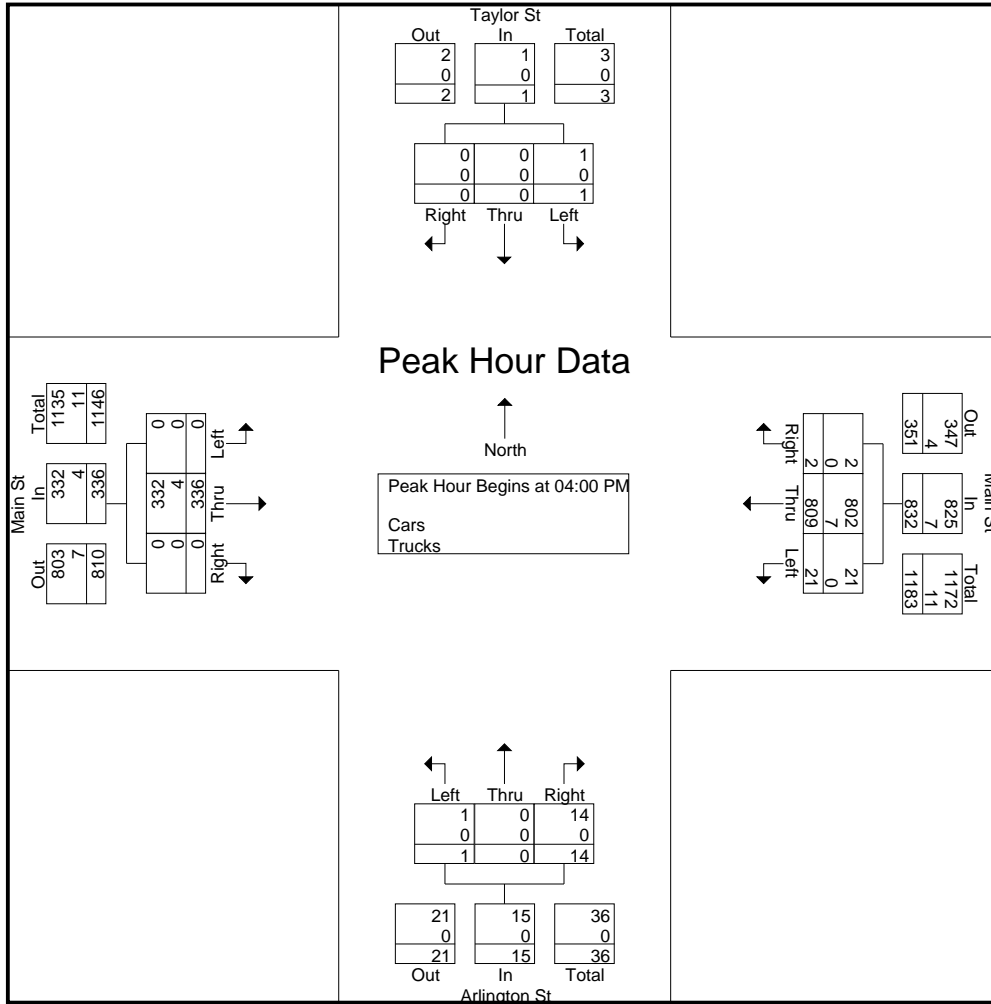
File Name : 13051005  
Site Code : 13051005  
Start Date : 2/16/2022  
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Taylor St From North			Main St From East			Arlington St From South			Main St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	0	0	0	6	231	0	1	0	5	0	93	0	336
04:15 PM	0	0	0	9	193	1	0	0	1	0	89	0	293
04:30 PM	0	0	0	3	209	1	0	0	3	0	72	0	288
04:45 PM	1	0	0	3	176	0	0	0	5	0	82	0	267
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>809</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>336</b>	<b>0</b>	<b>1184</b>
05:00 PM	0	0	0	4	191	0	0	0	3	0	90	0	288
05:15 PM	1	0	0	2	188	1	2	0	2	0	71	1	268
05:30 PM	2	0	0	4	165	0	0	0	5	1	71	1	249
05:45 PM	0	0	0	6	144	0	0	0	2	0	66	0	218
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>688</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>298</b>	<b>2</b>	<b>1023</b>
06:00 PM	0	0	0	3	137	0	0	0	0	0	54	0	194
06:15 PM	0	0	0	2	117	1	0	0	0	0	58	1	179
<b>Grand Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>1751</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>1</b>	<b>746</b>	<b>3</b>	<b>2580</b>
Apprch %	100	0	0	2.3	97.4	0.2	10.3	0	89.7	0.1	99.5	0.4	
Total %	0.2	0	0	1.6	67.9	0.2	0.1	0	1	0	28.9	0.1	
Cars	4	0	0	42	1736	4	3	0	26	1	732	3	2551
% Cars	100	0	0	100	99.1	100	100	0	100	100	98.1	100	98.9
Trucks	0	0	0	0	15	0	0	0	0	0	14	0	29
% Trucks	0	0	0	0	0.9	0	0	0	0	0	1.9	0	1.1

Start Time	Taylor St From North				Main St From East				Arlington St From South				Main St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	6	231	0	237	1	0	5	6	0	93	0	93	336
04:15 PM	0	0	0	0	9	193	1	203	0	0	1	1	0	89	0	89	293
04:30 PM	0	0	0	0	3	209	1	213	0	0	3	3	0	72	0	72	288
04:45 PM	1	0	0	1	3	176	0	179	0	0	5	5	0	82	0	82	267
<b>Total Volume</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>809</b>	<b>2</b>	<b>832</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>15</b>	<b>0</b>	<b>336</b>	<b>0</b>	<b>336</b>	<b>1184</b>
% App. Total	100	0	0	0	2.5	97.2	0.2		6.7	0	93.3		0	100	0		
PHF	.250	.000	.000	.250	.583	.876	.500	.878	.250	.000	.700	.625	.000	.903	.000	.903	.881
Cars	1	0	0	1	21	802	2	825	1	0	14	15	0	332	0	332	1173
% Cars	100	0	0	100	100	99.1	100	99.2	100	0	100	100	0	98.8	0	98.8	99.1
Trucks	0	0	0	0	0	7	0	7	0	0	0	0	0	4	0	4	11
% Trucks	0	0	0	0	0	0.9	0	0.8	0	0	0	0	0	1.2	0	1.2	0.9

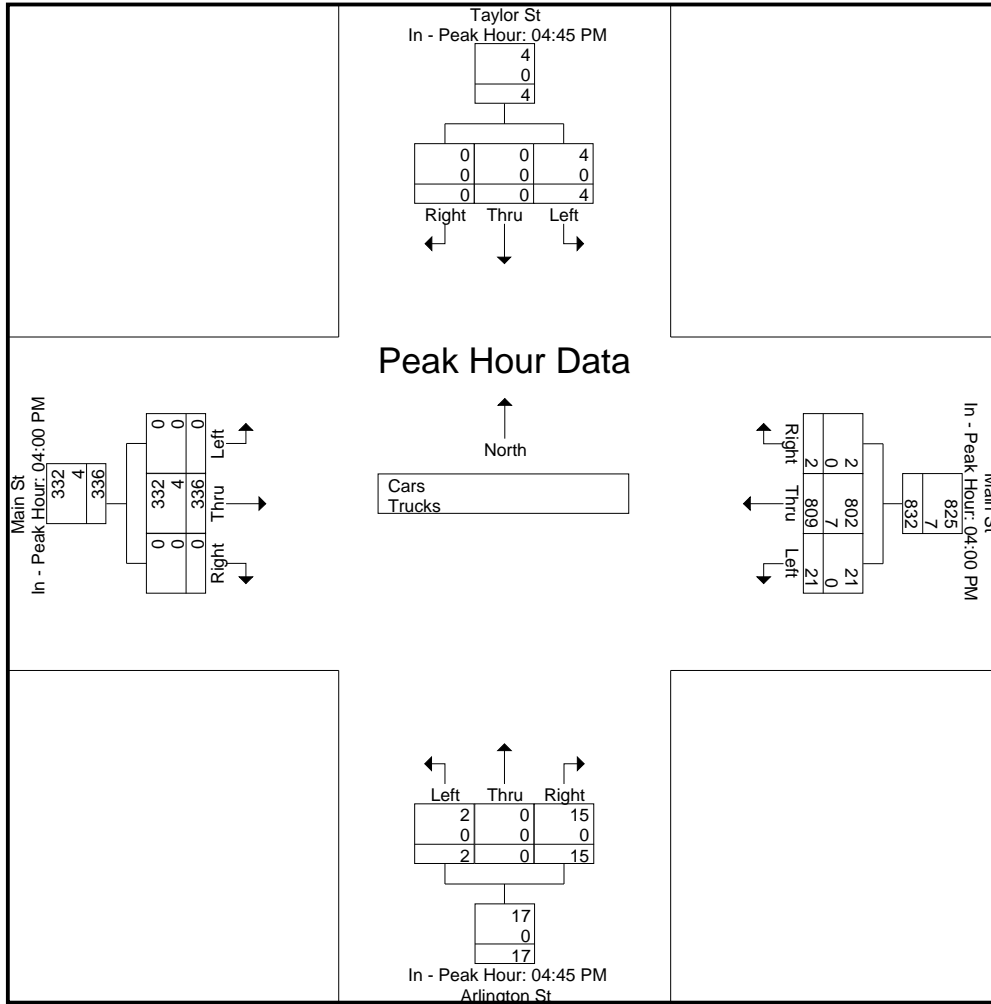
N/S Street : Taylor St / Arlington St  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:45 PM				04:00 PM			
+0 mins.	1	0	0	1	6	231	0	237	0	0	5	5	0	93	0	93
+15 mins.	0	0	0	0	9	193	1	203	0	0	3	3	0	89	0	89
+30 mins.	1	0	0	1	3	209	1	213	2	0	2	4	0	72	0	72
+45 mins.	2	0	0	2	3	176	0	179	0	0	5	5	0	82	0	82
Total Volume	4	0	0	4	21	809	2	832	2	0	15	17	0	336	0	336
% App. Total	100	0	0		2.5	97.2	0.2		11.8	0	88.2		0	100	0	
PHF	.500	.000	.000	.500	.583	.876	.500	.878	.250	.000	.750	.850	.000	.903	.000	.903
Cars	4	0	0	4	21	802	2	825	2	0	15	17	0	332	0	332
% Cars	100	0	0	100	100	99.1	100	99.2	100	0	100	100	0	98.8	0	98.8
Trucks	0	0	0	0	0	7	0	7	0	0	0	0	0	4	0	4
% Trucks	0	0	0	0	0	0.9	0	0.8	0	0	0	0	0	1.2	0	1.2

N/S Street : Taylor St / Arlington St  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Taylor St / Arlington St  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

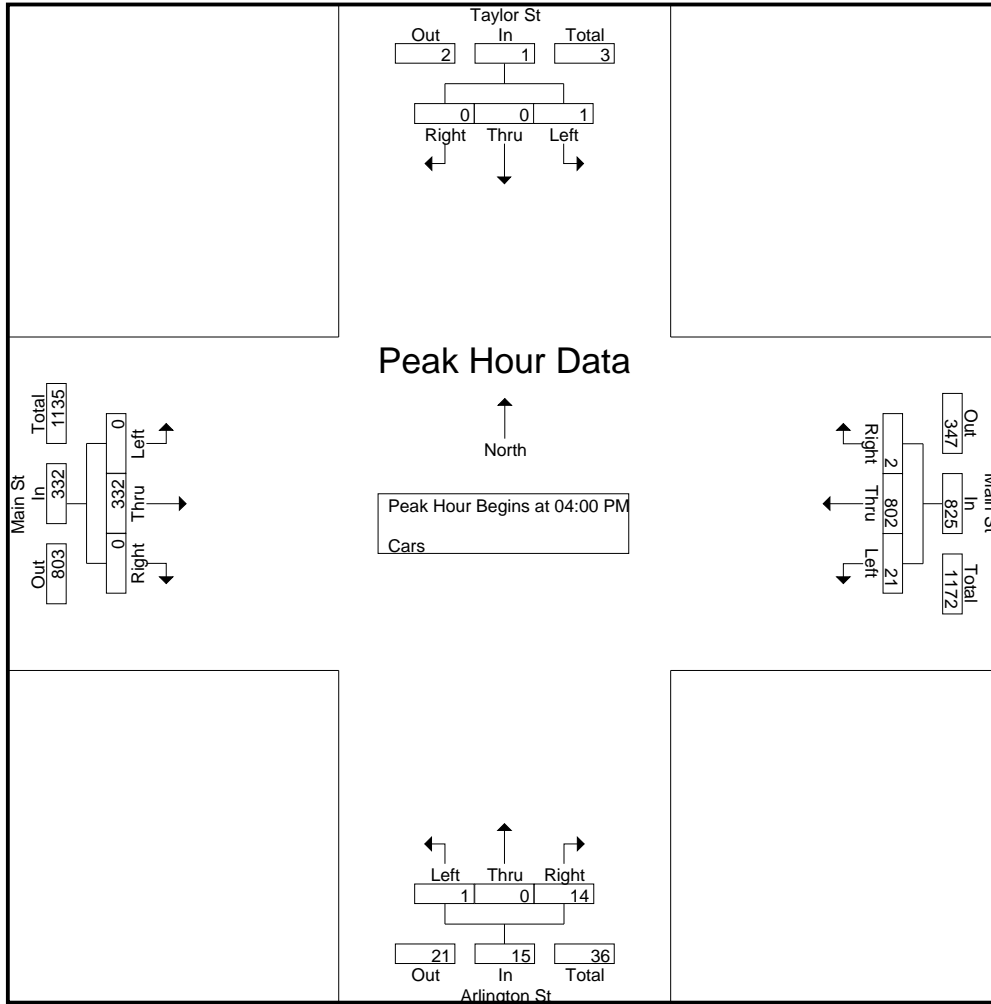
File Name : 13051005  
Site Code : 13051005  
Start Date : 2/16/2022  
Page No : 4

Groups Printed- Cars

Start Time	Taylor St From North			Main St From East			Arlington St From South			Main St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	0	0	0	6	228	0	1	0	5	0	93	0	333
04:15 PM	0	0	0	9	192	1	0	0	1	0	88	0	291
04:30 PM	0	0	0	3	206	1	0	0	3	0	71	0	284
04:45 PM	1	0	0	3	176	0	0	0	5	0	80	0	265
Total	1	0	0	21	802	2	1	0	14	0	332	0	1173
05:00 PM	0	0	0	4	188	0	0	0	3	0	89	0	284
05:15 PM	1	0	0	2	187	1	2	0	2	0	69	1	265
05:30 PM	2	0	0	4	163	0	0	0	5	1	70	1	246
05:45 PM	0	0	0	6	144	0	0	0	2	0	64	0	216
Total	3	0	0	16	682	1	2	0	12	1	292	2	1011
06:00 PM	0	0	0	3	135	0	0	0	0	0	52	0	190
06:15 PM	0	0	0	2	117	1	0	0	0	0	56	1	177
Grand Total	4	0	0	42	1736	4	3	0	26	1	732	3	2551
Apprch %	100	0	0	2.4	97.4	0.2	10.3	0	89.7	0.1	99.5	0.4	
Total %	0.2	0	0	1.6	68.1	0.2	0.1	0	1	0	28.7	0.1	

Start Time	Taylor St From North				Main St From East				Arlington St From South				Main St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	6	228	0	234	1	0	5	6	0	93	0	93	333
04:15 PM	0	0	0	0	9	192	1	202	0	0	1	1	0	88	0	88	291
04:30 PM	0	0	0	0	3	206	1	210	0	0	3	3	0	71	0	71	284
04:45 PM	1	0	0	1	3	176	0	179	0	0	5	5	0	80	0	80	265
Total Volume	1	0	0	1	21	802	2	825	1	0	14	15	0	332	0	332	1173
% App. Total	100	0	0		2.5	97.2	0.2		6.7	0	93.3		0	100	0		
PHF	.250	.000	.000	.250	.583	.879	.500	.881	.250	.000	.700	.625	.000	.892	.000	.892	.881

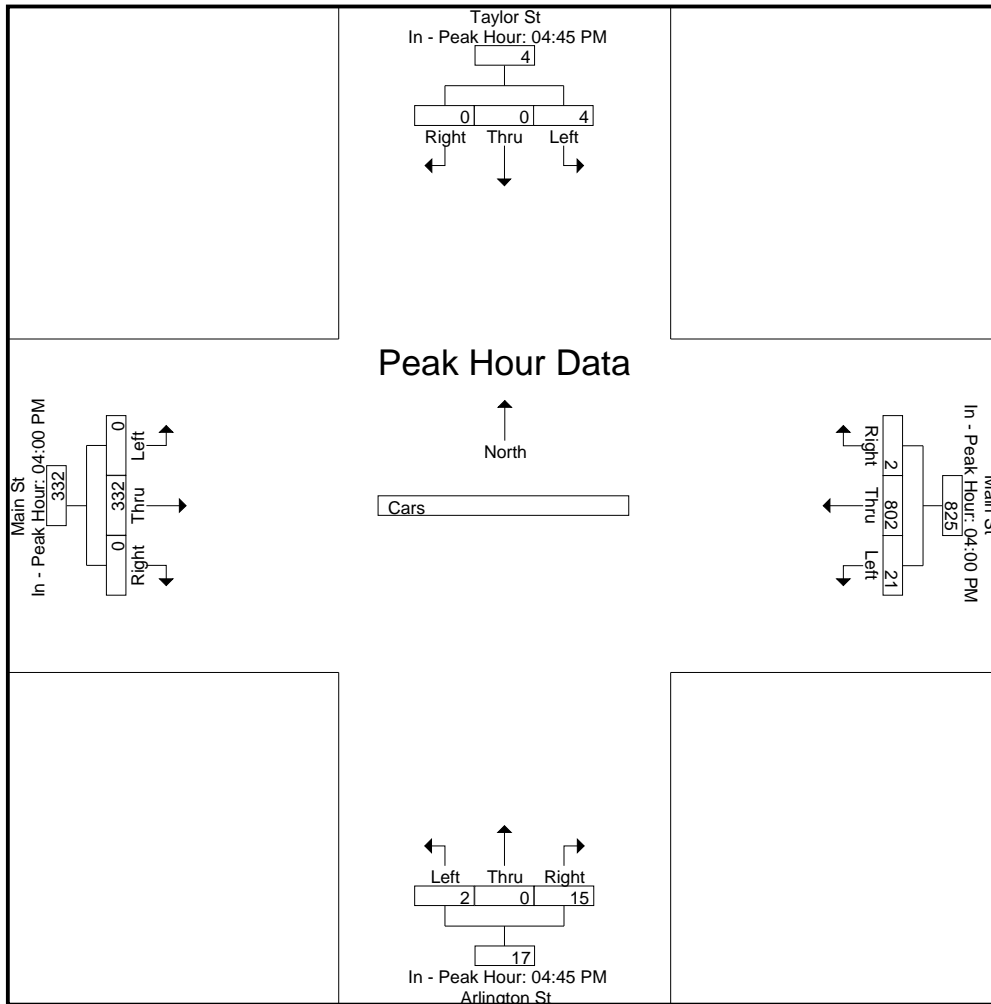
N/S Street : Taylor St / Arlington St  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:45 PM				04:00 PM			
+0 mins.	1	0	0	1	6	<b>228</b>	0	<b>234</b>	0	0	<b>5</b>	<b>5</b>	0	<b>93</b>	0	<b>93</b>
+15 mins.	0	0	0	0	<b>9</b>	192	<b>1</b>	202	0	0	3	3	0	88	0	88
+30 mins.	1	0	0	1	3	206	1	210	<b>2</b>	0	2	4	0	71	0	71
+45 mins.	<b>2</b>	0	0	<b>2</b>	3	176	0	179	0	0	5	5	0	80	0	80
Total Volume	4	0	0	4	21	802	2	825	2	0	15	17	0	332	0	332
% App. Total	100	0	0		2.5	97.2	0.2		11.8	0	88.2		0	100	0	
PHF	.500	.000	.000	.500	.583	.879	.500	.881	.250	.000	.750	.850	.000	.892	.000	.892

N/S Street : Taylor St / Arlington St  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear





**Accurate Counts**  
978-664-2565

N/S Street : Taylor St / Arlington St  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

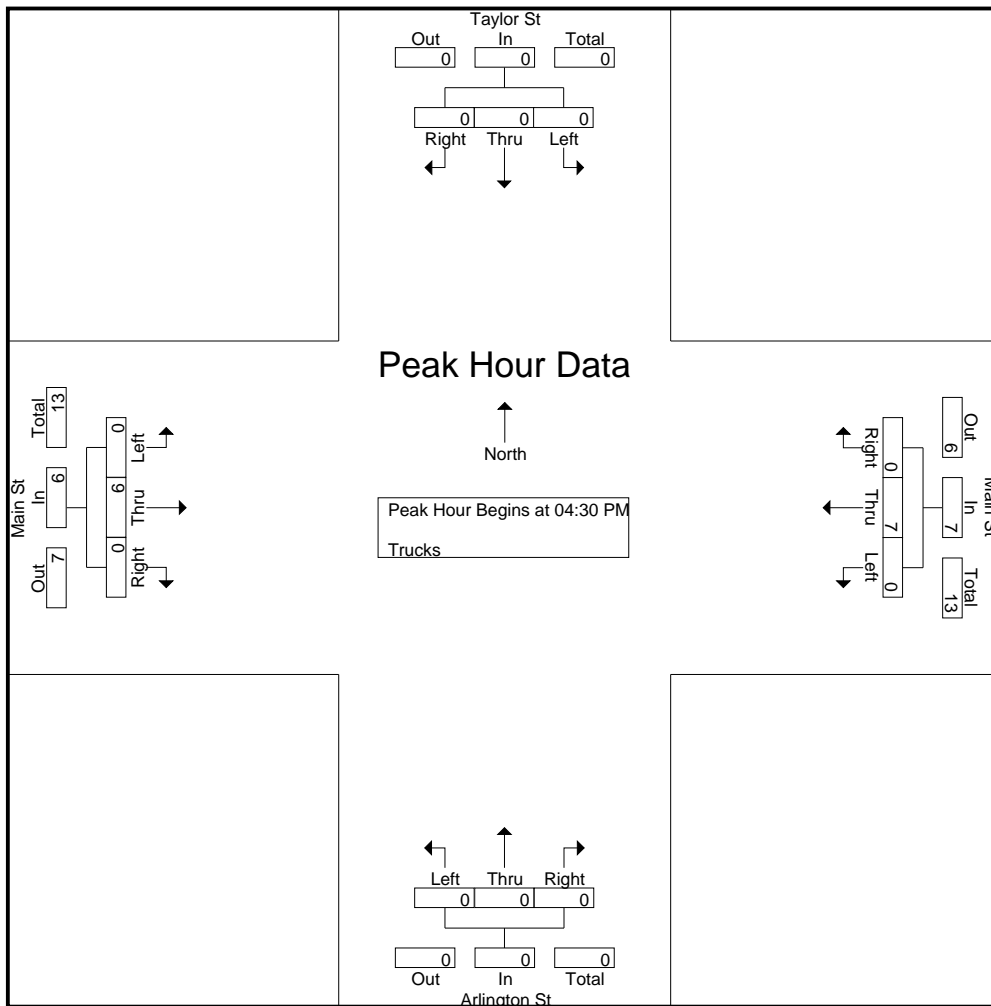
File Name : 13051005  
Site Code : 13051005  
Start Date : 2/16/2022  
Page No : 7

Groups Printed- Trucks

Start Time	Taylor St From North			Main St From East			Arlington St From South			Main St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
04:30 PM	0	0	0	0	3	0	0	0	0	0	1	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	7	0	0	0	0	0	4	0	11
05:00 PM	0	0	0	0	3	0	0	0	0	0	1	0	4
05:15 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
05:30 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	6	0	0	0	0	0	6	0	12
06:00 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
06:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
Grand Total	0	0	0	0	15	0	0	0	0	0	14	0	29
Apprch %	0	0	0	0	100	0	0	0	0	0	100	0	
Total %	0	0	0	0	51.7	0	0	0	0	0	48.3	0	

Start Time	Taylor St From North				Main St From East				Arlington St From South				Main St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total Volume	0	0	0	0	0	7	0	7	0	0	0	0	0	6	0	6	13
% App. Total	0	0	0	0	0	100	0		0	0	0	0	0	100	0		
PHF	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000	.000	.750	.000	.750	.813

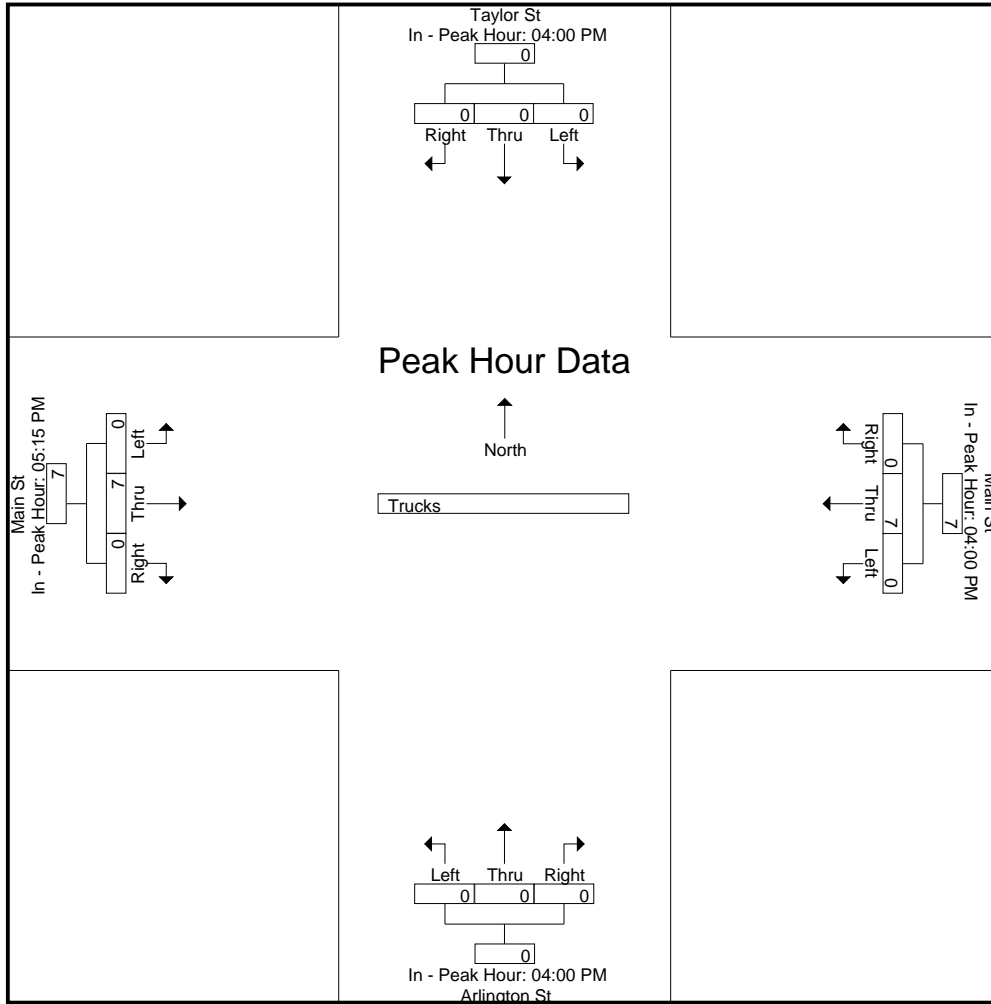
N/S Street : Taylor St / Arlington St  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				05:15 PM			
+0 mins.	0	0	0	0	0	<b>3</b>	0	<b>3</b>	0	0	0	0	0	<b>2</b>	0	<b>2</b>
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	7	0	7	0	0	0	0	0	7	0	7
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000	.000	.875	.000	.875

N/S Street : Taylor St / Arlington St  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Taylor St / Arlington St  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

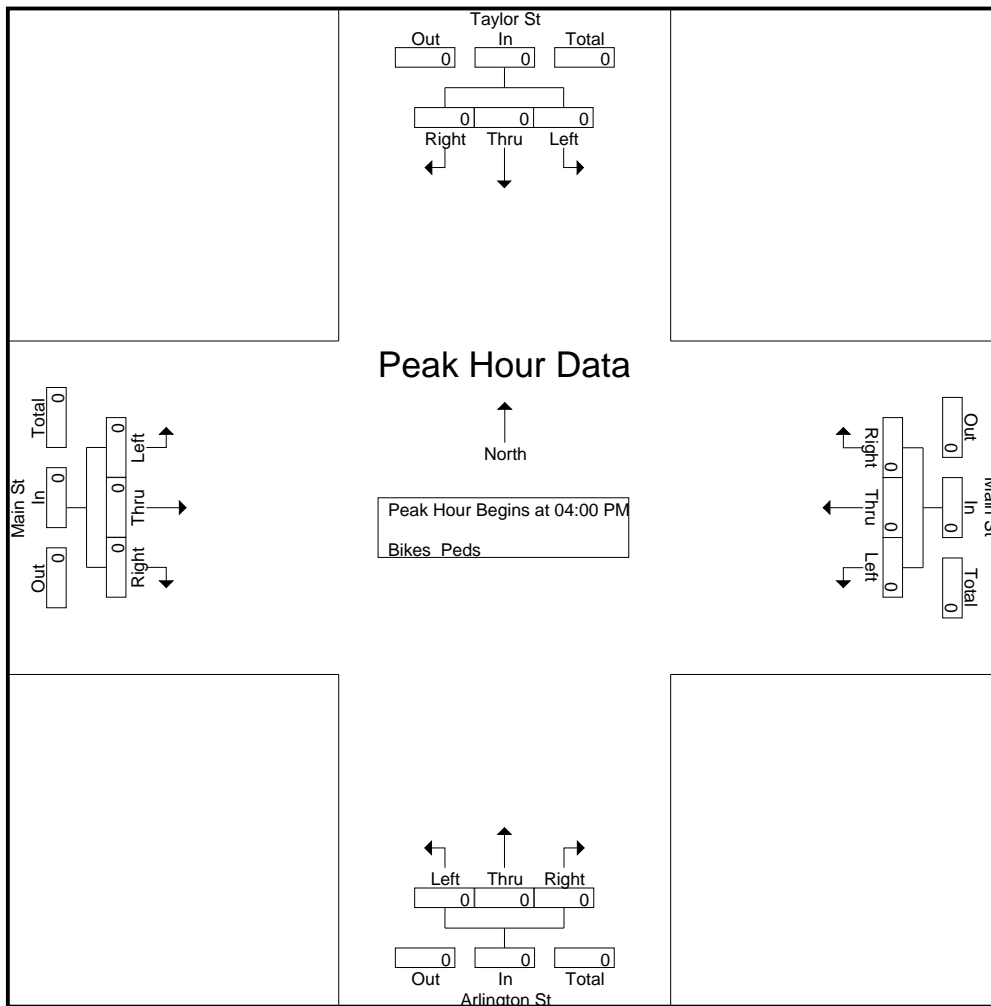
File Name : 13051005  
Site Code : 13051005  
Start Date : 2/16/2022  
Page No : 10

Groups Printed- Bikes Peds

Start Time	Taylor St From North				Main St From East				Arlington St From South				Main St From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0				
Total %																	0	0	

Start Time	Taylor St From North				Main St From East				Arlington St From South				Main St From West				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:00 PM																		
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0			
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

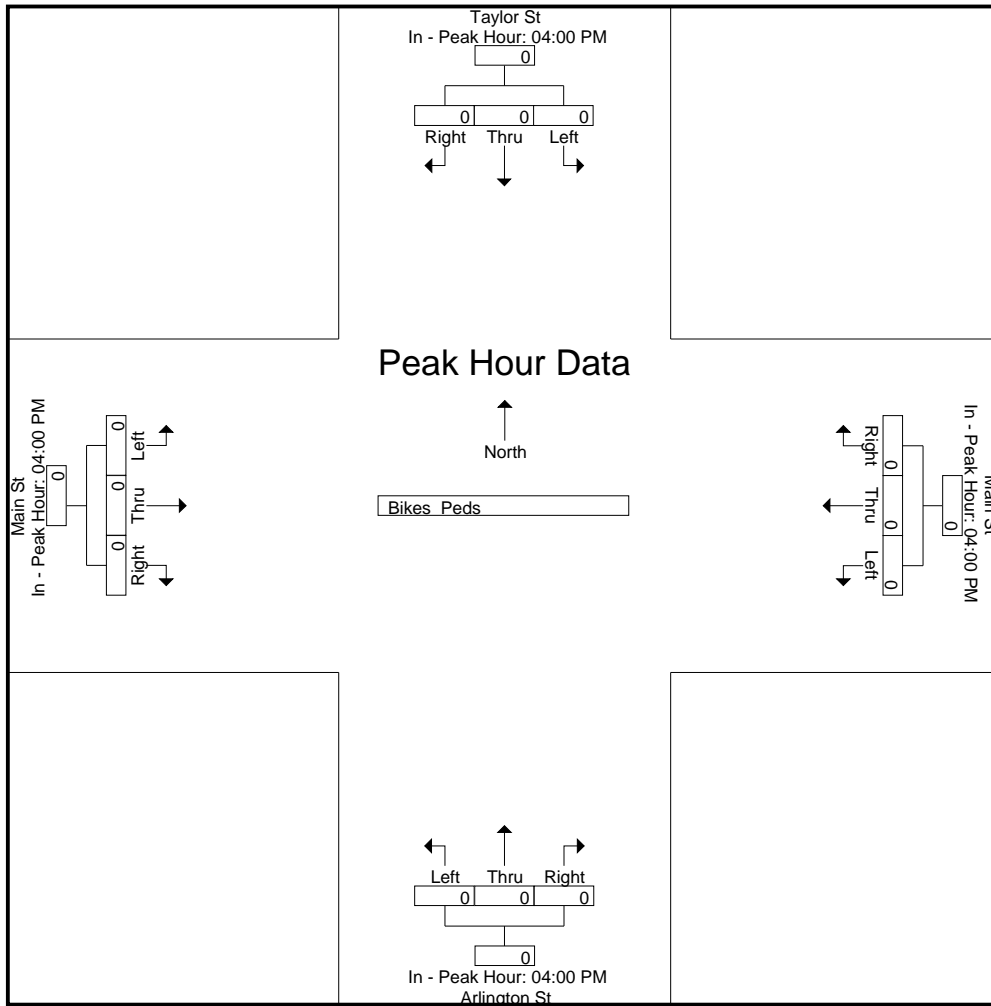
N/S Street : Taylor St / Arlington St  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

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

N/S Street : Taylor St / Arlington St  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Champney Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

File Name : 13051007  
Site Code : 13051007  
Start Date : 2/16/2022  
Page No : 1

**Groups Printed- Cars - Trucks**

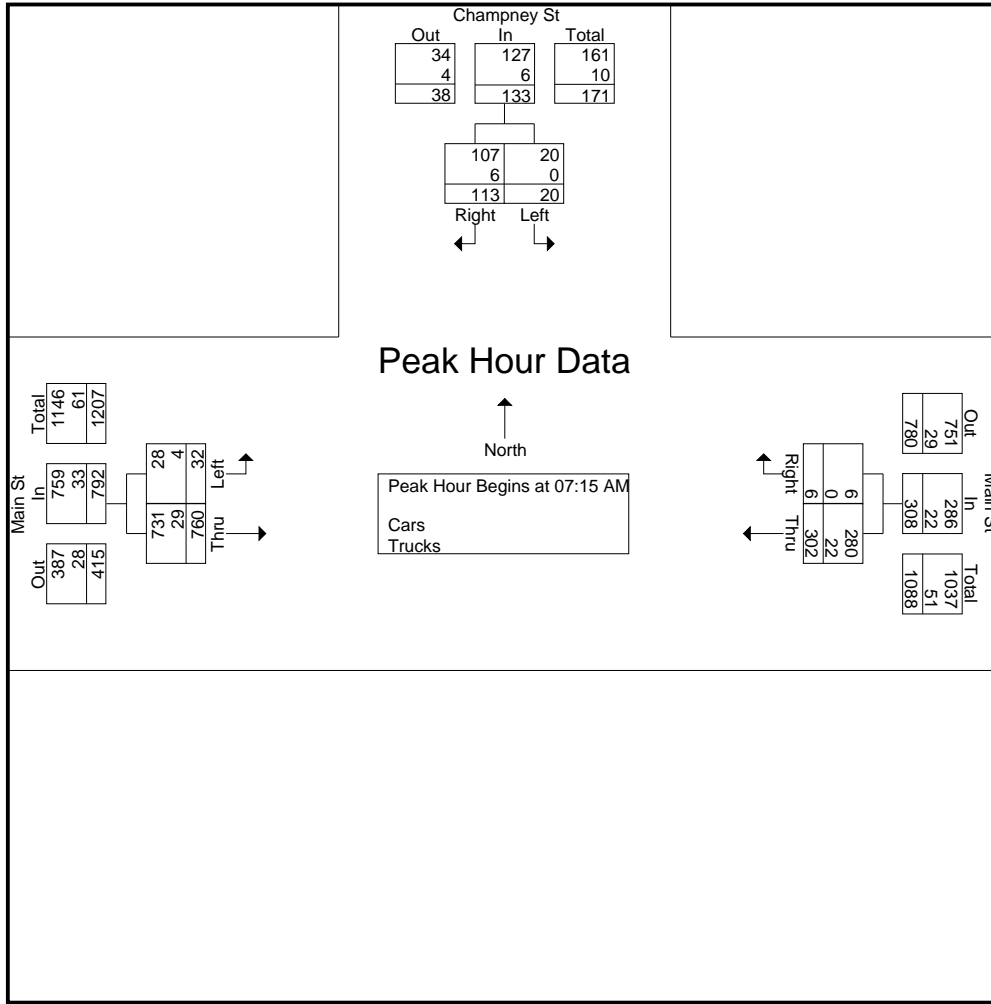
Start Time	Champney St From North		Main St From East		Main St From West		Int. Total
	Left	Right	Thru	Right	Left	Thru	
07:00 AM	3	3	42	1	33	204	286
07:15 AM	4	16	55	1	4	224	304
07:30 AM	4	29	72	0	2	185	292
07:45 AM	5	42	111	5	3	163	329
Total	16	90	280	7	42	776	1211
08:00 AM	7	26	64	0	23	188	308
08:15 AM	5	8	68	2	13	140	236
08:30 AM	8	18	101	1	6	145	279
08:45 AM	2	18	83	1	13	175	292
Total	22	70	316	4	55	648	1115
Grand Total	38	160	596	11	97	1424	2326
Apprch %	19.2	80.8	98.2	1.8	6.4	93.6	
Total %	1.6	6.9	25.6	0.5	4.2	61.2	
Cars	38	152	548	11	91	1373	2213
% Cars	100	95	91.9	100	93.8	96.4	95.1
Trucks	0	8	48	0	6	51	113
% Trucks	0	5	8.1	0	6.2	3.6	4.9

Start Time	Champney St From North			Main St From East			Main St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	4	16	20	55	1	56	4	<b>224</b>	<b>228</b>	304
07:30 AM	4	29	33	72	0	72	2	185	187	292
07:45 AM	5	<b>42</b>	<b>47</b>	<b>111</b>	<b>5</b>	<b>116</b>	3	163	166	<b>329</b>
08:00 AM	<b>7</b>	26	33	64	0	64	<b>23</b>	188	211	308
Total Volume	20	113	133	302	6	308	32	760	792	1233
% App. Total	15	85		98.1	1.9		4	96		
PHF	.714	.673	.707	.680	.300	.664	.348	.848	.868	.937
Cars	20	107	127	280	6	286	28	731	759	1172
% Cars	100	94.7	95.5	92.7	100	92.9	87.5	96.2	95.8	95.1
Trucks	0	6	6	22	0	22	4	29	33	61
% Trucks	0	5.3	4.5	7.3	0	7.1	12.5	3.8	4.2	4.9

**Accurate Counts**  
978-664-2565

File Name : 13051007  
Site Code : 13051007  
Start Date : 2/16/2022  
Page No : 2

N/S Street : Champney Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

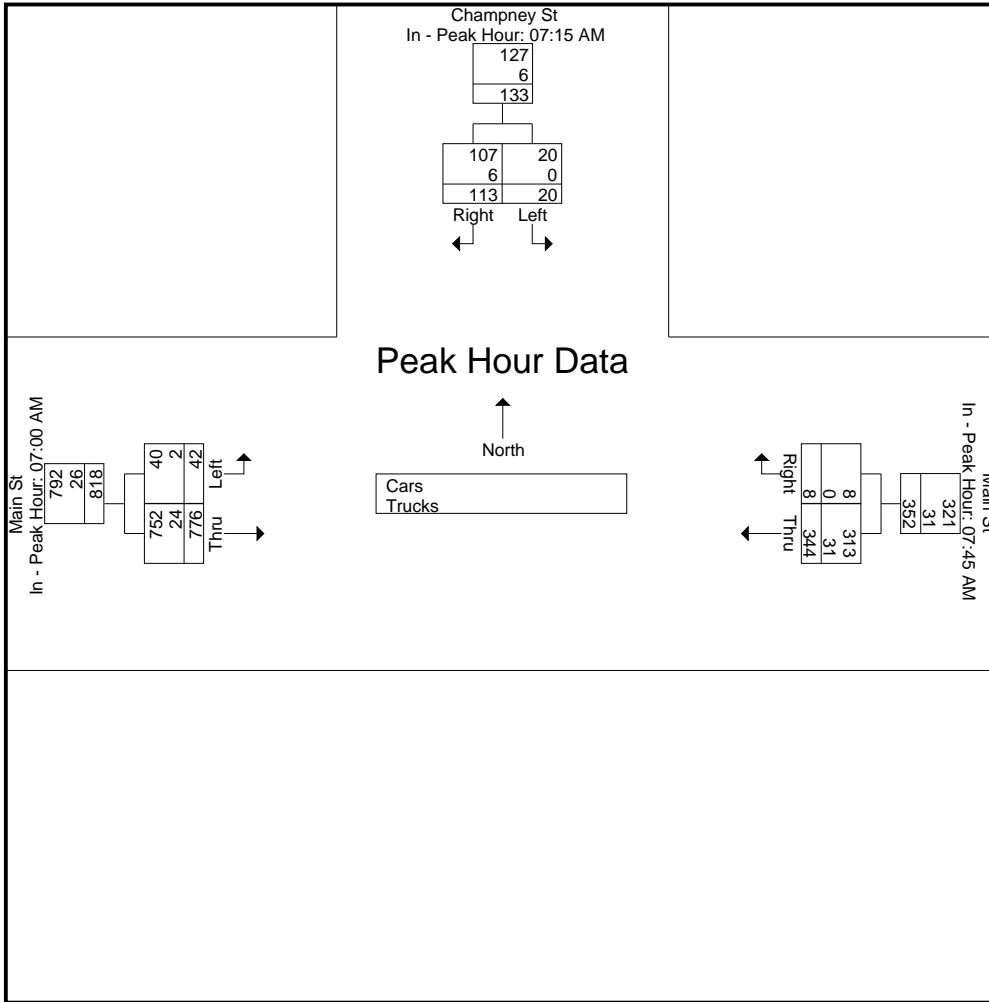


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	07:15 AM			07:45 AM			07:00 AM		
+0 mins.	4	16	20	<b>111</b>	<b>5</b>	<b>116</b>	<b>33</b>	204	<b>237</b>
+15 mins.	4	29	33	64	0	64	4	<b>224</b>	228
+30 mins.	5	<b>42</b>	<b>47</b>	68	2	70	2	185	187
+45 mins.	<b>7</b>	26	33	101	1	102	3	163	166
Total Volume	20	113	133	344	8	352	42	776	818
% App. Total	15	85		97.7	2.3		5.1	94.9	
PHF	.714	.673	.707	.775	.400	.759	.318	.866	.863
Cars	20	107	127	313	8	321	40	752	792
% Cars	100	94.7	95.5	91	100	91.2	95.2	96.9	96.8
Trucks	0	6	6	31	0	31	2	24	26
% Trucks	0	5.3	4.5	9	0	8.8	4.8	3.1	3.2



N/S Street : Champney Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Champney Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

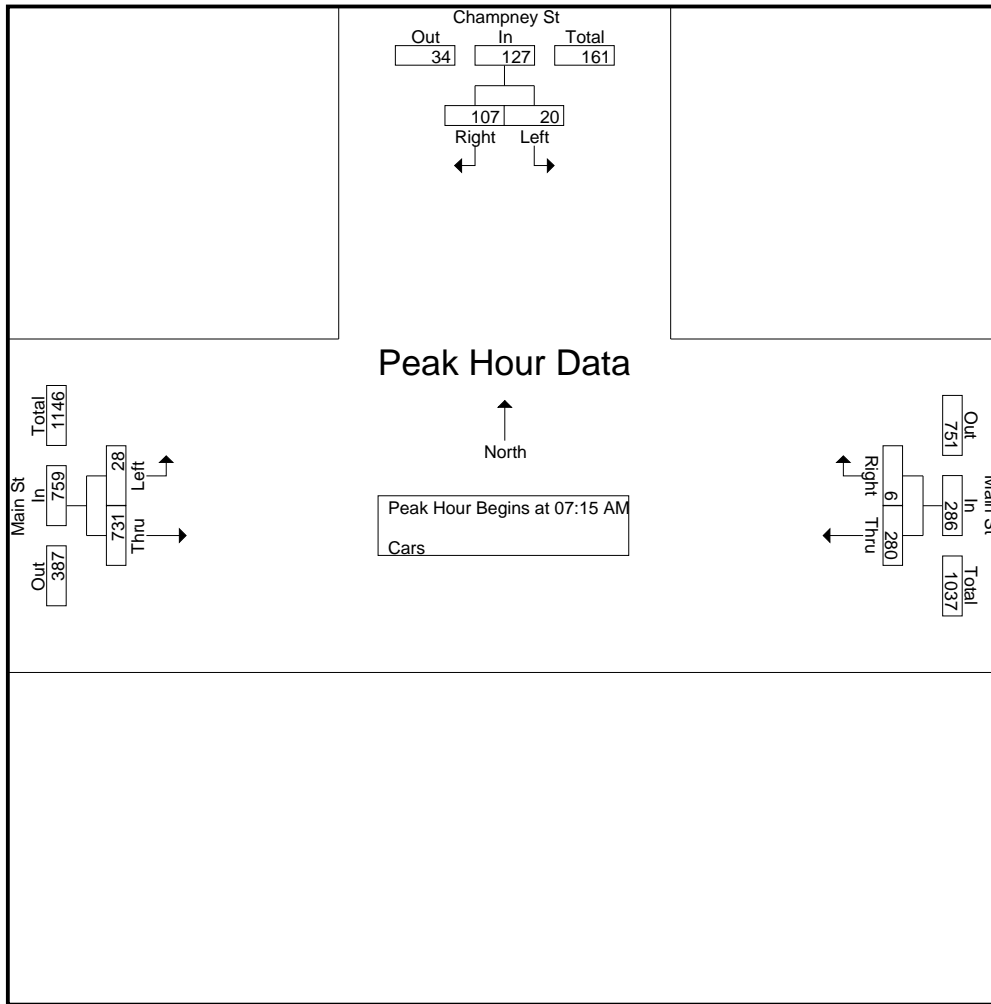
File Name : 13051007  
Site Code : 13051007  
Start Date : 2/16/2022  
Page No : 4

**Groups Printed- Cars**

Start Time	Champney St From North		Main St From East		Main St From West		Int. Total
	Left	Right	Thru	Right	Left	Thru	
07:00 AM	3	3	38	1	31	196	272
07:15 AM	4	16	52	1	4	217	294
07:30 AM	4	29	67	0	2	180	282
07:45 AM	5	36	102	5	3	159	310
<b>Total</b>	<b>16</b>	<b>84</b>	<b>259</b>	<b>7</b>	<b>40</b>	<b>752</b>	<b>1158</b>
08:00 AM	7	26	59	0	19	175	286
08:15 AM	5	8	62	2	13	136	226
08:30 AM	8	17	90	1	6	140	262
08:45 AM	2	17	78	1	13	170	281
<b>Total</b>	<b>22</b>	<b>68</b>	<b>289</b>	<b>4</b>	<b>51</b>	<b>621</b>	<b>1055</b>
<b>Grand Total</b>	<b>38</b>	<b>152</b>	<b>548</b>	<b>11</b>	<b>91</b>	<b>1373</b>	<b>2213</b>
Apprch %	20	80	98	2	6.2	93.8	
Total %	1.7	6.9	24.8	0.5	4.1	62	

Start Time	Champney St From North			Main St From East			Main St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	4	16	20	52	1	53	4	<b>217</b>	<b>221</b>	294
07:30 AM	4	29	33	67	0	67	2	180	182	282
07:45 AM	5	<b>36</b>	<b>41</b>	<b>102</b>	<b>5</b>	<b>107</b>	3	159	162	<b>310</b>
08:00 AM	7	26	33	59	0	59	<b>19</b>	175	194	286
Total Volume	20	107	127	280	6	286	28	731	759	1172
% App. Total	15.7	84.3		97.9	2.1		3.7	96.3		
PHF	.714	.743	.774	.686	.300	.668	.368	.842	.859	.945

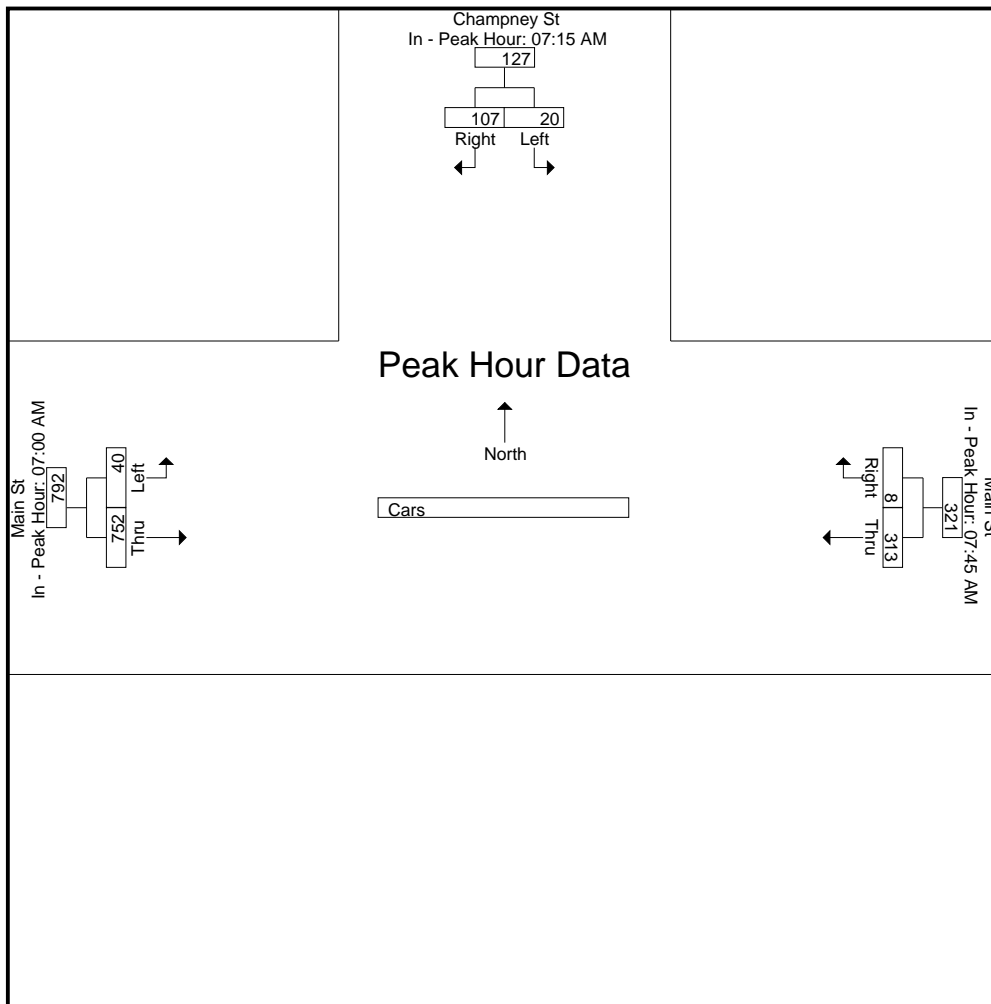
N/S Street : Champney Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



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			07:45 AM			07:00 AM		
+0 mins.	4	16	20	<b>102</b>	<b>5</b>	<b>107</b>	<b>31</b>	196	<b>227</b>
+15 mins.	4	29	33	59	0	59	4	<b>217</b>	221
+30 mins.	5	<b>36</b>	<b>41</b>	62	2	64	2	180	182
+45 mins.	<b>7</b>	26	33	90	1	91	3	159	162
Total Volume	20	107	127	313	8	321	40	752	792
% App. Total	15.7	84.3		97.5	2.5		5.1	94.9	
PHF	.714	.743	.774	.767	.400	.750	.323	.866	.872

N/S Street : Champney Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



# Accurate Counts

978-664-2565

N/S Street : Champney Street  
 E/W Street : Main Street  
 City/State : Groton, MA  
 Weather : Clear

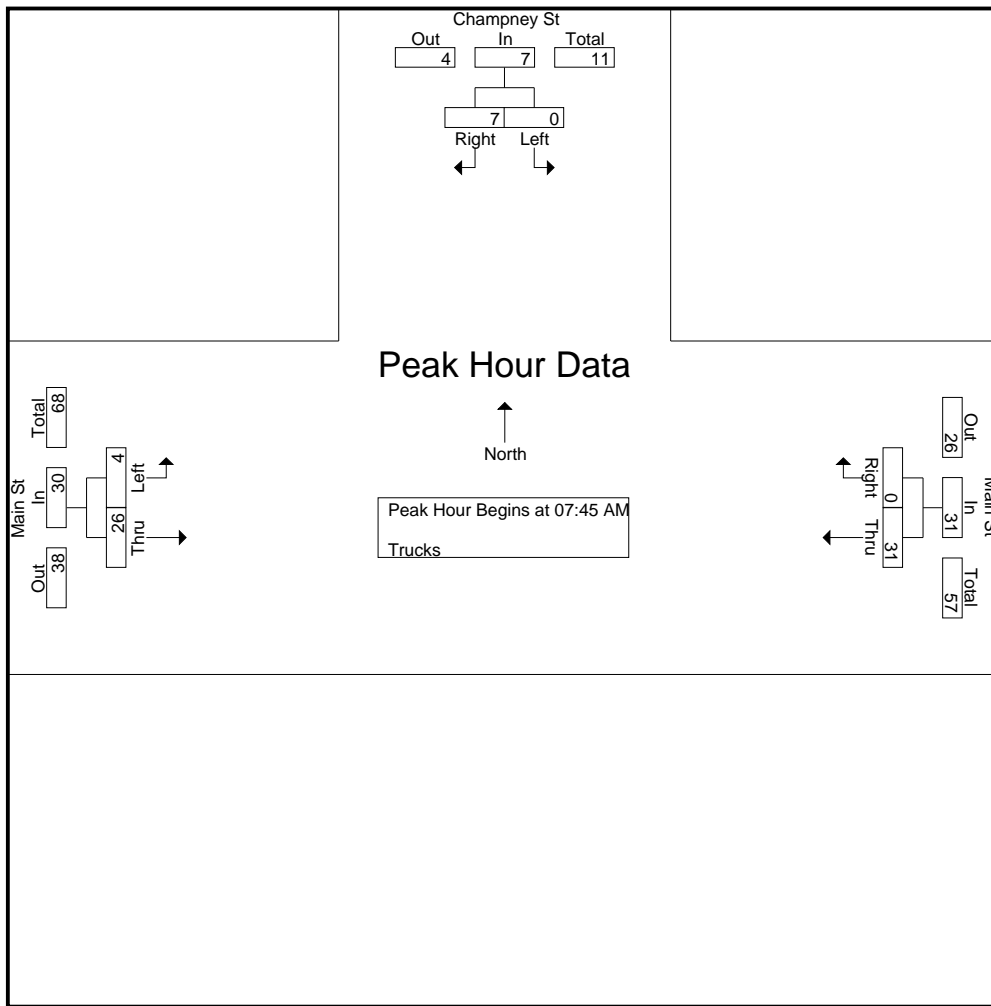
File Name : 13051007  
 Site Code : 13051007  
 Start Date : 2/16/2022  
 Page No : 7

### Groups Printed- Trucks

Start Time	Champney St From North		Main St From East		Main St From West		Int. Total
	Left	Right	Thru	Right	Left	Thru	
07:00 AM	0	0	4	0	2	8	14
07:15 AM	0	0	3	0	0	7	10
07:30 AM	0	0	5	0	0	5	10
07:45 AM	0	6	9	0	0	4	19
<b>Total</b>	0	6	21	0	2	24	53
08:00 AM	0	0	5	0	4	13	22
08:15 AM	0	0	6	0	0	4	10
08:30 AM	0	1	11	0	0	5	17
08:45 AM	0	1	5	0	0	5	11
<b>Total</b>	0	2	27	0	4	27	60
<b>Grand Total</b>	0	8	48	0	6	51	113
Apprch %	0	100	100	0	10.5	89.5	
Total %	0	7.1	42.5	0	5.3	45.1	

Start Time	Champney St From North			Main St From East			Main St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	6	6	9	0	9	0	4	4	19
08:00 AM	0	0	0	5	0	5	4	13	17	22
08:15 AM	0	0	0	6	0	6	0	4	4	10
08:30 AM	0	1	1	11	0	11	0	5	5	17
<b>Total Volume</b>	0	7	7	31	0	31	4	26	30	68
<b>% App. Total</b>	0	100		100	0		13.3	86.7		
PHF	.000	.292	.292	.705	.000	.705	.250	.500	.441	.773

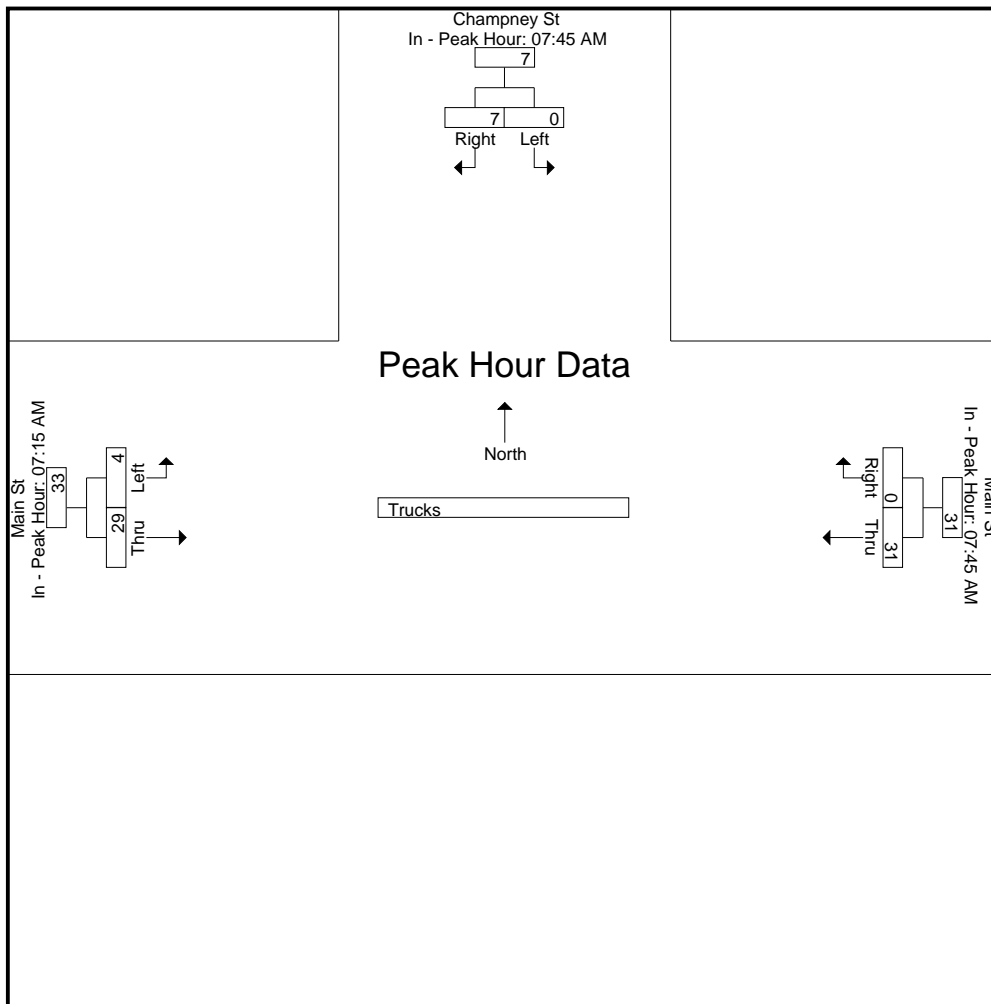
N/S Street : Champney Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



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

	07:45 AM			07:45 AM			07:15 AM		
+0 mins.	0	6	6	9	0	9	0	7	7
+15 mins.	0	0	0	5	0	5	0	5	5
+30 mins.	0	0	0	6	0	6	0	4	4
+45 mins.	0	1	1	11	0	11	4	13	17
Total Volume	0	7	7	31	0	31	4	29	33
% App. Total	0	100		100	0		12.1	87.9	
PHF	.000	.292	.292	.705	.000	.705	.250	.558	.485

N/S Street : Champney Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

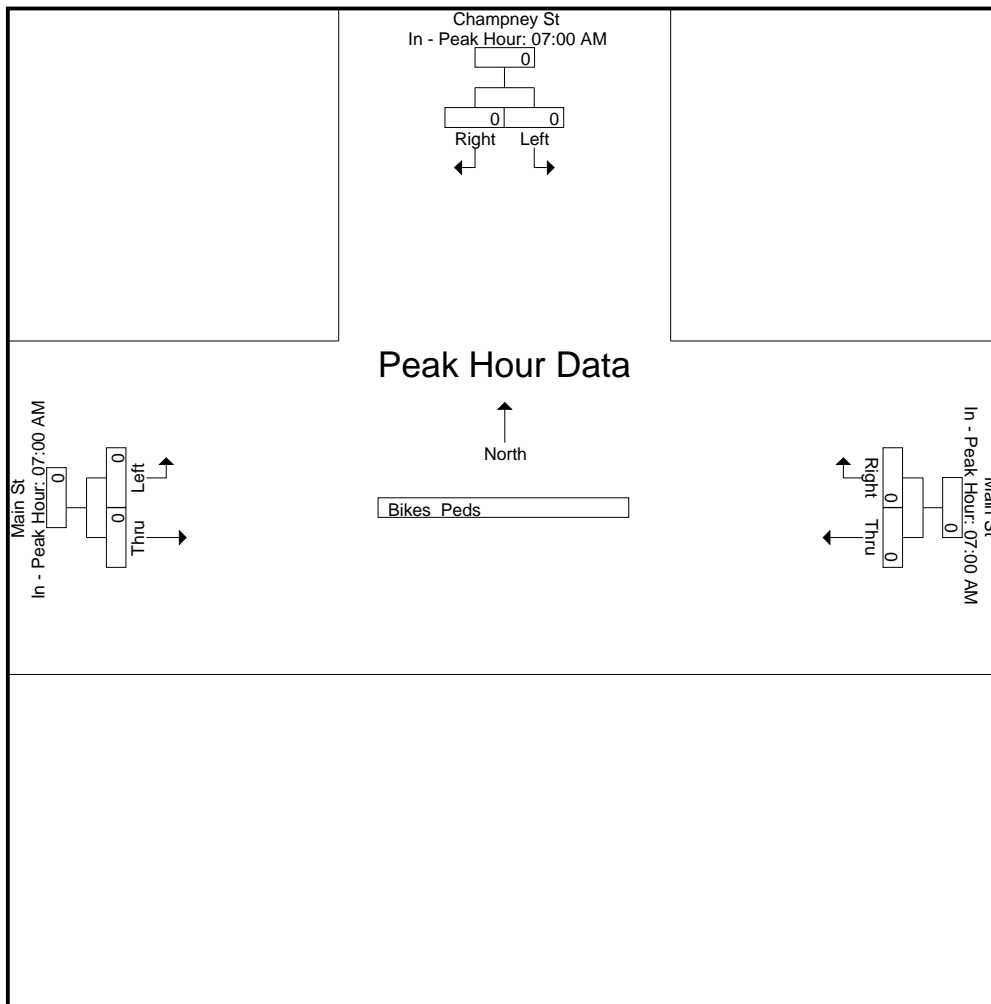








N/S Street : Champney Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



**Accurate Counts**  
978-664-2565

N/S Street : Champney Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear

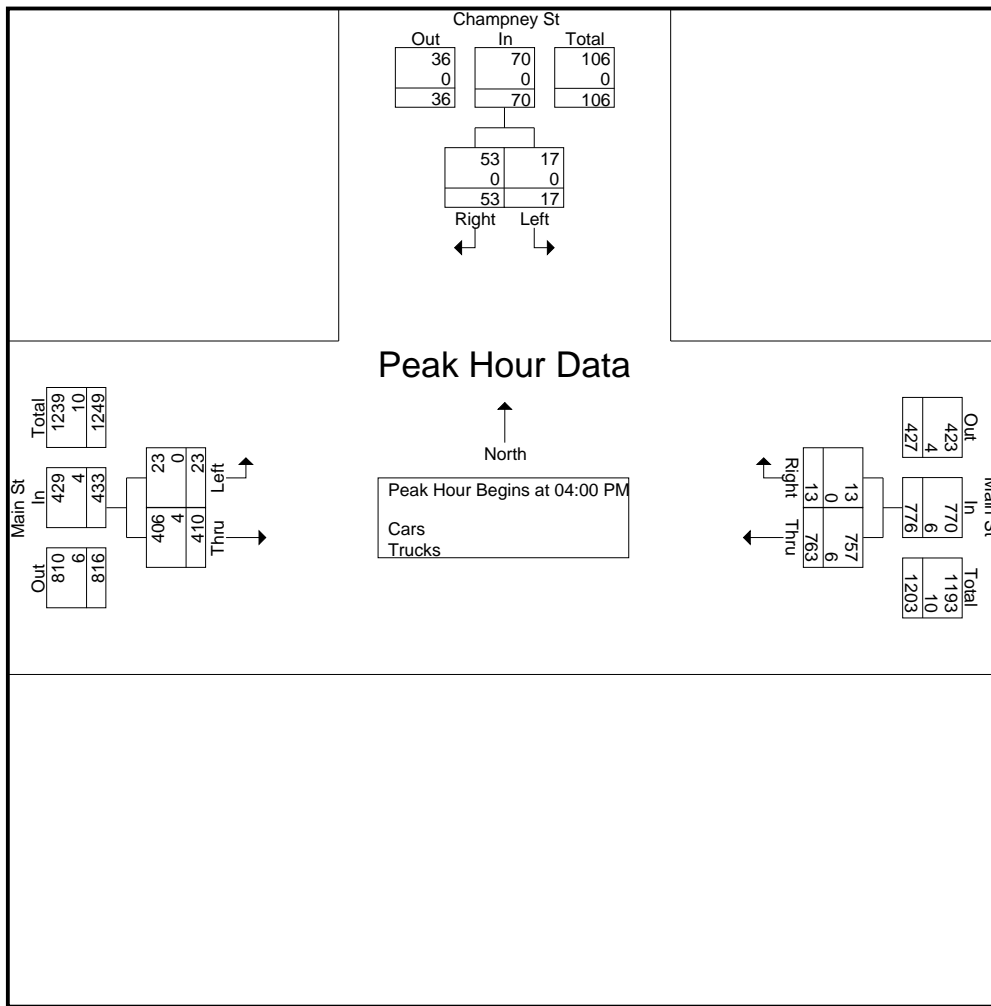
File Name : 13051007  
Site Code : 13051007  
Start Date : 2/16/2022  
Page No : 1

**Groups Printed- Cars - Trucks**

Start Time	Champney St From North		Main St From East		Main St From West		Int. Total
	Left	Right	Thru	Right	Left	Thru	
04:00 PM	1	16	216	5	9	131	378
04:15 PM	6	18	175	1	5	102	307
04:30 PM	4	9	200	4	5	86	308
04:45 PM	6	10	172	3	4	91	286
<b>Total</b>	<b>17</b>	<b>53</b>	<b>763</b>	<b>13</b>	<b>23</b>	<b>410</b>	<b>1279</b>
05:00 PM	1	8	188	2	10	117	326
05:15 PM	3	10	185	2	8	76	284
05:30 PM	3	16	156	2	4	76	257
05:45 PM	3	11	139	0	6	76	235
<b>Total</b>	<b>10</b>	<b>45</b>	<b>668</b>	<b>6</b>	<b>28</b>	<b>345</b>	<b>1102</b>
06:00 PM	4	4	133	2	4	54	201
06:15 PM	4	4	118	3	0	57	186
<b>Grand Total</b>	<b>35</b>	<b>106</b>	<b>1682</b>	<b>24</b>	<b>55</b>	<b>866</b>	<b>2768</b>
Apprch %	24.8	75.2	98.6	1.4	6	94	
Total %	1.3	3.8	60.8	0.9	2	31.3	
Cars	35	105	1670	24	55	851	2740
% Cars	100	99.1	99.3	100	100	98.3	99
Trucks	0	1	12	0	0	15	28
% Trucks	0	0.9	0.7	0	0	1.7	1

Start Time	Champney St From North			Main St From East			Main St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	1	16	17	216	5	221	9	131	140	378
04:15 PM	6	18	24	175	1	176	5	102	107	307
04:30 PM	4	9	13	200	4	204	5	86	91	308
04:45 PM	6	10	16	172	3	175	4	91	95	286
<b>Total Volume</b>	<b>17</b>	<b>53</b>	<b>70</b>	<b>763</b>	<b>13</b>	<b>776</b>	<b>23</b>	<b>410</b>	<b>433</b>	<b>1279</b>
% App. Total	24.3	75.7		98.3	1.7		5.3	94.7		
PHF	.708	.736	.729	.883	.650	.878	.639	.782	.773	.846
Cars	17	53	70	757	13	770	23	406	429	1269
% Cars	100	100	100	99.2	100	99.2	100	99.0	99.1	99.2
Trucks	0	0	0	6	0	6	0	4	4	10
% Trucks	0	0	0	0.8	0	0.8	0	1.0	0.9	0.8

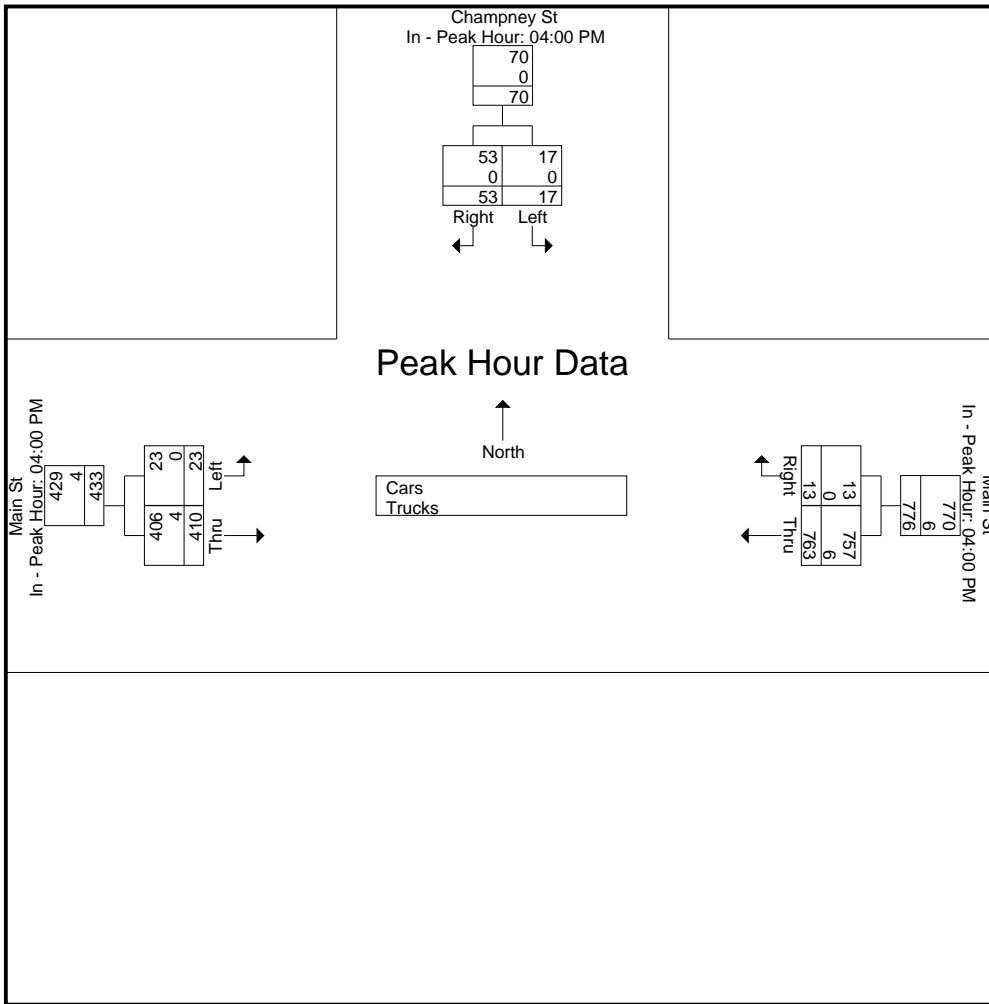
N/S Street : Champney Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	1	16	17	<b>216</b>	<b>5</b>	<b>221</b>	<b>9</b>	<b>131</b>	<b>140</b>
+15 mins.	<b>6</b>	<b>18</b>	<b>24</b>	175	1	176	5	102	107
+30 mins.	4	9	13	200	4	204	5	86	91
+45 mins.	6	10	16	172	3	175	4	91	95
Total Volume	17	53	70	763	13	776	23	410	433
% App. Total	24.3	75.7		98.3	1.7		5.3	94.7	
PHF	.708	.736	.729	.883	.650	.878	.639	.782	.773
Cars	17	53	70	757	13	770	23	406	429
% Cars	100	100	100	99.2	100	99.2	100	99	99.1
Trucks	0	0	0	6	0	6	0	4	4
% Trucks	0	0	0	0.8	0	0.8	0	1	0.9

N/S Street : Champney Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



# Accurate Counts

978-664-2565

N/S Street : Champney Street  
 E/W Street : Main Street  
 City/State : Groton, MA  
 Weather : Clear

File Name : 13051007  
 Site Code : 13051007  
 Start Date : 2/16/2022  
 Page No : 4

### Groups Printed- Cars

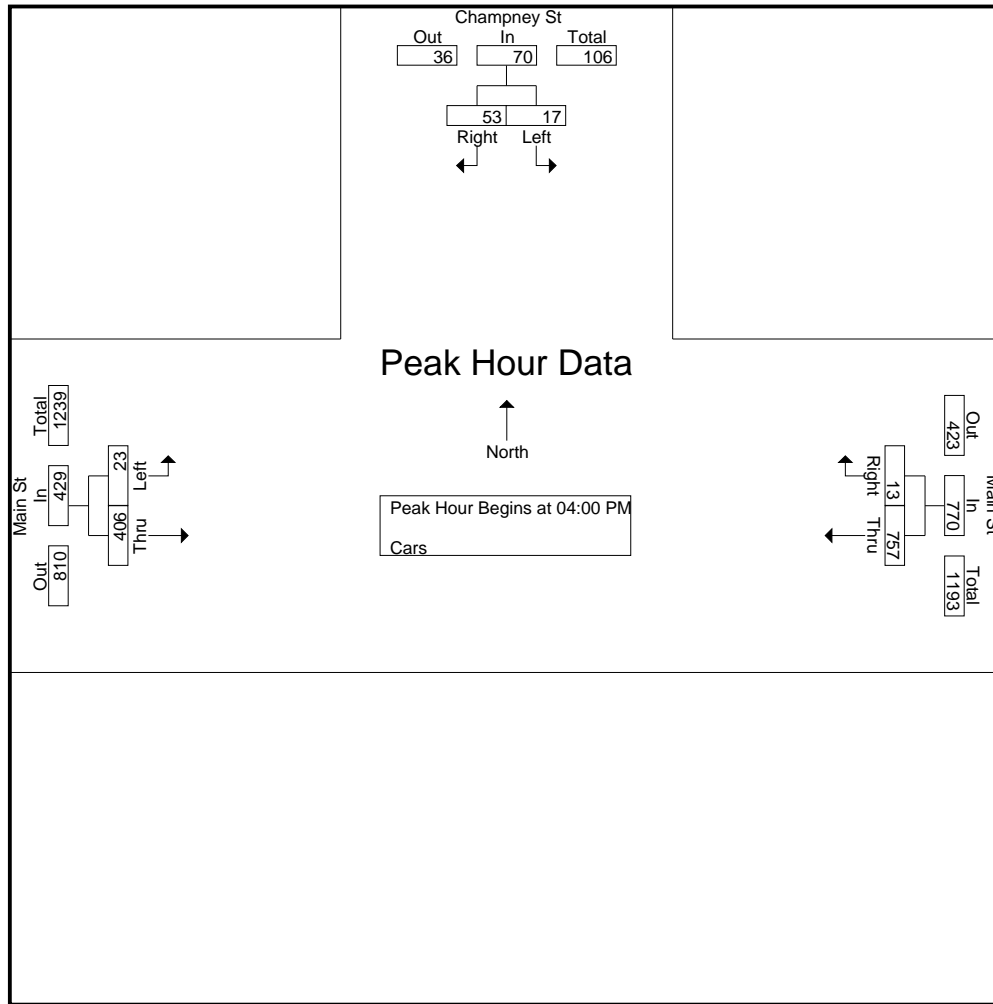
Start Time	Champney St From North		Main St From East		Main St From West		Int. Total
	Left	Right	Thru	Right	Left	Thru	
04:00 PM	1	16	213	5	9	131	375
04:15 PM	6	18	173	1	5	101	304
04:30 PM	4	9	199	4	5	85	306
04:45 PM	6	10	172	3	4	89	284
<b>Total</b>	<b>17</b>	<b>53</b>	<b>757</b>	<b>13</b>	<b>23</b>	<b>406</b>	<b>1269</b>
05:00 PM	1	8	185	2	10	116	322
05:15 PM	3	9	184	2	8	74	280
05:30 PM	3	16	155	2	4	76	256
05:45 PM	3	11	139	0	6	73	232
<b>Total</b>	<b>10</b>	<b>44</b>	<b>663</b>	<b>6</b>	<b>28</b>	<b>339</b>	<b>1090</b>
06:00 PM	4	4	132	2	4	51	197
06:15 PM	4	4	118	3	0	55	184
<b>Grand Total</b>	<b>35</b>	<b>105</b>	<b>1670</b>	<b>24</b>	<b>55</b>	<b>851</b>	<b>2740</b>
Apprch %	25	75	98.6	1.4	6.1	93.9	
Total %	1.3	3.8	60.9	0.9	2	31.1	

Start Time	Champney St From North			Main St From East			Main St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	1	16	17	213	5	218	9	131	140	375
04:15 PM	6	18	24	173	1	174	5	101	106	304
04:30 PM	4	9	13	199	4	203	5	85	90	306
04:45 PM	6	10	16	172	3	175	4	89	93	284
<b>Total Volume</b>	<b>17</b>	<b>53</b>	<b>70</b>	<b>757</b>	<b>13</b>	<b>770</b>	<b>23</b>	<b>406</b>	<b>429</b>	<b>1269</b>
<b>% App. Total</b>	<b>24.3</b>	<b>75.7</b>		<b>98.3</b>	<b>1.7</b>		<b>5.4</b>	<b>94.6</b>		
PHF	.708	.736	.729	.888	.650	.883	.639	.775	.766	.846

Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

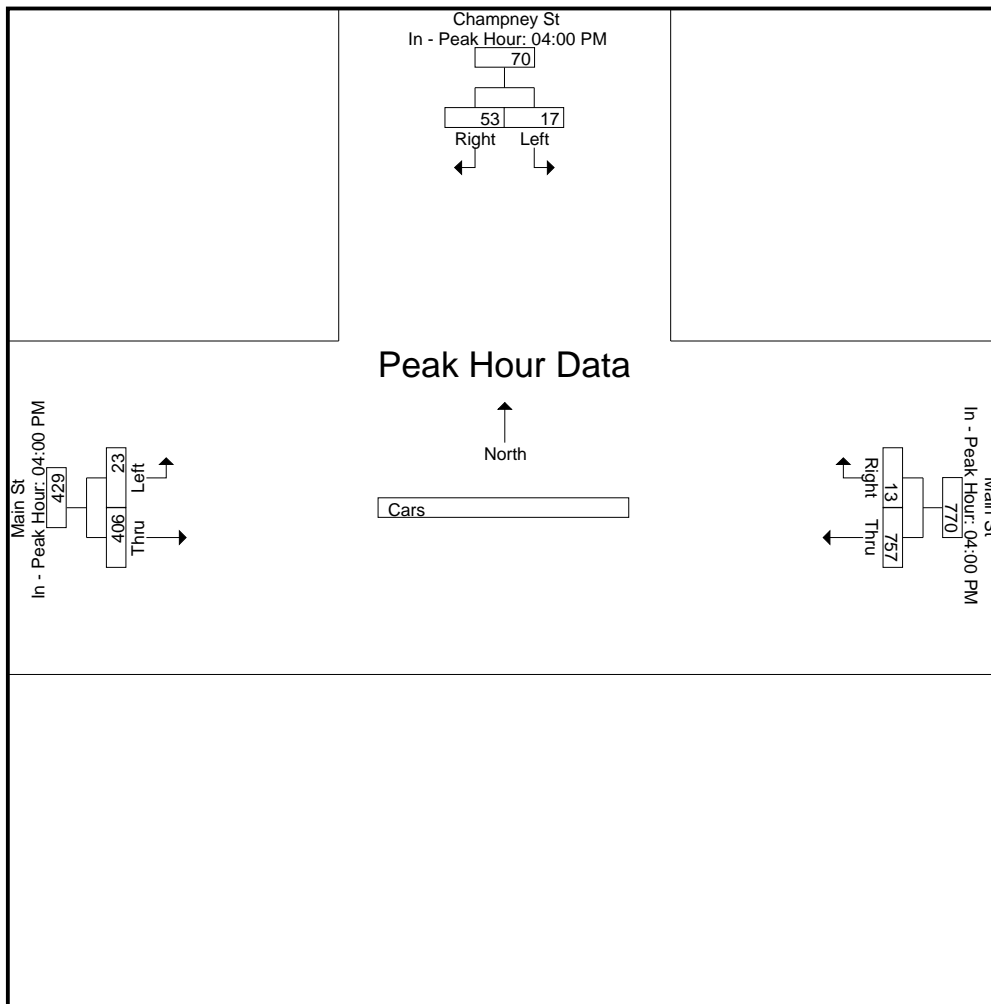
N/S Street : Champney Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	1	16	17	<b>213</b>	<b>5</b>	<b>218</b>	<b>9</b>	<b>131</b>	<b>140</b>
+15 mins.	<b>6</b>	<b>18</b>	<b>24</b>	173	1	174	5	101	106
+30 mins.	4	9	13	199	4	203	5	85	90
+45 mins.	6	10	16	172	3	175	4	89	93
Total Volume	17	53	70	757	13	770	23	406	429
% App. Total	24.3	75.7		98.3	1.7		5.4	94.6	
PHF	.708	.736	.729	.888	.650	.883	.639	.775	.766

N/S Street : Champney Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear





# Accurate Counts

978-664-2565

N/S Street : Champney Street  
 E/W Street : Main Street  
 City/State : Groton, MA  
 Weather : Clear

File Name : 13051007  
 Site Code : 13051007  
 Start Date : 2/16/2022  
 Page No : 7

### Groups Printed- Trucks

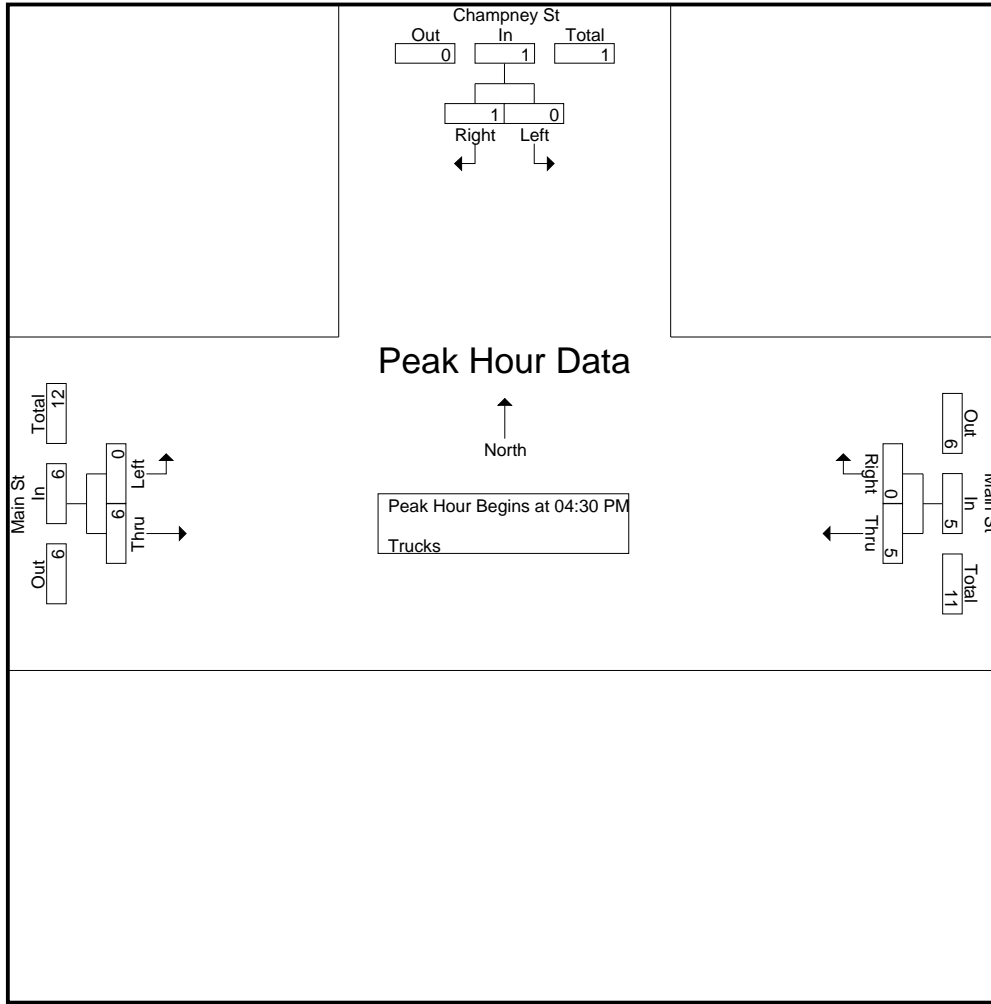
Start Time	Champney St From North		Main St From East		Main St From West		Int. Total
	Left	Right	Thru	Right	Left	Thru	
04:00 PM	0	0	3	0	0	0	3
04:15 PM	0	0	2	0	0	1	3
04:30 PM	0	0	1	0	0	1	2
04:45 PM	0	0	0	0	0	2	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>10</b>
05:00 PM	0	0	3	0	0	1	4
05:15 PM	0	1	1	0	0	2	4
05:30 PM	0	0	1	0	0	0	1
05:45 PM	0	0	0	0	0	3	3
<b>Total</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>12</b>
06:00 PM	0	0	1	0	0	3	4
06:15 PM	0	0	0	0	0	2	2
<b>Grand Total</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>28</b>
Apprch %	0	100	100	0	0	100	
Total %	0	3.6	42.9	0	0	53.6	

Start Time	Champney St From North			Main St From East			Main St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:30 PM	0	0	0	1	0	1	0	1	1	2
04:45 PM	0	0	0	0	0	0	0	2	2	2
05:00 PM	0	0	0	3	0	3	0	1	1	4
05:15 PM	0	1	1	1	0	1	0	2	2	4
<b>Total Volume</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>12</b>
<b>% App. Total</b>	<b>0</b>	<b>100</b>		<b>100</b>	<b>0</b>		<b>0</b>	<b>100</b>		
PHF	.000	.250	.250	.417	.000	.417	.000	.750	.750	.750

Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

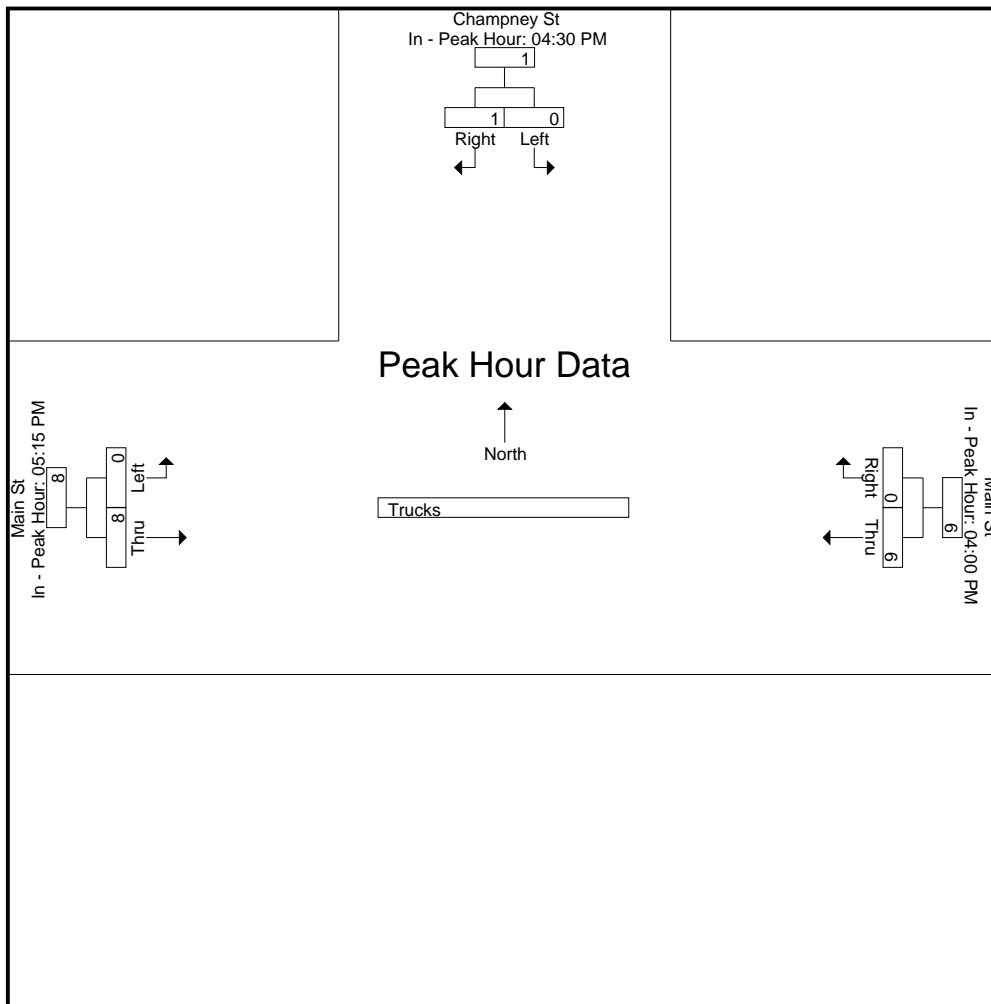
N/S Street : Champney Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	04:30 PM			04:00 PM			05:15 PM		
+0 mins.	0	0	0	3	0	3	0	2	2
+15 mins.	0	0	0	2	0	2	0	0	0
+30 mins.	0	0	0	1	0	1	0	3	3
+45 mins.	0	1	1	0	0	0	0	3	3
Total Volume	0	1	1	6	0	6	0	8	8
% App. Total	0	100		100	0		0	100	
PHF	.000	.250	.250	.500	.000	.500	.000	.667	.667

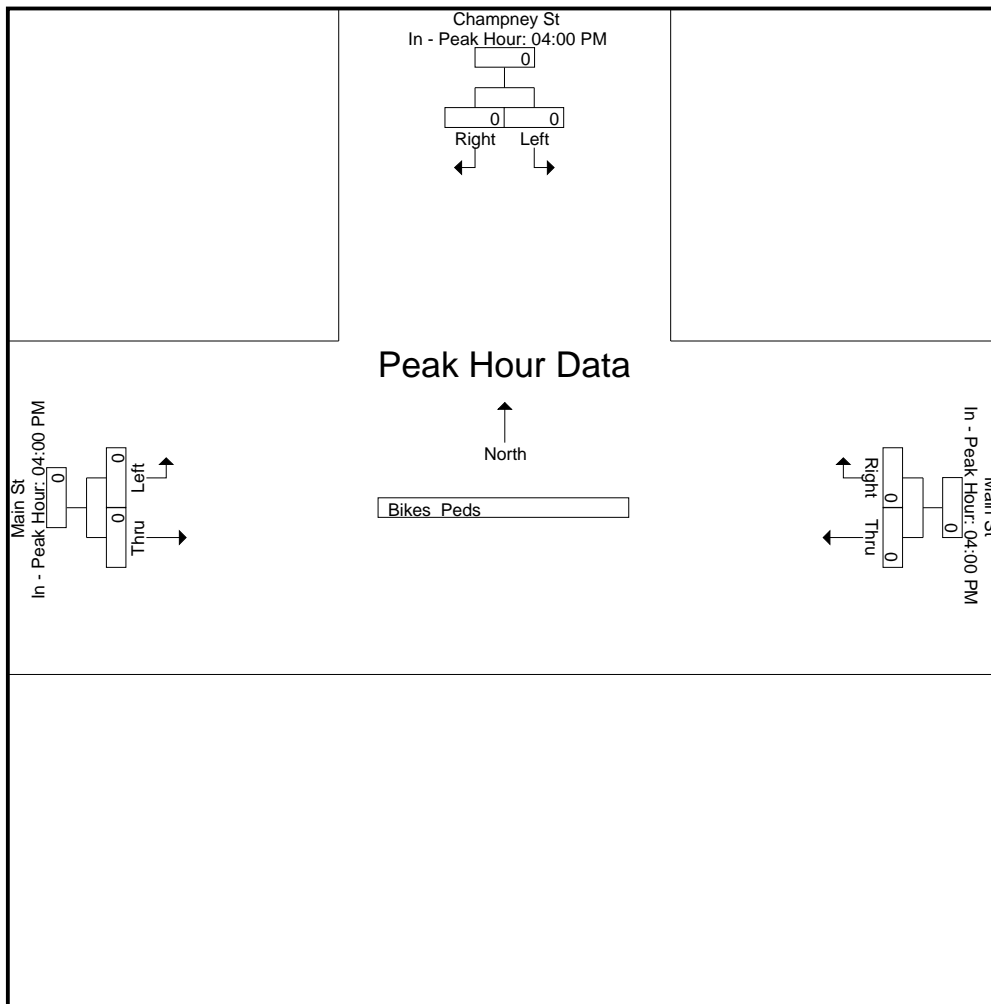
N/S Street : Champney Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear







N/S Street : Champney Street  
E/W Street : Main Street  
City/State : Groton, MA  
Weather : Clear



## **Seasonal Adjustment/COVID-19 Worksheets**

---





Massachusetts Highway Department  
Statewide Traffic Data Collection  
2019 Weekday Seasonal Factors

Factor Group	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Axle Factor
R1	1.22	1.14	1.12	1.06	1.00	0.96	0.87	0.85	0.96	0.99	1.04	1.12	0.85
R2	0.95	0.96	0.98	0.97	0.97	0.93	0.97	0.94	0.96	0.90	0.92	0.93	0.96
R3	1.15	1.06	1.07	1.00	0.89	0.88	0.89	0.89	0.95	0.92	1.02	1.01	0.97
R4-R7	1.09	1.09	1.11	1.02	0.96	0.92	0.89	0.89	0.99	0.98	1.09	1.13	0.98
U1-Boston	1.03	1.01	0.98	0.94	0.94	0.92	0.95	0.93	0.94	0.94	0.97	1.04	0.96
U1-Essex	1.09	1.06	1.03	0.99	0.94	0.90	0.88	0.86	0.93	0.94	0.99	1.06	0.93
U1-Southeast	1.06	1.05	1.01	0.97	0.95	0.93	0.93	0.90	0.94	0.94	0.98	1.04	0.98
U1-West	1.19	1.14	1.09	0.95	0.92	0.89	0.89	0.86	0.91	0.95	0.97	1.07	0.84
U1-Worcester	1.02	1.04	0.97	0.94	0.93	0.91	0.95	0.91	0.93	0.92	0.95	1.10	0.88
U2	1.01	1.00	0.94	0.93	0.91	0.89	0.93	0.90	0.90	0.91	0.94	1.02	0.99
U3	1.06	1.03	0.98	0.94	0.93	0.91	0.95	0.91	0.92	0.93	0.97	1.00	0.98
U4-U7	1.01	1.00	0.95	0.92	0.88	0.86	0.92	0.91	0.92	0.94	0.99	1.04	0.99
Rec - East	1.04	1.16	1.12	0.98	0.92	0.88	0.77	0.81	0.94	1.02	1.08	1.12	0.99
Rec - West	1.30	1.23	1.32	1.18	0.95	0.82	0.70	0.69	0.97	0.96	1.16	1.15	0.98

Round off:

0-999 = 10

>1000 = 100

U = Urban

R = Rural

1 - Interstate

2 - Freeway and Expressway

3 - Other Principal Arterial

4 - Minor Arterial

5 - Major Collector

6 - Minor Collector

7 - Local Road and Street

**Recreational - East Group** - Cape Cod (all towns) including the town of Plymouth south of Route 3A (stations 7014,7079,7080,7090,7091,7092,7093,7094,7095,7096,7097,7108 and 7178), Martha's Vineyard and Nantucket.

**Recreational - West Group** - Continuous Stations 2 and 189 including stations

1066,1067,1083,1084,1085,1086,1087,1088,1089,1090,1091,1092,1093,1094,1095,1096,1097,1098,1099,1100,1101,1102,1103,1104,1105,1106,1107,1108,1113,1114,1116,2196,2197 and 2198.

District 3 - I-95 Southborough (Station ID: 3990)

Feb 2020	97072	
Feb 2022	78593	multiplier = 1.235

District 4 - I-93 Andover (Station ID: 511)

Feb 2020	131738	
Feb 2022	121321	multiplier = 1.086

District 6 - Weston: I-90 (Station ID: AET 10)

Feb 2020	126275	
Feb 2022	107148	multiplier = 1.179

District 3 - Framingham: I-90 (Station ID: AET 09)

Feb 2020	107756	
Feb 2022	90473	multiplier = 1.191

District 4 - Medford: I-93 (Station ID: 82)

Feb 2020	186845	
Feb 2022	170002	multiplier = 1.099

AVG = 1.158

## **Traffic Delay Worksheets**

---



**Mill Street NB onto Main Street  
Queue/Delay Study**

**City, State: Groton, MA  
Date: 2-Feb-22  
Time: 7:00pm-9:00am**

Vehicle #	Entered Queue	Left Queue	Delay in sec.	Queue Length
1	7:00:00 AM	7:00:05 AM	00:05	1
2	7:01:41 AM	7:02:17 AM	00:36	1
3	7:02:08 AM	7:02:54 AM	00:46	2
4	7:03:54 AM	7:04:01 AM	00:07	1
5	7:04:06 AM	7:04:10 AM	00:04	1
6	7:04:16 AM	7:04:18 AM	00:02	1
7	7:04:57 AM	7:05:03 AM	00:06	1
8	7:05:41 AM	7:05:52 AM	00:11	1
9	7:08:30 AM	7:08:40 AM	00:10	1
10	7:09:58 AM	7:10:02 AM	00:04	1
11	7:14:42 AM	7:15:20 AM	00:38	1
12	7:15:40 AM	7:15:48 AM	00:08	1
13	7:16:05 AM	7:16:11 AM	00:06	1
14	7:16:56 AM	7:17:03 AM	00:07	1
15	7:17:22 AM	7:19:29 AM	02:07	1
16	7:19:12 AM	7:21:24 AM	02:12	2
17	7:21:13 AM	7:22:48 AM	01:35	2
18	7:22:01 AM	7:23:28 AM	01:27	2
19	7:22:38 AM	7:23:32 AM	00:54	3
20	7:25:17 AM	7:25:21 AM	00:04	1
21	7:25:32 AM	7:25:32 AM	00:00	1
22	7:25:52 AM	7:25:53 AM	00:01	1
23	7:26:30 AM	7:26:34 AM	00:04	1
24	7:29:02 AM	7:29:06 AM	00:04	1
25	7:29:07 AM	7:29:10 AM	00:03	1
26	7:29:37 AM	7:29:39 AM	00:02	1
27	7:29:45 AM	7:29:57 AM	00:12	1
28	7:29:53 AM	7:29:58 AM	00:05	2
29	7:33:26 AM	7:33:43 AM	00:17	1
30	7:34:13 AM	7:34:25 AM	00:12	1
31	7:35:24 AM	7:35:30 AM	00:06	1
32	7:35:27 AM	7:35:41 AM	00:14	2
33	7:36:01 AM	7:36:04 AM	00:03	1
34	7:40:19 AM	7:40:54 AM	00:35	1
35	7:41:43 AM	7:41:56 AM	00:13	1
36	7:41:44 AM	7:42:23 AM	00:39	2
37	7:46:05 AM	7:47:42 AM	01:37	1
38	7:47:41 AM	7:48:08 AM	00:27	2
39	7:48:47 AM	7:49:08 AM	00:21	1
40	7:49:53 AM	7:49:56 AM	00:03	1
41	7:52:30 AM	7:52:51 AM	00:21	1
42	7:52:33 AM	7:52:51 AM	00:18	2
43	7:52:45 AM	7:53:02 AM	00:17	3
44	7:53:03 AM	7:53:31 AM	00:28	1
45	7:53:09 AM	7:53:41 AM	00:32	2
46	7:53:10 AM	7:53:44 AM	00:34	3
47	7:53:13 AM	7:53:44 AM	00:31	4
48	7:53:28 AM	7:54:02 AM	00:34	5
49	7:54:00 AM	7:54:14 AM	00:14	2
50	7:54:36 AM	7:54:42 AM	00:06	1
51	7:54:37 AM	7:55:16 AM	00:39	2
52	7:55:13 AM	7:55:21 AM	00:08	2
53	7:56:06 AM	7:56:18 AM	00:12	1
54	7:56:11 AM	7:56:20 AM	00:09	2

**Exiting**

**Totals**

<b>Total Vehicles</b>	131
<b>Ave Stopped Time</b>	00:16
<b>Max Stopped Time</b>	02:12
<b>Average Queue</b>	1.40
<b>Max Queue</b>	5
<b>Total Delay</b>	0:35:57
<b>Weekday Morning Peak Hour</b>	
<b>Total Vehicles</b>	63
<b>Ave Stopped Time</b>	00:21
<b>Max Stopped Time</b>	02:12
<b>Average Queue</b>	1.44
<b>Max Queue</b>	5
<b>Total Delay</b>	0:22:23
<b>Min Stopped Time</b>	00:00

**Mill Street NB onto Main Street  
Queue/Delay Study**

**City, State: Groton, MA  
Date: 2-Feb-22  
Time: 7:00pm-9:00am**

**Exiting  
Totals**

Vehicle #	Entered Queue	Left Queue	Delay in sec.	Queue Length
55	7:56:21 AM	7:56:24 AM	00:03	1
56	7:56:51 AM	7:56:52 AM	00:01	1
57	7:57:04 AM	7:57:07 AM	00:03	1
58	7:57:10 AM	7:57:12 AM	00:02	1
59	7:57:31 AM	7:57:32 AM	00:01	1
60	7:58:04 AM	7:58:06 AM	00:02	1
61	7:58:23 AM	7:58:35 AM	00:12	1
62	7:58:30 AM	7:58:38 AM	00:08	2
63	7:59:16 AM	7:59:17 AM	00:01	1
64	8:01:53 AM	8:02:04 AM	00:11	1
65	8:02:13 AM	8:02:21 AM	00:08	1
66	8:04:00 AM	8:04:05 AM	00:05	1
67	8:04:31 AM	8:04:32 AM	00:01	1
68	8:08:15 AM	8:08:17 AM	00:02	1
69	8:08:47 AM	8:08:57 AM	00:10	1
70	8:08:47 AM	8:09:04 AM	00:17	2
71	8:09:01 AM	8:09:12 AM	00:11	2
72	8:09:44 AM	8:09:57 AM	00:13	1
73	8:09:50 AM	8:10:09 AM	00:19	2
74	8:09:51 AM	8:10:34 AM	00:43	3
75	8:11:38 AM	8:11:45 AM	00:07	1
76	8:11:41 AM	8:11:46 AM	00:05	2
77	8:13:02 AM	8:13:03 AM	00:01	1
78	8:15:32 AM	8:15:46 AM	00:14	1
79	8:18:11 AM	8:18:12 AM	00:01	1
80	8:18:48 AM	8:19:17 AM	00:29	1
81	8:21:03 AM	8:21:03 AM	00:00	1
82	8:23:41 AM	8:23:41 AM	00:00	1
83	8:23:59 AM	8:24:12 AM	00:13	1
84	8:24:08 AM	8:24:17 AM	00:09	2
85	8:26:19 AM	8:26:31 AM	00:12	1
86	8:28:44 AM	8:28:51 AM	00:07	1
87	8:31:23 AM	8:31:33 AM	00:10	1
88	8:31:24 AM	8:31:34 AM	00:10	2
89	8:33:01 AM	8:33:04 AM	00:03	1
90	8:33:19 AM	8:33:39 AM	00:20	1
91	8:33:40 AM	8:33:47 AM	00:07	1
92	8:35:50 AM	8:35:51 AM	00:01	1
93	8:37:06 AM	8:37:11 AM	00:05	1
94	8:37:52 AM	8:38:07 AM	00:15	1
95	8:38:01 AM	8:38:13 AM	00:12	2
96	8:38:02 AM	8:38:26 AM	00:24	3
97	8:38:21 AM	8:38:44 AM	00:23	2
98	8:39:53 AM	8:39:54 AM	00:01	1
99	8:40:38 AM	8:40:39 AM	00:01	1
100	8:40:38 AM	8:41:13 AM	00:35	2
101	8:40:38 AM	8:41:19 AM	00:41	3
102	8:41:23 AM	8:41:25 AM	00:02	1
103	8:41:44 AM	8:41:48 AM	00:04	1
104	8:42:19 AM	8:42:21 AM	00:02	1
105	8:43:01 AM	8:43:10 AM	00:09	1
106	8:43:01 AM	8:43:16 AM	00:15	2
107	8:43:11 AM	8:43:22 AM	00:11	2
108	8:43:19 AM	8:43:41 AM	00:22	2

**Mill Street NB onto Main Street  
Queue/Delay Study**

**City, State: Groton, MA  
Date: 2-Feb-22  
Time: 7:00pm-9:00am**

**Exiting  
Totals**

Vehicle #	Entered Queue	Left Queue	Delay in sec.	Queue Length
109	8:44:31 AM	8:44:51 AM	00:20	1
110	8:45:02 AM	8:45:09 AM	00:07	1
111	8:45:59 AM	8:46:57 AM	00:58	1
112	8:46:56 AM	8:47:01 AM	00:05	2
113	8:47:17 AM	8:47:30 AM	00:13	1
114	8:47:17 AM	8:47:42 AM	00:25	2
115	8:47:36 AM	8:47:50 AM	00:14	2
116	8:47:42 AM	8:47:54 AM	00:12	2
117	8:47:52 AM	8:47:57 AM	00:05	2
118	8:48:22 AM	8:48:30 AM	00:08	1
119	8:49:13 AM	8:49:32 AM	00:19	1
120	8:49:59 AM	8:50:08 AM	00:09	1
121	8:51:01 AM	8:51:05 AM	00:04	1
122	8:51:04 AM	8:51:42 AM	00:38	2
123	8:52:05 AM	8:52:09 AM	00:04	1
124	8:52:30 AM	8:52:33 AM	00:03	1
125	8:52:31 AM	8:52:38 AM	00:07	2
126	8:54:41 AM	8:54:57 AM	00:16	1
127	8:55:31 AM	8:55:52 AM	00:21	1
128	8:56:25 AM	8:56:26 AM	00:01	1
129	8:56:30 AM	8:56:39 AM	00:09	1
130	8:58:23 AM	8:58:24 AM	00:01	1
131	8:58:52 AM	8:58:56 AM	00:04	1

**Mill Street NB onto Main Street  
Queue/Delay Study**

**City, State: Groton, MA  
Date: 2-Feb-22  
Time: 4:00pm-6:30pm**

**Exiting**

<b>Vehicle #</b>	<b>Entered Queue</b>	<b>Left Queue</b>	<b>Delay in sec.</b>	<b>Queue Length</b>
1	4:00:00 PM	4:00:03 PM	00:03	1
2	4:00:01 PM	4:00:03 PM	00:02	2
3	4:00:01 PM	4:00:08 PM	00:07	3
4	4:00:01 PM	4:00:24 PM	00:23	4
5	4:00:01 PM	4:00:33 PM	00:32	5
6	4:00:06 PM	4:00:57 PM	00:51	4
7	4:00:07 PM	4:01:02 PM	00:55	5
8	4:00:07 PM	4:01:23 PM	01:16	6
9	4:00:48 PM	4:01:25 PM	00:37	4
10	4:01:40 PM	4:01:59 PM	00:19	1
11	4:01:48 PM	4:02:04 PM	00:16	2
12	4:02:22 PM	4:02:34 PM	00:12	1
13	4:02:32 PM	4:02:51 PM	00:19	2
14	4:03:22 PM	4:03:27 PM	00:05	1
15	4:03:22 PM	4:03:35 PM	00:13	2
16	4:03:24 PM	4:03:38 PM	00:14	3
17	4:04:19 PM	4:04:35 PM	00:16	1
18	4:07:05 PM	4:07:22 PM	00:17	1
19	4:07:15 PM	4:07:26 PM	00:11	2
20	4:07:15 PM	4:07:31 PM	00:16	3
21	4:07:47 PM	4:08:10 PM	00:23	1
22	4:07:53 PM	4:08:12 PM	00:19	2
23	4:08:04 PM	4:08:21 PM	00:17	3
24	4:08:04 PM	4:08:21 PM	00:17	4
25	4:08:09 PM	4:08:27 PM	00:18	5
26	4:08:19 PM	4:08:44 PM	00:25	4
27	4:09:06 PM	4:09:08 PM	00:02	1
28	4:09:18 PM	4:09:19 PM	00:01	1
29	4:09:42 PM	4:09:51 PM	00:09	1
30	4:09:59 PM	4:10:19 PM	00:20	1
31	4:10:32 PM	4:11:05 PM	00:33	1
32	4:10:32 PM	4:11:20 PM	00:48	2
33	4:10:55 PM	4:11:27 PM	00:32	3
34	4:11:19 PM	4:11:37 PM	00:18	3
35	4:12:32 PM	4:12:58 PM	00:26	1
36	4:13:26 PM	4:13:58 PM	00:32	1
37	4:13:57 PM	4:14:01 PM	00:04	2
38	4:14:23 PM	4:14:30 PM	00:07	1
39	4:14:25 PM	4:14:31 PM	00:06	2
40	4:15:02 PM	4:15:28 PM	00:26	1
41	4:15:04 PM	4:15:35 PM	00:31	2
42	4:15:06 PM	4:15:53 PM	00:47	3
43	4:15:07 PM	4:15:58 PM	00:51	4
44	4:15:30 PM	4:16:02 PM	00:32	4
45	4:15:30 PM	4:16:07 PM	00:37	5
46	4:15:31 PM	4:16:15 PM	00:44	6
47	4:17:05 PM	4:17:40 PM	00:35	1
48	4:19:18 PM	4:19:30 PM	00:12	1
49	4:19:38 PM	4:19:53 PM	00:15	1
50	4:20:50 PM	4:21:08 PM	00:18	1
51	4:21:26 PM	4:21:50 PM	00:24	1
52	4:22:07 PM	4:22:20 PM	00:13	1
53	4:23:30 PM	4:23:33 PM	00:03	1
54	4:23:53 PM	4:23:55 PM	00:02	1
55	4:23:54 PM	4:24:05 PM	00:11	2

**Totals**

<b>Total Vehicles</b>	287
<b>Ave Stopped Time</b>	00:20
<b>Max Stopped Time</b>	01:21
<b>Average Queue</b>	1.90
<b>Max Queue</b>	6
<b>Total Delay</b>	1:33:51

**Weekday Evening Peak Hour**

<b>Total Vehicles</b>	139
<b>Ave Stopped Time</b>	00:23
<b>Max Stopped Time</b>	01:21
<b>Average Queue</b>	2.16
<b>Max Queue</b>	6
<b>Total Delay</b>	0:53:15

**Min Stopped Time 00:01**



**Mill Street NB onto Main Street  
Queue/Delay Study**

**City, State: Groton, MA  
Date: 2-Feb-22  
Time: 4:00pm-6:30pm**

**Exiting  
Totals**

<b>Vehicle #</b>	<b>Entered Queue</b>	<b>Left Queue</b>	<b>Delay in sec.</b>	<b>Queue Length</b>
56	4:24:30 PM	4:24:41 PM	00:11	1
57	4:25:29 PM	4:25:42 PM	00:13	1
58	4:25:29 PM	4:25:42 PM	00:13	2
59	4:25:30 PM	4:25:42 PM	00:12	3
60	4:25:53 PM	4:25:56 PM	00:03	1
61	4:25:53 PM	4:26:09 PM	00:16	2
62	4:26:26 PM	4:27:00 PM	00:34	1
63	4:26:28 PM	4:27:02 PM	00:34	2
64	4:26:40 PM	4:27:08 PM	00:28	3
65	4:26:42 PM	4:27:11 PM	00:29	4
66	4:26:46 PM	4:27:21 PM	00:35	5
67	4:27:09 PM	4:27:24 PM	00:15	3
68	4:27:36 PM	4:27:37 PM	00:01	1
69	4:27:43 PM	4:27:51 PM	00:08	1
70	4:27:49 PM	4:28:16 PM	00:27	2
71	4:30:09 PM	4:30:16 PM	00:07	1
72	4:30:09 PM	4:30:18 PM	00:09	2
73	4:30:10 PM	4:30:20 PM	00:10	3
74	4:30:11 PM	4:30:24 PM	00:13	4
75	4:30:11 PM	4:30:27 PM	00:16	5
76	4:30:13 PM	4:30:35 PM	00:22	6
77	4:31:37 PM	4:32:17 PM	00:40	1
78	4:32:42 PM	4:32:54 PM	00:12	1
79	4:32:48 PM	4:33:36 PM	00:48	2
80	4:33:01 PM	4:33:41 PM	00:40	2
81	4:33:33 PM	4:33:46 PM	00:13	3
82	4:33:34 PM	4:33:57 PM	00:23	4
83	4:35:41 PM	4:35:50 PM	00:09	1
84	4:35:47 PM	4:35:53 PM	00:06	2
85	4:35:53 PM	4:36:42 PM	00:49	1
86	4:36:11 PM	4:36:52 PM	00:41	2
87	4:36:41 PM	4:36:53 PM	00:12	3
88	4:38:58 PM	4:39:05 PM	00:07	1
89	4:39:18 PM	4:39:31 PM	00:13	1
90	4:40:18 PM	4:40:20 PM	00:02	1
91	4:40:23 PM	4:40:28 PM	00:05	1
92	4:40:39 PM	4:41:24 PM	00:45	1
93	4:40:46 PM	4:41:38 PM	00:52	1
94	4:40:51 PM	4:41:45 PM	00:54	3
95	4:41:13 PM	4:42:17 PM	01:04	4
96	4:42:41 PM	4:42:44 PM	00:03	1
97	4:42:42 PM	4:42:44 PM	00:02	2
98	4:42:50 PM	4:42:58 PM	00:08	1
99	4:43:32 PM	4:43:36 PM	00:04	1
100	4:44:03 PM	4:44:28 PM	00:25	1
101	4:44:14 PM	4:44:31 PM	00:17	2
102	4:44:20 PM	4:44:36 PM	00:16	3
103	4:44:48 PM	4:44:49 PM	00:01	1
104	4:45:05 PM	4:45:22 PM	00:17	1
105	4:45:12 PM	4:45:56 PM	00:44	2
106	4:45:20 PM	4:46:05 PM	00:45	3
107	4:45:21 PM	4:46:19 PM	00:58	4
108	4:45:33 PM	4:46:40 PM	01:07	4
109	4:46:18 PM	4:46:41 PM	00:23	3
110	4:46:57 PM	4:47:03 PM	00:06	1

**Mill Street NB onto Main Street  
Queue/Delay Study**

**City, State: Groton, MA  
Date: 2-Feb-22  
Time: 4:00pm-6:30pm**

**Exiting  
Totals**

<b>Vehicle #</b>	<b>Entered Queue</b>	<b>Left Queue</b>	<b>Delay in sec.</b>	<b>Queue Length</b>
111	4:46:58 PM	4:47:23 PM	00:25	2
112	4:48:21 PM	4:48:26 PM	00:05	1
113	4:48:22 PM	4:49:11 PM	00:49	2
114	4:48:23 PM	4:49:19 PM	00:56	3
115	4:48:25 PM	4:49:33 PM	01:08	4
116	4:49:39 PM	4:49:46 PM	00:07	1
117	4:50:27 PM	4:51:06 PM	00:39	1
118	4:50:34 PM	4:51:12 PM	00:38	2
119	4:50:34 PM	4:51:20 PM	00:46	3
120	4:50:35 PM	4:51:25 PM	00:50	4
121	4:51:24 PM	4:51:29 PM	00:05	2
122	4:51:41 PM	4:52:19 PM	00:38	1
123	4:51:50 PM	4:52:20 PM	00:30	2
124	4:53:31 PM	4:53:32 PM	00:01	1
125	4:53:47 PM	4:53:53 PM	00:06	1
126	4:53:47 PM	4:53:57 PM	00:10	2
127	4:54:41 PM	4:55:09 PM	00:28	1
128	4:54:52 PM	4:55:26 PM	00:34	2
129	4:55:03 PM	4:55:46 PM	00:43	3
130	4:55:08 PM	4:56:29 PM	01:21	4
131	4:55:57 PM	4:56:30 PM	00:33	2
132	4:56:08 PM	4:56:31 PM	00:23	3
133	4:56:50 PM	4:57:03 PM	00:13	1
134	4:56:50 PM	4:57:04 PM	00:14	2
135	4:57:37 PM	4:57:40 PM	00:03	1
136	4:57:44 PM	4:57:47 PM	00:03	1
137	4:57:46 PM	4:57:53 PM	00:07	2
138	4:58:34 PM	4:58:35 PM	00:01	1
139	4:58:59 PM	4:59:12 PM	00:13	1
140	5:00:24 PM	5:00:37 PM	00:13	1
141	5:00:32 PM	5:00:40 PM	00:08	2
142	5:00:45 PM	5:00:52 PM	00:07	1
143	5:00:53 PM	5:01:01 PM	00:08	1
144	5:01:28 PM	5:01:57 PM	00:29	1
145	5:01:56 PM	5:02:12 PM	00:16	2
146	5:02:51 PM	5:03:09 PM	00:18	1
147	5:03:45 PM	5:04:06 PM	00:21	1
148	5:05:36 PM	5:05:50 PM	00:14	1
149	5:06:31 PM	5:06:36 PM	00:05	1
150	5:06:32 PM	5:06:53 PM	00:21	2
151	5:07:08 PM	5:07:47 PM	00:39	1
152	5:07:09 PM	5:07:49 PM	00:40	2
153	5:07:10 PM	5:07:56 PM	00:46	3
154	5:07:17 PM	5:08:16 PM	00:59	4
155	5:07:58 PM	5:08:28 PM	00:30	2
156	5:08:02 PM	5:08:30 PM	00:28	3
157	5:08:57 PM	5:09:26 PM	00:29	1
158	5:09:10 PM	5:09:26 PM	00:16	2
159	5:10:54 PM	5:11:06 PM	00:12	1
160	5:11:43 PM	5:11:56 PM	00:13	1
161	5:12:42 PM	5:12:51 PM	00:09	1
162	5:13:39 PM	5:13:49 PM	00:10	1
163	5:13:41 PM	5:13:54 PM	00:13	2
164	5:14:44 PM	5:15:01 PM	00:17	1
165	5:15:04 PM	5:15:09 PM	00:05	1

**Mill Street NB onto Main Street  
Queue/Delay Study**

**City, State: Groton, MA  
Date: 2-Feb-22  
Time: 4:00pm-6:30pm**

**Exiting  
Totals**

<b>Vehicle #</b>	<b>Entered Queue</b>	<b>Left Queue</b>	<b>Delay in sec.</b>	<b>Queue Length</b>
166	5:15:08 PM	5:15:12 PM	00:04	2
167	5:16:10 PM	5:16:17 PM	00:07	1
168	5:16:10 PM	5:16:22 PM	00:12	2
169	5:16:15 PM	5:16:23 PM	00:08	3
170	5:17:26 PM	5:17:36 PM	00:10	1
171	5:17:29 PM	5:17:39 PM	00:10	2
172	5:17:33 PM	5:17:45 PM	00:12	3
173	5:17:33 PM	5:18:03 PM	00:30	4
174	5:18:11 PM	5:18:14 PM	00:03	1
175	5:19:14 PM	5:19:19 PM	00:05	1
176	5:19:49 PM	5:19:51 PM	00:02	1
177	5:21:21 PM	5:21:37 PM	00:16	1
178	5:21:28 PM	5:21:39 PM	00:11	2
179	5:21:36 PM	5:21:40 PM	00:04	3
180	5:21:36 PM	5:21:59 PM	00:23	4
181	5:21:36 PM	5:21:59 PM	00:23	5
182	5:22:18 PM	5:23:11 PM	00:53	1
183	5:22:46 PM	5:23:11 PM	00:25	2
184	5:22:47 PM	5:23:13 PM	00:26	3
185	5:22:47 PM	5:23:14 PM	00:27	4
186	5:23:15 PM	5:23:40 PM	00:25	1
187	5:23:15 PM	5:23:40 PM	00:25	2
188	5:23:37 PM	5:24:24 PM	00:47	3
189	5:23:38 PM	5:24:26 PM	00:48	4
190	5:23:39 PM	5:24:28 PM	00:49	5
191	5:24:29 PM	5:24:37 PM	00:08	1
192	5:24:30 PM	5:24:54 PM	00:24	2
193	5:26:52 PM	5:27:07 PM	00:15	1
194	5:28:19 PM	5:28:19 PM	00:00	1
195	5:28:19 PM	5:28:24 PM	00:05	1
196	5:28:33 PM	5:28:45 PM	00:12	1
197	5:28:43 PM	5:28:55 PM	00:12	2
198	5:28:45 PM	5:28:58 PM	00:13	2
199	5:28:48 PM	5:29:12 PM	00:24	3
200	5:29:04 PM	5:29:22 PM	00:18	2
201	5:29:11 PM	5:29:31 PM	00:20	3
202	5:29:19 PM	5:29:42 PM	00:23	3
203	5:29:28 PM	5:30:06 PM	00:38	3
204	5:30:33 PM	5:30:52 PM	00:19	1
205	5:30:49 PM	5:31:26 PM	00:37	2
206	5:31:27 PM	5:31:30 PM	00:03	1
207	5:31:28 PM	5:31:41 PM	00:13	2
208	5:33:00 PM	5:33:04 PM	00:04	1
209	5:33:02 PM	5:33:14 PM	00:12	2
210	5:33:11 PM	5:34:03 PM	00:52	2
211	5:33:11 PM	5:34:06 PM	00:55	3
212	5:33:12 PM	5:34:09 PM	00:57	4
213	5:33:13 PM	5:34:11 PM	00:58	5
214	5:34:29 PM	5:34:52 PM	00:23	1
215	5:34:37 PM	5:34:57 PM	00:20	2
216	5:35:36 PM	5:35:39 PM	00:03	1
217	5:35:38 PM	5:35:49 PM	00:11	2
218	5:36:55 PM	5:36:55 PM	00:00	1
219	5:38:08 PM	5:38:19 PM	00:11	1
220	5:38:14 PM	5:39:00 PM	00:46	2

**Mill Street NB onto Main Street  
Queue/Delay Study**

**City, State: Groton, MA  
Date: 2-Feb-22  
Time: 4:00pm-6:30pm**

**Exiting  
Totals**

<b>Vehicle #</b>	<b>Entered Queue</b>	<b>Left Queue</b>	<b>Delay in sec.</b>	<b>Queue Length</b>
221	5:38:15 PM	5:39:16 PM	01:01	3
222	5:40:10 PM	5:40:26 PM	00:16	1
223	5:40:11 PM	5:40:35 PM	00:24	2
224	5:40:33 PM	5:40:35 PM	00:02	2
225	5:41:15 PM	5:41:22 PM	00:07	1
226	5:42:03 PM	5:42:05 PM	00:02	1
227	5:42:03 PM	5:42:46 PM	00:43	2
228	5:43:11 PM	5:43:23 PM	00:12	1
229	5:43:11 PM	5:43:27 PM	00:16	2
230	5:43:44 PM	5:43:48 PM	00:04	1
231	5:43:48 PM	5:43:49 PM	00:01	1
232	5:44:14 PM	5:44:39 PM	00:25	1
233	5:44:55 PM	5:45:12 PM	00:17	1
234	5:46:05 PM	5:46:12 PM	00:07	1
235	5:46:05 PM	5:46:24 PM	00:19	2
236	5:48:05 PM	5:48:33 PM	00:28	1
237	5:48:46 PM	5:48:47 PM	00:01	1
238	5:48:46 PM	5:49:00 PM	00:14	2
239	5:50:44 PM	5:50:49 PM	00:05	1
240	5:50:49 PM	5:51:03 PM	00:14	1
241	5:51:39 PM	5:51:47 PM	00:08	1
242	5:54:21 PM	5:54:37 PM	00:16	1
243	5:54:22 PM	5:55:01 PM	00:39	2
244	5:54:46 PM	5:55:23 PM	00:37	2
245	5:56:04 PM	5:56:05 PM	00:01	1
246	5:56:41 PM	5:56:58 PM	00:17	1
247	5:56:47 PM	5:57:05 PM	00:18	2
248	5:58:42 PM	5:58:46 PM	00:04	1
249	6:00:16 PM	6:00:16 PM	00:00	1
250	6:00:21 PM	6:01:13 PM	00:52	1
251	6:00:32 PM	6:01:14 PM	00:42	2
252	6:01:59 PM	6:02:06 PM	00:07	1
253	6:02:08 PM	6:02:10 PM	00:02	1
254	6:02:49 PM	6:02:52 PM	00:03	1
255	6:03:23 PM	6:03:24 PM	00:01	1
256	6:03:58 PM	6:04:04 PM	00:06	1
257	6:05:03 PM	6:05:03 PM	00:00	1
258	6:05:23 PM	6:05:25 PM	00:02	1
259	6:05:24 PM	6:05:31 PM	00:07	2
260	6:05:59 PM	6:06:03 PM	00:04	1
261	6:06:13 PM	6:06:38 PM	00:25	1
262	6:09:33 PM	6:09:33 PM	00:00	1
263	6:09:33 PM	6:09:34 PM	00:01	1
264	6:09:33 PM	6:09:35 PM	00:02	2
265	6:09:35 PM	6:09:39 PM	00:04	1
266	6:13:32 PM	6:13:39 PM	00:07	1
267	6:13:32 PM	6:13:47 PM	00:15	2
268	6:14:29 PM	6:15:01 PM	00:32	1
269	6:15:28 PM	6:15:36 PM	00:08	1
270	6:15:59 PM	6:16:00 PM	00:01	1
271	6:16:00 PM	6:16:09 PM	00:09	1
272	6:16:28 PM	6:16:28 PM	00:00	1
273	6:17:10 PM	6:17:11 PM	00:01	1
274	6:18:28 PM	6:18:33 PM	00:05	1
275	6:19:06 PM	6:19:07 PM	00:01	1

**Mill Street NB onto Main Street  
Queue/Delay Study**

**City, State: Groton, MA  
Date: 2-Feb-22  
Time: 4:00pm-6:30pm**

**Exiting  
Totals**

<b>Vehicle #</b>	<b>Entered Queue</b>	<b>Left Queue</b>	<b>Delay in sec.</b>	<b>Queue Length</b>
276	6:20:25 PM	6:20:25 PM	00:00	1
277	6:20:54 PM	6:21:01 PM	00:07	1
278	6:21:25 PM	6:21:25 PM	00:00	1
279	6:21:54 PM	6:21:55 PM	00:01	1
280	6:23:00 PM	6:23:01 PM	00:01	1
281	6:23:14 PM	6:23:15 PM	00:01	1
282	6:25:17 PM	6:25:32 PM	00:15	1
283	6:25:18 PM	6:25:33 PM	00:15	2
284	6:26:31 PM	6:26:39 PM	00:08	1
285	6:27:27 PM	6:27:46 PM	00:19	1
286	6:28:24 PM	6:28:25 PM	00:01	1
287	6:28:24 PM	6:28:27 PM	00:03	2



## **Crash Data Worksheets**

---





Crash Number	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Driver Contributing Circumstances (All Drivers)	Driver Distracted By (All Vehicles)	First Harmful Event	Is Geocoded	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Total Fatalities	Total Non-Fatal Injuries	Traffic Control Device Type	Trafficway Description	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Emergency Use (All Vehicles)	Vehicle Towed From Scene (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Hit and Run	Most Harmful Event (All Vehicles)	Road Contributing Circumstance	School Bus Related	Speed Limit	Traffic Control Device Function	Vehicle Sequence of Events (All Vehicles)	Latitude	Longitude	Street Number	Roadway	Near Intersection Roadway
4134070	10/29/2015	Property damage only (none injured)	5:20 AM	No injury	1	D1: (No improper driving)	D1: Not Distracted	Collision with animal - deer	Yes	Dark - lighted roadway	Single vehicle crash	Wet	Not at junction	0	0	No controls	Two-way, not divided	V1: Travelling straight ahead	V1:(Passenger car)		V1:(No)	V1: W	Rain/Cloudy	No hit and run	V1:(Collision with animal - deer)	None	No, school bus not involved	40	Not reported	V1:(Collision with animal - deer)	42.62573	-71.591633	601	MAIN STREET	Rte 119
4556933	06/16/2018	Property damage only (none injured)	1:19 PM	No injury	2	D1: (No improper driving) / D2: (No improper driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	Four-way intersection	0	0	Stop signs	Two-way, not divided	V1: Turning left / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(No)	V1: S / V2: S	Cloudy	No hit and run	V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	40	Yes, device functioning	V1:(Collision with motor vehicle in traffic)	42.62558	-71.591392		FITCHS BRIDGE	
4661160	01/29/2019	Property damage only (none injured)	9:40 PM	No injury	1	D1: (Unknown)		Collision with tree	Yes	Dark - roadway not lighted	Head-on	Snow	Not at junction	0	0	No controls	Two-way, not divided	V1: Travelling straight ahead	V1:(Passenger car)	V1:(No)	V1:(Yes, vehicle or trailer disabled)	V1: W	Snow	No hit and run	V1:(Collision with tree)	Road surface condition (wet, icy, snow, slush, etc.)	No, school bus not involved	Yes, device functioning	V1:(Collision with motor vehicle in traffic)	42.62665	-71.592482	33	NOD RD		
4688476	04/03/2019	Non-fatal injury	11:07 PM	Non-fatal injury - Non-incapacitating	1	D1: (No improper driving)	D1: Not Distracted	Collision with tree	Yes	Dark - roadway not lighted	Single vehicle crash	Dry	Not at junction	0	1	No controls	Two-way, not divided	V1: Travelling straight ahead	V1:(Passenger car)	V1:(No)	V1:(Yes, vehicle or trailer disabled)	V1: W	Clear/Severe crosswinds	No hit and run	V1:(Collision with tree)	None	No, school bus not involved	Not reported	V1:(Collision with tree)	42.62665	-71.592482	33	NOD RD		
4728784	07/01/2019	Property damage only (none injured)	3:09 PM	No injury	2	D1: (Unknown) / D2: (Unknown)		Collision with motor vehicle in traffic	Yes	Daylight	Rear-end		Four-way intersection	0	0	No controls	Two-way, not divided	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(No)	V1: W / V2: W	Clear	No hit and run	V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	No, device not functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	42.62619	-71.59251		FITCHS BRIDGE	RD / NOD	
4977786	06/28/2021	Property damage only (none injured)	4:36 PM	No Apparent Injury (0)	2	D1: (No improper driving) / D2: (No improper driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	Four-way intersection	0	0	Stop signs	Two-way, divided, unprotected median	V1: Slowing or stopped in traffic / V2: Turning left	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: S / V2: S	Clear	No hit and run	V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	Yes, device functioning	V1:(Collision with motor vehicle in traffic)	42.62558	-71.591392		MAIN ST	/ NOD RD	

Crash Number	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Driver Contributing Circumstances (All Drivers)	Driver Distracted By (All Vehicles)	First Harmful Event	Is Geocoded	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Total Fatalities	Total Non-Fatal Injuries	Traffic Control Device Type	Trafficway Description	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Emergency Use (All Vehicles)	Vehicle Towed From Scene (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Hit and Run	Most Harmful Event (All Vehicles)	School Bus Related	Speed Limit	Traffic Control Device Function	Vehicle Sequence of Events (All Vehicles)	Latitude	Longitude	Street Number	Roadway
4183609	03/15/2016	Property damage only (none injured)	7:16 PM	No injury	2	D1: (Unknown) / D2: (Unknown)	D1: Not Distracted	Collision with motor vehicle in traffic	Yes	Dark - roadway not lighted	Angle	Wet	Driveway	0	0	No controls	Two-way, not divided	V1: Travelling straight ahead / V2: Turning left	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(Yes, vehicle or trailer disabled)	V1: W / V2: E	Rain/Cloudy	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No, school bus not involved	40	Not reported	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	42.62272	-71.588192	546	MAIN STREET Rte 119 W
4604929	09/24/2018	Property damage only (none injured)	6:29 AM	No injury	2	D1: (No improper driving) / D2: (Followed too closely)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	Not at junction	0	0	No controls	Two-way, not divided	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: E / V2: E	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No, school bus not involved	40	Not reported	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	42.62294	-71.58841	536	MAIN ST Rte 119 E

Crash Number	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Driver Contributing Circumstances (All Drivers)	Driver Distracted By (All Vehicles)	First Harmful Event	Is Geocoded	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Total Fatalities	Total Non-Fatal Injuries	Traffic Control Device Type	Trafficway Description	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Emergency Use (All Vehicles)	Vehicle Towed From Scene (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Hit and Run	Most Harmful Event (All Vehicles)	Road Contributing Circumstance	School Bus Related	Speed Limit	Traffic Control Device Function	Vehicle Sequence of Events (All Vehicles)	Latitude	Longitude	Street Number	Roadway
4846467	05/15/2020	Property damage only (none injured)	9:10 PM	(0)	1	D1: (Unknown)		Collision with tree	Yes	Dark - roadway not lighted	Single vehicle crash	Wet	Not at junction	0	0	No controls	Two-way, not divided	V1: Travelling straight ahead	V1:(Passenger car)	V1:(No)	V1:(Yes, vehicle or trailer disabled)	V1: E	Rain/Severe crosswinds	No hit and run	V1:(Collision with tree)	Obstruction in roadway	No, school bus not involved	40	Not reported	V1:(Collision with tree)	42.62242	-71.58788	531	MAIN ST

Crash Number	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Driver Contributing Circumstances (All Drivers)	Driver Distracted By (All Vehicles)	First Harmful Event	Is Geocoded	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Total Fatalities	Total Non-Fatal Injuries	Traffic Control Device Type	Trafficway Description	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Emergency Use (All Vehicles)	Vehicle Towed From Scene (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Hit and Run	Most Harmful Event (All Vehicles)	School Bus Related	Speed Limit	Traffic Control Device Function	Vehicle Sequence of Events (All Vehicles)	Latitude	Longitude	Street Number	Roadway
4040313	03/09/2015	Non-fatal injury	7:09 PM	Non-fatal injury - Possible	2	D1: (No improper driving) / D2: (Failed 2 to yield right of way)	D1: Not Distracted	Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Sideswipe, opposite direction	Wet	T-intersection	0	1	1 Stop signs	Two-way, not divided	V1: Travelling straight ahead / V2: Turning left	V1:(Passenger car) / V2:(Passenger car)		V2:(Yes, vehicle or trailer disabled)	V1: E / V2: N	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No, school bus not involved	40	Yes, device functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	42.621502	-71.586934		MAIN STREET / MILL STREET
4085594	06/18/2015	Property damage only (none injured)	3:42 PM	No injury	2	D1: (No improper driving) / D2: (No 2 improper driving)	D1: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	Not at junction	0	0	0 No controls	Two-way, not divided	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)		V1:(No) / V2:(No)	V1: W / V2: W	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No, school bus not involved	40	No, device not functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	42.621619	-71.587056	536	MAIN STREET
4343166	02/10/2017	Property damage only (none injured)	5:08 PM	No injury	2	D1: (No improper driving) / D2: (No 2 improper driving)	D1: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Unknown	Not at junction	0	0	0 No controls	Two-way, not divided	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: W / V2: W	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No, school bus not involved	40	No, device not functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	42.621619	-71.587056	536	MAIN STREET
4596532	12/07/2017	Property damage only (none injured)	12:21 PM	No injury	2	D1: (Failed to yield right of way) / D2: (No improper 2 driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	Not at junction	0	0	0 No controls	Two-way, not divided	V1: Backing / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: E / V2: S	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No, school bus not involved	15	Not reported	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	42.621628	-71.587056	500	MAIN ST
4537026	05/04/2018	Property damage only (none injured)	2:09 PM	No injury	1	D1: (No improper driving)	D1: Not Distracted	Collision with utility pole	Yes	Daylight	Single vehicle crash	Dry	Not at junction	0	0	0 No controls	Two-way, not divided	V1: Travelling straight ahead	V1:(Tractor/semi-trailer)	V1:(No)	V1:(Yes, vehicle or trailer disabled)	V1: E	Clear	No hit and run	V1:(Collision with utility pole)	No, school bus not involved	40	Not reported	V1:(Collision with utility pole)	42.621616	-71.587053	536	MAIN ST
4569940	07/02/2018	Property damage only (none injured)	4:00 PM	No injury	2	D1: (Inattention) / D2: (No improper 2 driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	Driveway	0	0	0 No controls	Two-way, not divided	V1: Turning right / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: W / V2: S	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No, school bus not involved	40	Not reported	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	42.621616	-71.587053	536	MAIN ST
4640792	12/21/2018	Property damage only (none injured)	5:27 PM	No injury	3	D1: (No improper driving) / D2: (No improper 3 driving) / D3: (Inattention)	D1: Not Distracted / D2: Not Distracted / D3: Not Distracted	Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Rear-end	Wet	Not at junction	0	0	0 No controls	Two-way, divided, unprotected median	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic / V3: Travelling straight ahead	V1:(Passenger car) / V2:(Light truck/van, mini-van, pickup, sport utility) / V3:(Passenger car)	V1:(No) / V2:(No) / V3:(No)	V1:(No) / V2:(No) / V3:(Yes, vehicle or trailer disabled)	V1: W / V2: W / V3: W	Rain	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)	No, school bus not involved	40	Not reported	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)	42.621353	-71.587673	494	MAIN ST
4648486	01/07/2019	Non-fatal injury	4:00 PM	Non-fatal injury - Possible	2	D1: (No improper driving) / D2: (Failed 2 to yield right of way)	D1: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	T-intersection	0	1	1 Stop signs	Two-way, not divided	V1: Travelling straight ahead / V2: Entering traffic lane	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(No)	V1: E / V2: N	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No, school bus not involved	40	Yes, device functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	42.621502	-71.586938		MAIN ST Rte 119 E / MILL ST
4728789	07/12/2019	Property damage only (none injured)	8:29 AM	No injury	2	D1: (Failed to yield right of way) / D2: (No improper 2 driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle		T-intersection	0	0	0 Stop signs	Two-way, not divided	V1: Entering traffic lane / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(Yes, vehicle or trailer disabled)	V1: N / V2: E	Cloudy	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No, school bus not involved	40	Yes, device functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	42.621502	-71.586938		MAIN ST Rte 119 / MILL ST
4767686	10/25/2019	Property damage only (none injured)	12:56 PM	No injury	1	D1: (No improper driving)	D1: Not Distracted	Collision with utility pole	Yes	Daylight	Single vehicle crash	Dry	Not at junction	0	0	0 No controls	Two-way, not divided	V1: Travelling straight ahead	V1:(Light truck/van, mini-van, pickup, sport utility)	V1:(No)	V1:(Unknown)	V1: W	Cloudy	No hit and run	V1:(Collision with utility pole)	No, school bus not involved	Not reported	V1:(Ran off road right),(Collision with utility pole)	42.621624	-71.587062	500	MAIN ST Rte 119 W	

Crash Number	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Driver Contributing Circumstances (All Drivers)	Driver Distracted By (All Vehicles)	First Harmful Event	Is Geocoded	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Total Fatalities	Total Non-Fatal Injuries	Traffic Control Device Type	Trafficway Description	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Emergency Use (All Vehicles)	Vehicle Towed From Scene (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Hit and Run	Most Harmful Event (All Vehicles)	School Bus Related	Speed Limit	Traffic Control Device Function	Vehicle Sequence of Events (All Vehicles)	Latitude	Longitude	Street Number	Roadway	Near Intersection Roadway
4078585	08/15/2015	Property damage only (none injured)	11:30 AM	No injury	2	D1: (Inattention),(No improper driving) / D2: Not Distracted		Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	T- intersection	0	0	No controls	Two-way, not divided	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(No)	V1: W / V2: W	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No, school bus not involved	30	Not reported	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.618759	-71.5842368		MAIN STREET / ARLINGTON STREET	
4237339	08/06/2016	Property damage only (none injured)	7:53 AM	No injury	1	(No improper driving), (Over-correcting/over-1 steering)		Collision with other movable object	Yes	Dark - lighted roadway	Single vehicle crash	Dry	Not at junction	0	0	No controls	Two-way, divided, unprotected median	V1: Travelling straight ahead	V1:(Passenger car)	V1:(No)	V1:(No)	V1: E	Clear	No hit and run	V1:(Collision with other movable object)	No, school bus not involved	30	Not reported	V1:(Collision with fence)	42.618759	-71.5842368	445	MAIN STREET Rte 119	ARLINGTON STREET

Crash Number	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Driver Contributing Circumstances (All Drivers)	Driver Distracted By (All Vehicles)	First Harmful Event	Is Geocoded	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Total Fatalities	Total Non-Fatal Injuries	Traffic Control Device Type	Trafficway Description	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Emergency Use (All Vehicles)	Vehicle Towed From Scene (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Hit and Run	Most Harmful Event (All Vehicles)	School Bus Related	Speed Limit	Traffic Control Device Function	Vehicle Sequence of Events (All Vehicles)	Latitude	Longitude	Street Number	Roadway
4072159	05/20/2015	Property damage only (none injured)	11:31 AM	No injury	2	D1: (No improper driving) / D2: (Inattention),(Illness)	D1: Not Distracted / D2: Not Distracted	Collision with other movable object	Yes	Daylight	Rear-end	Dry	Traffic circle	0	0	No controls	Two-way, divided, unprotected median	V1: Turning left / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1: N / V2: N	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No, school bus not involved	35	Not reported	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.61896	-71.584432	445	MAIN STREET	
4163273	12/22/2015	Property damage only (none injured)	3:43 PM	No injury	2	D1: (Operating vehicle in erratic, reckless, careless, negligent or aggressive manner) / D2: (No improper driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Wet	Driveway	0	0	No controls	Two-way, not divided	V1: Travelling straight ahead / V2: Turning left	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1:(Yes, vehicle or trailer disabled) / V2:(No)	V1: W / V2: W	Rain/Cloudy	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No, school bus not involved	40	Not reported	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.61896	-71.584432	445	MAIN STREET Rte 119 W	
4329528	01/15/2017	Property damage only (none injured)	9:22 AM	No injury	2	D1: (Inattention),(Followed too closely) / D2: (No improper driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	Not at junction	0	0	No controls	Two-way, not divided	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car)	V1:(No)	V1:(No) / V2:(No)	V1: Not Reported / V2: W	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No, school bus not involved	40	Not reported	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.61896	-71.584432	445	MAIN STREET Rte 119
4556931	06/14/2018	Property damage only (none injured)	4:40 PM	No injury	2	D1: (Distracted) / D2: (No improper driving)	D1: Other activity (searching, eating, personal hygiene, etc.) / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	Not at junction	0	0	No controls	Two-way, not divided	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1:(No) / V2:(Yes, vehicle or trailer disabled)	V1: W / V2: W	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No, school bus not involved	40	Not reported	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.61896	-71.584432	445	MAIN ST	
4716156	06/22/2019	Non-fatal injury - Non-incapacitating	11:42 AM	Non-fatal injury - Non-incapacitating	2	D1: (Followed too closely),(Inattention) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	Not at junction	0	1	No controls	Two-way, not divided	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: W / V2: W	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No, school bus not involved		Not reported	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.61897	-71.584447	445	MAIN ST
4912645	12/20/2020	Non-fatal injury	3:08 PM	Possible injury (C)	1	D1: (No improper driving)	D1: Not Distracted	Collision with utility pole	Yes	Daylight	Single vehicle crash	Snow	T-intersection	0	0	No controls	Two-way, divided, unprotected median	V1: Travelling straight ahead	V1:(Passenger car)	V1:(No)	V1:(Yes, vehicle or trailer disabled)	V1: W	Snow	No hit and run	V1:(Collision with utility pole)	No, school bus not involved	40	Not reported	V1:(Ran off road right),(Collision with utility pole)	42.61896	-71.584432		MAIN ST / TAYLOR ST
4913741	12/30/2020	Non-fatal injury	7:58 AM	Suspected Minor Injury (B)	1	D1: (Glare)		Collision with utility pole	Yes	Daylight	Single vehicle crash	Dry	Not at junction	0	0	No controls	Two-way, not divided	V1: Travelling straight ahead	V1:(Passenger car)	V1:(Unknown)	V1:(Yes, vehicle or trailer disabled)	V1: W	Clear	No hit and run	V1:(Collision with utility pole)	No, school bus not involved	40	Not reported	V1:(Collision with utility pole)	42.61905	-71.584518	452	MAIN ST

Crash Number	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Driver Contributing Circumstances (All Drivers)	Driver Distracted By (All Vehicles)	First Harmful Event	Is Geocoded	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Total Fatalities	Total Non-Fatal Injuries	Traffic Control Device Type	Trafficway Description	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Emergency Use (All Vehicles)	Vehicle Towed From Scene (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Hit and Run	Most Harmful Event (All Vehicles)	School Bus Related	Speed Limit	Traffic Control Device Function	Vehicle Sequence of Events (All Vehicles)	Latitude	Longitude	Street Number	Roadway
4050734	04/27/2015	Property damage only (none injured)	1:08 PM	No injury	1	D1: (Inattention)		Collision with other light pole or other post/support	Yes	Daylight	Single vehicle crash	Dry	Not at junction	0	0	No controls	Two-way, not divided	V1: Backing	V1:(Single-unit truck (2-axle, 6-tires))	V1:(No)	V1: E	Clear	No hit and run	V1:(Collision with light pole or other post/support)	No, school bus not involved	30	Not reported	V1:(Collision with light pole or other post/support)	42.61418	-71.578746	342	MAIN STREET	
4116673	11/14/2015	Property damage only (none injured)	7:30 AM	No injury	2	D1: (No improper driving) / D2: (Inattention)	D2: Other activity (searching, eating, personal hygiene, etc.)	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	Not at junction	0	0	No controls	Two-way, not divided	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: E / V2: E	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No, school bus not involved	35	Not reported	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	42.61399	-71.578405	318	MAIN STREET
4139785	11/14/2015	Property damage only (none injured)	9:49 AM	No injury	2	D2: (No improper driving) / D1: (Swerving or avoiding due to wind, slippery surface, vehicle, object, non-motorist in roadway, D1: (Followed too closely), (Inattention)		Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	Not at junction	0	0	No controls	Two-way, not divided	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1:(No) / V2:(No)	V1: E / V2: W	Clear	No hit and run	V2:(Collision with motor vehicle in traffic)	No, school bus not involved	30	Not reported	V1:(Collision with work zone maintenance equipment) / V2:(Collision	42.61399	-71.578405	318	MAIN STREET Rte 119	
4301104	12/12/2016	Unknown	7:17 AM	Unknown	1	D1: (Followed too closely), (Inattention)	D1: Other activity (searching, eating, personal hygiene, etc.) / D2: Not Distracted / D3: (No improper driving)	Collision with utility pole	Yes	Daylight	Single vehicle crash	Snow	Not at junction	0	0	No controls	Two-way, not divided	V1: Travelling straight ahead	V1:(Passenger car)	V1:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(No)	V1: E	Snow/Sleet, hail (freezing rain or drizzle)	No hit and run	V1:(Collision with utility pole)	No, school bus not involved	35	Not reported	V1:(Ran off road right), (Collision with utility pole)	42.61399	-71.578405	318	MAIN STREET Rte 119 E
4329525	01/19/2017	Property damage only (none injured)	8:15 PM	No injury	3	D1: (No improper driving) / D3: (No improper driving)	D1: Other activity (searching, eating, personal hygiene, etc.) / D2: Not Distracted / D3: (No improper driving)	Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Rear-end	Dry	Not at junction	0	0	No controls	Two-way, not divided	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car) / V3:(Passenger car)	V2:(No) / V3:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(No) / V3:(No)	V1: W / V2: W / V3: W	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)	No, school bus not involved	Not reported	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)	42.6143	-71.578941	329	MAIN STREET	
4369635	05/19/2017	Property damage only (none injured)	6:03 PM	No injury	2	D1: (No improper driving) / D2: (Followed too closely)	D1: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	Not at junction	0	0	No controls	Two-way, not divided	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: W / V2: W	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No, school bus not involved	35	Not reported	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	42.61418	-71.578746	323	MAIN STREET Rte 119 W
4530726	03/28/2018	Property damage only (none injured)	5:43 PM	No injury	2	D1: (No improper driving) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with parked motor vehicle	Yes	Daylight	Angle	Dry	Not at junction	0	0	No controls	Unknown	V1: Travelling straight ahead / V2: Parked	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: W / V2: W	Clear	No hit and run	V1:(Collision with motor vehicle in traffic)	No, school bus not involved	10	device not functioning	V1:(Collision with parked motor vehicle) / V2:(Collision with motor vehicle in traffic)	42.61399	-71.578404	318	MAIN ST
4697286	04/29/2019	Property damage only (none injured)	8:46 AM	No injury	3	D1: (No improper driving) / D3: (No improper driving)	D1: Not Distracted / D2: Not Distracted / D3: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	Not at junction	0	0	No controls	Two-way, not divided	V1: Turning left / V2: Backing / V3: Backing	V1:(Passenger car) / V2:(Passenger car) / V3:(Other e.g. farm equipment)	V1:(No) / V2:(No) / V3:(No)	V1:(No) / V2:(No) / V3:(No)	V1: E / V2: S / V3: S	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)	No, school bus not involved	Not reported	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)	42.61397	-71.578372	318	MAIN ST	
4898151	11/10/2020	Property damage only (none injured)	11:36 AM	No Apparent Injury (D)	2	D1: (Failed to yield right of way) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	Not at junction	0	0	No controls	Two-way, not divided	V1: Turning left / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(Yes, vehicle or trailer disabled)	V1: E / V2: W	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No, school bus not involved	35	Not reported	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	42.61395	-71.578341	318	MAIN ST
4972721	06/16/2021	Property damage only (none injured)	5:42 PM	No Apparent Injury (D)	2	D1: (Unknown) / D2: (No improper driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	T-intersection	0	0	No controls	Two-way, unprotected median	V1: Travelling straight ahead / V2: Turning right	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: W / V2: W	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No, school bus not involved	35	Not reported	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	42.61418	-71.578741		MAIN ST / CHAMPNEY ST
5001759	08/29/2021	Non-fatal injury (B)	5:28 PM	Suspected Minor Injury (B)	2	D1: (Failed to yield right of way) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	T-intersection	0	0	No controls	Two-way, not divided	V1: Turning left / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(No)	V1: S / V2: W	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No, school bus not involved	30	Not reported	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	42.61418	-71.578741		MAIN ST / CHAMPNEY ST

## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN :           Groton                                COUNT DATE :           February 2022          

DISTRICT :           3                UNSIGNALIZED :       SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET :           Main Street          

MINOR STREET(S) :           Fitchs Bridge Road and Nod Road          

**INTERSECTION  
 DIAGRAM  
 (Label Approaches)**



**PEAK HOUR VOLUMES**

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (AM/PM) :	2	15	908	366		1,291

" K " FACTOR :       INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME :

TOTAL # OF CRASHES :       # OF YEARS :       AVERAGE # OF CRASHES PER YEAR ( A ) :

**CRASH RATE CALCULATION :**            RATE =  $\frac{(A * 1,000,000)}{(V * 365)}$

Comments : \_\_\_\_\_

Project Title & Date: \_\_\_\_\_



## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN :           Groton                                COUNT DATE :           February 2022          

DISTRICT :           3                UNSIGNALIZED :       SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET :           Main Street          

MINOR STREET(S) :           Main Street, Groton Residential Gardens, and Anytime Fitness Driveway          

**INTERSECTION  
 DIAGRAM  
 (Label Approaches)**



**PEAK HOUR VOLUMES**

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (AM/PM) :	5	3	929	366		1,303

" K " FACTOR :       INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME :

TOTAL # OF CRASHES :       # OF YEARS :       AVERAGE # OF CRASHES PER YEAR ( A ) :

**CRASH RATE CALCULATION :**            RATE =  $\frac{(A * 1,000,000)}{(V * 365)}$

Comments : \_\_\_\_\_

Project Title & Date: \_\_\_\_\_

## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN :           Groton                                COUNT DATE :           February 2022          

DISTRICT :           3                UNSIGNALIZED :       SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET :           Main Street          

MINOR STREET(S) :           Country Kids Child Development Center Driveway          

**INTERSECTION  
 DIAGRAM  
 (Label Approaches)**



**PEAK HOUR VOLUMES**

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	EB			
PEAK HOURLY VOLUMES (AM/PM) :	943	367	15			1,325

" K " FACTOR :       INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME :

TOTAL # OF CRASHES :       # OF YEARS :       AVERAGE # OF CRASHES PER YEAR ( A ) :

**CRASH RATE CALCULATION :**            RATE =  $\frac{(A * 1,000,000)}{(V * 365)}$

Comments : \_\_\_\_\_

Project Title & Date: \_\_\_\_\_

## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN :           Groton                                COUNT DATE :           February 2022          

DISTRICT :           3                UNSIGNALIZED :       SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET :           Main Street          

MINOR STREET(S) :           Mill Street          

**INTERSECTION  
 DIAGRAM  
 (Label Approaches)**



**PEAK HOUR VOLUMES**

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	EB			
PEAK HOURLY VOLUMES (AM/PM) :	822	375	134			1,331

" K " FACTOR :       INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME :

TOTAL # OF CRASHES :       # OF YEARS :       AVERAGE # OF CRASHES PER YEAR ( A ) :

**CRASH RATE CALCULATION :**            RATE =  $\frac{(A * 1,000,000)}{(V * 365)}$

Comments : \_\_\_\_\_

Project Title & Date: \_\_\_\_\_

## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN :           Groton                                COUNT DATE :           February 2022          

DISTRICT :           3                UNSIGNALIZED :       SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET :           Main Street          

MINOR STREET(S) :           Arlington Street          

**INTERSECTION  
 DIAGRAM  
 (Label Approaches)**



**PEAK HOUR VOLUMES**

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	EB			
PEAK HOURLY VOLUMES (AM/PM) :	832	336	15			1,183

" K " FACTOR :       INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME :

TOTAL # OF CRASHES :       # OF YEARS :       AVERAGE # OF CRASHES PER YEAR ( A ) :

**CRASH RATE CALCULATION :**            RATE =  $\frac{(A * 1,000,000)}{(V * 365)}$

Comments : \_\_\_\_\_

Project Title & Date: \_\_\_\_\_

## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN :           Groton                                COUNT DATE :           February 2022          

DISTRICT :           3                UNSIGNALIZED :       SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET :           Main Street          

MINOR STREET(S) :           Taylor Street          

**INTERSECTION  
 DIAGRAM  
 (Label Approaches)**



**PEAK HOUR VOLUMES**

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	WB			
PEAK HOURLY VOLUMES (AM/PM) :	811	336	1			1,148

" K " FACTOR :       INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME :

TOTAL # OF CRASHES :       # OF YEARS :       AVERAGE # OF CRASHES PER YEAR ( A ) :

**CRASH RATE CALCULATION :**            RATE =  $\frac{(A * 1,000,000)}{(V * 365)}$

Comments : \_\_\_\_\_

Project Title & Date: \_\_\_\_\_

## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN :           Groton                                COUNT DATE :           February 2022          

DISTRICT :           3                UNSIGNALIZED :       SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET :           Main Street          

MINOR STREET(S) :           Champney Street          

**INTERSECTION  
 DIAGRAM  
 (Label Approaches)**



**PEAK HOUR VOLUMES**

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	WB			
PEAK HOURLY VOLUMES (AM/PM) :	776	433	70			1,279

" K " FACTOR :       INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME :

TOTAL # OF CRASHES :       # OF YEARS :       AVERAGE # OF CRASHES PER YEAR ( A ) :

**CRASH RATE CALCULATION :**            RATE =  $\frac{( A * 1,000,000 )}{( V * 365 )}$

Comments : \_\_\_\_\_

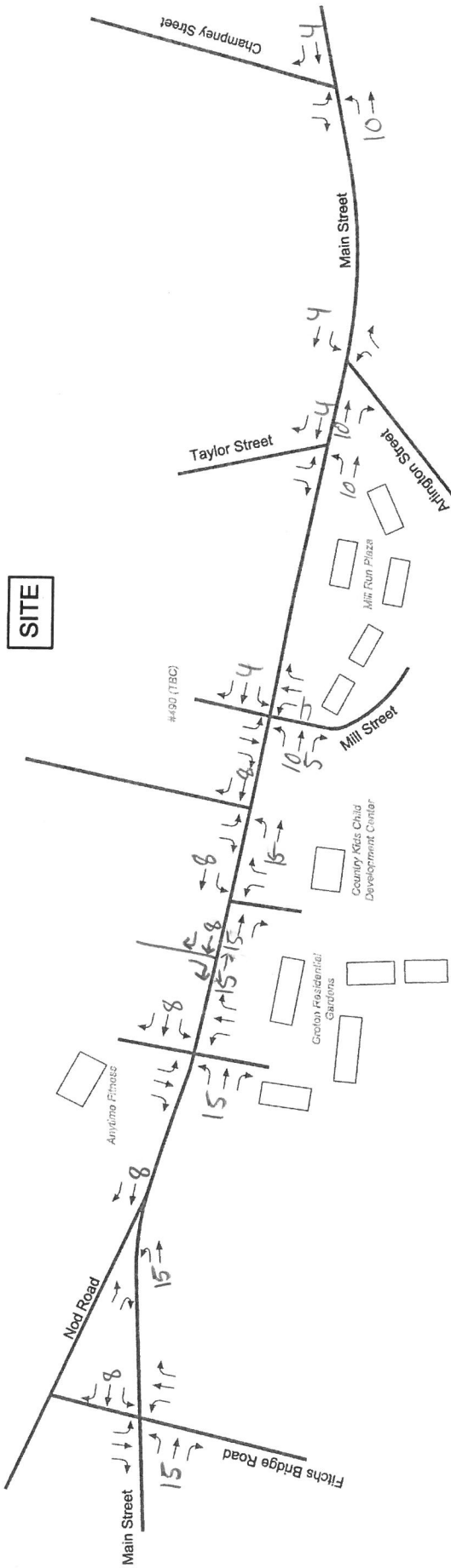
Project Title & Date: \_\_\_\_\_


## **Background Projects**

---







PM Peak Hour only - 4:45 pm to 5:45 pm  Not To Scale

Note: Imbalances exist due to side streets and driveways not shown.

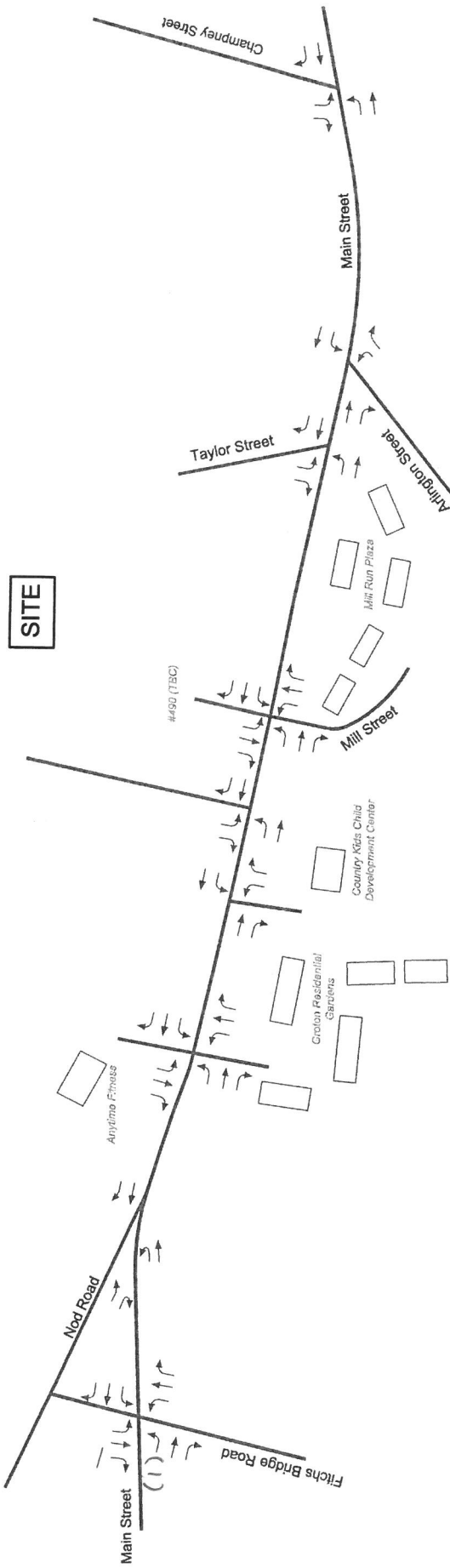


600 Unicom Park Drive ▲ Woburn, MA 01801  
 Phone: 781.932.3201 ▲ Fax: 781.932.3413  
 www.baysideengineering.com

Proposed Mixed-Use  
 Groton, MA  
 Proposed Music Center  
 at Indian Hill

Background Project  
 2022 Existing  
 Weekday Evening  
 Peak Hour Traffic Volumes

Source: Stantec  
 Consulting Services



AM (PM)

Note: Imbalances exist due to side streets and driveways not shown.

Not To Scale



600 Unicorn Park Drive ▲ Woburn, MA 01801  
 Phone: 781.932.3201 ▲ Fax: 781.932.3413  
[www.baysideengineering.com](http://www.baysideengineering.com)

Proposed Mixed-Use  
 Groton, MA  
 Village at  
 Shepley Hill

Source: Vanasse  
 & Associates Inc.

Background Project  
 2022 Existing  
 Weekday Morning  
 Peak Hour Traffic Volumes

## **Trip Generation Worksheets**

---



## Proposed Townhouses, Groton, MA

### Land Use Code (LUC) 215 - Single-Family Attached Housing

Source: Institute of Transportation Engineers (ITE) - 11th Edition

Average Vehicle Trips Ends vs: Dwelling units  
Independent Variable (X): 32

#### WEEKDAY DAILY

$T = 7.62 * (X) - 50.48$   $R^2 = 0.94$ , Avg Size = 120 DU  
 $T = 7.62 * ( 32 ) - 50.48$  22 Studies, Average Rate = 7.20 trips/unit  
 $T = 193.36$   
 $T = 194$  vehicle trips  
with 50% ( 97 vph) entering and 50% ( 97 ) exiting

#### WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$T = 0.52 * (X) - 5.70$   $R^2 = 0.92$  Avg Size = 135 DU  
 $T = 0.52 * ( 32 ) - 5.70$  46 Studies, Average Rate = 0.48 trips/unit  
 $T = 10.94$   
 $T = 11$  vehicle trips  
with 31% ( 3 vph) entering and 69% ( 8 vph) exiting.

#### WEEKDAY MORNING PEAK HOUR OF GENERATOR

$\ln T = 0.92 \ln (X) - 0.26$   $R^2 = 0.91$ , Avg Size = 110 DU  
 $\ln T = 0.92 \ln ( 32 ) - 0.26$  31 Studies, Average Rate = 0.55 trips/unit  
 $\ln T = 2.93$   
 $T = 18.70$   
 $T = 19$  vehicle trips  
with 25% ( 5 vph) entering and 75% ( 14 vph) exiting.

#### WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$T = 0.60 * (X) - 3.93$   $R^2 = 0.91$  Avg Size = 136 DU  
 $T = 0.60 * ( 32 ) - 3.93$  51 Studies, Average Rate = 0.57 trips/unit  
 $T = 15.27$   
 $T = 15$  vehicle trips  
with 57% ( 9 vph) entering and 43% ( 6 vph) exiting.

#### WEEKDAY EVENING PEAK HOUR OF GENERATOR

$\ln T = 0.88 \ln (X) + 0.06$   $R^2 = 0.87$ , Avg Size = 110 DU  
 $\ln T = 0.88 \ln ( 32 ) + 0.06$  34 Studies, Average Rate = 0.61 trips/unit  
 $\ln T = 3.11$   
 $T = 22.42$   
 $T = 22$  vehicle trips  
with 62% ( 14 vph) entering and 38% ( 8 vph) exiting.

### **SATURDAY DAILY**

$$T = 13.21 * (X) - 444.34$$

$$R^2 = 0.91 \text{ Avg Size} = 100 \text{ DU}$$

$$T = 13.21 * ( 32 ) - 444.34$$

5 Studies, Average Rate = 8.76 trips/unit

$$T = -21.62$$

$$T = 280 \text{ vehicle trips}$$

with 50% ( 140 vpd) entering and 50% ( 140 vpd) exiting.

### **SATURDAY MIDDAY PEAK HOUR OF GENERATOR**

$$\ln T = 0.82 \ln (X) + 0.43$$

$$R^2 = 0.91, \text{ Avg Size} = 182 \text{ DU}$$

$$\ln T = 0.82 \ln ( 32 ) + 0.43$$

7 Studies, Average Rate = 0.57 trips/unit

$$\ln T = 3.27$$

$$T = 26.36$$

$$T = 26 \text{ vehicle trips}$$

with 48% ( 12 vph) entering and 52% ( 14 vph) exiting.

### **SUNDAY DAILY**

$$T = 9.79 * (X) - 262.10$$

$$R^2 = 0.93, \text{ Avg Size} = 100 \text{ DU}$$

$$T = 9.79 * ( 32 ) - 262.10$$

5 Studies, Average Rate = 7.17 trips/unit

$$T = 51.18$$

$$T = 52 \text{ vehicle trips}$$

with 50% ( 26 vpd) entering and 50% ( 26 vpd) exiting.

### **SUNDAY PEAK HOUR OF GENERATOR**

$$T = 1.18 * (X) - 38.18$$

$$R^2 = 0.83 \text{ Avg Size} = 100 \text{ DU}$$

$$T = 1.18 * ( 32 ) - 38.18$$

5 Studies, Average Rate = 0.79 trips/unit

$$T = -38.18$$

$$T = 25 \text{ vehicle trips}$$

with 50% ( 13 vpd) entering and 50% ( 12 vpd) exiting.

# Proposed Residential Development, Groton, MA

## Land Use Code (LUC) 221 - Multifamily Housing (Mid-Rise)\_

Source: Institute of Transportation Engineers (ITE) - 11th Edition

Average Vehicle Trips Ends vs: Dwelling units  
Independent Variable (X): 168

### AVERAGE WEEKDAY DAILY

$T = 4.77 * (X) - 46.46$  11 Studies, Avg size = 201 units  
 $T = 4.77 * ( 168 ) - 46.46$   $R^2 = 0.93, AR = 4.54$   
 $T = 754.90$   
 $T = 754$  vehicle trips 4.49  
with 50% ( 377 vpd) entering and 50% ( 377 vpd) exiting.

### WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$T = 0.44 * (X) - 11.61$  30 Studies, Avg size = 173 units  
 $T = 0.44 * ( 168 ) - 11.61$   $R^2 = 0.91, AR = 0.37$   
 $T = 62.31$   
 $T = 62$  vehicle trips  
with 23% ( 14 vph) entering and 77% ( 48 vph) exiting.

### WEEKDAY MORNING PEAK HOUR OF GENERATOR

$T = 0.32 * (X) + 5.84$  23 Studies, Avg size = 226 units  
 $T = 0.32 * ( 168 ) + 5.84$   $R^2 = 0.89, AR = 0.35$   
 $T = 59.60$   
 $T = 60$  vehicle trips  
with 26% ( 16 vph) entering and 74% ( 44 vph) exiting.

### WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$T = 0.39 * (X) + 0.34$  31 Studies, Avg size = 169 units  
 $T = 0.39 * ( 168 ) + 0.34$   $R^2 = 0.91, AR = 0.39$   
 $T = 65.86$   
 $T = 66$  vehicle trips  
with 61% ( 40 vph) entering and 39% ( 26 vph) exiting.

### WEEKDAY EVENING PEAK HOUR OF GENERATOR

$T = 0.32 * (X) + 15.57$  22 Studies, Avg size = 221 units  
 $T = 0.32 * ( 168 ) + 15.57$   $R^2 = 0.93, AR = 0.39$   
 $T = 69.33$   
 $T = 69$  vehicle trips  
with 60% ( 41 vph) entering and 40% ( 28 vph) exiting.

### SATURDAY DAILY

$\ln T = 0.94 \ln (X) + 1.84$  5 Studies, Avg size = 250 units  
 $\ln T = 0.94 \ln ( 168 ) + 1.84$   $R^2 = 0.91, AR = 4.57$

$\ln T = 6.66$   
 $T = 778$   
 $T = 778$  vehicle trips  
 with 50% ( 389 vph) entering and 50% ( 389 vph) exiting.

**SATURDAY MIDDAY PEAK HOUR OF GENERATOR**

$\ln T = 1.00 \ln(X) - 0.91$   
 $\ln T = 1.00 \ln( 168 ) - 0.91$   
 $\ln T = 4.21$   
 $T = 68$   
 $T = 68$  vehicle trips  
 with 51% ( 35 vph) entering and 49% ( 33 vph) exiting.

5 Studies, Avg size = 250 units  
 $R^2 = 0.92, AR = 0.39$

**SUNDAY DAILY**

$\ln T = 0.94 \ln(X) + 1.63$   
 $\ln T = 0.94 \ln( 168 ) + 1.63$   
 $\ln T = 6.45$   
 $T = 631$   
 $T = 630$  vehicle trips  
 with 50% ( 315 vph) entering and 50% ( 315 vph) exiting.

5 Studies, Avg size = 250 units  
 $R^2 = 0.85, AR = 3.77$

**SUNDAY MIDDAY PEAK HOUR OF GENERATOR**

$T = 0.24 * (X) + 21.51$   
 $T = 0.24 * ( 168 ) + 21.51$   
 $T = 61.83$   
 $T = 62$  vehicle trips  
 with 55% ( 34 vph) entering and 45% ( 28 vph) exiting.

5 Studies, Avg size = 250 units  
 $R^2 = 0.79, AR = 0.32$



## **Trip Distribution Worksheets**

---



**Table 3. Residence MCD/County to Workplace MCD/County Commuting Flows for the United States :**

For more information on sampling and estimation methods, confidentiality protection, and sampling and nonsampling Universe: Workers 16 years and over.

Commuting flows are sorted by residence state, residence county, and residence minor civil division.

Residence				Place of Work		Commuting Flow	
State FIPS Code	County FIPS Code	Minor Civil Division FIPS Code	Minor Civil Division Name	Minor Civil Division Name	Workers in Commuting Flow	Margin of Error	
25	017	27480	Groton town	Groton town	1,298	229	
25	017	27480	Groton town	Westford town	358	113	
25	017	27480	Groton town	Boston city	294	105	
25	017	27480	Groton town	Burlington town	290	110	
25	017	27480	Groton town	Concord town	280	141	
25	017	27480	Groton town	Lowell city	216	102	
25	017	27480	Groton town	Chelmsford town	211	109	
25	017	27480	Groton town	Ayer town	191	87	
25	017	27480	Groton town	Acton town	180	92	
25	017	27480	Groton town	Littleton town	164	89	
25	017	27480	Groton town	Billerica town	137	72	
25	017	27480	Groton town	Waltham city	132	73	
25	017	27480	Groton town	Harvard town	130	70	
25	017	27480	Groton town	Marlborough city	101	77	
25	017	27480	Groton town	Westborough town	93	103	
25	017	27480	Groton town	Woburn city	85	66	
25	017	27480	Groton town	Nashua city	79	54	
25	017	27480	Groton town	Merrimack town	67	52	
25	017	27480	Groton town	Cambridge city	62	53	
25	017	27480	Groton town	Maynard town	59	52	
25	017	27480	Groton town	Lexington town	58	45	
25	017	27480	Groton town	Danvers town	55	57	
25	017	27480	Groton town	North Andover town	50	46	
25	017	27480	Groton town	Bedford town	46	33	
25	017	27480	Groton town	Boxborough town	46	43	
25	017	27480	Groton town	Shirley town	46	40	

Data are based on a sample and are subject to sampling variability. A margin of error is a measure of an estimate's variability.

The larger the margin of error in relation to the size of the estimates, the less reliable the estimate. When added to and subtracted from the estimate, the margin of error forms the 90 percent confidence interval.

Flows are presented for MCDs for the 12 "strong MCD sta

Source: U.S. Census Bureau, 2011-2015 American Commu

	Main St North	Main St South	Mill St	Champney St	Main St North	Main St South	Mill St	Champney St
		60	20	20	0	779	260	260
		100			0	358	0	0
		100			0	294	0	0
		100			0	290	0	0
		100			0	280	0	0
		100			0	216	0	0
		100			0	211	0	0
		10	90		0	19	172	0
		100			0	180	0	0
		90	10		0	148	16	0
		100			0	137	0	0
		100			0	132	0	0
		80	20		0	104	26	0
		100			0	101	0	0
		100			0	93	0	0
		100			0	85	0	0
	100				79	0	0	0
	100				67	0	0	0
		100			0	62	0	0
		100			0	59	0	0
		100			0	58	0	0
		100			0	55	0	0
		100			0	50	0	0
		100			0	46	0	0
		100			0	46	0	0
		10	90		0	5	41	0

146 3,807 515 260

3.1 80.5 10.9 5.5



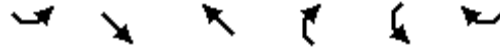
## **Capacity Analysis Worksheets**

---



2: Main St & Primary Site Driveway  
Lanes, Volumes, Timings

2022 Existing AM Peak Hour



Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	1123	255	0	0	0
Future Volume (vph)	0	1123	255	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1845	1801	0	1963	1963
Flt Permitted						
Satd. Flow (perm)	0	1845	1801	0	1963	1963
Link Speed (mph)		30	30		30	
Link Distance (ft)		139	255		588	
Travel Time (s)		3.2	5.8		13.4	
Peak Hour Factor	0.94	0.94	0.74	0.74	0.92	0.92
Heavy Vehicles (%)	0%	3%	9%	0%	0%	0%
Adj. Flow (vph)	0	1195	345	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1195	345	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		13	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.96	0.96	0.96	0.96
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	62.4%			ICU Level of Service B		
Analysis Period (min)	15					

2: Main St & Primary Site Driveway  
 HCM 6th TWSC

2022 Existing AM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↕	↔		↕	↕
Traffic Vol, veh/h	0	1123	255	0	0	0
Future Vol, veh/h	0	1123	255	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	74	74	92	92
Heavy Vehicles, %	0	3	9	0	0	0
Mvmt Flow	0	1195	345	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	345	0	-	0	1540 345
Stage 1	-	-	-	-	345 -
Stage 2	-	-	-	-	1195 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1225	-	-	-	128 702
Stage 1	-	-	-	-	722 -
Stage 2	-	-	-	-	290 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1225	-	-	-	128 702
Mov Cap-2 Maneuver	-	-	-	-	128 -
Stage 1	-	-	-	-	722 -
Stage 2	-	-	-	-	290 -










Approach	SE	NW	SW
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1	SWLn2
Capacity (veh/h)	-	-	1225	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	-	0	0
HCM Lane LOS	-	-	A	-	A	A
HCM 95th %tile Q(veh)	-	-	0	-	-	-



#### 4: Country Kids Development Center Driveway & Main St Lanes, Volumes, Timings

2022 Existing AM Peak Hour

						
Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1119	9	2	253	1	5
Future Volume (vph)	1119	9	2	253	1	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>	0.999				0.892	
Fl <sub>t</sub> Protected					0.990	
Satd. Flow (prot)	1841	0	0	1793	1398	0
Fl <sub>t</sub> Permitted					0.990	
Satd. Flow (perm)	1841	0	0	1793	1398	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	247			139	300	
Travel Time (s)	5.6			3.2	6.8	
Peak Hour Factor	0.94	0.94	0.81	0.81	0.63	0.63
Heavy Vehicles (%)	3%	13%	0%	6%	0%	25%
Adj. Flow (vph)	1190	10	2	312	2	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1200	0	0	314	10	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	69.4%			ICU Level of Service C		
Analysis Period (min)	15					

4: Country Kids Development Center Driveway & Main St  
 HCM 6th TWSC

2022 Existing AM Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	1119	9	2	253	1	5
Future Vol, veh/h	1119	9	2	253	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	81	81	63	63
Heavy Vehicles, %	3	13	0	6	0	25
Mvmt Flow	1190	10	2	312	2	8

















Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1200	0	1511 1195
Stage 1	-	-	-	-	1195 -
Stage 2	-	-	-	-	316 -
Critical Hdwy	-	-	4.1	-	6.4 6.45
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.525
Pot Cap-1 Maneuver	-	-	589	-	134 204
Stage 1	-	-	-	-	290 -
Stage 2	-	-	-	-	744 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	589	-	133 204
Mov Cap-2 Maneuver	-	-	-	-	133 -
Stage 1	-	-	-	-	290 -
Stage 2	-	-	-	-	741 -

Approach	SE	NW	NE
HCM Control Delay, s	0	0.1	25.3
HCM LOS			D

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	187	589	-	-	-
HCM Lane V/C Ratio	0.051	0.004	-	-	-
HCM Control Delay (s)	25.3	11.1	0	-	-
HCM Lane LOS	D	B	A	-	-
HCM 95th %tile Q(veh)	0.2	0	-	-	-

6: Groton Residential Gardens Driveway/Anytime Fitness Driveway & Main St  
Lanes, Volumes, Timings

2022 Existing AM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	5	1121	0	0	249	5	3	0	2	5	0	5
Future Volume (vph)	5	1121	0	0	249	5	3	0	2	5	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.997			0.949			0.932	
Flt Protected								0.970			0.976	
Satd. Flow (prot)	0	1845	0	0	1789	0	0	1749	0	0	1671	0
Flt Permitted								0.970			0.976	
Satd. Flow (perm)	0	1845	0	0	1789	0	0	1749	0	0	1671	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1292			247			252			198	
Travel Time (s)		29.4			5.6			5.7			4.5	
Peak Hour Factor	0.95	0.95	0.95	0.80	0.80	0.80	0.63	0.63	0.63	0.50	0.50	0.50
Heavy Vehicles (%)	0%	3%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	5	1180	0	0	311	6	5	0	3	10	0	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1185	0	0	317	0	0	8	0	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	73.0%
Analysis Period (min)	15
	ICU Level of Service C

6: Groton Residential Gardens Driveway/Anytime Fitness Driveway & Main St  
 HCM 6th TWSC

2022 Existing AM Peak Hour

Intersection												
Int Delay, s/veh	0.6											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1121	0	0	249	5	3	0	2	5	0	5
Future Vol, veh/h	5	1121	0	0	249	5	3	0	2	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	80	80	80	63	63	63	50	50	50
Heavy Vehicles, %	0	3	0	0	6	0	0	0	0	0	0	0
Mvmt Flow	5	1180	0	0	311	6	5	0	3	10	0	10

















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	317	0	0	1180	0	0	1509	1507	1180	1506	1504	314
Stage 1	-	-	-	-	-	-	1190	1190	-	314	314	-
Stage 2	-	-	-	-	-	-	319	317	-	1192	1190	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1255	-	-	599	-	-	100	122	234	100	123	731
Stage 1	-	-	-	-	-	-	231	263	-	701	660	-
Stage 2	-	-	-	-	-	-	697	658	-	230	263	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1255	-	-	599	-	-	98	121	234	98	122	731
Mov Cap-2 Maneuver	-	-	-	-	-	-	98	121	-	98	122	-
Stage 1	-	-	-	-	-	-	228	260	-	693	660	-
Stage 2	-	-	-	-	-	-	687	658	-	224	260	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0	0	35	28.5
HCM LOS			E	D

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	128	599	-	-	1255	-	173
HCM Lane V/C Ratio	0.062	-	-	-	0.004	-	0.116
HCM Control Delay (s)	35	0	-	-	7.9	0	28.5
HCM Lane LOS	E	A	-	-	A	A	D
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	0.4

9: Fitchs Bridge Rd & Main St  
Lanes, Volumes, Timings

2022 Existing AM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	22	1104	0	0	255	0	0	1	2	8	0	15
Future Volume (vph)	22	1104	0	0	255	0	0	1	2	8	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	12	12	12	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt								0.916			0.911	
Flt Protected		0.999									0.983	
Satd. Flow (prot)	0	1862	0	0	1749	0	0	1326	0	0	1682	0
Flt Permitted		0.999									0.983	
Satd. Flow (perm)	0	1862	0	0	1749	0	0	1326	0	0	1682	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		233			394			191			183	
Travel Time (s)		5.3			9.0			4.3			4.2	
Peak Hour Factor	0.90	0.90	0.90	0.75	0.75	0.75	0.38	0.38	0.38	0.71	0.71	0.71
Heavy Vehicles (%)	0%	2%	0%	0%	5%	0%	0%	0%	50%	14%	0%	15%
Adj. Flow (vph)	24	1227	0	0	340	0	0	3	5	11	0	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1251	0	0	340	0	0	8	0	0	32	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.04	1.00	1.00	1.00	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	90.4%						ICU Level of Service E					
Analysis Period (min)	15											

9: Fitchs Bridge Rd & Main St  
 HCM 6th TWSC

2022 Existing AM Peak Hour

Intersection												
Int Delay, s/veh	0.9											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	1104	0	0	255	0	0	1	2	8	0	15
Future Vol, veh/h	22	1104	0	0	255	0	0	1	2	8	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	75	75	75	38	38	38	71	71	71
Heavy Vehicles, %	0	2	0	0	5	0	0	0	50	14	0	15
Mvmt Flow	24	1227	0	0	340	0	0	3	5	11	0	21











Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	340	0	0	1227	0	0	1626	1615	1227	1619	1615	340
Stage 1	-	-	-	-	-	-	1275	1275	-	340	340	-
Stage 2	-	-	-	-	-	-	351	340	-	1279	1275	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.7	7.24	6.5	6.35
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.24	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.24	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.75	3.626	4	3.435
Pot Cap-1 Maneuver	1230	-	-	575	-	-	83	105	173	78	105	674
Stage 1	-	-	-	-	-	-	207	240	-	650	643	-
Stage 2	-	-	-	-	-	-	670	643	-	192	240	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1230	-	-	575	-	-	77	99	173	71	99	674
Mov Cap-2 Maneuver	-	-	-	-	-	-	77	99	-	71	99	-
Stage 1	-	-	-	-	-	-	194	225	-	610	643	-
Stage 2	-	-	-	-	-	-	649	643	-	173	225	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.2	0	32.7	31.1
HCM LOS			D	D

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	138	575	-	-	1230	-	170
HCM Lane V/C Ratio	0.057	-	-	-	0.02	-	0.191
HCM Control Delay (s)	32.7	0	-	-	8	0	31.1
HCM Lane LOS	D	A	-	-	A	A	D
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	0.7

13: Mill St & Main St  
Lanes, Volumes, Timings

2022 Existing AM Peak Hour

						
Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	990	133	3	197	58	14
Future Volume (vph)	990	133	3	197	58	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.984				0.974	
Flt Protected				0.999	0.961	
Satd. Flow (prot)	1880	0	0	1744	1867	0
Flt Permitted				0.999	0.961	
Satd. Flow (perm)	1880	0	0	1744	1867	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	255			60	175	
Travel Time (s)	5.8			1.4	4.0	
Peak Hour Factor	0.95	0.95	0.74	0.74	0.64	0.64
Heavy Vehicles (%)	3%	1%	0%	9%	2%	0%
Adj. Flow (vph)	1042	140	4	266	91	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1182	0	0	270	113	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.00	1.00	0.92	0.92
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	70.9%			ICU Level of Service C		
Analysis Period (min)	15					

13: Mill St & Main St  
 HCM 6th TWSC

2022 Existing AM Peak Hour

Intersection						
Int Delay, s/veh	4.4					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	990	133	3	197	58	14
Future Vol, veh/h	990	133	3	197	58	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	74	74	64	64
Heavy Vehicles, %	3	1	0	9	2	0
Mvmt Flow	1042	140	4	266	91	22

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1182	0	1386
Stage 1	-	-	-	-	1112
Stage 2	-	-	-	-	274
Critical Hdwy	-	-	4.1	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.2	-	3.518
Pot Cap-1 Maneuver	-	-	598	-	158
Stage 1	-	-	-	-	315
Stage 2	-	-	-	-	772
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	598	-	157
Mov Cap-2 Maneuver	-	-	-	-	157
Stage 1	-	-	-	-	315
Stage 2	-	-	-	-	766










Approach	SE	NW	NE
HCM Control Delay, s	0	0.2	60.1
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	170	598	-	-	-
HCM Lane V/C Ratio	0.662	0.007	-	-	-
HCM Control Delay (s)	60.1	11.1	0	-	-
HCM Lane LOS	F	B	A	-	-
HCM 95th %tile Q(veh)	3.8	0	-	-	-



16: Main St & Taylor St  
Lanes, Volumes, Timings

2022 Existing AM Peak Hour

						
Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	1	0	0	983	223	0
Future Volume (vph)	1	0	0	983	223	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	8	8	11	11	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1564	0	0	1783	1776	0
Flt Permitted	0.950					
Satd. Flow (perm)	1564	0	0	1783	1776	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	513			1059	102	
Travel Time (s)	11.7			24.1	2.3	
Peak Hour Factor	0.25	0.25	0.90	0.90	0.81	0.81
Heavy Vehicles (%)	0%	0%	0%	3%	7%	0%
Adj. Flow (vph)	4	0	0	1092	275	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	1092	275	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	8			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.20	1.20	1.04	1.04	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	61.7%			ICU Level of Service B		
Analysis Period (min)	15					

16: Main St & Taylor St  
 HCM 6th TWSC

2022 Existing AM Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	983	223	0
Future Vol, veh/h	1	0	0	983	223	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	25	90	90	81	81
Heavy Vehicles, %	0	0	0	3	7	0
Mvmt Flow	4	0	0	1092	275	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1367	275	275	0	0
Stage 1	275	-	-	-	-
Stage 2	1092	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	164	769	1300	-	-
Stage 1	776	-	-	-	-
Stage 2	324	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	164	769	1300	-	-
Mov Cap-2 Maneuver	164	-	-	-	-
Stage 1	776	-	-	-	-
Stage 2	324	-	-	-	-

Approach	SB	SE	NW
HCM Control Delay, s	27.5	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	1300	-	164
HCM Lane V/C Ratio	-	-	-	-	0.024
HCM Control Delay (s)	-	-	0	-	27.5
HCM Lane LOS	-	-	A	-	D
HCM 95th %tile Q(veh)	-	-	0	-	0.1

18: Main St & Arlington St  
Lanes, Volumes, Timings

2022 Existing AM Peak Hour



Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	0	28	982	2	13	223
Future Volume (vph)	0	28	982	2	13	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						0.997
Satd. Flow (prot)	1407	0	1845	0	0	1777
Flt Permitted						0.997
Satd. Flow (perm)	1407	0	1845	0	0	1777
Link Speed (mph)	30		30		30	
Link Distance (ft)	464		102		1295	
Travel Time (s)	10.5		2.3		29.4	
Peak Hour Factor	0.52	0.52	0.90	0.90	0.81	0.81
Heavy Vehicles (%)	2%	9%	3%	0%	0%	7%
Adj. Flow (vph)	0	54	1091	2	16	275
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	0	1093	0	0	291
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0		0	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	61.8%
Analysis Period (min)	15
	ICU Level of Service B

18: Main St & Arlington St  
 HCM 6th TWSC

2022 Existing AM Peak Hour

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	0	28	982	2	13	223
Future Vol, veh/h	0	28	982	2	13	223
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	52	52	90	90	81	81
Heavy Vehicles, %	2	9	3	0	0	7
Mvmt Flow	0	54	1091	2	16	275

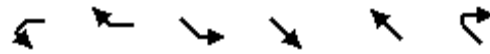
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1399	1092	0	0	1093
Stage 1	1092	-	-	-	-
Stage 2	307	-	-	-	-
Critical Hdwy	6.42	6.29	-	-	4.1
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.381	-	-	2.2
Pot Cap-1 Maneuver	155	253	-	-	646
Stage 1	322	-	-	-	-
Stage 2	746	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	151	253	-	-	646
Mov Cap-2 Maneuver	151	-	-	-	-
Stage 1	322	-	-	-	-
Stage 2	724	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	23	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	646	-	253	-	-
HCM Lane V/C Ratio	0.025	-	0.213	-	-
HCM Control Delay (s)	10.7	0	23	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-

22: Main St & Champney St  
Lanes, Volumes, Timings

2022 Existing AM Peak Hour



Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	24	134	38	907	360	7
Future Volume (vph)	24	134	38	907	360	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.886				0.997	
Flt Protected	0.992			0.998		
Satd. Flow (prot)	1547	0	0	1756	1773	0
Flt Permitted	0.992			0.998		
Satd. Flow (perm)	1547	0	0	1756	1773	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	652			850	434	
Travel Time (s)	14.8			19.3	9.9	
Peak Hour Factor	0.71	0.71	0.87	0.87	0.66	0.66
Heavy Vehicles (%)	5%	0%	13%	4%	7%	0%
Adj. Flow (vph)	34	189	44	1043	545	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	223	0	0	1087	556	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.04	1.04	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	88.8%
ICU Level of Service	E
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	5.2					
Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations	T			T		
Traffic Vol, veh/h	24	134	38	907	360	7
Future Vol, veh/h	24	134	38	907	360	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	87	87	66	66
Heavy Vehicles, %	5	0	13	4	7	0
Mvmt Flow	34	189	44	1043	545	11

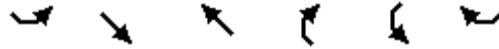
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1682	551	556	0	-	0
Stage 1	551	-	-	-	-	-
Stage 2	1131	-	-	-	-	-
Critical Hdwy	6.45	6.2	4.23	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.3	2.317	-	-	-
Pot Cap-1 Maneuver	102	538	962	-	-	-
Stage 1	571	-	-	-	-	-
Stage 2	304	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	91	538	962	-	-	-
Mov Cap-2 Maneuver	91	-	-	-	-	-
Stage 1	509	-	-	-	-	-
Stage 2	304	-	-	-	-	-

Approach	WB	SE	NW
HCM Control Delay, s	42	0.4	0
HCM LOS	E		

Minor Lane/Major Mvmt	NWT	NWRWBLn1	SEL	SET
Capacity (veh/h)	-	-	308	962
HCM Lane V/C Ratio	-	-	0.723	0.045
HCM Control Delay (s)	-	-	42	8.9
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	5.2	0.1

24: Main St & #500 Main St Driveway  
Lanes, Volumes, Timings

2022 Existing AM Peak Hour



Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	1004	200	0	0	0
Future Volume (vph)	0	1004	200	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
<b>Fr</b>						
<b>Flt Protected</b>						
Satd. Flow (prot)	0	1845	1743	0	1900	0
<b>Flt Permitted</b>						
Satd. Flow (perm)	0	1845	1743	0	1900	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		60	1059		146	
Travel Time (s)		1.4	24.1		3.3	
Peak Hour Factor	0.95	0.95	0.74	0.74	0.25	0.25
Heavy Vehicles (%)	0%	3%	9%	0%	0%	0%
Adj. Flow (vph)	0	1057	270	0	0	0
<b>Shared Lane Traffic (%)</b>						
Lane Group Flow (vph)	0	1057	270	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
<b>Two way Left Turn Lane</b>						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	56.2%
ICU Level of Service	B
Analysis Period (min)	15

24: Main St & #500 Main St Driveway  
 HCM 6th TWSC

2022 Existing AM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	1004	200	0	0	0
Future Vol, veh/h	0	1004	200	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	74	74	25	25
Heavy Vehicles, %	0	3	9	0	0	0
Mvmt Flow	0	1057	270	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	270	0	-	0	1327 270
Stage 1	-	-	-	-	270 -
Stage 2	-	-	-	-	1057 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1305	-	-	-	173 774
Stage 1	-	-	-	-	780 -
Stage 2	-	-	-	-	337 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1305	-	-	-	173 774
Mov Cap-2 Maneuver	-	-	-	-	173 -
Stage 1	-	-	-	-	780 -
Stage 2	-	-	-	-	337 -

Approach	SE	NW	SW
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1
Capacity (veh/h)	-	-	1305	- -
HCM Lane V/C Ratio	-	-	-	- -
HCM Control Delay (s)	-	-	0	- 0
HCM Lane LOS	-	-	A	- A
HCM 95th %tile Q(veh)	-	-	0	- -



## 2: Main St & Primary Site Driveway Lanes, Volumes, Timings

2022 Existing PM Peak Hour



Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	446	1124	0	0	0
Future Volume (vph)	0	446	1124	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1881	1944	0	1963	1963
Flt Permitted						
Satd. Flow (perm)	0	1881	1944	0	1963	1963
Link Speed (mph)		30	30		30	
Link Distance (ft)		139	255		588	
Travel Time (s)		3.2	5.8		13.4	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	507	1277	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	507	1277	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		13	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.96	0.96	0.96	0.96
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	62.5%			ICU Level of Service B		
Analysis Period (min)	15					










2: Main St & Primary Site Driveway  
 HCM 6th TWSC

2022 Existing PM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↕	↔		↕	↕
Traffic Vol, veh/h	0	446	1124	0	0	0
Future Vol, veh/h	0	446	1124	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	92	92
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	507	1277	0	0	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	1277	0	-	0	1784	1277
Stage 1	-	-	-	-	1277	-
Stage 2	-	-	-	-	507	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	550	-	-	-	91	205
Stage 1	-	-	-	-	264	-
Stage 2	-	-	-	-	609	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	550	-	-	-	91	205
Mov Cap-2 Maneuver	-	-	-	-	91	-
Stage 1	-	-	-	-	264	-
Stage 2	-	-	-	-	609	-
Approach	SE	NW	SW			
HCM Control Delay, s	0	0	0			
HCM LOS			A			
Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1	SWLn2
Capacity (veh/h)	-	-	550	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	-	0	0
HCM Lane LOS	-	-	A	-	A	A
HCM 95th %tile Q(veh)	-	-	0	-	-	-

#### 4: Country Kids Development Center Driveway & Main St Lanes, Volumes, Timings

2022 Existing PM Peak Hour

						
Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	433	5	16	1108	5	13
Future Volume (vph)	433	5	16	1108	5	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998			0.903		
Flt Protected				0.999	0.986	
Satd. Flow (prot)	1878	0	0	1880	1692	0
Flt Permitted				0.999	0.986	
Satd. Flow (perm)	1878	0	0	1880	1692	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	247			139	300	
Travel Time (s)	5.6			3.2	6.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.42	0.42
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	492	6	18	1259	12	31
Shared Lane Traffic (%)						
Lane Group Flow (vph)	498	0	0	1277	43	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	81.1%			ICU Level of Service D		
Analysis Period (min)	15					

4: Country Kids Development Center Driveway & Main St  
 HCM 6th TWSC

2022 Existing PM Peak Hour

Intersection						
Int Delay, s/veh	0.7					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	433	5	16	1108	5	13
Future Vol, veh/h	433	5	16	1108	5	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	42	42
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	492	6	18	1259	12	31

















Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	498	0	1790
Stage 1	-	-	-	-	495
Stage 2	-	-	-	-	1295
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1076	-	90
Stage 1	-	-	-	-	617
Stage 2	-	-	-	-	259
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1076	-	85
Mov Cap-2 Maneuver	-	-	-	-	85
Stage 1	-	-	-	-	617
Stage 2	-	-	-	-	244

Approach	SE	NW	NE
HCM Control Delay, s	0	0.1	25.2
HCM LOS			D

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	221	1076	-	-	-
HCM Lane V/C Ratio	0.194	0.017	-	-	-
HCM Control Delay (s)	25.2	8.4	0	-	-
HCM Lane LOS	D	A	A	-	-
HCM 95th %tile Q(veh)	0.7	0.1	-	-	-

6: Groton Residential Gardens Driveway/Anytime Fitness Driveway & Main St  
Lanes, Volumes, Timings

2022 Existing PM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	435	3	5	1102	6	1	1	3	0	0	3
Future Volume (vph)	2	435	3	5	1102	6	1	1	3	0	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.999			0.914			0.865	
Flt Protected								0.991				
Satd. Flow (prot)	0	1879	0	0	1879	0	0	1721	0	0	1589	0
Flt Permitted								0.991				
Satd. Flow (perm)	0	1879	0	0	1879	0	0	1721	0	0	1589	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1292			247			252			198	
Travel Time (s)		29.4			5.6			5.7			4.5	
Peak Hour Factor	0.88	0.88	0.88	0.87	0.87	0.87	0.42	0.42	0.42	0.75	0.75	0.75
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	2	494	3	6	1267	7	2	2	7	0	0	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	499	0	0	1280	0	0	11	0	0	4	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	71.9%
ICU Level of Service	C
Analysis Period (min)	15

6: Groton Residential Gardens Driveway/Anytime Fitness Driveway & Main St  
 HCM 6th TWSC

2022 Existing PM Peak Hour

Intersection												
Int Delay, s/veh	0.3											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	435	3	5	1102	6	1	1	3	0	0	3
Future Vol, veh/h	2	435	3	5	1102	6	1	1	3	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	87	87	87	42	42	42	75	75	75
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	2	494	3	6	1267	7	2	2	7	0	0	4

















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1274	0	0	497	0	0	1785	1786	496	1787	1784	1271
Stage 1	-	-	-	-	-	-	500	500	-	1283	1283	-
Stage 2	-	-	-	-	-	-	1285	1286	-	504	501	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	552	-	-	1077	-	-	64	82	578	64	83	207
Stage 1	-	-	-	-	-	-	557	546	-	205	238	-
Stage 2	-	-	-	-	-	-	204	237	-	554	546	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	552	-	-	1077	-	-	62	80	578	61	81	207
Mov Cap-2 Maneuver	-	-	-	-	-	-	62	80	-	61	81	-
Stage 1	-	-	-	-	-	-	554	543	-	204	233	-
Stage 2	-	-	-	-	-	-	196	232	-	542	543	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.1	0	31.4	22.7
HCM LOS			D	C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	148	1077	-	-	552	-	207
HCM Lane V/C Ratio	0.08	0.005	-	-	0.004	-	0.019
HCM Control Delay (s)	31.4	8.4	0	-	11.5	0	22.7
HCM Lane LOS	D	A	A	-	B	A	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	0.1

9: Fitchs Bridge Rd & Main St  
Lanes, Volumes, Timings

2022 Existing PM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	8	428	0	3	1079	0	2	1	0	3	1	14
Future Volume (vph)	8	428	0	3	1079	0	2	1	0	3	1	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	12	12	12	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												0.891
Flt Protected		0.999						0.964			0.992	
Satd. Flow (prot)	0	1880	0	0	1819	0	0	1832	0	0	1673	0
Flt Permitted		0.999						0.964			0.992	
Satd. Flow (perm)	0	1880	0	0	1819	0	0	1832	0	0	1673	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		233			394			191			183	
Travel Time (s)		5.3			9.0			4.3			4.2	
Peak Hour Factor	0.87	0.87	0.87	0.85	0.85	0.85	0.75	0.75	0.75	0.67	0.67	0.67
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	17%
Adj. Flow (vph)	9	492	0	4	1269	0	3	1	0	4	1	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	501	0	0	1273	0	0	4	0	0	26	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.04	1.00	1.00	1.00	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	68.3%
ICU Level of Service	C
Analysis Period (min)	15

9: Fitchs Bridge Rd & Main St  
 HCM 6th TWSC

2022 Existing PM Peak Hour

Intersection												
Int Delay, s/veh	0.8											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	428	0	3	1079	0	2	1	0	3	1	14
Future Vol, veh/h	8	428	0	3	1079	0	2	1	0	3	1	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	85	85	85	75	75	75	67	67	67
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	17
Mvmt Flow	9	492	0	4	1269	0	3	1	0	4	1	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1269	0	0	492	0	0	1798	1787	492	1788	1787	1269
Stage 1	-	-	-	-	-	-	510	510	-	1277	1277	-
Stage 2	-	-	-	-	-	-	1288	1277	-	511	510	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.37
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.453
Pot Cap-1 Maneuver	554	-	-	1082	-	-	63	82	581	64	82	191
Stage 1	-	-	-	-	-	-	550	541	-	206	239	-
Stage 2	-	-	-	-	-	-	203	239	-	549	541	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	554	-	-	1082	-	-	54	79	581	62	79	191
Mov Cap-2 Maneuver	-	-	-	-	-	-	54	79	-	62	79	-
Stage 1	-	-	-	-	-	-	538	529	-	201	236	-
Stage 2	-	-	-	-	-	-	177	236	-	536	529	-










Approach	SE	NW	NE	SW
HCM Control Delay, s	0.2	0	69.2	38.5
HCM LOS			F	E

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	60	1082	-	-	554	-	134
HCM Lane V/C Ratio	0.067	0.003	-	-	0.017	-	0.2
HCM Control Delay (s)	69.2	8.3	0	-	11.6	0	38.5
HCM Lane LOS	F	A	A	-	B	A	E
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	0.7



13: Mill St & Main St  
Lanes, Volumes, Timings

2022 Existing PM Peak Hour

						
Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	379	67	3	978	146	13
Future Volume (vph)	379	67	3	978	146	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.980			0.989		
Flt Protected				0.956		
Satd. Flow (prot)	1908	0	0	1881	1916	0
Flt Permitted				0.956		
Satd. Flow (perm)	1908	0	0	1881	1916	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	255			60	175	
Travel Time (s)	5.8			1.4	4.0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	431	76	3	1111	166	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	507	0	0	1114	181	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.00	1.00	0.92	0.92
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	69.4%			ICU Level of Service C		
Analysis Period (min)	15					

13: Mill St & Main St  
 HCM 6th TWSC

2022 Existing PM Peak Hour

Intersection						
Int Delay, s/veh	29.4					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	379	67	3	978	146	13
Future Vol, veh/h	379	67	3	978	146	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	431	76	3	1111	166	15

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	507	0	1586 469
Stage 1	-	-	-	-	469 -
Stage 2	-	-	-	-	1117 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1068	- ~	120 598
Stage 1	-	-	-	-	634 -
Stage 2	-	-	-	-	316 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1068	- ~	119 598
Mov Cap-2 Maneuver	-	-	-	- ~	119 -
Stage 1	-	-	-	-	634 -
Stage 2	-	-	-	-	314 -

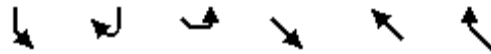
Approach	SE	NW	NE
HCM Control Delay, s	0	0	293.4
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	127	1068	-	-	-
HCM Lane V/C Ratio	1.423	0.003	-	-	-
HCM Control Delay (s)	293.4	8.4	0	-	-
HCM Lane LOS	F	A	A	-	-
HCM 95th %tile Q(veh)	12.2	0	-	-	-

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

16: Main St & Taylor St  
Lanes, Volumes, Timings

2022 Existing PM Peak Hour



Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	1	0	0	401	966	2
Future Volume (vph)	1	0	0	401	966	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	8	8	11	11	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1564	0	0	1818	1881	0
Flt Permitted	0.950					
Satd. Flow (perm)	1564	0	0	1818	1881	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	513			1059	102	
Travel Time (s)	11.7			24.1	2.3	
Peak Hour Factor	0.25	0.25	0.90	0.90	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	4	0	0	446	1098	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	446	1100	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	8			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.20	1.20	1.04	1.04	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	61.0%
ICU Level of Service	B
Analysis Period (min)	15

16: Main St & Taylor St  
 HCM 6th TWSC

2022 Existing PM Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	401	966	2
Future Vol, veh/h	1	0	0	401	966	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	25	90	90	88	88
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	4	0	0	446	1098	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1545	1099	1100	0	-	0
Stage 1	1099	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	127	261	642	-	-	-
Stage 1	322	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	127	261	642	-	-	-
Mov Cap-2 Maneuver	127	-	-	-	-	-
Stage 1	322	-	-	-	-	-
Stage 2	649	-	-	-	-	-

Approach	SB	SE	NW
HCM Control Delay, s	34.3	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	642	-	127
HCM Lane V/C Ratio	-	-	-	-	0.031
HCM Control Delay (s)	-	-	0	-	34.3
HCM Lane LOS	-	-	A	-	D
HCM 95th %tile Q(veh)	-	-	0	-	0.1

18: Main St & Arlington St  
Lanes, Volumes, Timings

2022 Existing PM Peak Hour



Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	1	16	402	0	25	967
Future Volume (vph)	1	16	402	0	25	967
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.875					
Flt Protected	0.996					0.999
Satd. Flow (prot)	1545	0	1881	0	0	1880
Flt Permitted	0.996					0.999
Satd. Flow (perm)	1545	0	1881	0	0	1880
Link Speed (mph)	30		30			30
Link Distance (ft)	464		102			1295
Travel Time (s)	10.5		2.3			29.4
Peak Hour Factor	0.63	0.63	0.90	0.90	0.88	0.88
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	2	25	447	0	28	1099
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	0	447	0	0	1127
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	81.0%
Analysis Period (min)	15
	ICU Level of Service D

18: Main St & Arlington St  
 HCM 6th TWSC

2022 Existing PM Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	1	16	402	0	25	967
Future Vol, veh/h	1	16	402	0	25	967
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	63	63	90	90	88	88
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	2	25	447	0	28	1099

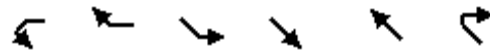
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1602	447	0	0	447	0
Stage 1	447	-	-	-	-	-
Stage 2	1155	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	118	616	-	-	1124	-
Stage 1	649	-	-	-	-	-
Stage 2	303	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	110	616	-	-	1124	-
Mov Cap-2 Maneuver	110	-	-	-	-	-
Stage 1	649	-	-	-	-	-
Stage 2	284	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	12.9	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1124	-	485	-	-
HCM Lane V/C Ratio	0.025	-	0.056	-	-
HCM Control Delay (s)	8.3	0	12.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

22: Main St & Champney St  
Lanes, Volumes, Timings

2022 Existing PM Peak Hour



Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	21	64	28	489	910	15
Future Volume (vph)	21	64	28	489	910	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.898				0.998	
Flt Protected	0.988			0.997		
Satd. Flow (prot)	1573	0	0	1814	1878	0
Flt Permitted	0.988			0.997		
Satd. Flow (perm)	1573	0	0	1814	1878	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	652			850	434	
Travel Time (s)	14.8			19.3	9.9	
Peak Hour Factor	0.73	0.73	0.77	0.77	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	29	88	36	635	1034	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	117	0	0	671	1051	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.04	1.04	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	60.6%
Analysis Period (min)	15
	ICU Level of Service B

Intersection						
Int Delay, s/veh	3.7					
Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations	T			T		T
Traffic Vol, veh/h	21	64	28	489	910	15
Future Vol, veh/h	21	64	28	489	910	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	77	77	88	88
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	29	88	36	635	1034	17

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1750	1043	1051	0	0
Stage 1	1043	-	-	-	-
Stage 2	707	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	95	281	670	-	-
Stage 1	342	-	-	-	-
Stage 2	493	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	87	281	670	-	-
Mov Cap-2 Maneuver	87	-	-	-	-
Stage 1	314	-	-	-	-
Stage 2	493	-	-	-	-

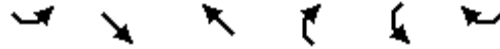
Approach	WB	SE	NW
HCM Control Delay, s	55.1	0.6	0
HCM LOS	F		

Minor Lane/Major Mvmt	NWT	NWRWBLn1	SEL	SET
Capacity (veh/h)	-	-	181	670
HCM Lane V/C Ratio	-	-	0.643	0.054
HCM Control Delay (s)	-	-	55.1	10.7
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	3.7	0.2



24: Main St & #500 Main St Driveway  
Lanes, Volumes, Timings

2022 Existing PM Peak Hour



Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	392	981	0	0	0
Future Volume (vph)	0	392	981	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
<b>Fr</b>						
<b>Flt Protected</b>						
Satd. Flow (prot)	0	1881	1881	0	1900	0
<b>Flt Permitted</b>						
Satd. Flow (perm)	0	1881	1881	0	1900	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		60	1059		153	
Travel Time (s)		1.4	24.1		3.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.25	0.25
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	445	1115	0	0	0
<b>Shared Lane Traffic (%)</b>						
Lane Group Flow (vph)	0	445	1115	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
<b>Two way Left Turn Lane</b>						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	55.0%			ICU Level of Service A		
Analysis Period (min)	15					

24: Main St & #500 Main St Driveway  
 HCM 6th TWSC

2022 Existing PM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	0	392	981	0	0	0
Future Vol, veh/h	0	392	981	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	25	25
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	445	1115	0	0	0

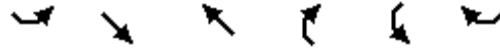
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1115	0	-	0	1560 1115
Stage 1	-	-	-	-	1115 -
Stage 2	-	-	-	-	445 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	634	-	-	-	125 255
Stage 1	-	-	-	-	316 -
Stage 2	-	-	-	-	650 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	634	-	-	-	125 255
Mov Cap-2 Maneuver	-	-	-	-	125 -
Stage 1	-	-	-	-	316 -
Stage 2	-	-	-	-	650 -

Approach	SE	NW	SW
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1
Capacity (veh/h)	-	-	634	- -
HCM Lane V/C Ratio	-	-	-	- -
HCM Control Delay (s)	-	-	0	- 0
HCM Lane LOS	-	-	A	- A
HCM 95th %tile Q(veh)	-	-	0	- -

## 2: Main St & Primary Site Driveway Lanes, Volumes, Timings

2029 No-Build AM Peak Hour



Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	1163	264	0	0	0
Future Volume (vph)	0	1163	264	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1845	1801	0	1963	1963
Flt Permitted						
Satd. Flow (perm)	0	1845	1801	0	1963	1963
Link Speed (mph)		30	30		30	
Link Distance (ft)		139	255		588	
Travel Time (s)		3.2	5.8		13.4	
Peak Hour Factor	0.94	0.94	0.74	0.74	0.92	0.92
Heavy Vehicles (%)	0%	3%	9%	0%	0%	0%
Adj. Flow (vph)	0	1237	357	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1237	357	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		13	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.96	0.96	0.96	0.96
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	64.5%			ICU Level of Service C		
Analysis Period (min)	15					

2: Main St & Primary Site Driveway  
 HCM 6th TWSC

2029 No-Build AM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	0	1163	264	0	0	0
Future Vol, veh/h	0	1163	264	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	74	74	92	92
Heavy Vehicles, %	0	3	9	0	0	0
Mvmt Flow	0	1237	357	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	357	0	-	0	1594 357
Stage 1	-	-	-	-	357 -
Stage 2	-	-	-	-	1237 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1213	-	-	-	119 692
Stage 1	-	-	-	-	713 -
Stage 2	-	-	-	-	276 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1213	-	-	-	119 692
Mov Cap-2 Maneuver	-	-	-	-	119 -
Stage 1	-	-	-	-	713 -
Stage 2	-	-	-	-	276 -

Approach	SE	NW	SW
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1	SWLn2
Capacity (veh/h)	-	-	1213	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	-	0	0
HCM Lane LOS	-	-	A	-	A	A
HCM 95th %tile Q(veh)	-	-	0	-	-	-

#### 4: Country Kids Development Center Driveway & Main St Lanes, Volumes, Timings

2029 No-Build AM Peak Hour



Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1158	9	2	262	1	5
Future Volume (vph)	1158	9	2	262	1	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>	0.999				0.892	
Fl <sub>t</sub> Protected					0.990	
Satd. Flow (prot)	1841	0	0	1793	1398	0
Fl <sub>t</sub> Permitted					0.990	
Satd. Flow (perm)	1841	0	0	1793	1398	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	247			139	300	
Travel Time (s)	5.6			3.2	6.8	
Peak Hour Factor	0.94	0.94	0.81	0.81	0.63	0.63
Heavy Vehicles (%)	3%	13%	0%	6%	0%	25%
Adj. Flow (vph)	1232	10	2	323	2	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1242	0	0	325	10	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

#### Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 71.5% ICU Level of Service C

Analysis Period (min) 15

4: Country Kids Development Center Driveway & Main St  
 HCM 6th TWSC

2029 No-Build AM Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	1158	9	2	262	1	5
Future Vol, veh/h	1158	9	2	262	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	81	81	63	63
Heavy Vehicles, %	3	13	0	6	0	25
Mvmt Flow	1232	10	2	323	2	8

















Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1242	0	1564
Stage 1	-	-	-	-	1237
Stage 2	-	-	-	-	327
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	568	-	124
Stage 1	-	-	-	-	276
Stage 2	-	-	-	-	735
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	568	-	124
Mov Cap-2 Maneuver	-	-	-	-	124
Stage 1	-	-	-	-	276
Stage 2	-	-	-	-	732

Approach	SE	NW	NE
HCM Control Delay, s	0	0.1	26.6
HCM LOS			D

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	176	568	-	-	-
HCM Lane V/C Ratio	0.054	0.004	-	-	-
HCM Control Delay (s)	26.6	11.4	0	-	-
HCM Lane LOS	D	B	A	-	-
HCM 95th %tile Q(veh)	0.2	0	-	-	-

6: Groton Residential Gardens Driveway/Anytime Fitness Driveway & Main St  
Lanes, Volumes, Timings

2029 No-Build AM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	5	1160	0	0	258	5	3	0	2	5	0	5
Future Volume (vph)	5	1160	0	0	258	5	3	0	2	5	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.998			0.949			0.932	
Flt Protected								0.970			0.976	
Satd. Flow (prot)	0	1845	0	0	1791	0	0	1749	0	0	1671	0
Flt Permitted								0.970			0.976	
Satd. Flow (perm)	0	1845	0	0	1791	0	0	1749	0	0	1671	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1292			247			252			198	
Travel Time (s)		29.4			5.6			5.7			4.5	
Peak Hour Factor	0.95	0.95	0.95	0.80	0.80	0.80	0.63	0.63	0.63	0.50	0.50	0.50
Heavy Vehicles (%)	0%	3%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	5	1221	0	0	323	6	5	0	3	10	0	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1226	0	0	329	0	0	8	0	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	75.0%					ICU Level of Service D						
Analysis Period (min)	15											

6: Groton Residential Gardens Driveway/Anytime Fitness Driveway & Main St  
 HCM 6th TWSC

2029 No-Build AM Peak Hour

Intersection												
Int Delay, s/veh	0.6											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1160	0	0	258	5	3	0	2	5	0	5
Future Vol, veh/h	5	1160	0	0	258	5	3	0	2	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	80	80	80	63	63	63	50	50	50
Heavy Vehicles, %	0	3	0	0	6	0	0	0	0	0	0	0
Mvmt Flow	5	1221	0	0	323	6	5	0	3	10	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	329	0	0	1221	0	0	1562	1560	1221	1559	1557	326
Stage 1	-	-	-	-	-	-	1231	1231	-	326	326	-
Stage 2	-	-	-	-	-	-	331	329	-	1233	1231	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1242	-	-	578	-	-	92	113	221	92	114	720
Stage 1	-	-	-	-	-	-	219	252	-	691	652	-
Stage 2	-	-	-	-	-	-	687	650	-	219	252	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1242	-	-	578	-	-	90	112	221	90	113	720
Mov Cap-2 Maneuver	-	-	-	-	-	-	90	112	-	90	113	-
Stage 1	-	-	-	-	-	-	216	249	-	682	652	-
Stage 2	-	-	-	-	-	-	677	650	-	213	249	-

















Approach	SE	NW	NE	SW
HCM Control Delay, s	0	0	37.7	30.7
HCM LOS			E	D

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	118	578	-	-	1242	-	160
HCM Lane V/C Ratio	0.067	-	-	-	0.004	-	0.125
HCM Control Delay (s)	37.7	0	-	-	7.9	0	30.7
HCM Lane LOS	E	A	-	-	A	A	D
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	0.4



9: Fitchs Bridge Rd & Main St  
Lanes, Volumes, Timings

2029 No-Build AM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	23	1143	0	0	264	0	0	1	2	8	0	17
Future Volume (vph)	23	1143	0	0	264	0	0	1	2	8	0	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	12	12	12	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt								0.916			0.907	
Flt Protected		0.999									0.985	
Satd. Flow (prot)	0	1862	0	0	1749	0	0	1326	0	0	1677	0
Flt Permitted		0.999									0.985	
Satd. Flow (perm)	0	1862	0	0	1749	0	0	1326	0	0	1677	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		233			394			191			183	
Travel Time (s)		5.3			9.0			4.3			4.2	
Peak Hour Factor	0.90	0.90	0.90	0.75	0.75	0.75	0.38	0.38	0.38	0.71	0.71	0.71
Heavy Vehicles (%)	0%	2%	0%	0%	5%	0%	0%	0%	50%	14%	0%	15%
Adj. Flow (vph)	26	1270	0	0	352	0	0	3	5	11	0	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1296	0	0	352	0	0	8	0	0	35	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.04	1.00	1.00	1.00	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	93.4%					ICU Level of Service F						
Analysis Period (min)	15											

9: Fitchs Bridge Rd & Main St  
HCM 6th TWSC

2029 No-Build AM Peak Hour

Intersection												
Int Delay, s/veh	1											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	1143	0	0	264	0	0	1	2	8	0	17
Future Vol, veh/h	23	1143	0	0	264	0	0	1	2	8	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	75	75	75	38	38	38	71	71	71
Heavy Vehicles, %	0	2	0	0	5	0	0	0	50	14	0	15
Mvmt Flow	26	1270	0	0	352	0	0	3	5	11	0	24

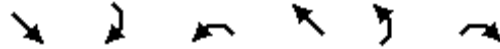
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	352	0	0	1270	0	0	1686	1674	1270	1678	1674	352
Stage 1	-	-	-	-	-	-	1322	1322	-	352	352	-
Stage 2	-	-	-	-	-	-	364	352	-	1326	1322	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.7	7.24	6.5	6.35
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.24	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.24	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.75	3.626	4	3.435
Pot Cap-1 Maneuver	1218	-	-	554	-	-	75	97	163	70	97	663
Stage 1	-	-	-	-	-	-	195	228	-	641	635	-
Stage 2	-	-	-	-	-	-	659	635	-	181	228	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1218	-	-	554	-	-	68	90	163	63	90	663
Mov Cap-2 Maneuver	-	-	-	-	-	-	68	90	-	63	90	-
Stage 1	-	-	-	-	-	-	181	212	-	595	635	-
Stage 2	-	-	-	-	-	-	635	635	-	161	212	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.2	0	35	32.9
HCM LOS			E	D

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	128	554	-	-	1218	-	164
HCM Lane V/C Ratio	0.062	-	-	-	0.021	-	0.215
HCM Control Delay (s)	35	0	-	-	8	0	32.9
HCM Lane LOS	E	A	-	-	A	A	D
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	0.8

13: Mill St & Main St  
Lanes, Volumes, Timings

2029 No-Build AM Peak Hour



Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1025	138	3	204	60	14
Future Volume (vph)	1025	138	3	204	60	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.984				0.974	
Flt Protected				0.999	0.961	
Satd. Flow (prot)	1880	0	0	1743	1867	0
Flt Permitted				0.999	0.961	
Satd. Flow (perm)	1880	0	0	1743	1867	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	255			60	175	
Travel Time (s)	5.8			1.4	4.0	
Peak Hour Factor	0.95	0.95	0.74	0.74	0.64	0.64
Heavy Vehicles (%)	3%	1%	0%	9%	2%	0%
Adj. Flow (vph)	1079	145	4	276	94	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1224	0	0	280	116	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.00	1.00	0.92	0.92
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	73.2%
Analysis Period (min)	15
	ICU Level of Service D

Intersection						
Int Delay, s/veh	5.2					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	1025	138	3	204	60	14
Future Vol, veh/h	1025	138	3	204	60	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	74	74	64	64
Heavy Vehicles, %	3	1	0	9	2	0
Mvmt Flow	1079	145	4	276	94	22

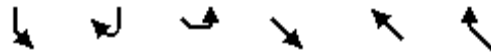
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	1224	0	1436	1152
Stage 1	-	-	-	-	1152	-
Stage 2	-	-	-	-	284	-
Critical Hdwy	-	-	4.1	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.2	-	3.518	3.3
Pot Cap-1 Maneuver	-	-	577	-	147	243
Stage 1	-	-	-	-	301	-
Stage 2	-	-	-	-	764	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	577	-	146	243
Mov Cap-2 Maneuver	-	-	-	-	146	-
Stage 1	-	-	-	-	301	-
Stage 2	-	-	-	-	758	-

Approach	SE	NW	NE
HCM Control Delay, s	0	0.2	73
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	158	577	-	-	-
HCM Lane V/C Ratio	0.732	0.007	-	-	-
HCM Control Delay (s)	73	11.3	0	-	-
HCM Lane LOS	F	B	A	-	-
HCM 95th %tile Q(veh)	4.4	0	-	-	-

16: Main St & Taylor St  
Lanes, Volumes, Timings

2029 No-Build AM Peak Hour



Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	1	0	0	1018	231	0
Future Volume (vph)	1	0	0	1018	231	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	8	8	11	11	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1564	0	0	1783	1776	0
Flt Permitted	0.950					
Satd. Flow (perm)	1564	0	0	1783	1776	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	513			1059	102	
Travel Time (s)	11.7			24.1	2.3	
Peak Hour Factor	0.25	0.25	0.90	0.90	0.81	0.81
Heavy Vehicles (%)	0%	0%	0%	3%	7%	0%
Adj. Flow (vph)	4	0	0	1131	285	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	1131	285	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	8			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.20	1.20	1.04	1.04	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	63.6%
Analysis Period (min)	15
	ICU Level of Service B

Intersection						
Int Delay, s/veh	0.1					
Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	1018	231	0
Future Vol, veh/h	1	0	0	1018	231	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	25	90	90	81	81
Heavy Vehicles, %	0	0	0	3	7	0
Mvmt Flow	4	0	0	1131	285	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1416	285	285	0	0
Stage 1	285	-	-	-	-
Stage 2	1131	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	153	759	1289	-	-
Stage 1	768	-	-	-	-
Stage 2	311	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	153	759	1289	-	-
Mov Cap-2 Maneuver	153	-	-	-	-
Stage 1	768	-	-	-	-
Stage 2	311	-	-	-	-

Approach	SB	SE	NW
HCM Control Delay, s	29.2	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	1289	-	153
HCM Lane V/C Ratio	-	-	-	-	0.026
HCM Control Delay (s)	-	-	0	-	29.2
HCM Lane LOS	-	-	A	-	D
HCM 95th %tile Q(veh)	-	-	0	-	0.1

18: Main St & Arlington St  
Lanes, Volumes, Timings

2029 No-Build AM Peak Hour



Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	0	29	1017	2	13	231
Future Volume (vph)	0	29	1017	2	13	231
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						0.997
Satd. Flow (prot)	1407	0	1845	0	0	1777
Flt Permitted						0.997
Satd. Flow (perm)	1407	0	1845	0	0	1777
Link Speed (mph)	30		30		30	
Link Distance (ft)	464		102		1295	
Travel Time (s)	10.5		2.3		29.4	
Peak Hour Factor	0.52	0.52	0.90	0.90	0.81	0.81
Heavy Vehicles (%)	2%	9%	3%	0%	0%	7%
Adj. Flow (vph)	0	56	1130	2	16	285
Shared Lane Traffic (%)						
Lane Group Flow (vph)	56	0	1132	0	0	301
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0		0	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	63.6%
Analysis Period (min)	15
	ICU Level of Service B

18: Main St & Arlington St  
 HCM 6th TWSC

2029 No-Build AM Peak Hour

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	0	29	1017	2	13	231
Future Vol, veh/h	0	29	1017	2	13	231
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	52	52	90	90	81	81
Heavy Vehicles, %	2	9	3	0	0	7
Mvmt Flow	0	56	1130	2	16	285

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1448	1131	0	0	1132
Stage 1	1131	-	-	-	-
Stage 2	317	-	-	-	-
Critical Hdwy	6.42	6.29	-	-	4.1
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.381	-	-	2.2
Pot Cap-1 Maneuver	145	240	-	-	625
Stage 1	308	-	-	-	-
Stage 2	738	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	141	240	-	-	625
Mov Cap-2 Maneuver	141	-	-	-	-
Stage 1	308	-	-	-	-
Stage 2	716	-	-	-	-

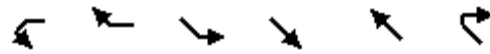
Approach	EB	SE	NW
HCM Control Delay, s	24.5	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	625	-	240	-	-
HCM Lane V/C Ratio	0.026	-	0.232	-	-
HCM Control Delay (s)	10.9	0	24.5	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-



22: Main St & Champney St  
Lanes, Volumes, Timings

2029 No-Build AM Peak Hour



Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	25	139	39	939	373	7
Future Volume (vph)	25	139	39	939	373	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.885				0.997	
Flt Protected	0.992			0.998		
Satd. Flow (prot)	1545	0	0	1756	1773	0
Flt Permitted	0.992			0.998		
Satd. Flow (perm)	1545	0	0	1756	1773	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	652			850	434	
Travel Time (s)	14.8			19.3	9.9	
Peak Hour Factor	0.71	0.71	0.87	0.87	0.66	0.66
Heavy Vehicles (%)	5%	0%	13%	4%	7%	0%
Adj. Flow (vph)	35	196	45	1079	565	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	231	0	0	1124	576	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.04	1.04	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	91.6%
ICU Level of Service	F
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	6.5					
Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations	T			T		
Traffic Vol, veh/h	25	139	39	939	373	7
Future Vol, veh/h	25	139	39	939	373	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	87	87	66	66
Heavy Vehicles, %	5	0	13	4	7	0
Mvmt Flow	35	196	45	1079	565	11

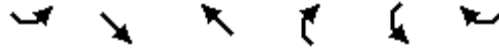
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1740	571	576	0	-	0
Stage 1	571	-	-	-	-	-
Stage 2	1169	-	-	-	-	-
Critical Hdwy	6.45	6.2	4.23	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.3	2.317	-	-	-
Pot Cap-1 Maneuver	94	524	945	-	-	-
Stage 1	559	-	-	-	-	-
Stage 2	291	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	83	524	945	-	-	-
Mov Cap-2 Maneuver	83	-	-	-	-	-
Stage 1	492	-	-	-	-	-
Stage 2	291	-	-	-	-	-

Approach	WB	SE	NW
HCM Control Delay, s	52.5	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NWT	NWRWBLn1	SEL	SET
Capacity (veh/h)	-	-	290	945
HCM Lane V/C Ratio	-	-	0.797	0.047
HCM Control Delay (s)	-	-	52.5	9
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	6.3	0.1

24: Main St & #500 Main St Driveway  
Lanes, Volumes, Timings

2029 No-Build AM Peak Hour



Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	1039	207	0	0	0
Future Volume (vph)	0	1039	207	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
<b>Fr</b>						
<b>Flt Protected</b>						
Satd. Flow (prot)	0	1845	1743	0	1900	0
<b>Flt Permitted</b>						
Satd. Flow (perm)	0	1845	1743	0	1900	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		60	1059		152	
Travel Time (s)		1.4	24.1		3.5	
Peak Hour Factor	0.95	0.95	0.74	0.74	0.25	0.25
Heavy Vehicles (%)	0%	3%	9%	0%	0%	0%
Adj. Flow (vph)	0	1094	280	0	0	0
<b>Shared Lane Traffic (%)</b>						
Lane Group Flow (vph)	0	1094	280	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
<b>Two way Left Turn Lane</b>						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	58.0%
ICU Level of Service	B
Analysis Period (min)	15

24: Main St & #500 Main St Driveway  
 HCM 6th TWSC

2029 No-Build AM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	0	1039	207	0	0	0
Future Vol, veh/h	0	1039	207	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	74	74	25	25
Heavy Vehicles, %	0	3	9	0	0	0
Mvmt Flow	0	1094	280	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	280	0	-	0	1374 280
Stage 1	-	-	-	-	280 -
Stage 2	-	-	-	-	1094 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1294	-	-	-	162 764
Stage 1	-	-	-	-	772 -
Stage 2	-	-	-	-	324 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1294	-	-	-	162 764
Mov Cap-2 Maneuver	-	-	-	-	162 -
Stage 1	-	-	-	-	772 -
Stage 2	-	-	-	-	324 -

Approach	SE	NW	SW
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1
Capacity (veh/h)	-	-	1294	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	-

2: Main St & Primary Site Driveway  
Lanes, Volumes, Timings

2029 No-Build PM Peak Hour



Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	477	1172	0	0	0
Future Volume (vph)	0	477	1172	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1881	1944	0	1963	1963
Flt Permitted						
Satd. Flow (perm)	0	1881	1944	0	1963	1963
Link Speed (mph)		30	30		30	
Link Distance (ft)		139	255		588	
Travel Time (s)		3.2	5.8		13.4	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	542	1332	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	542	1332	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		13	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.96	0.96	0.96	0.96
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	65.0%			ICU Level of Service C		
Analysis Period (min)	15					

2: Main St & Primary Site Driveway  
 HCM 6th TWSC

2029 No-Build PM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	0	477	1172	0	0	0
Future Vol, veh/h	0	477	1172	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	92	92
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	542	1332	0	0	0

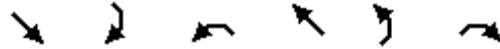
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1332	0	-	0	1874 1332
Stage 1	-	-	-	-	1332 -
Stage 2	-	-	-	-	542 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	525	-	-	-	80 191
Stage 1	-	-	-	-	249 -
Stage 2	-	-	-	-	587 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	525	-	-	-	80 191
Mov Cap-2 Maneuver	-	-	-	-	80 -
Stage 1	-	-	-	-	249 -
Stage 2	-	-	-	-	587 -

Approach	SE	NW	SW
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1	SWLn2
Capacity (veh/h)	-	-	525	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	-	0	0
HCM Lane LOS	-	-	A	-	A	A
HCM 95th %tile Q(veh)	-	-	0	-	-	-

#### 4: Country Kids Development Center Driveway & Main St Lanes, Volumes, Timings

2029 No-Build PM Peak Hour



Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	463	5	17	1155	5	13
Future Volume (vph)	463	5	17	1155	5	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>	0.998				0.903	
Fl <sub>t</sub> Protected				0.999	0.986	
Satd. Flow (prot)	1878	0	0	1880	1692	0
Fl <sub>t</sub> Permitted				0.999	0.986	
Satd. Flow (perm)	1878	0	0	1880	1692	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	247			139	300	
Travel Time (s)	5.6			3.2	6.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.42	0.42
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	526	6	19	1313	12	31
Shared Lane Traffic (%)						
Lane Group Flow (vph)	532	0	0	1332	43	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

#### Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	84.4%
ICU Level of Service	E
Analysis Period (min)	15

4: Country Kids Development Center Driveway & Main St  
 HCM 6th TWSC

2029 No-Build PM Peak Hour

Intersection						
Int Delay, s/veh	0.7					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	463	5	17	1155	5	13
Future Vol, veh/h	463	5	17	1155	5	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	42	42
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	526	6	19	1313	12	31

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	532	0	1880 529
Stage 1	-	-	-	-	529 -
Stage 2	-	-	-	-	1351 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1046	-	79 554
Stage 1	-	-	-	-	595 -
Stage 2	-	-	-	-	244 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1046	-	74 554
Mov Cap-2 Maneuver	-	-	-	-	74 -
Stage 1	-	-	-	-	595 -
Stage 2	-	-	-	-	228 -

















Approach	SE	NW	NE
HCM Control Delay, s	0	0.1	28.1
HCM LOS			D

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	198	1046	-	-	-
HCM Lane V/C Ratio	0.216	0.018	-	-	-
HCM Control Delay (s)	28.1	8.5	0	-	-
HCM Lane LOS	D	A	A	-	-
HCM 95th %tile Q(veh)	0.8	0.1	-	-	-



6: Groton Residential Gardens Driveway/Anytime Fitness Driveway & Main St  
Lanes, Volumes, Timings

2029 No-Build PM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	465	3	5	1149	6	1	1	3	0	0	3
Future Volume (vph)	2	465	3	5	1149	6	1	1	3	0	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.999			0.914			0.865	
Flt Protected								0.991				
Satd. Flow (prot)	0	1879	0	0	1879	0	0	1721	0	0	1589	0
Flt Permitted								0.991				
Satd. Flow (perm)	0	1879	0	0	1879	0	0	1721	0	0	1589	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1292			247			252			198	
Travel Time (s)		29.4			5.6			5.7			4.5	
Peak Hour Factor	0.88	0.88	0.88	0.87	0.87	0.87	0.42	0.42	0.42	0.75	0.75	0.75
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	2	528	3	6	1321	7	2	2	7	0	0	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	533	0	0	1334	0	0	11	0	0	4	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	74.4%					ICU Level of Service D						
Analysis Period (min)	15											

6: Groton Residential Gardens Driveway/Anytime Fitness Driveway & Main St  
 HCM 6th TWSC

2029 No-Build PM Peak Hour

Intersection												
Int Delay, s/veh	0.3											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	465	3	5	1149	6	1	1	3	0	0	3
Future Vol, veh/h	2	465	3	5	1149	6	1	1	3	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	87	87	87	42	42	42	75	75	75
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	2	528	3	6	1321	7	2	2	7	0	0	4

















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1328	0	0	531	0	0	1873	1874	530	1875	1872	1325
Stage 1	-	-	-	-	-	-	534	534	-	1337	1337	-
Stage 2	-	-	-	-	-	-	1339	1340	-	538	535	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	527	-	-	1047	-	-	56	73	553	55	73	192
Stage 1	-	-	-	-	-	-	534	528	-	191	224	-
Stage 2	-	-	-	-	-	-	190	223	-	531	527	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	527	-	-	1047	-	-	54	71	553	52	71	192
Mov Cap-2 Maneuver	-	-	-	-	-	-	54	71	-	52	71	-
Stage 1	-	-	-	-	-	-	531	525	-	190	219	-
Stage 2	-	-	-	-	-	-	182	218	-	519	524	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.1	0	35.2	24.1
HCM LOS			E	C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	131	1047	-	-	527	-	192
HCM Lane V/C Ratio	0.091	0.005	-	-	0.004	-	0.021
HCM Control Delay (s)	35.2	8.5	0	-	11.9	0	24.1
HCM Lane LOS	E	A	A	-	B	A	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	0.1

9: Fitchs Bridge Rd & Main St  
Lanes, Volumes, Timings

2029 No-Build PM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	9	458	0	3	1125	0	2	1	0	3	1	14
Future Volume (vph)	9	458	0	3	1125	0	2	1	0	3	1	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	12	12	12	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												0.891
Flt Protected		0.999						0.964			0.992	
Satd. Flow (prot)	0	1880	0	0	1819	0	0	1832	0	0	1673	0
Flt Permitted		0.999						0.964			0.992	
Satd. Flow (perm)	0	1880	0	0	1819	0	0	1832	0	0	1673	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		233			394			191			183	
Travel Time (s)		5.3			9.0			4.3			4.2	
Peak Hour Factor	0.87	0.87	0.87	0.85	0.85	0.85	0.75	0.75	0.75	0.67	0.67	0.67
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	17%
Adj. Flow (vph)	10	526	0	4	1324	0	3	1	0	4	1	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	536	0	0	1328	0	0	4	0	0	26	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.04	1.00	1.00	1.00	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	70.7%					ICU Level of Service C						
Analysis Period (min)	15											

9: Fitchs Bridge Rd & Main St  
 HCM 6th TWSC

2029 No-Build PM Peak Hour

Intersection												
Int Delay, s/veh	0.8											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	458	0	3	1125	0	2	1	0	3	1	14
Future Vol, veh/h	9	458	0	3	1125	0	2	1	0	3	1	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	85	85	85	75	75	75	67	67	67
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	17
Mvmt Flow	10	526	0	4	1324	0	3	1	0	4	1	21










Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1324	0	0	526	0	0	1889	1878	526	1879	1878	1324
Stage 1	-	-	-	-	-	-	546	546	-	1332	1332	-
Stage 2	-	-	-	-	-	-	1343	1332	-	547	546	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.37
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.453
Pot Cap-1 Maneuver	528	-	-	1051	-	-	54	72	556	55	72	177
Stage 1	-	-	-	-	-	-	526	521	-	192	225	-
Stage 2	-	-	-	-	-	-	189	225	-	525	521	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	528	-	-	1051	-	-	45	69	556	53	69	177
Mov Cap-2 Maneuver	-	-	-	-	-	-	45	69	-	53	69	-
Stage 1	-	-	-	-	-	-	512	507	-	187	222	-
Stage 2	-	-	-	-	-	-	163	222	-	509	507	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.2	0	81.5	43.4
HCM LOS			F	E

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	51	1051	-	-	528	-	120
HCM Lane V/C Ratio	0.078	0.003	-	-	0.02	-	0.224
HCM Control Delay (s)	81.5	8.4	0	-	12	0	43.4
HCM Lane LOS	F	A	A	-	B	A	E
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	0.8

13: Mill St & Main St  
Lanes, Volumes, Timings

2029 No-Build PM Peak Hour

						
Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	403	74	3	1017	155	13
Future Volume (vph)	403	74	3	1017	155	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.979			0.989		
Flt Protected				0.956		
Satd. Flow (prot)	1906	0	0	1881	1916	0
Flt Permitted				0.956		
Satd. Flow (perm)	1906	0	0	1881	1916	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	255			60	175	
Travel Time (s)	5.8			1.4	4.0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	458	84	3	1156	176	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	542	0	0	1159	191	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.00	1.00	0.92	0.92
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	72.0%			ICU Level of Service C		
Analysis Period (min)	15					

13: Mill St & Main St  
 HCM 6th TWSC

2029 No-Build PM Peak Hour

Intersection						
Int Delay, s/veh	40.8					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	403	74	3	1017	155	13
Future Vol, veh/h	403	74	3	1017	155	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	458	84	3	1156	176	15

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	542	0
Stage 1	-	-	-	500
Stage 2	-	-	-	1162
Critical Hdwy	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-
Pot Cap-1 Maneuver	-	-	1037	-
Stage 1	-	-	-	613
Stage 2	-	-	-	300
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1037	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	613
Stage 2	-	-	-	298

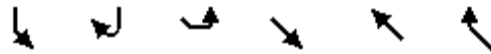
Approach	SE	NW	NE
HCM Control Delay, s	0	0	\$ 404.8
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	114	1037	-	-	-
HCM Lane V/C Ratio	1.675	0.003	-	-	-
HCM Control Delay (s)	\$ 404.8	8.5	0	-	-
HCM Lane LOS	F	A	A	-	-
HCM 95th %tile Q(veh)	14.5	0	-	-	-

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

16: Main St & Taylor St  
Lanes, Volumes, Timings

2029 No-Build PM Peak Hour



Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	1	0	0	425	1004	2
Future Volume (vph)	1	0	0	425	1004	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	8	8	11	11	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1564	0	0	1818	1881	0
Flt Permitted	0.950					
Satd. Flow (perm)	1564	0	0	1818	1881	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	513			1059	102	
Travel Time (s)	11.7			24.1	2.3	
Peak Hour Factor	0.25	0.25	0.90	0.90	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	4	0	0	472	1141	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	472	1143	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	8			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.20	1.20	1.04	1.04	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	63.0%
Analysis Period (min)	15
	ICU Level of Service B

Intersection						
Int Delay, s/veh	0.1					
Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	T			T		
Traffic Vol, veh/h	1	0	0	425	1004	2
Future Vol, veh/h	1	0	0	425	1004	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	25	90	90	88	88
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	4	0	0	472	1141	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1614	1142	1143	0	-	0
Stage 1	1142	-	-	-	-	-
Stage 2	472	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	116	246	619	-	-	-
Stage 1	307	-	-	-	-	-
Stage 2	632	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	116	246	619	-	-	-
Mov Cap-2 Maneuver	116	-	-	-	-	-
Stage 1	307	-	-	-	-	-
Stage 2	632	-	-	-	-	-

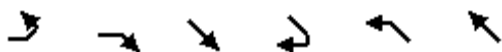
Approach	SB	SE	NW
HCM Control Delay, s	37.1	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	619	-	116
HCM Lane V/C Ratio	-	-	-	-	0.034
HCM Control Delay (s)	-	-	0	-	37.1
HCM Lane LOS	-	-	A	-	E
HCM 95th %tile Q(veh)	-	-	0	-	0.1



18: Main St & Arlington St  
Lanes, Volumes, Timings

2029 No-Build PM Peak Hour



Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	1	17	426	0	26	1005
Future Volume (vph)	1	17	426	0	26	1005
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.874					
Flt Protected	0.997					0.999
Satd. Flow (prot)	1545	0	1881	0	0	1880
Flt Permitted	0.997					0.999
Satd. Flow (perm)	1545	0	1881	0	0	1880
Link Speed (mph)	30		30			30
Link Distance (ft)	464		102			1295
Travel Time (s)	10.5		2.3			29.4
Peak Hour Factor	0.63	0.63	0.90	0.90	0.88	0.88
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	2	27	473	0	30	1142
Shared Lane Traffic (%)						
Lane Group Flow (vph)	29	0	473	0	0	1172
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	83.8%
Analysis Period (min)	15
	ICU Level of Service E

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	1	17	426	0	26	1005
Future Vol, veh/h	1	17	426	0	26	1005
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	63	63	90	90	88	88
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	2	27	473	0	30	1142

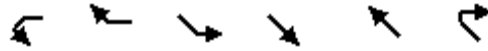
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1675	473	0	0	473	0
Stage 1	473	-	-	-	-	-
Stage 2	1202	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	106	595	-	-	1099	-
Stage 1	631	-	-	-	-	-
Stage 2	287	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	98	595	-	-	1099	-
Mov Cap-2 Maneuver	98	-	-	-	-	-
Stage 1	631	-	-	-	-	-
Stage 2	265	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	13.3	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1099	-	464	-	-
HCM Lane V/C Ratio	0.027	-	0.062	-	-
HCM Control Delay (s)	8.4	0	13.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

22: Main St & Champney St  
Lanes, Volumes, Timings

2029 No-Build PM Peak Hour



Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	22	66	29	516	946	16
Future Volume (vph)	22	66	29	516	946	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.997		
Satd. Flow (prot)	1575	0	0	1814	1878	0
Flt Permitted	0.988			0.997		
Satd. Flow (perm)	1575	0	0	1814	1878	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	652			850	434	
Travel Time (s)	14.8			19.3	9.9	
Peak Hour Factor	0.73	0.73	0.77	0.77	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	30	90	38	670	1075	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	120	0	0	708	1093	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.04	1.04	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	62.8%
Analysis Period (min)	15
	ICU Level of Service B

Intersection						
Int Delay, s/veh	4.6					
Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations	T			T		T
Traffic Vol, veh/h	22	66	29	516	946	16
Future Vol, veh/h	22	66	29	516	946	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	77	77	88	88
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	30	90	38	670	1075	18

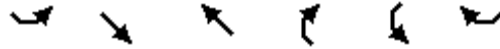
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1830	1084	1093	0	-	0
Stage 1	1084	-	-	-	-	-
Stage 2	746	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	85	266	646	-	-	-
Stage 1	327	-	-	-	-	-
Stage 2	472	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	77	266	646	-	-	-
Mov Cap-2 Maneuver	77	-	-	-	-	-
Stage 1	296	-	-	-	-	-
Stage 2	472	-	-	-	-	-

Approach	WB	SE	NW
HCM Control Delay, s	70.4	0.6	0
HCM LOS	F		

Minor Lane/Major Mvmt	NWT	NWRWBLn1	SEL	SET
Capacity (veh/h)	-	-	165	646
HCM Lane V/C Ratio	-	-	0.731	0.058
HCM Control Delay (s)	-	-	70.4	10.9
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	4.5	0.2

24: Main St & #500 Main St Driveway  
Lanes, Volumes, Timings

2029 No-Build PM Peak Hour



Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	416	1020	0	0	0
Future Volume (vph)	0	416	1020	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
<b>Fr</b>						
<b>Flt Protected</b>						
Satd. Flow (prot)	0	1881	1881	0	1900	0
<b>Flt Permitted</b>						
Satd. Flow (perm)	0	1881	1881	0	1900	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		60	1059		153	
Travel Time (s)		1.4	24.1		3.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.25	0.25
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	473	1159	0	0	0
<b>Shared Lane Traffic (%)</b>						
Lane Group Flow (vph)	0	473	1159	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
<b>Two way Left Turn Lane</b>						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

<b>Intersection Summary</b>	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	57.0% ICU Level of Service B
Analysis Period (min)	15

24: Main St & #500 Main St Driveway  
 HCM 6th TWSC

2029 No-Build PM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	0	416	1020	0	0	0
Future Vol, veh/h	0	416	1020	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	25	25
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	473	1159	0	0	0

Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	1159	0	-	0	1632	1159
Stage 1	-	-	-	-	1159	-
Stage 2	-	-	-	-	473	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	610	-	-	-	113	241
Stage 1	-	-	-	-	301	-
Stage 2	-	-	-	-	631	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	610	-	-	-	113	241
Mov Cap-2 Maneuver	-	-	-	-	113	-
Stage 1	-	-	-	-	301	-
Stage 2	-	-	-	-	631	-

Approach	SE	NW	SW
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1
Capacity (veh/h)	-	-	610	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	-

2: Main St & Primary Site Driveway  
Lanes, Volumes, Timings

2029 Build AM Peak Hour



Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	1163	264	17	55	1
Future Volume (vph)	0	1163	264	17	55	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.992			0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	1845	1796	0	1865	1669
Flt Permitted					0.950	
Satd. Flow (perm)	0	1845	1796	0	1865	1669
Link Speed (mph)		30	30		30	
Link Distance (ft)		139	255		588	
Travel Time (s)		3.2	5.8		13.4	
Peak Hour Factor	0.94	0.94	0.74	0.74	0.92	0.92
Heavy Vehicles (%)	0%	3%	9%	0%	0%	0%
Adj. Flow (vph)	0	1237	357	23	60	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1237	380	0	60	1
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		13	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.96	0.96	0.96	0.96
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	71.2%
Analysis Period (min)	15
	ICU Level of Service C

2: Main St & Primary Site Driveway  
 HCM 6th TWSC

2029 Build AM Peak Hour

Intersection						
Int Delay, s/veh	2.3					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	0	1163	264	17	55	1
Future Vol, veh/h	0	1163	264	17	55	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	74	74	92	92
Heavy Vehicles, %	0	3	9	0	0	0
Mvmt Flow	0	1237	357	23	60	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	380	0	-	0	1606 369
Stage 1	-	-	-	-	369 -
Stage 2	-	-	-	-	1237 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1190	-	-	-	117 681
Stage 1	-	-	-	-	704 -
Stage 2	-	-	-	-	276 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1190	-	-	-	117 681
Mov Cap-2 Maneuver	-	-	-	-	117 -
Stage 1	-	-	-	-	704 -
Stage 2	-	-	-	-	276 -

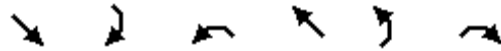
Approach	SE	NW	SW
HCM Control Delay, s	0	0	63.2
HCM LOS			F

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1	SWLn2
Capacity (veh/h)	-	-	1190	-	117	681
HCM Lane V/C Ratio	-	-	-	-	0.511	0.002
HCM Control Delay (s)	-	-	0	-	64.2	10.3
HCM Lane LOS	-	-	A	-	F	B
HCM 95th %tile Q(veh)	-	-	0	-	2.4	0



4: Country Kids Development Center Driveway & Main St  
Lanes, Volumes, Timings

2029 Build AM Peak Hour



Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1159	9	2	286	1	5
Future Volume (vph)	1159	9	2	286	1	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>	0.999				0.892	
Fl <sub>t</sub> Protected					0.990	
Satd. Flow (prot)	1841	0	0	1793	1398	0
Fl <sub>t</sub> Permitted					0.990	
Satd. Flow (perm)	1841	0	0	1793	1398	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	105			139	300	
Travel Time (s)	2.4			3.2	6.8	
Peak Hour Factor	0.94	0.94	0.81	0.81	0.63	0.63
Heavy Vehicles (%)	3%	13%	0%	6%	0%	25%
Adj. Flow (vph)	1233	10	2	353	2	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1243	0	0	355	10	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	71.5%
Analysis Period (min)	15
	ICU Level of Service C

4: Country Kids Development Center Driveway & Main St  
 HCM 6th TWSC

2029 Build AM Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	1159	9	2	286	1	5
Future Vol, veh/h	1159	9	2	286	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	81	81	63	63
Heavy Vehicles, %	3	13	0	6	0	25
Mvmt Flow	1233	10	2	353	2	8

















Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	1243	0	1595	1238
Stage 1	-	-	-	-	1238	-
Stage 2	-	-	-	-	357	-
Critical Hdwy	-	-	4.1	-	6.4	6.45
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.525
Pot Cap-1 Maneuver	-	-	567	-	119	192
Stage 1	-	-	-	-	276	-
Stage 2	-	-	-	-	713	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	567	-	119	192
Mov Cap-2 Maneuver	-	-	-	-	119	-
Stage 1	-	-	-	-	276	-
Stage 2	-	-	-	-	710	-

Approach	SE	NW	NE
HCM Control Delay, s	0	0.1	26.9
HCM LOS			D

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	174	567	-	-	-
HCM Lane V/C Ratio	0.055	0.004	-	-	-
HCM Control Delay (s)	26.9	11.4	0	-	-
HCM Lane LOS	D	B	A	-	-
HCM 95th %tile Q(veh)	0.2	0	-	-	-

6: Groton Residential Gardens Driveway/Anytime Fitness Driveway & Main St  
Lanes, Volumes, Timings

2029 Build AM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	5	1161	0	0	259	5	3	0	2	5	0	5
Future Volume (vph)	5	1161	0	0	259	5	3	0	2	5	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.998			0.949			0.932	
Flt Protected								0.970			0.976	
Satd. Flow (prot)	0	1845	0	0	1791	0	0	1749	0	0	1671	0
Flt Permitted								0.970			0.976	
Satd. Flow (perm)	0	1845	0	0	1791	0	0	1749	0	0	1671	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1292			141			252			198	
Travel Time (s)		29.4			3.2			5.7			4.5	
Peak Hour Factor	0.95	0.95	0.95	0.80	0.80	0.80	0.63	0.63	0.63	0.50	0.50	0.50
Heavy Vehicles (%)	0%	3%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	5	1222	0	0	324	6	5	0	3	10	0	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1227	0	0	330	0	0	8	0	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	75.1%
ICU Level of Service	D
Analysis Period (min)	15

6: Groton Residential Gardens Driveway/Anytime Fitness Driveway & Main St  
 HCM 6th TWSC

2029 Build AM Peak Hour

Intersection												
Int Delay, s/veh	0.6											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1161	0	0	259	5	3	0	2	5	0	5
Future Vol, veh/h	5	1161	0	0	259	5	3	0	2	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	80	80	80	63	63	63	50	50	50
Heavy Vehicles, %	0	3	0	0	6	0	0	0	0	0	0	0
Mvmt Flow	5	1222	0	0	324	6	5	0	3	10	0	10

















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	330	0	0	1222	0	0	1564	1562	1222	1561	1559	327
Stage 1	-	-	-	-	-	-	1232	1232	-	327	327	-
Stage 2	-	-	-	-	-	-	332	330	-	1234	1232	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1241	-	-	578	-	-	92	113	221	92	113	719
Stage 1	-	-	-	-	-	-	219	252	-	690	651	-
Stage 2	-	-	-	-	-	-	686	649	-	218	252	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1241	-	-	578	-	-	90	112	221	90	112	719
Mov Cap-2 Maneuver	-	-	-	-	-	-	90	112	-	90	112	-
Stage 1	-	-	-	-	-	-	216	249	-	681	651	-
Stage 2	-	-	-	-	-	-	676	649	-	212	249	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0	0	37.7	30.7
HCM LOS			E	D

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	118	578	-	-	1241	-	160
HCM Lane V/C Ratio	0.067	-	-	-	0.004	-	0.125
HCM Control Delay (s)	37.7	0	-	-	7.9	0	30.7
HCM Lane LOS	E	A	-	-	A	A	D
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	0.4

9: Fitchs Bridge Rd & Main St  
Lanes, Volumes, Timings

2029 Build AM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	23	1143	0	0	265	0	0	1	2	8	0	17
Future Volume (vph)	23	1143	0	0	265	0	0	1	2	8	0	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	12	12	12	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt								0.916			0.907	
Flt Protected		0.999									0.985	
Satd. Flow (prot)	0	1862	0	0	1749	0	0	1326	0	0	1677	0
Flt Permitted		0.999									0.985	
Satd. Flow (perm)	0	1862	0	0	1749	0	0	1326	0	0	1677	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		233			394			191			183	
Travel Time (s)		5.3			9.0			4.3			4.2	
Peak Hour Factor	0.90	0.90	0.90	0.75	0.75	0.75	0.38	0.38	0.38	0.71	0.71	0.71
Heavy Vehicles (%)	0%	2%	0%	0%	5%	0%	0%	0%	50%	14%	0%	15%
Adj. Flow (vph)	26	1270	0	0	353	0	0	3	5	11	0	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1296	0	0	353	0	0	8	0	0	35	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.04	1.00	1.00	1.00	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	93.4%
ICU Level of Service	F
Analysis Period (min)	15

9: Fitchs Bridge Rd & Main St  
 HCM 6th TWSC

2029 Build AM Peak Hour

Intersection												
Int Delay, s/veh	1											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	1143	0	0	265	0	0	1	2	8	0	17
Future Vol, veh/h	23	1143	0	0	265	0	0	1	2	8	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	75	75	75	38	38	38	71	71	71
Heavy Vehicles, %	0	2	0	0	5	0	0	0	50	14	0	15
Mvmt Flow	26	1270	0	0	353	0	0	3	5	11	0	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	353	0	0	1270	0	0	1687	1675	1270	1679	1675	353
Stage 1	-	-	-	-	-	-	1322	1322	-	353	353	-
Stage 2	-	-	-	-	-	-	365	353	-	1326	1322	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.7	7.24	6.5	6.35
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.24	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.24	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.75	3.626	4	3.435
Pot Cap-1 Maneuver	1217	-	-	554	-	-	75	96	163	70	96	662
Stage 1	-	-	-	-	-	-	195	228	-	640	634	-
Stage 2	-	-	-	-	-	-	658	634	-	181	228	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1217	-	-	554	-	-	68	89	163	63	89	662
Mov Cap-2 Maneuver	-	-	-	-	-	-	68	89	-	63	89	-
Stage 1	-	-	-	-	-	-	181	211	-	593	634	-
Stage 2	-	-	-	-	-	-	634	634	-	160	211	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.2	0	35	32.9
HCM LOS			E	D

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	128	554	-	-	1217	-	164
HCM Lane V/C Ratio	0.062	-	-	-	0.021	-	0.215
HCM Control Delay (s)	35	0	-	-	8	0	32.9
HCM Lane LOS	E	A	-	-	A	A	D
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	0.8

13: Mill St & Main St  
Lanes, Volumes, Timings

2029 Build AM Peak Hour



Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1074	144	3	219	62	14
Future Volume (vph)	1074	144	3	219	62	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.984				0.975	
Flt Protected				0.999	0.961	
Satd. Flow (prot)	1880	0	0	1743	1868	0
Flt Permitted				0.999	0.961	
Satd. Flow (perm)	1880	0	0	1743	1868	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	255			60	175	
Travel Time (s)	5.8			1.4	4.0	
Peak Hour Factor	0.95	0.95	0.74	0.74	0.64	0.64
Heavy Vehicles (%)	3%	1%	0%	9%	2%	0%
Adj. Flow (vph)	1131	152	4	296	97	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1283	0	0	300	119	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.00	1.00	0.92	0.92
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	76.2%
Analysis Period (min)	15
	ICU Level of Service D

Intersection						
Int Delay, s/veh	6.9					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	1074	144	3	219	62	14
Future Vol, veh/h	1074	144	3	219	62	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	74	74	64	64
Heavy Vehicles, %	3	1	0	9	2	0
Mvmt Flow	1131	152	4	296	97	22

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1283	0	1511
Stage 1	-	-	-	-	1207
Stage 2	-	-	-	-	304
Critical Hdwy	-	-	4.1	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.2	-	3.518
Pot Cap-1 Maneuver	-	-	548	-	132
Stage 1	-	-	-	-	283
Stage 2	-	-	-	-	748
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	548	-	131
Mov Cap-2 Maneuver	-	-	-	-	131
Stage 1	-	-	-	-	283
Stage 2	-	-	-	-	741

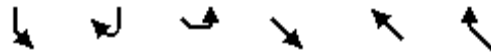
Approach	SE	NW	NE
HCM Control Delay, s	0	0.2	97.9
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	142	548	-	-	-
HCM Lane V/C Ratio	0.836	0.007	-	-	-
HCM Control Delay (s)	97.9	11.6	0	-	-
HCM Lane LOS	F	B	A	-	-
HCM 95th %tile Q(veh)	5.4	0	-	-	-



16: Main St & Taylor St  
Lanes, Volumes, Timings

2029 Build AM Peak Hour



Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	1	0	0	1067	246	0
Future Volume (vph)	1	0	0	1067	246	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	8	8	11	11	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1564	0	0	1783	1776	0
Flt Permitted	0.950					
Satd. Flow (perm)	1564	0	0	1783	1776	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	513			1059	102	
Travel Time (s)	11.7			24.1	2.3	
Peak Hour Factor	0.25	0.25	0.90	0.90	0.81	0.81
Heavy Vehicles (%)	0%	0%	0%	3%	7%	0%
Adj. Flow (vph)	4	0	0	1186	304	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	1186	304	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	8			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.20	1.20	1.04	1.04	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	66.2%
Analysis Period (min)	15
	ICU Level of Service C

Intersection						
Int Delay, s/veh	0.1					
Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	T			T		
Traffic Vol, veh/h	1	0	0	1067	246	0
Future Vol, veh/h	1	0	0	1067	246	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	25	90	90	81	81
Heavy Vehicles, %	0	0	0	3	7	0
Mvmt Flow	4	0	0	1186	304	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1490	304	304	0	-	0
Stage 1	304	-	-	-	-	-
Stage 2	1186	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	138	740	1268	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	293	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	138	740	1268	-	-	-
Mov Cap-2 Maneuver	138	-	-	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	293	-	-	-	-	-

Approach	SB	SE	NW
HCM Control Delay, s	31.9	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	1268	-	138
HCM Lane V/C Ratio	-	-	-	-	0.029
HCM Control Delay (s)	-	-	0	-	31.9
HCM Lane LOS	-	-	A	-	D
HCM 95th %tile Q(veh)	-	-	0	-	0.1

18: Main St & Arlington St  
Lanes, Volumes, Timings

2029 Build AM Peak Hour



Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	0	29	1066	2	13	246
Future Volume (vph)	0	29	1066	2	13	246
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						0.998
Satd. Flow (prot)	1407	0	1845	0	0	1778
Flt Permitted						0.998
Satd. Flow (perm)	1407	0	1845	0	0	1778
Link Speed (mph)	30		30		30	
Link Distance (ft)	464		102		1295	
Travel Time (s)	10.5		2.3		29.4	
Peak Hour Factor	0.52	0.52	0.90	0.90	0.81	0.81
Heavy Vehicles (%)	2%	9%	3%	0%	0%	7%
Adj. Flow (vph)	0	56	1184	2	16	304
Shared Lane Traffic (%)						
Lane Group Flow (vph)	56	0	1186	0	0	320
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0		0	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	66.2%
Analysis Period (min)	15
	ICU Level of Service C

18: Main St & Arlington St  
 HCM 6th TWSC

2029 Build AM Peak Hour

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	0	29	1066	2	13	246
Future Vol, veh/h	0	29	1066	2	13	246
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	52	52	90	90	81	81
Heavy Vehicles, %	2	9	3	0	0	7
Mvmt Flow	0	56	1184	2	16	304

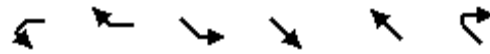
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1521	1185	0	0	1186
Stage 1	1185	-	-	-	-
Stage 2	336	-	-	-	-
Critical Hdwy	6.42	6.29	-	-	4.1
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.381	-	-	2.2
Pot Cap-1 Maneuver	130	223	-	-	596
Stage 1	290	-	-	-	-
Stage 2	724	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	126	223	-	-	596
Mov Cap-2 Maneuver	126	-	-	-	-
Stage 1	290	-	-	-	-
Stage 2	701	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	26.4	0	0.6
HCM LOS	D		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	596	-	223	-	-
HCM Lane V/C Ratio	0.027	-	0.25	-	-
HCM Control Delay (s)	11.2	0	26.4	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1	-	-

22: Main St & Champney St  
Lanes, Volumes, Timings

2029 Build AM Peak Hour



Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	25	140	42	985	387	7
Future Volume (vph)	25	140	42	985	387	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.885				0.998	
Flt Protected	0.993			0.998		
Satd. Flow (prot)	1547	0	0	1756	1774	0
Flt Permitted	0.993			0.998		
Satd. Flow (perm)	1547	0	0	1756	1774	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	652			850	434	
Travel Time (s)	14.8			19.3	9.9	
Peak Hour Factor	0.71	0.71	0.87	0.87	0.66	0.66
Heavy Vehicles (%)	5%	0%	13%	4%	7%	0%
Adj. Flow (vph)	35	197	48	1132	586	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	232	0	0	1180	597	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.04	1.04	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	95.0%
ICU Level of Service	F
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	8.2					
Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations	T			T		T
Traffic Vol, veh/h	25	140	42	985	387	7
Future Vol, veh/h	25	140	42	985	387	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	87	87	66	66
Heavy Vehicles, %	5	0	13	4	7	0
Mvmt Flow	35	197	48	1132	586	11

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1820	592	597	0	-	0
Stage 1	592	-	-	-	-	-
Stage 2	1228	-	-	-	-	-
Critical Hdwy	6.45	6.2	4.23	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.3	2.317	-	-	-
Pot Cap-1 Maneuver	84	510	928	-	-	-
Stage 1	547	-	-	-	-	-
Stage 2	273	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	72	510	928	-	-	-
Mov Cap-2 Maneuver	72	-	-	-	-	-
Stage 1	471	-	-	-	-	-
Stage 2	273	-	-	-	-	-

Approach	WB	SE	NW
HCM Control Delay, s	69.2	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NWT	NWRWBLn1	SEL	SET
Capacity (veh/h)	-	-	265	928
HCM Lane V/C Ratio	-	-	0.877	0.052
HCM Control Delay (s)	-	-	69.2	9.1
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	7.5	0.2

26: Main St & #500 Main St Driveway  
Lanes, Volumes, Timings

2029 Build AM Peak Hour



Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	1088	222	0	0	0
Future Volume (vph)	0	1088	222	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
<b>Fr</b>						
<b>Flt Protected</b>						
Satd. Flow (prot)	0	1845	1743	0	1900	0
<b>Flt Permitted</b>						
Satd. Flow (perm)	0	1845	1743	0	1900	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		60	1059		149	
Travel Time (s)		1.4	24.1		3.4	
Peak Hour Factor	0.95	0.95	0.74	0.74	0.25	0.25
Heavy Vehicles (%)	0%	3%	9%	0%	0%	0%
Adj. Flow (vph)	0	1145	300	0	0	0
<b>Shared Lane Traffic (%)</b>						
Lane Group Flow (vph)	0	1145	300	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
<b>Two way Left Turn Lane</b>						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	60.6%
ICU Level of Service	B
Analysis Period (min)	15

26: Main St & #500 Main St Driveway  
 HCM 6th TWSC

2029 Build AM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	0	1088	222	0	0	0
Future Vol, veh/h	0	1088	222	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	74	74	25	25
Heavy Vehicles, %	0	3	9	0	0	0
Mvmt Flow	0	1145	300	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	300	0	-	0	1445 300
Stage 1	-	-	-	-	300 -
Stage 2	-	-	-	-	1145 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1273	-	-	-	147 744
Stage 1	-	-	-	-	756 -
Stage 2	-	-	-	-	306 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1273	-	-	-	147 744
Mov Cap-2 Maneuver	-	-	-	-	147 -
Stage 1	-	-	-	-	756 -
Stage 2	-	-	-	-	306 -

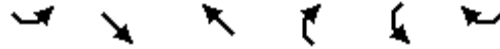
Approach	SE	NW	SW
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1
Capacity (veh/h)	-	-	1273	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	-



2: Main St & Primary Site Driveway  
Lanes, Volumes, Timings

2029 Build PM Peak Hour



Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	1	477	1172	48	31	1
Future Volume (vph)	1	477	1172	48	31	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.995			0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	1881	1935	0	1865	1669
Flt Permitted					0.950	
Satd. Flow (perm)	0	1881	1935	0	1865	1669
Link Speed (mph)		30	30		30	
Link Distance (ft)		139	255		588	
Travel Time (s)		3.2	5.8		13.4	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	1	542	1332	55	34	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	543	1387	0	34	1
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		13	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.96	0.96	0.96	0.96
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	74.6%
Analysis Period (min)	15
	ICU Level of Service D

2: Main St & Primary Site Driveway  
 HCM 6th TWSC

2029 Build PM Peak Hour

Intersection						
Int Delay, s/veh	1.5					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	1	477	1172	48	31	1
Future Vol, veh/h	1	477	1172	48	31	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	92	92
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	1	542	1332	55	34	1

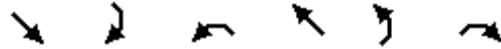
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1387	0	-	0	1904 1360
Stage 1	-	-	-	-	1360 -
Stage 2	-	-	-	-	544 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	500	-	-	-	77 183
Stage 1	-	-	-	-	241 -
Stage 2	-	-	-	-	586 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	500	-	-	-	77 183
Mov Cap-2 Maneuver	-	-	-	-	77 -
Stage 1	-	-	-	-	240 -
Stage 2	-	-	-	-	586 -

Approach	SE	NW	SW
HCM Control Delay, s	0	0	82.2
HCM LOS			F

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1	SWLn2
Capacity (veh/h)	-	-	500	-	77	183
HCM Lane V/C Ratio	-	-	0.002	-	0.438	0.006
HCM Control Delay (s)	-	-	12.2	0	84	24.8
HCM Lane LOS	-	-	B	A	F	C
HCM 95th %tile Q(veh)	-	-	0	-	1.8	0

#### 4: Country Kids Development Center Driveway & Main St Lanes, Volumes, Timings

2029 Build PM Peak Hour



Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	464	5	17	1156	5	13
Future Volume (vph)	464	5	17	1156	5	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>	0.998				0.903	
Fl <sub>t</sub> Protected				0.999	0.986	
Satd. Flow (prot)	1878	0	0	1880	1692	0
Fl <sub>t</sub> Permitted				0.999	0.986	
Satd. Flow (perm)	1878	0	0	1880	1692	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	105			139	300	
Travel Time (s)	2.4			3.2	6.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.42	0.42
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	527	6	19	1314	12	31
Shared Lane Traffic (%)						
Lane Group Flow (vph)	533	0	0	1333	43	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

#### Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	84.4%
ICU Level of Service	E
Analysis Period (min)	15

4: Country Kids Development Center Driveway & Main St  
 HCM 6th TWSC

2029 Build PM Peak Hour

Intersection						
Int Delay, s/veh	0.7					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	464	5	17	1156	5	13
Future Vol, veh/h	464	5	17	1156	5	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	42	42
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	527	6	19	1314	12	31

















Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	533	0	1882 530
Stage 1	-	-	-	-	530 -
Stage 2	-	-	-	-	1352 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1045	-	79 553
Stage 1	-	-	-	-	594 -
Stage 2	-	-	-	-	243 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1045	-	74 553
Mov Cap-2 Maneuver	-	-	-	-	74 -
Stage 1	-	-	-	-	594 -
Stage 2	-	-	-	-	227 -

Approach	SE	NW	NE
HCM Control Delay, s	0	0.1	28.1
HCM LOS			D

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	198	1045	-	-	-
HCM Lane V/C Ratio	0.216	0.018	-	-	-
HCM Control Delay (s)	28.1	8.5	0	-	-
HCM Lane LOS	D	A	A	-	-
HCM 95th %tile Q(veh)	0.8	0.1	-	-	-

6: Groton Residential Gardens Driveway/Anytime Fitness Driveway & Main St  
Lanes, Volumes, Timings

2029 Build PM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	466	3	5	1150	6	1	1	3	0	0	3
Future Volume (vph)	2	466	3	5	1150	6	1	1	3	0	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.999			0.914			0.865	
Flt Protected								0.991				
Satd. Flow (prot)	0	1879	0	0	1879	0	0	1721	0	0	1589	0
Flt Permitted								0.991				
Satd. Flow (perm)	0	1879	0	0	1879	0	0	1721	0	0	1589	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1292			141			252			198	
Travel Time (s)		29.4			3.2			5.7			4.5	
Peak Hour Factor	0.88	0.88	0.88	0.87	0.87	0.87	0.42	0.42	0.42	0.75	0.75	0.75
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	2	530	3	6	1322	7	2	2	7	0	0	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	535	0	0	1335	0	0	11	0	0	4	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

**Intersection Summary**

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 74.4%      ICU Level of Service D

Analysis Period (min) 15

6: Groton Residential Gardens Driveway/Anytime Fitness Driveway & Main St  
 HCM 6th TWSC

2029 Build PM Peak Hour

Intersection												
Int Delay, s/veh	0.3											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	466	3	5	1150	6	1	1	3	0	0	3
Future Vol, veh/h	2	466	3	5	1150	6	1	1	3	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	87	87	87	42	42	42	75	75	75
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	2	530	3	6	1322	7	2	2	7	0	0	4

















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1329	0	0	533	0	0	1876	1877	532	1878	1875	1326
Stage 1	-	-	-	-	-	-	536	536	-	1338	1338	-
Stage 2	-	-	-	-	-	-	1340	1341	-	540	537	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	526	-	-	1045	-	-	55	72	551	55	73	192
Stage 1	-	-	-	-	-	-	532	527	-	190	224	-
Stage 2	-	-	-	-	-	-	190	223	-	530	526	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	526	-	-	1045	-	-	53	70	551	52	71	192
Mov Cap-2 Maneuver	-	-	-	-	-	-	53	70	-	52	71	-
Stage 1	-	-	-	-	-	-	529	524	-	189	219	-
Stage 2	-	-	-	-	-	-	182	218	-	518	523	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.1	0	35.5	24.1
HCM LOS			E	C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	130	1045	-	-	526	-	192
HCM Lane V/C Ratio	0.092	0.005	-	-	0.004	-	0.021
HCM Control Delay (s)	35.5	8.5	0	-	11.9	0	24.1
HCM Lane LOS	E	A	A	-	B	A	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	0.1

9: Fitchs Bridge Rd & Main St  
Lanes, Volumes, Timings

2029 Build PM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	9	459	0	3	1126	0	2	1	0	3	1	14
Future Volume (vph)	9	459	0	3	1126	0	2	1	0	3	1	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	12	12	12	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												0.891
Flt Protected		0.999						0.964			0.992	
Satd. Flow (prot)	0	1880	0	0	1819	0	0	1832	0	0	1673	0
Flt Permitted		0.999						0.964			0.992	
Satd. Flow (perm)	0	1880	0	0	1819	0	0	1832	0	0	1673	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		233			394			191			183	
Travel Time (s)		5.3			9.0			4.3			4.2	
Peak Hour Factor	0.87	0.87	0.87	0.85	0.85	0.85	0.75	0.75	0.75	0.67	0.67	0.67
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	17%
Adj. Flow (vph)	10	528	0	4	1325	0	3	1	0	4	1	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	538	0	0	1329	0	0	4	0	0	26	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.04	1.00	1.00	1.00	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

**Intersection Summary**

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 70.8%      ICU Level of Service C

Analysis Period (min) 15

9: Fitchs Bridge Rd & Main St  
 HCM 6th TWSC

2029 Build PM Peak Hour

Intersection												
Int Delay, s/veh	0.8											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	459	0	3	1126	0	2	1	0	3	1	14
Future Vol, veh/h	9	459	0	3	1126	0	2	1	0	3	1	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	85	85	85	75	75	75	67	67	67
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	17
Mvmt Flow	10	528	0	4	1325	0	3	1	0	4	1	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1325	0	0	528	0	0	1892	1881	528	1882	1881	1325
Stage 1	-	-	-	-	-	-	548	548	-	1333	1333	-
Stage 2	-	-	-	-	-	-	1344	1333	-	549	548	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.37
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.453
Pot Cap-1 Maneuver	528	-	-	1049	-	-	54	72	554	55	72	177
Stage 1	-	-	-	-	-	-	524	520	-	192	225	-
Stage 2	-	-	-	-	-	-	189	225	-	524	520	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	528	-	-	1049	-	-	45	69	554	53	69	177
Mov Cap-2 Maneuver	-	-	-	-	-	-	45	69	-	53	69	-
Stage 1	-	-	-	-	-	-	510	506	-	187	222	-
Stage 2	-	-	-	-	-	-	163	222	-	509	506	-











Approach	SE	NW	NE	SW
HCM Control Delay, s	0.2	0	81.5	43.4
HCM LOS			F	E

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	51	1049	-	-	528	-	120
HCM Lane V/C Ratio	0.078	0.003	-	-	0.02	-	0.224
HCM Control Delay (s)	81.5	8.4	0	-	12	0	43.4
HCM Lane LOS	F	A	A	-	B	A	E
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	0.8



13: Mill St & Main St  
Lanes, Volumes, Timings

2029 Build PM Peak Hour

						
Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	430	78	3	1060	160	13
Future Volume (vph)	430	78	3	1060	160	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.979				0.990	
Flt Protected					0.956	
Satd. Flow (prot)	1906	0	0	1881	1918	0
Flt Permitted					0.956	
Satd. Flow (perm)	1906	0	0	1881	1918	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	255			60	175	
Travel Time (s)	5.8			1.4	4.0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	489	89	3	1205	182	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	578	0	0	1208	197	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.00	1.00	0.92	0.92
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	74.5%			ICU Level of Service D		
Analysis Period (min)	15					

13: Mill St & Main St  
 HCM 6th TWSC

2029 Build PM Peak Hour

Intersection						
Int Delay, s/veh	52.6					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	430	78	3	1060	160	13
Future Vol, veh/h	430	78	3	1060	160	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	489	89	3	1205	182	15

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	578	0	1745
Stage 1	-	-	-	-	534
Stage 2	-	-	-	-	1211
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1006	-	~96
Stage 1	-	-	-	-	592
Stage 2	-	-	-	-	285
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1006	-	~95
Mov Cap-2 Maneuver	-	-	-	-	~95
Stage 1	-	-	-	-	592
Stage 2	-	-	-	-	282

Approach	SE	NW	NE
HCM Control Delay, s	0	0	\$ 530.3
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	101	1006	-	-	-
HCM Lane V/C Ratio	1.946	0.003	-	-	-
HCM Control Delay (s)	\$ 530.3	8.6	0	-	-
HCM Lane LOS	F	A	A	-	-
HCM 95th %tile Q(veh)	16.4	0	-	-	-

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

16: Main St & Taylor St  
Lanes, Volumes, Timings

2029 Build PM Peak Hour



Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	1	0	0	452	1047	2
Future Volume (vph)	1	0	0	452	1047	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	8	8	11	11	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1564	0	0	1818	1881	0
Flt Permitted	0.950					
Satd. Flow (perm)	1564	0	0	1818	1881	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	513			1059	102	
Travel Time (s)	11.7			24.1	2.3	
Peak Hour Factor	0.25	0.25	0.90	0.90	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	4	0	0	502	1190	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	502	1192	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	8			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.20	1.20	1.04	1.04	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	65.2%
Analysis Period (min)	15
	ICU Level of Service C

Intersection						
Int Delay, s/veh	0.1					
Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	T			T		
Traffic Vol, veh/h	1	0	0	452	1047	2
Future Vol, veh/h	1	0	0	452	1047	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	25	90	90	88	88
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	4	0	0	502	1190	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1693	1191	1192	0	-	0
Stage 1	1191	-	-	-	-	-
Stage 2	502	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	103	231	593	-	-	-
Stage 1	291	-	-	-	-	-
Stage 2	612	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	103	231	593	-	-	-
Mov Cap-2 Maneuver	103	-	-	-	-	-
Stage 1	291	-	-	-	-	-
Stage 2	612	-	-	-	-	-

Approach	SB	SE	NW
HCM Control Delay, s	41.4	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	593	-	103
HCM Lane V/C Ratio	-	-	-	-	0.039
HCM Control Delay (s)	-	-	0	-	41.4
HCM Lane LOS	-	-	A	-	E
HCM 95th %tile Q(veh)	-	-	0	-	0.1

18: Main St & Arlington St  
Lanes, Volumes, Timings

2029 Build PM Peak Hour



Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	1	17	453	0	26	1048
Future Volume (vph)	1	17	453	0	26	1048
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.874					
Flt Protected	0.997					0.999
Satd. Flow (prot)	1545	0	1881	0	0	1880
Flt Permitted	0.997					0.999
Satd. Flow (perm)	1545	0	1881	0	0	1880
Link Speed (mph)	30		30			30
Link Distance (ft)	464		102			1295
Travel Time (s)	10.5		2.3			29.4
Peak Hour Factor	0.63	0.63	0.90	0.90	0.88	0.88
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	2	27	503	0	30	1191
Shared Lane Traffic (%)						
Lane Group Flow (vph)	29	0	503	0	0	1221
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	86.1%
Analysis Period (min)	15
	ICU Level of Service E

18: Main St & Arlington St  
 HCM 6th TWSC

2029 Build PM Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	1	17	453	0	26	1048
Future Vol, veh/h	1	17	453	0	26	1048
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	63	63	90	90	88	88
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	2	27	503	0	30	1191

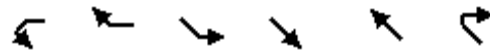
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1754	503	0	0	503	0
Stage 1	503	-	-	-	-	-
Stage 2	1251	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	95	573	-	-	1072	-
Stage 1	612	-	-	-	-	-
Stage 2	272	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	87	573	-	-	1072	-
Mov Cap-2 Maneuver	87	-	-	-	-	-
Stage 1	612	-	-	-	-	-
Stage 2	249	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	13.8	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1072	-	437	-	-
HCM Lane V/C Ratio	0.028	-	0.065	-	-
HCM Control Delay (s)	8.5	0	13.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

22: Main St & Champney St  
Lanes, Volumes, Timings

2029 Build PM Peak Hour



Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	22	69	31	541	986	16
Future Volume (vph)	22	69	31	541	986	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.897				0.998	
Flt Protected	0.988			0.997		
Satd. Flow (prot)	1572	0	0	1814	1878	0
Flt Permitted	0.988			0.997		
Satd. Flow (perm)	1572	0	0	1814	1878	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	652			850	434	
Travel Time (s)	14.8			19.3	9.9	
Peak Hour Factor	0.73	0.73	0.77	0.77	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Adj. Flow (vph)	30	95	40	703	1120	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	125	0	0	743	1138	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.04	1.04	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	65.9%
ICU Level of Service	C
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	5.8					
Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations	T			T		T
Traffic Vol, veh/h	22	69	31	541	986	16
Future Vol, veh/h	22	69	31	541	986	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	77	77	88	88
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	30	95	40	703	1120	18

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1912	1129	1138	0	-	0
Stage 1	1129	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	76	251	621	-	-	-
Stage 1	312	-	-	-	-	-
Stage 2	454	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	68	251	621	-	-	-
Mov Cap-2 Maneuver	68	-	-	-	-	-
Stage 1	279	-	-	-	-	-
Stage 2	454	-	-	-	-	-

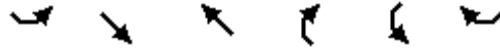
Approach	WB	SE	NW
HCM Control Delay, s	90.1	0.6	0
HCM LOS	F		

Minor Lane/Major Mvmt	NWT	NWRWBLn1	SEL	SET
Capacity (veh/h)	-	-	152	621
HCM Lane V/C Ratio	-	-	0.82	0.065
HCM Control Delay (s)	-	-	90.1	11.2
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	5.3	0.2



26: Main St & #500 Main St Driveway  
Lanes, Volumes, Timings

2029 Build PM Peak Hour



Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	443	1063	0	0	0
Future Volume (vph)	0	443	1063	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
<b>Fr</b>						
Flt Protected						
Satd. Flow (prot)	0	1881	1881	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1881	1881	0	1900	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		60	1059		155	
Travel Time (s)		1.4	24.1		3.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.25	0.25
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	0	503	1208	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	503	1208	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
<b>Two way Left Turn Lane</b>						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	59.3%			ICU Level of Service B		
Analysis Period (min)	15					

26: Main St & #500 Main St Driveway  
 HCM 6th TWSC

2029 Build PM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	0	443	1063	0	0	0
Future Vol, veh/h	0	443	1063	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	25	25
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	503	1208	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1208	0	-	0	1711 1208
Stage 1	-	-	-	-	1208 -
Stage 2	-	-	-	-	503 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	585	-	-	-	101 225
Stage 1	-	-	-	-	286 -
Stage 2	-	-	-	-	612 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	585	-	-	-	101 225
Mov Cap-2 Maneuver	-	-	-	-	101 -
Stage 1	-	-	-	-	286 -
Stage 2	-	-	-	-	612 -

Approach	SE	NW	SW
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1
Capacity (veh/h)	-	-	585	- -
HCM Lane V/C Ratio	-	-	-	- -
HCM Control Delay (s)	-	-	0	- 0
HCM Lane LOS	-	-	A	- A
HCM 95th %tile Q(veh)	-	-	0	- -

## **Sight Distance Worksheets**

---



# Sight Distance Calculations

Proposed Mixed-Use Development, Groton, MA

## Inputs

Posted Speed Limit = 40 mph EB and 40 mph WB

Direction 1 = Main Street EB	85% Speed = 43	mph	Grade = 0	t = 2.5 s	a = 11.2 ft/s <sup>2</sup>
Direction 2 = Main Street WB	85% Speed = 43	mph	Grade = 0	t = 2.5 s	a = 11.2 ft/s <sup>2</sup>
				Left: t <sub>g</sub> = 7.5 s	
				Right: t <sub>g</sub> = 6.5 s	

SSD = Reaction Distance + Braking Distance

Reaction Distance = 1.47 x V x t

Braking Distance = V<sup>2</sup> / (30 x ((a/32.2) + G))

ISD = 1.47 x V x t<sub>g</sub>

Where

- t = reaction time (sec)
- t<sub>g</sub> = time gap for minor road vehicle to enter the major road
- V = travel speed (mph)
- G = roadway grade
- a = deceleration rate (ft/s<sup>2</sup>)

## Calculations

	<u>Reaction</u> <u>Distance (ft)</u>	<u>Brake</u> <u>Distance (ft)</u>	<u>SSD (ft)</u>
Main Street EB	158.0	177.2	335
Main Street WB	158.0	177.2	335

For 43 mph:

Left Turn ISD =	474	ft
Right Turn ISD =	411	ft

For 43 mph:

Left Turn ISD =	474	ft
Right Turn ISD =	411	ft