

Ref: 10202

July 23, 2025

Mr. Woody Knight, Chair  
Town of Newbury Planning Board  
Town Hall  
12 Kent Way  
Byfield, MA 01922

Attn. Ms. Kristen Grubbs, Planning Director

Re: Response to Transportation Peer Review  
Proposed Newbury Heights Residential Development – 34 Central Street  
Newbury, Massachusetts

Dear Chair Knight and Members of the Planning Board:

Vanasse & Associates, Inc. (VAI) is providing responses to the comments that were raised in the July 1, 2025 letter prepared by MDM Transportation Consultants, Inc. (MDM) concerning their review of the December 30, 2024 *Transportation Impact Assessment* (the “December 2024 TIA”) that was prepared by VAI in support of the proposed residential development to be known as Newbury Heights and located at 34 Central Street in Newbury, Massachusetts (hereafter referred to as the “Project”). Listed below are the comments that were identified by MDM in the subject letter followed by our response on behalf of the Project proponent. Where indicated, additional information will be provided by another member of the Project team.

### ***Traffic Impact Study Comments***

#### ***Existing Conditions***

##### ***1. Study Area: Study locations include:***

- ☐ *Central Street at the I-95 southbound ramps*
- ☐ *Central Street at the I-95 northbound ramps*
- ☐ *Central Street at Orchard Street*

***Comment 1: MDM concurs that the study locations along Central Street are appropriate primary study locations and in context with the likely traffic impacts for the Project; however, the intersections of Central Street at Central Court and Central Street at Fruit Street should be included as a study locations given its proximity to the proposed site driveway intersection and potential influence on traffic operations and/or safety.***

**Response:** The study area has been expanded to include the intersections of Central Street at Central Court and Central Street at Fruit Street. Turning movement counts were performed at the expanded study area intersections during the weekday morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak periods on Wednesday, July 9, 2025, and are attached.

*2. Traffic Volumes: Traffic volumes for study locations were conducted in December 2024 for the weekday morning (7:00 – 9:00 AM) and weekday evening (4:00 – 6:00 PM) peak periods. The TIA indicates that December is an above average month based on MassDOT’s 2023 weekday seasonal factors for minor arterials, collector roadways and local roads; hence no seasonal adjustment was applied.*

*Comment 2: MDM has independently reviewed MassDOT permanent count station data that is local to the project area for seasonal fluctuations; MassDOT local permanent count stations 5010 and 5085 indicates that December is a below average travel month. The Proponent should review MassDOT permanent count station data for the area and update the analysis to reflect average season conditions. As a point of reference, we further note that prior November 2019 data for this segment of Central Street indicates a higher daily total vehicle count (just under 7,000 adt) versus the December 2024 data of 6,570 adt.*

**Response:** VAI has reviewed the monthly traffic volume data for MassDOT permanent count station No.’s 5010 (I-95, south of Scotland Road in Newbury) and 5085 (I-95 north of Topsfield Road in Boxford). Both count stations are located on an interstate highway, which, as expected, will have different seasonal traffic variations to those on a local roadway such as Central Street which may not be subject to the same season traffic volume fluctuations. It is for this reason that MassDOT specifies that the seasonal and monthly average adjustment factors should be based primarily upon MassDOT’s Weekday Seasonal Factors file,<sup>1</sup> which was referenced in December 2024 TIA and used to evaluate the seasonal variation for Central Street. In addition, while the pre-pandemic (2019) count on Central Street is a reference point, it is not a predictor of current traffic volumes along Central Street.

MassDOT permanent count station No. 5010 is located in closer proximity to the Project site and includes traffic volume data for December 2024, the month that the traffic counts that form the basis of the December 2024 TIA were completed. A review of the traffic count data for this count station indicates that traffic volumes on I-95 in Newbury are approximately 6% below average-month conditions. As such and as requested by MDM, the December 2024 traffic count data was increased by 6% (multiplied by 1.06). The traffic volume data for the expanded study area intersections that was collected in July 2025 did not require adjustment as traffic counts are representative of above-average conditions. For the purpose of this evaluation, the July 2025 peak-hour traffic volumes for the expanded study area intersections were added to the revised 2024 peak-hour traffic volume network and the traffic volumes were balanced upward where necessary between the intersections.

---

<sup>1</sup>Traffic and Safety Engineering 25% Design Submission Guidelines; MassDOT Highway Division; Revised 5/31/2022.



The revised 2024 Existing weekday morning and evening peak-hour traffic volumes are shown on Figures 3R and 4R. Figures 5R and 6R depict the revised 2032 No-Build condition weekday morning and evening peak-hour traffic volumes, which were developed following the methodology described in the December 2024 TIA.

The trip-distribution map and Project-generated peak-hour traffic volume networks were revised to include the expanded study area intersections and are included as Figures 7R, 8R and 9R, with the revised 2032 Build condition peak-hour traffic volumes shown on Figures 10R and 11R.

*3. Safety Analysis: The TIA presents relevant crash data for the study intersections between 2017 and 2021 from MassDOT's crash database; these data indicate that the study intersections have crash rates below MassDOT's statewide and District average crash rates and that none of the intersections are listed as high crash locations (HSIP) by MassDOT.*

*Comment 3: MDM acknowledges the safety analysis provided which indicate below-average crash experience at the TIA study locations. However, data is limited to the period through 2021 and should be expanded to include the period through 2024 (the latest available MassDOT crash portal data) and should include the intersections of Central Street at Central Court and Central Street at Fruit Street as these locations are immediately proximate to the Site and serve as the "gateway" along Central Street through which most Site trips will travel. Review of local police crash records is also requested for the latest available 3-year period to inform potential safety improvements and/or Site access modifications.*

**Response:** The motor vehicle crash analysis has been expanded to include data from MassDOT through 2024 and to include the expanded study area intersections (Central Street at Central Court and Central Street at Fruit Street). We note that MassDOT has not validated crash data after 2021 and, as such, the information is subject to change and is the reason that post 2021 crash data is used for informational purposes but not as a part of the formal crash rate assessment as the data is subject to change. The expanded motor vehicle crash data is summarized in Table 4R.

As can be seen in Table 4R, the study area intersections experienced a relatively small number of motor vehicle crashes, averaging fewer than one (1) crash per year. All of the study intersections were found to have a motor vehicle crash rate below the MassDOT average crash rates for similar intersections. The MassDOT motor vehicle crash data and Crash Rate Worksheets are attached.

In addition, the Newbury Police Department was contacted to verify the MassDOT crash data and to obtain any additional crash records. Two (2) additional crashes were identified by the Newbury Police Department that occurred along Central Street between Larkin Road and Orchard Street and not at a study area intersection. The Police Department confirmed that the MassDOT data at the study area intersections is consistent with their records.



Future Conditions

*4. Traffic Growth: Future traffic volumes are projected in the TIA to a 7-year horizon using 1.0 percent per year compounded annual growth. Four (4) specific developments were included as background projects that include several smaller residential subdivisions of 5 or fewer units and a larger (24-unit) subdivision at 55 Pearson Drive.*

*Comment 4: MDM concurs with the 7-year horizon using 1.0 percent per year annual growth; this growth factor reasonably accounts for the smaller residential subdivision projects identified in the study. Inclusion of trip generated by the larger (24-unit) 55 Pearson Drive Development is also appropriate.*

**Response: No response required.**

*5. Trip Generation: Trip estimates for the Project are appropriately based on characteristics published by the Institute of Transportation Engineers (ITE) in Trip Generation 11th Edition for Land Use Code (LUC) 215 – Single Family Housing (Attached). The project (new traffic and pass-by) is estimated to generate approximately 17 vehicular trips (4 entering and 13 exiting) during a weekday morning peak hour, 22 vehicular trips (13 entering and 9 exiting) during a weekday evening peak hour, and 286 vehicular trips on a weekday.*

*Comment 5: MDM concurs that the application of ITE trip rates and the methodology used in the TIA to estimate trip generation present a reasonable basis of estimating peak hour trip characteristics of the proposed use.*

**Response: No response required.**

*6. Trip Distribution: Trip patterns for Site traffic presented in the TIA are based on census and Journey-to-Work data for residents of Newbury for the residential traffic.*

*Comment 6: MDM concurs with the Journey-to-Work data to forecast trip distribution for residents. The resulting distribution patterns is reasonable and supported by existing travel patterns and journey-to work data.*

**Response: No response required.**

*7. Operational analyses are presented in the TIA follow generally accepted traffic engineering practices and protocols. Field review of existing traffic operations at the study intersections are generally consistent with TIA analysis for existing conditions with no notable discrepancies; existing traffic operations are unconstrained with no notable delays or vehicle queues.*

*Comment 7: MDM concurs that the operations analysis as presented shows that no material changes will result from the project; however, the Proponent should update the operations analysis following seasonal adjustment of baseline traffic volumes and inclusion of the nearby Central Court and Fruit Street intersections.*

**Response: The traffic operations analysis has been updated to reflect the revised 2024 Existing, 2032 No-Build and 2032 Build peak-hour traffic volumes and to include the expanded study area intersections (Central Street at Central Court and Central Street at Fruit Street). The revised analysis is summarized in Table 6R and**



**continues to indicate that the Project will not result in a significant impact (increase) on motorist delays or vehicle queuing at the study area intersections.**

**As can be seen in Table 6R and consistent with the findings of the December 2024 TIA, with the exception of left-turn movements from the I-95 southbound ramps, all movements at the study area intersections were shown to continue to at a level-of-service (LOS) of D or better (generally defined as “acceptable” operating conditions) with the addition of Project-related traffic. Left-turn movements from the I-95 southbound ramps to Central Street were shown to operate over capacity (i.e., LOS “F”) during the weekday morning peak-hour under 2024 Existing conditions, independent of the Project, with Project-related impacts during this peak-hour defined as an increase in average motorist delay of less than 20 seconds that resulted in a corresponding increase in vehicle queuing of up to one (1) vehicle. During the weekday evening peak-hour, the addition of Project-related traffic to this movement was shown to result in a change in level of service from LOS D to LOS E as a result of an increase in average motorist delay of 2.2 seconds, which is not considered a significant impact.**

**All movements exiting the Project site driveway to Central Street are predicted to operate at LOS C during the weekday morning peak-hour and at LOS B during the weekday evening peak-hour with negligible vehicle queuing, consistent with the findings of the December 2024 TIA.**

*8. Sight Line: The TIA indicates that minimum AASHTO required stopping sight distance (SSD) and intersection sight line (ISD) criteria may be met based on a 40-mph design speed of along Central Street with clearing of vegetation within the sight triangle areas.*

***Comment 8: Field review of sight lines for the proposed driveway location indicates that significant roadside regrading and/or vegetative removal will be necessary to achieve the minimum sight line distance of 305 feet looking to/from the east of the driveway. Achievable sight line distance should be confirmed by a sight line profile plan based on field survey to ensure that minimum sight line criteria can be met, and preferably the ideal sight line criteria if possible.***

***MDM also notes the close proximity of Central Court to the proposed driveway location (approximately 80 feet to the west); the proximity and skewed alignment presents a safety concern as motorists seeking to turn left from Central Court may be confused by vehicles that appear to be turning onto Central Court from the west but actually proceed to the Site driveway. Likewise, Central Court vehicles turning right but looking left at an extreme skew for oncoming eastbound vehicles would be in potential conflict with vehicles concurrently turning from the site driveway. MDM therefore advises Applicant consider modification of the Central Court alignment to provide perpendicular orientation to Central Street, which would further separate the Site driveway and facilitate turns with less potential vehicle conflict.***

***In lieu of the above intersection adjustments/roadside modifications and based on discussions with the Planning Department, Applicant may wish to consider an alternative driveway location further east along the property frontage, or alternatively at a location adjacent to the fire department property to increase sight lines and provide greater separation from Central Court. Alignment further east near the fire department property would require property easement but would ideally place the driveway at a location that provides much greater visibility and sight lines.***





*Additionally, MDM recommends that the Applicant identify constraints/feasibility of site access via Central Court as an alternative to Central Street access; this evaluation should specifically describe environmental barriers/impacts and necessary mitigative measures that may be warranted to achieve a driveway design that meets good design practices. The evaluation should be provided in context of realigning the Central Court approach to Central Street to provide perpendicular alignment to improve sight lines and facilitate traffic movements to/from Central Court.*

**Response:** A sight triangle plan has been prepared for the Project site driveway intersection that indicates the location of the recommended vegetation trimming/removal, all of which is located within the Project site or along the Project site frontage, and is included as an attachment. As shown thereon, with the selective trimming/removal of trees and vegetation, the available lines of sight will exceed the required minimum sight distance for the Project site driveway to function in a safe.

In addition and as depicted on the sight triangle plan, the Project proponent has evaluated opportunities to realign Central Court to form a perpendicular intersection with Central Street and to increase the separation to the Project site driveway. As shown thereon and in conjunction with the Project subject to receipt of all necessary rights, permits and approvals, the Project proponent will realign Central Court to shift the centerline approximate 40-feet to the west to create a perpendicular intersection with Central Court. This shift in alignment will increase the separation between the centerline of the Project site driveway and the realigned Central Court from 125 feet to 180 feet.

The Project proponent has evaluated relocating the Project site access to Central Court. The construction of a driveway to Central Court would require a wetland crossing and alternation that would not be allowed (approved) given that a viable access that does not require the alteration of wetlands can be developed along the Project site frontage on Central Street.

*9. Mitigation/Roadway Improvements. The TIA recommends pedestrian accommodation features that include extension of the Central Street sidewalk from its current terminus at Central Court to the Site driveway, associated improvements to crossing points and reconstruction of the existing Central Street pedestrian crossing at Fruit Street including provision of accessible ramps and warning signs to ensure ADA compliance and guidance under the Manual of Uniform Traffic Control Devices (MUTCD).*

*Comment 9. MDM concurs with these pedestrian improvements but recommends that at a minimum conceptual layout of the improvements be provided identifying key features (sidewalk alignment, ramp locations, marking and signs) relative to right-of-way. As the crossing of Central Street would likely generate more activity by project residents, and given the high travel speeds along Central Street, consideration should also be given to placement of pedestrian-activated rapid rectangular flashing beacons (RRFBs) at the crossing to enhance safety.*

*As stated under Comment 8, MDM also notes the close proximity of Central Court to the proposed driveway location (approximately 80 feet to the west); the proximity and skewed alignment presents a safety concern as motorists seeking to turn left from Central Court may be confused by vehicles that appear to be turning onto Central Court from the west but actually proceed to the Site driveway. MDM therefore advises Applicant consider modification of the Central Court alignment to provide*



*perpendicular orientation to Central Street, which would further separate the Site driveway and facilitate turns with less potential vehicle conflict.*

**Response:** The Site Plan for the Project has been revised to include the realignment of Central Court as described in response to Comment 8 and to include the construction of a sidewalk along the Project site frontage to the realigned Central Court and westerly to the existing crosswalk across Central Street at Fruit Street. Americans with Disabilities Act (ADA) compliant wheelchair ramps will be constructed for crossing both the realigned Central Court and Central Street at the Fruit Street crosswalk. In addition and as requested by MDM, a pedestrian actuated Rectangular Rapid Flashing Beacon (RRFB) with accompanying pedestrian crossing warning signs will be installed for the Central Street crossing. These improvements will be constructed as a part of the Project subject to receipt of all necessary rights, permits and approvals. An Off-Site Improvement Plan that depicts these improvements is attached.

*10. Transportation Demand Management Programming: A list of TDM measures for the project aimed at encouraging alternative modes of transportation to single occupant vehicles (SOV's) includes the following:*

- ☐ *A transportation coordinator, who may have other responsibilities, should be assigned for the Project to coordinate the TDM program;*
- ☐ *A “welcome packet” should be provided to new residents detailing available transportation options, including those offered by the COA;*
- ☐ *Pedestrian accommodations should be incorporated into the Project site and should include a sidewalk that should extend to Central Court where a sidewalk should be provided along the south side of Central Street to the existing crosswalk across Central Street at Fruit Street; and*
- ☐ *Consideration should be given to installing bicycle racks at one or more of the parks that are to be located within the Project site.*

*Comment 10: MDM concurs with the framework of the TDM program for the project.*

**Response:** No response required.

#### ***General Site Plan Comments***

*11. General Site Plan Comments (Transportation):*

- (a) Provide swept path analysis/modeling for the site using the current Fire Department tower vehicle/template dimensions. Modeling should include movements to/from the site driveway and circulation of the site.*

**Response:** The requested plan will be provided by Beals Associates under separate cover.



- (b) Bicycle parking locations should be identified on the site plan to include loop racks for visitors at park areas.*

**Response:** A revised Site Plan showing the location of bicycle parking within the Project site will be provided by Beals Associates under separate cover.

- (c) The Site Design Plan should clearly indicate intersection sight triangles and include a note citing that "Signs, landscaping and other features located within sight triangle areas shall be designed, installed and maintained so as not to exceed 2.0-feet in height. Snow windrows located within sight triangle areas that exceed 3.5-feet in height or that would otherwise inhibit sight lines shall be promptly removed."*

**Response:** The sight triangle areas will be added to the revised Site Plan and will be provided by Beals Associates under separate cover.

- (d) Snow storage areas should be added to the final site plan to ensure that circulation and parking areas are maintained unimpeded during winter months.*

**Response:** The snow storage areas will be added to the final Site Plan.

- (e) Consideration should be given to shifting the driveway outside the influence area of the Central Court intersection with Central Street; this may be achieved by realignment of Central Court perpendicular to Central Street per Comment 9. Alternatively, location further east should be considered pending availability/feasibility of easement through adjoining property or a driveway along Central Court per Comment 8.*

**Response:** As discussed in response to Comment 8, the Project proponent will realign Central Court to the west to form a perpendicular intersection with Central Street and to increase the separation between Central Court and the Project site driveway. These improvements will be constructed as a part of the Project subject to receipt of all necessary rights, permits and approvals.

- (f) The TIA recommends extension of the sidewalk along Central Street from Central Court to the Site; this sidewalk extension and ADA ramps/crossing of the driveway should be included on the Site Plan set.*

**Response:** The internal sidewalk has been extended to Central Street and a new sidewalk will be constructed along the south side of Central Street between the Project site driveway and the existing crosswalk across Central Street at Fruit Street. ADA compliant wheelchair ramps will be provided for crossing Central Court and for the crosswalk across Central Street at Fruit Street, where a pedestrian actuated RRFB will be installed with accompanying pedestrian crossing warning signs. These improvements are depicted on the attached Off-Site Improvement Plan and will be constructed as a part of the Project subject to receipt of all necessary rights, permits and approvals.



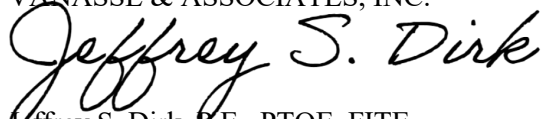


Mr. Woody Knight, Chair  
Town of Newbury Planning Board  
July 23, 2025  
Page 9 of 9

We trust that this information is responsive to the comments that were identified in the July 1, 2025 letter prepared by MDM concerning their review of the materials that have been submitted in support of the Project. If you should have any questions or would like to discuss the responses from the Project team in more detail, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.

A handwritten signature in black ink that reads "Jeffrey S. Dirk". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Jeffrey S. Dirk, P.E., PTOE, FITE  
Managing Partner

*Professional Engineer in CT, MA, ME, NH, RI, and VA*

JSD/jsd

Attachments



OFF-SITE IMPROVEMENT NOTES

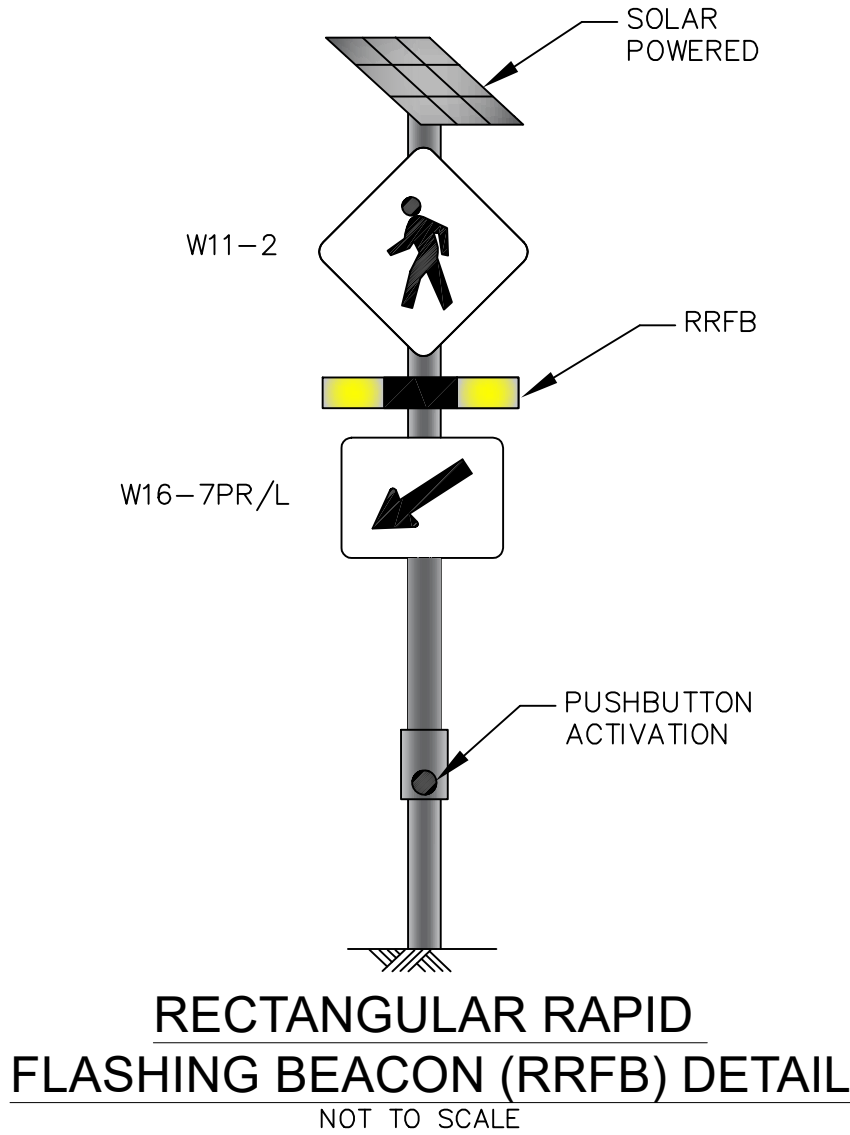
1. RECTANGULAR RAPID FLASHING BEACON (RRFB) ADVANCED WARNING SIGNS TO BE PLACED 200 FEET FROM RRFB. THE LOCATION TOWARDS ROUTE 95 IS OUTSIDE OF THE PROJECT SURVEY AND SHALL BE VERIFIED IN FIELD.

PREPARED FOR:

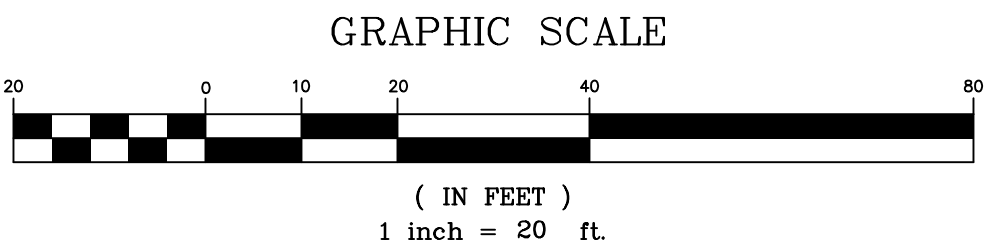
MHOC LLC  
11 BOBBY JONES DRIVE  
ANDOVER, MA 01810



70 PORTSMOUTH AVE,  
THIRD FLOOR, SUITE 2  
STRATHAM, N.H. 03885  
PHONE: 603-583-4860,  
FAX: 603-583-4863



APPROVED BY THE NEWBURY PLANNING BOARD	DATE:
RECORDING AGENT:	

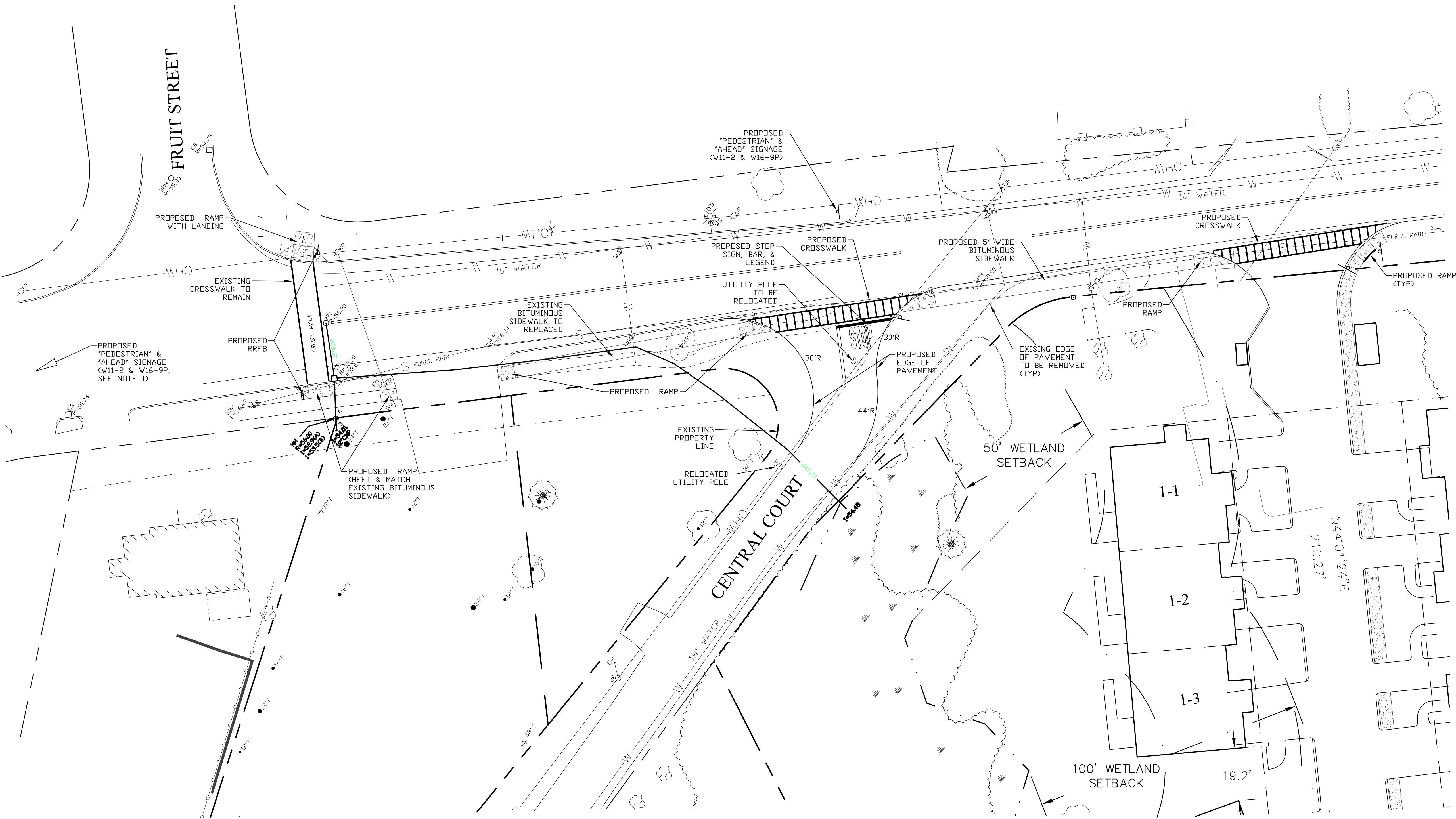


REVISIONS: DATE:

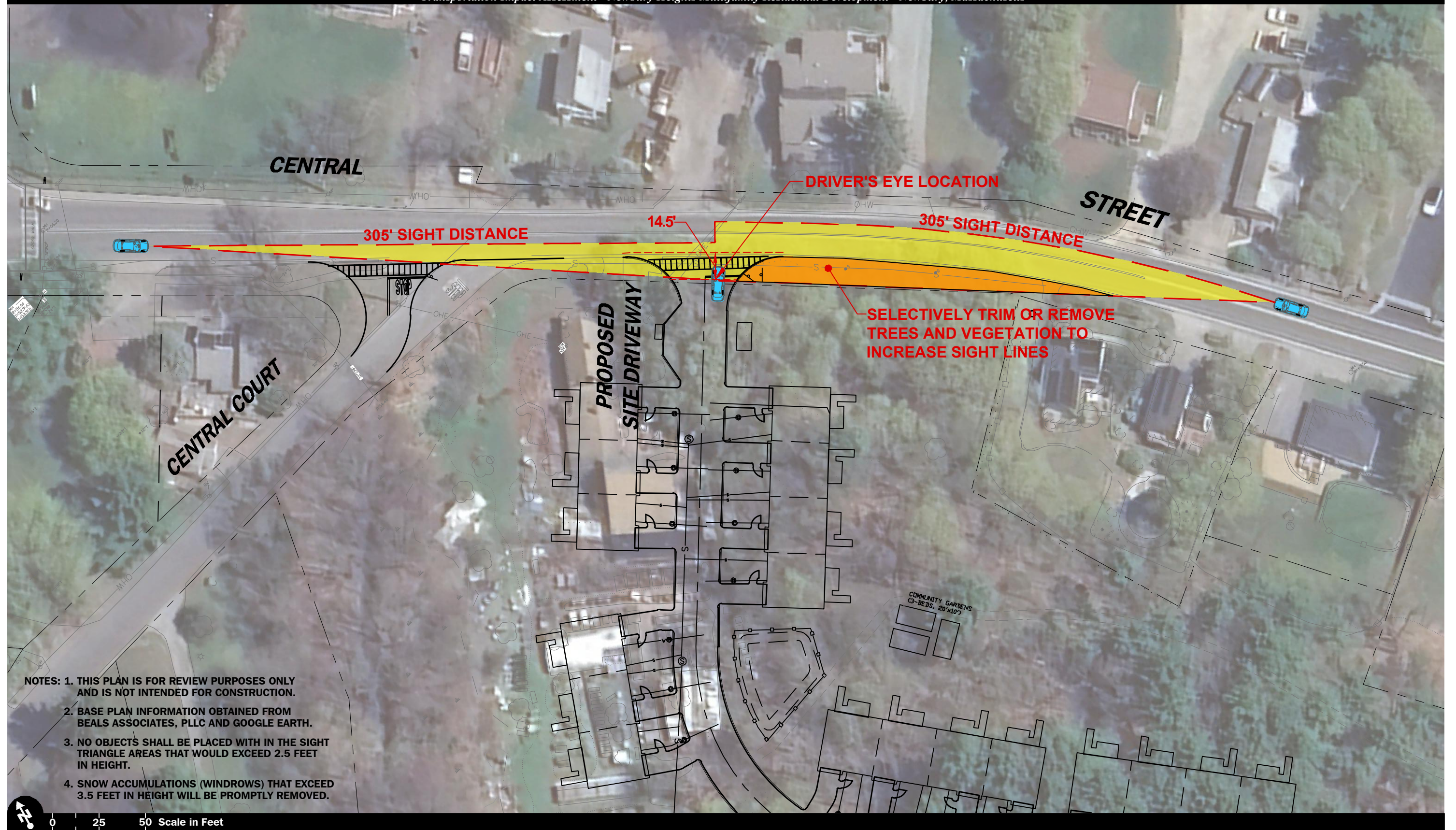
OFF-SITE IMPROVEMENT PLAN

PLAN FOR:  
RESIDENTIAL DEVELOPMENT  
34 CENTRAL STREET  
NEWBURY, MA

DATE:	JULY 2025	SCALE:	1"=20'
PROJ. NO:	NH-1507	SHEET NO.	1 OF 1









## ATTACHMENTS

---

REVISED TRAFFIC VOLUME NETWORKS (FIGURES 3R – 11R)

TURNING MOVEMENT COUNT DATA

SEASONAL ADJUSTMENT

REVISED MOTOR VEHICLE CRASH DATA TABLE (TABLE 4R)

REVISED MASSDOT CRASH DATA

REVISED MASSDOT CRASH RATE WORKSHEETS

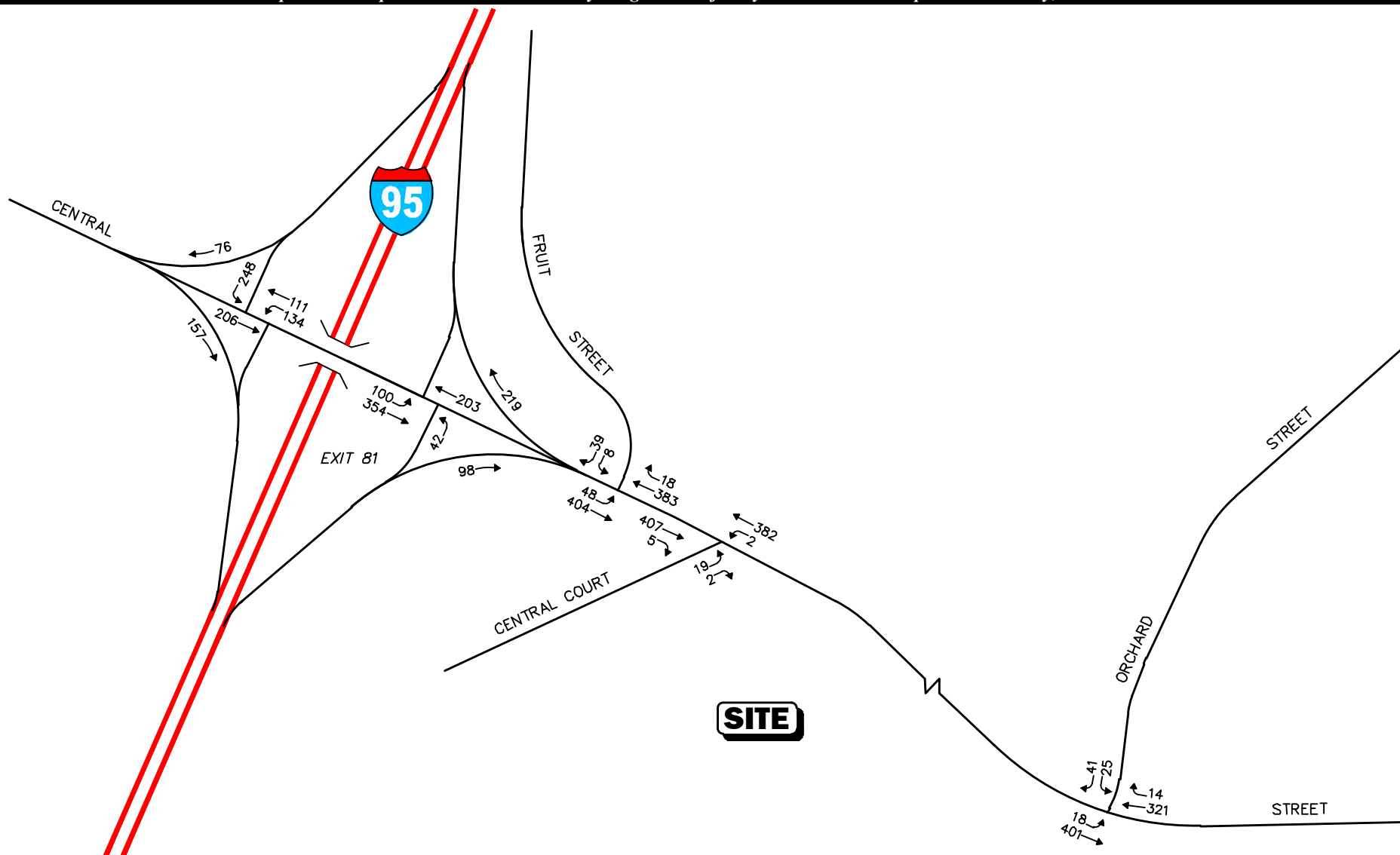
REVISED BACKGROUND DEVELOPMENT TRAFFIC VOLUME NETWORKS

REVISED TRAFFIC OPERATIONS ANALYSIS TABLE (TABLE 6R)

REVISED CAPACITY ANALYSIS WORKSHEETS

## REVISED TRAFFIC VOLUME NETWORKS (FIGURES 3R – 11R)

---



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

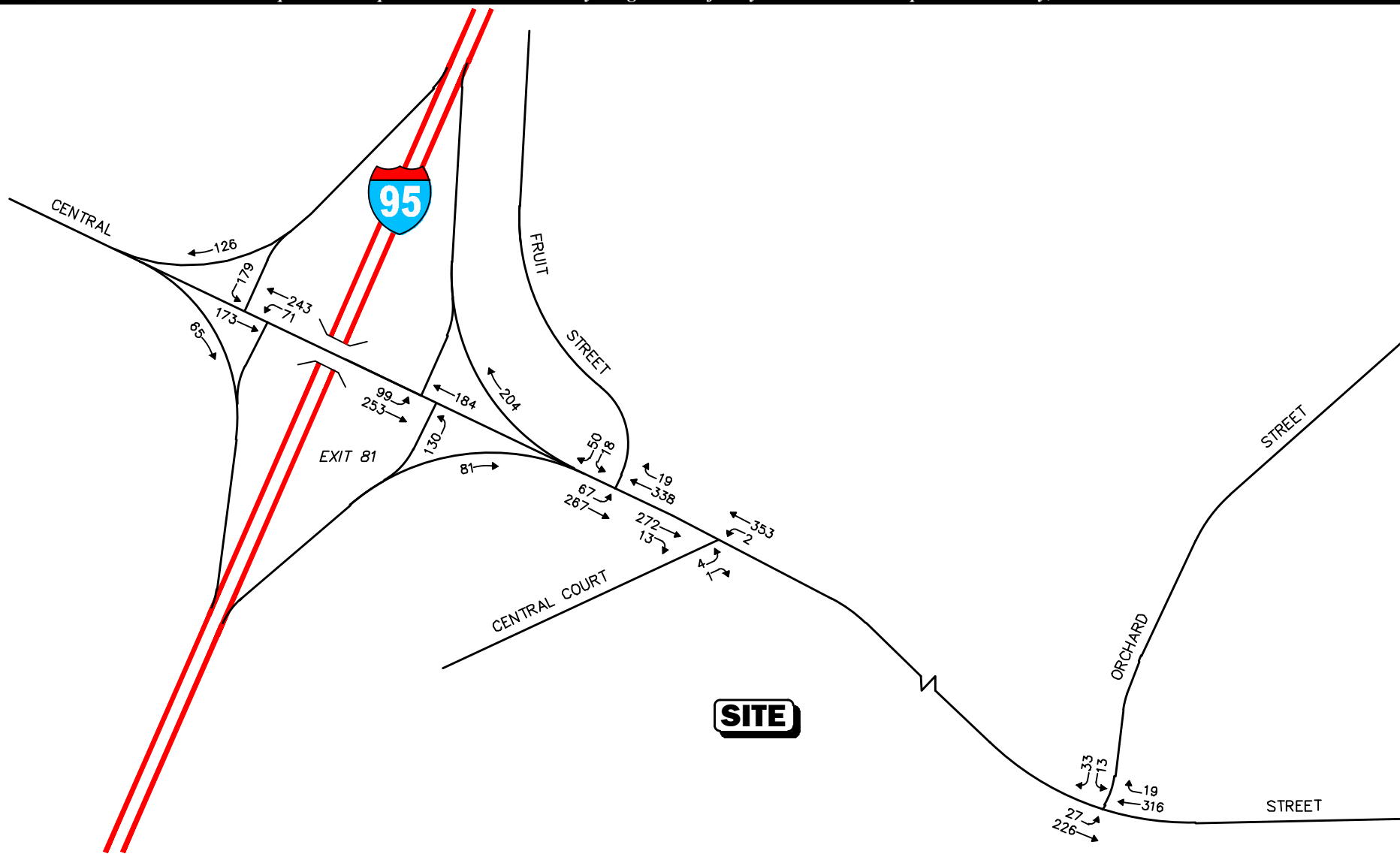
Not to scale.



Figure 3R

2024 Existing  
Weekday Morning  
Peak-Hour Traffic Volumes





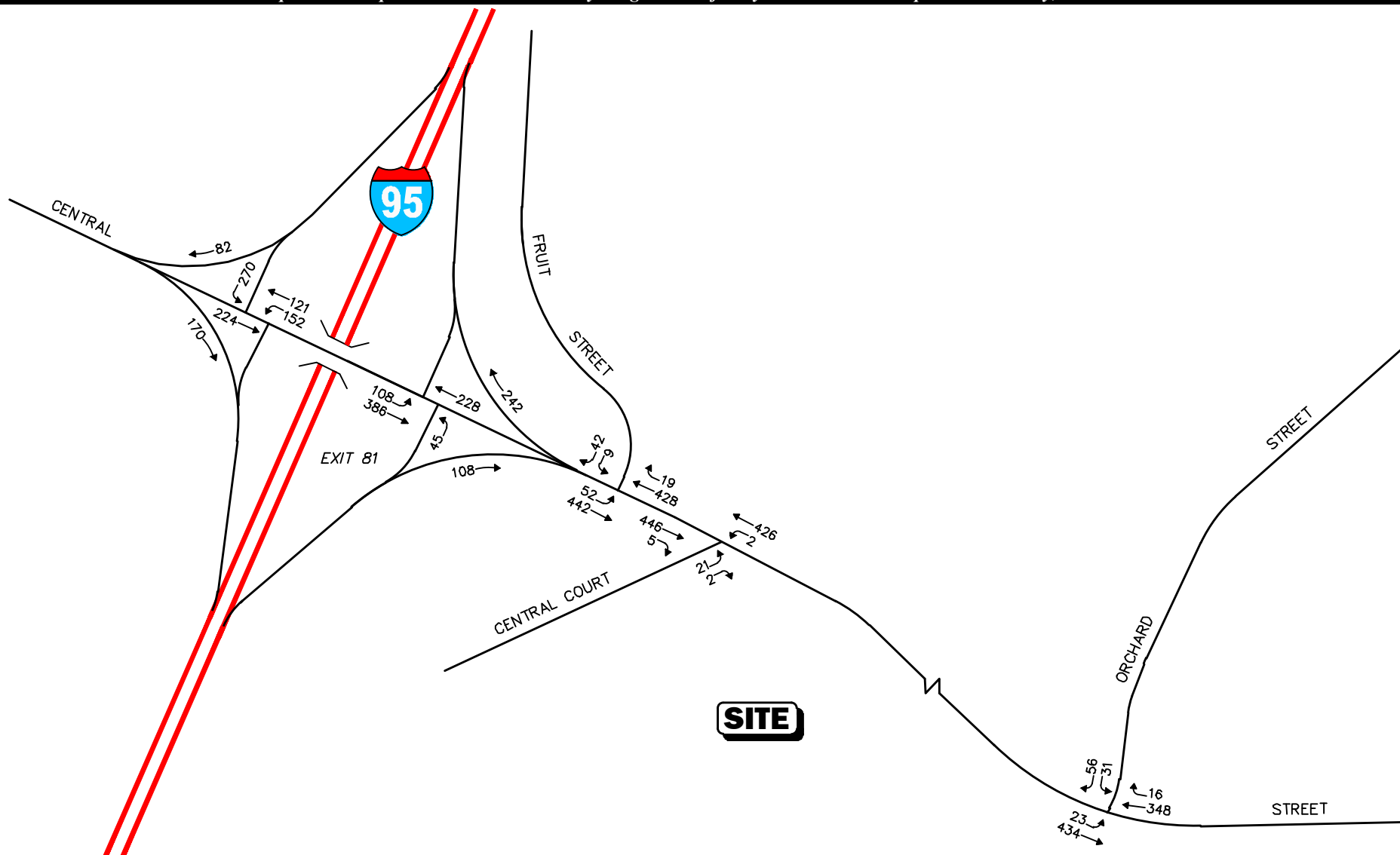
Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not to scale.



Figure 4R

2024 Existing  
Weekday Evening  
Peak-Hour Traffic Volumes



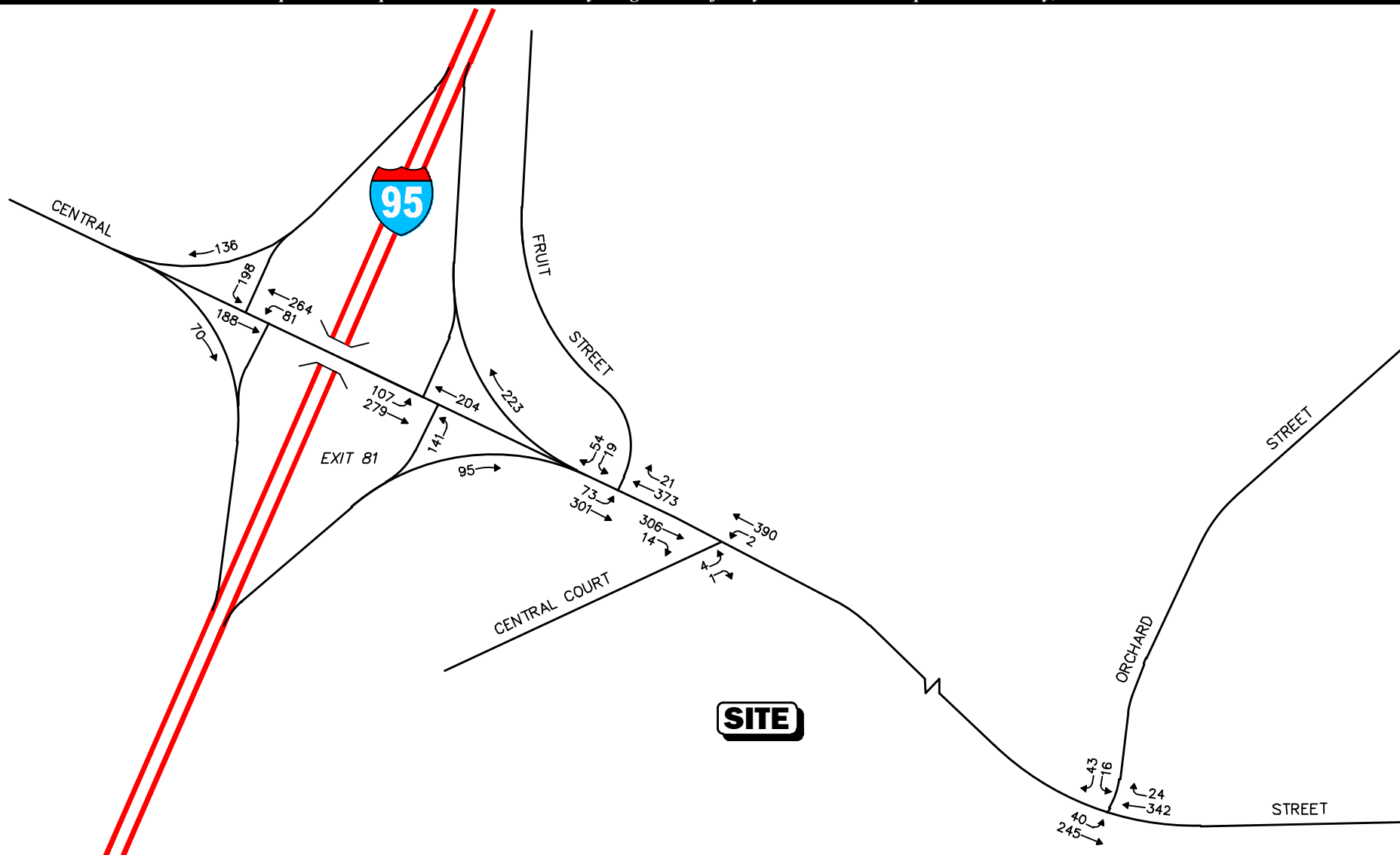
Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not to scale.



Figure 5R

2032 No-Build  
Weekday Morning  
Peak-Hour Traffic Volumes



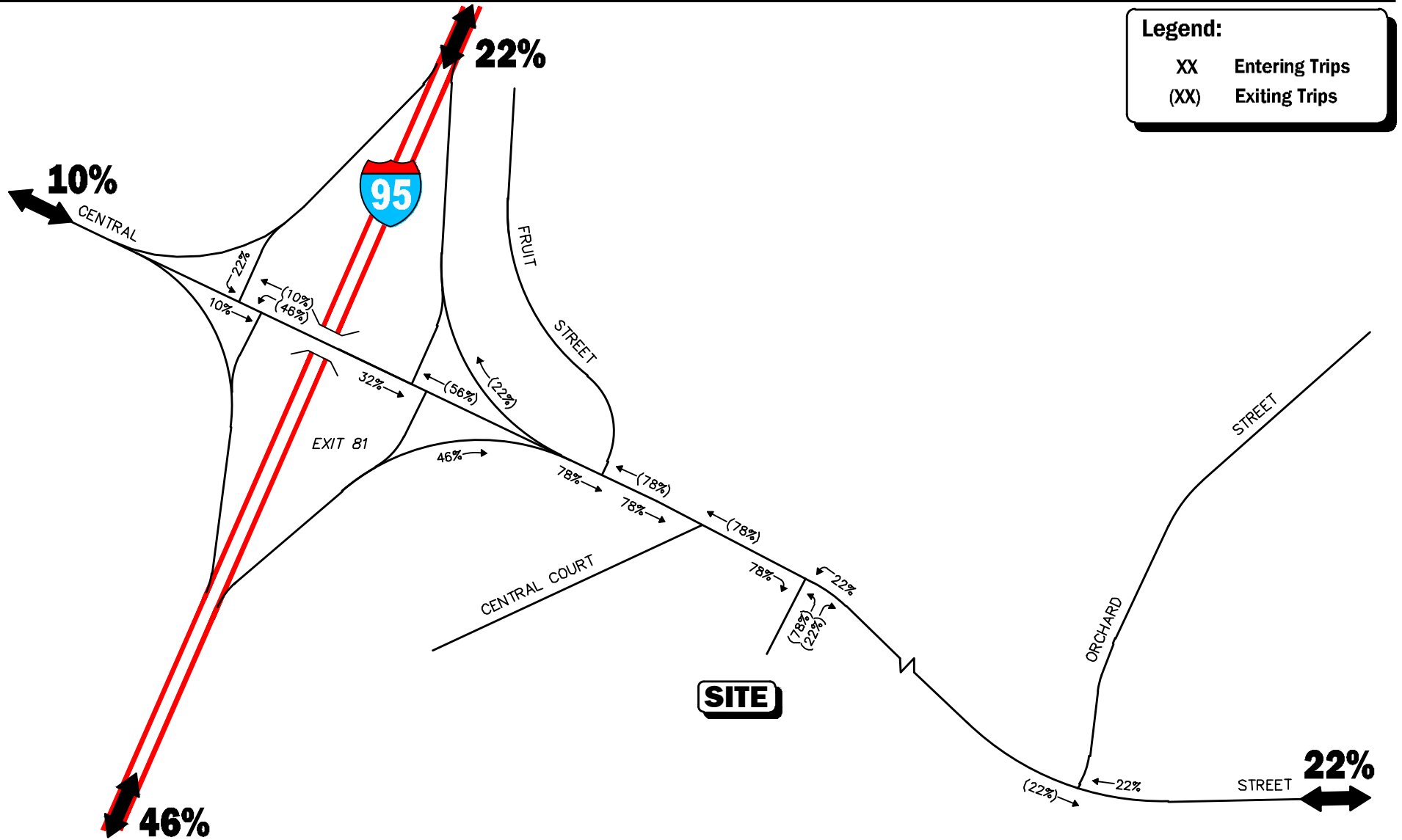
Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not to scale.



Figure 6R

2032 No-Build  
Weekday Evening  
Peak-Hour Traffic Volumes

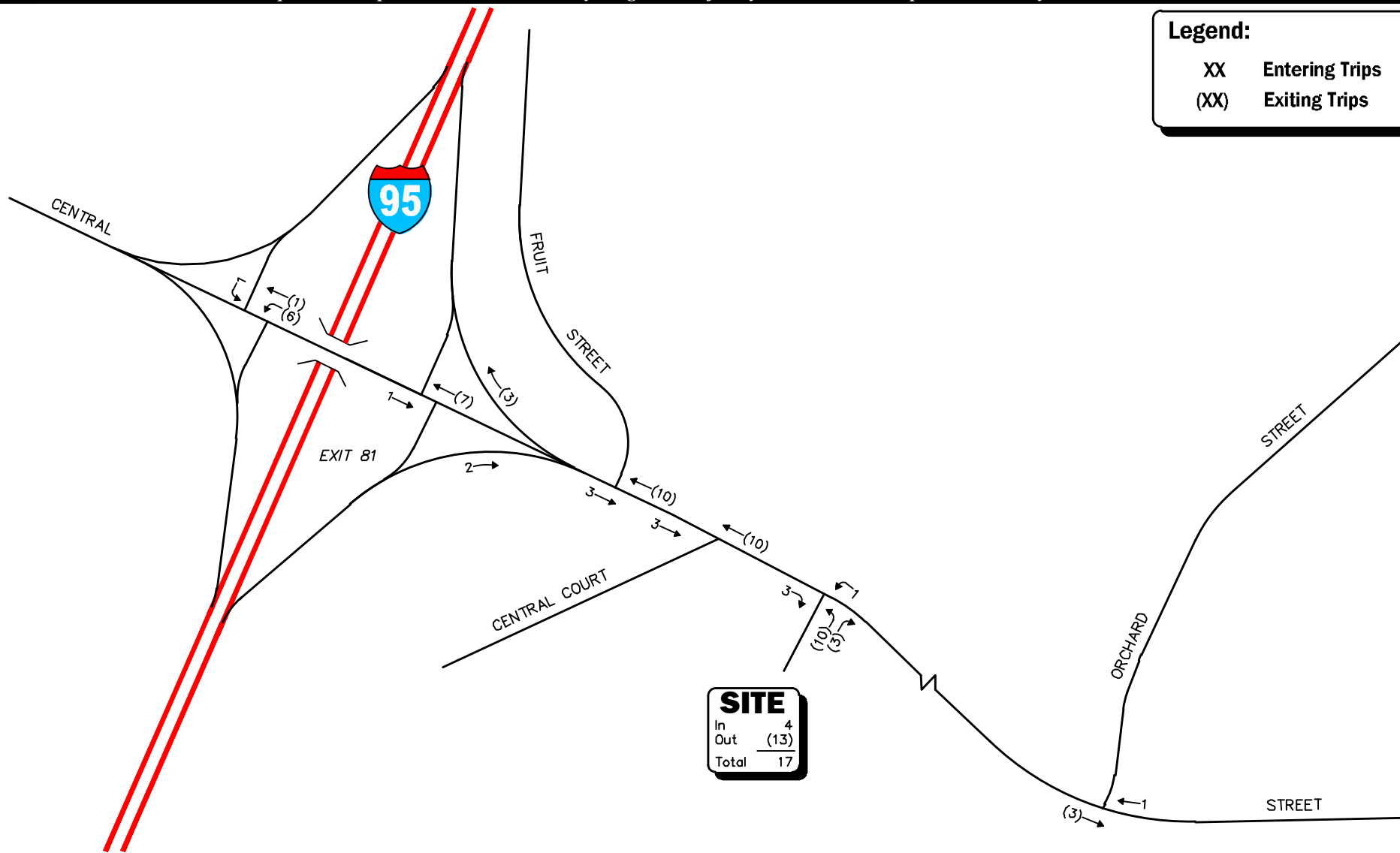


Not to scale.

**VA** Vanasse &  
Associates inc

Figure 7R

Trip Distribution Map

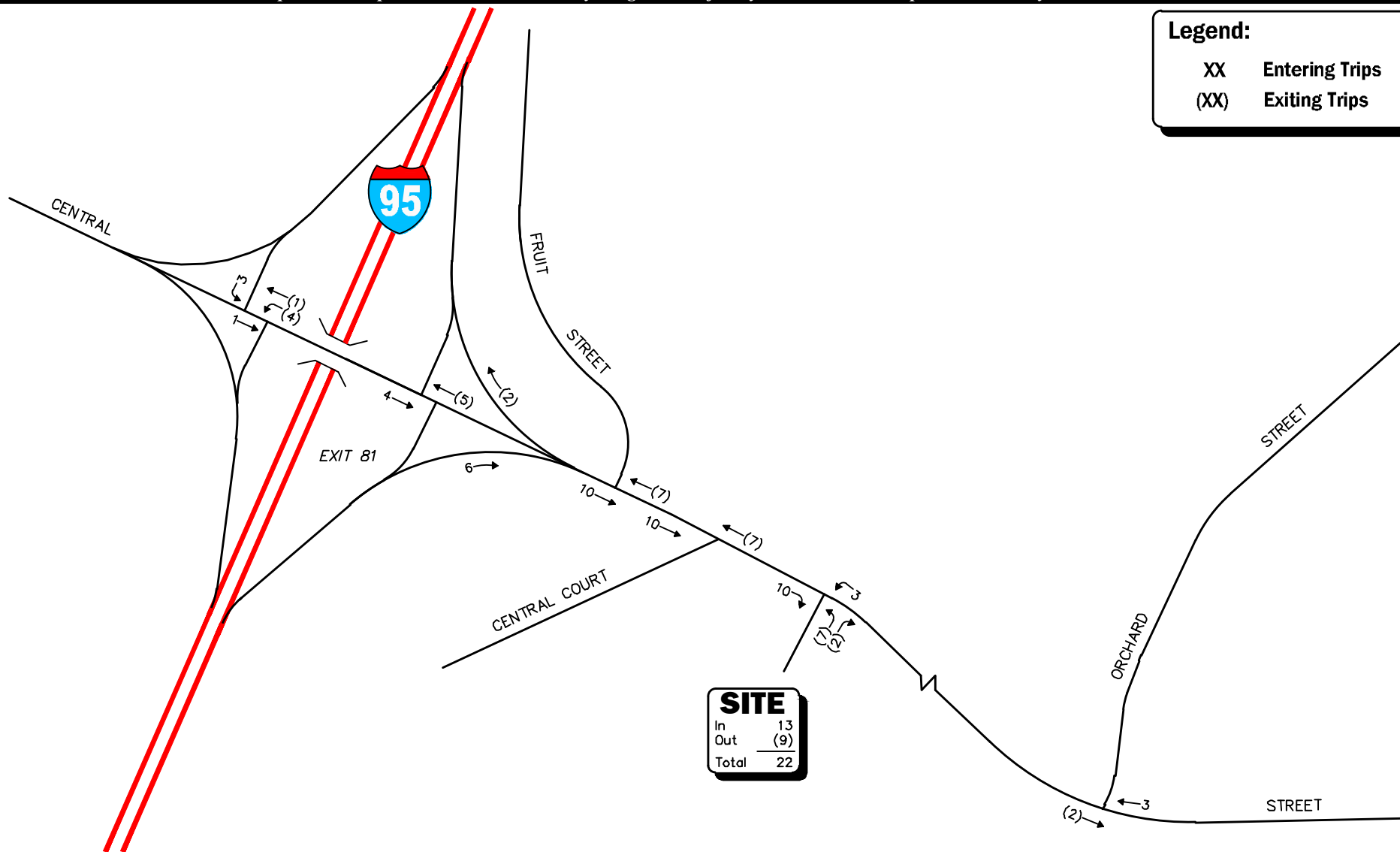


Not to scale.

**VA** Vanasse & Associates inc

**Figure 8R**

**Project-Generated  
Weekday Morning  
Peak-Hour Traffic Volumes**



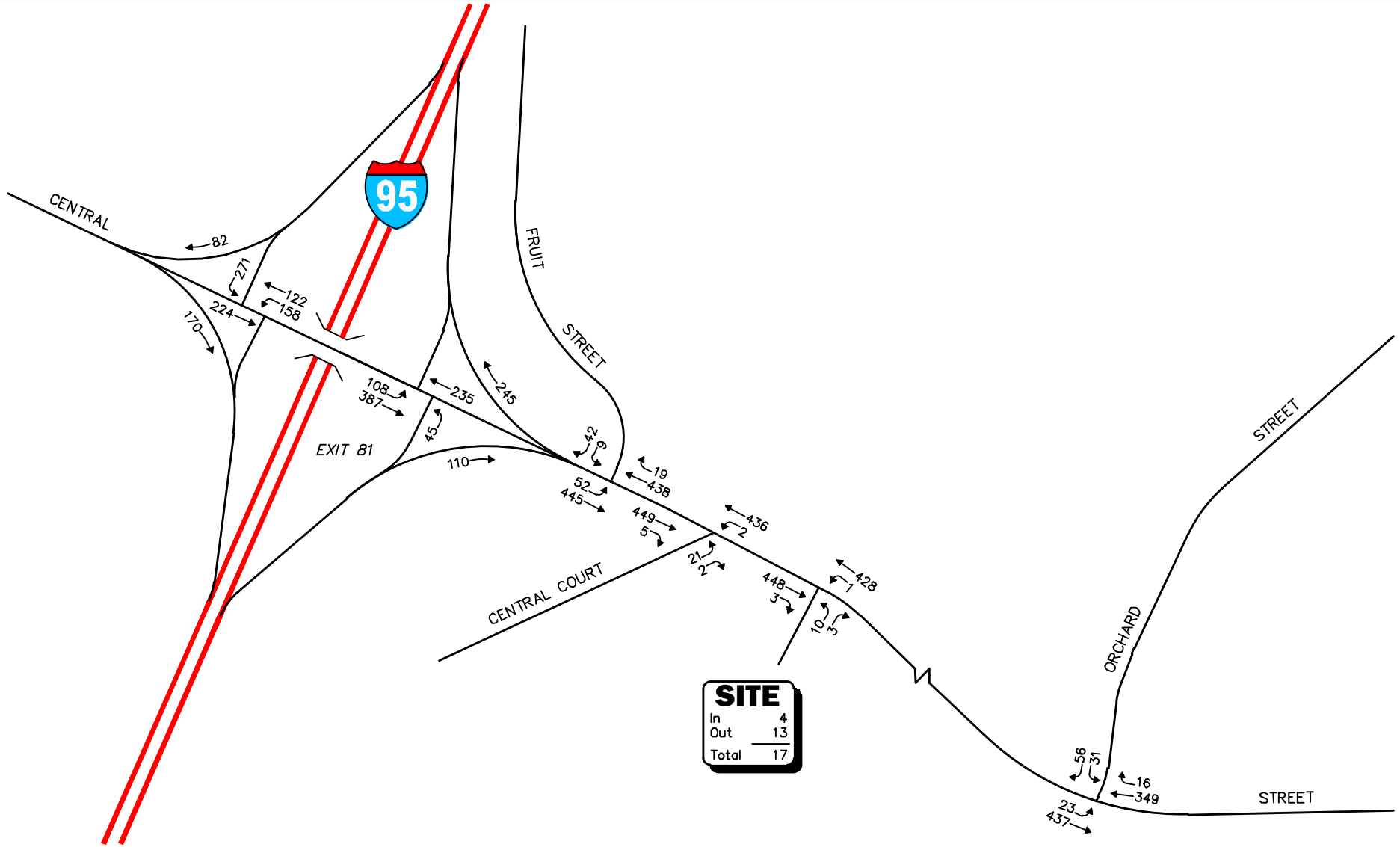
Not to scale.

**VA** Vanasse & Associates inc

**Figure 9R**

**Project-Generated  
Weekday Evening  
Peak-Hour Traffic Volumes**





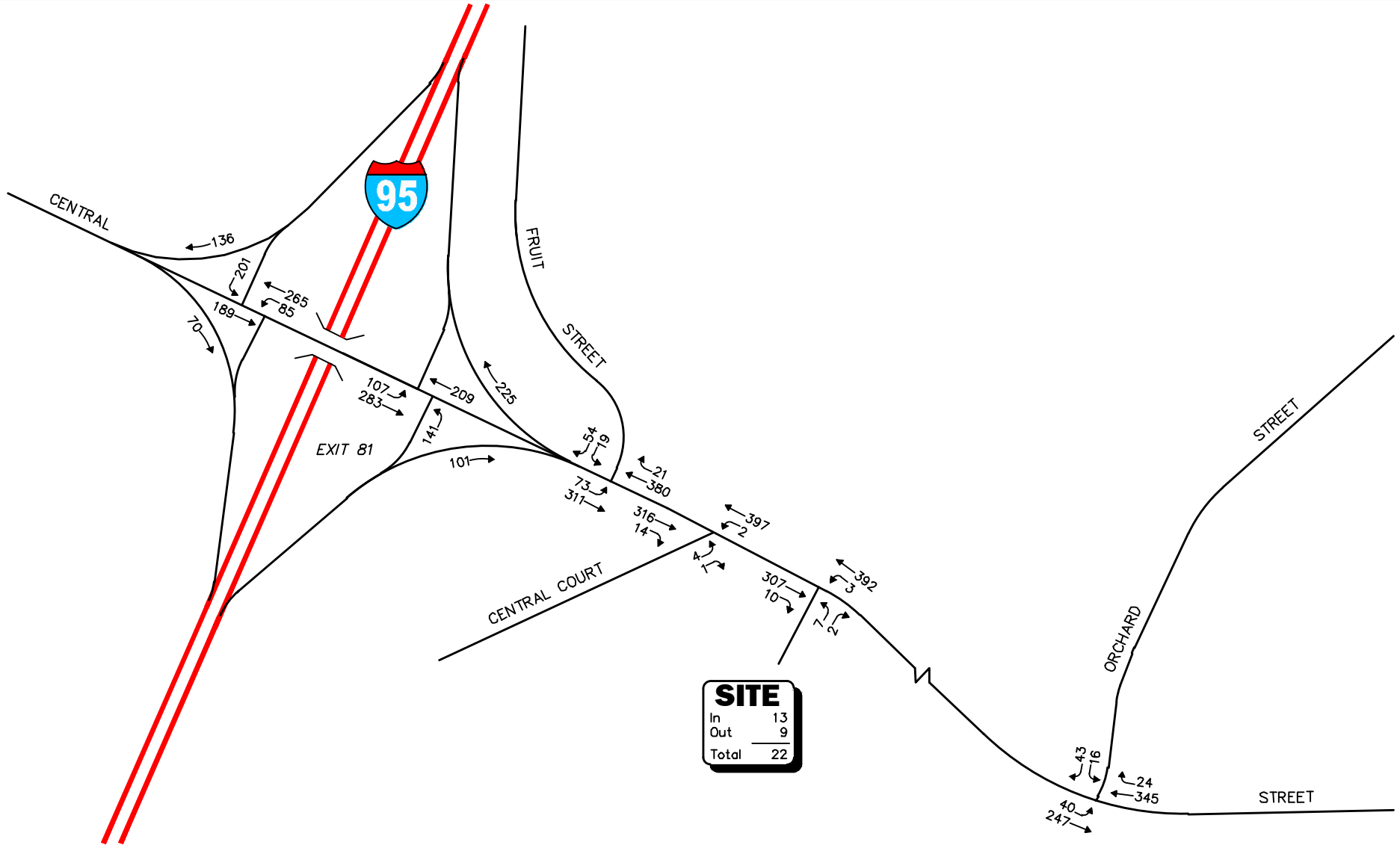
Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not to scale.



Figure 10R

2032 Build  
Weekday Morning  
Peak-Hour Traffic Volumes



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not to scale.



Figure 11R

2032 Build  
Weekday Evening  
Peak-Hour Traffic Volumes

## TURNING MOVEMENT COUNT DATA

# Accurate Counts

978-664-2565

N/S Street : Central Street

E/W Street : Fruit Street

City/State : Newbury, MA

Weather : Rain / Cloudy

File Name : 10202001

Site Code : 10202001

Start Date : 7/9/2025

Page No : 1

## Groups Printed- Cars - Trucks

	Central St From North		Fruit St From East		Central St From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
07:00 AM	4	31	6	6	34	0	81
07:15 AM	4	37	1	3	51	0	96
07:30 AM	5	44	0	6	57	4	116
07:45 AM	8	67	1	5	67	3	151
Total	21	179	8	20	209	7	444
08:00 AM	9	52	2	10	67	2	142
08:15 AM	4	54	2	7	66	6	139
08:30 AM	6	55	3	4	59	6	133
08:45 AM	8	67	1	6	60	0	142
Total	27	228	8	27	252	14	556
Grand Total	48	407	16	47	461	21	1000
Apprch %	10.5	89.5	25.4	74.6	95.6	4.4	
Total %	4.8	40.7	1.6	4.7	46.1	2.1	
Cars	45	400	15	45	456	21	982
% Cars	93.8	98.3	93.8	95.7	98.9	100	98.2
Trucks	3	7	1	2	5	0	18
% Trucks	6.2	1.7	6.2	4.3	1.1	0	1.8

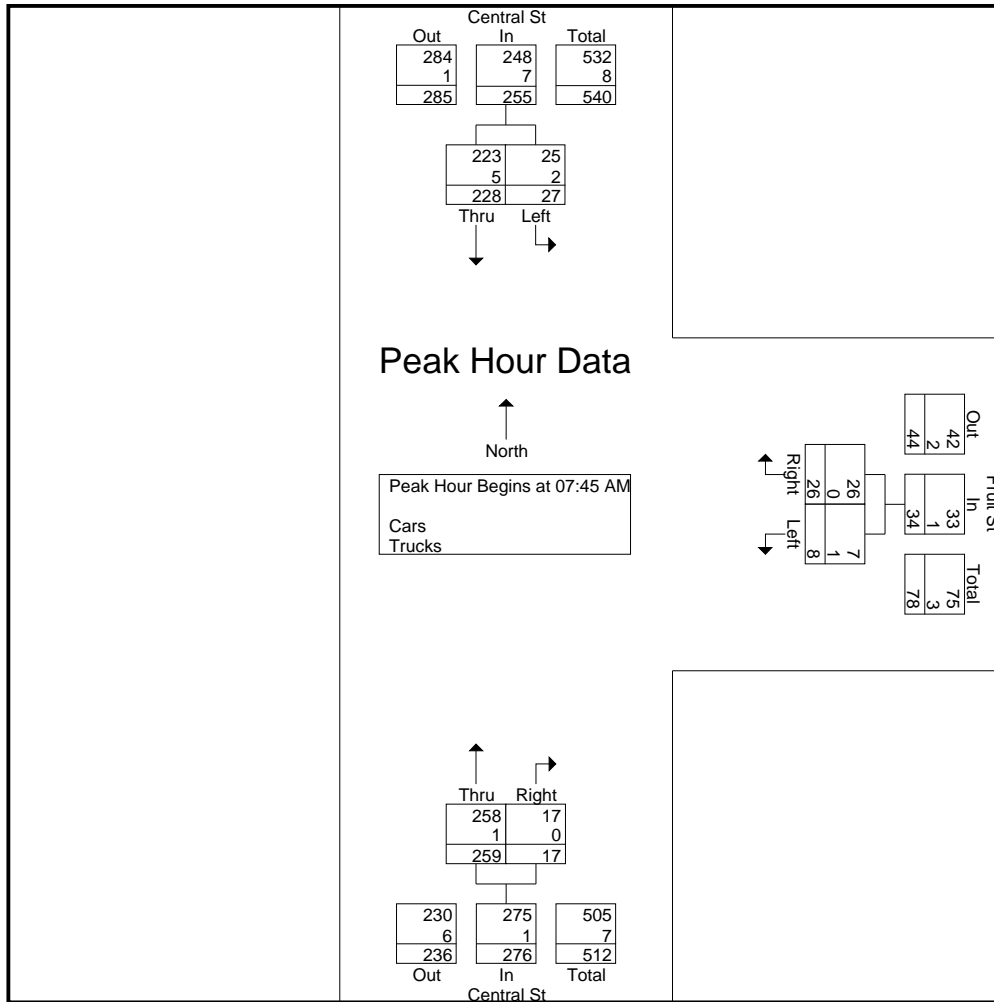
	Central St From North			Fruit St From East			Central St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	8	<b>67</b>	<b>75</b>	1	5	6	<b>67</b>	3	70	<b>151</b>
08:00 AM	<b>9</b>	52	61	2	<b>10</b>	<b>12</b>	67	2	69	142
08:15 AM	4	54	58	2	7	9	66	<b>6</b>	<b>72</b>	139
08:30 AM	6	55	61	<b>3</b>	4	7	59	6	65	133
Total Volume	27	228	255	8	26	34	259	17	276	565
% App. Total	10.6	89.4		23.5	76.5		93.8	6.2		
PHF	.750	.851	.850	.667	.650	.708	.966	.708	.958	.935
Cars	25	223	248	7	26	33	258	17	275	556
% Cars	92.6	97.8	97.3	87.5	100	97.1	99.6	100	99.6	98.4
Trucks	2	5	7	1	0	1	1	0	1	9
% Trucks	7.4	2.2	2.7	12.5	0	2.9	0.4	0	0.4	1.6

# Accurate Counts

978-664-2565

N/S Street : Central Street  
E/W Street : Fruit Street  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202001  
Site Code : 10202001  
Start Date : 7/9/2025  
Page No : 2



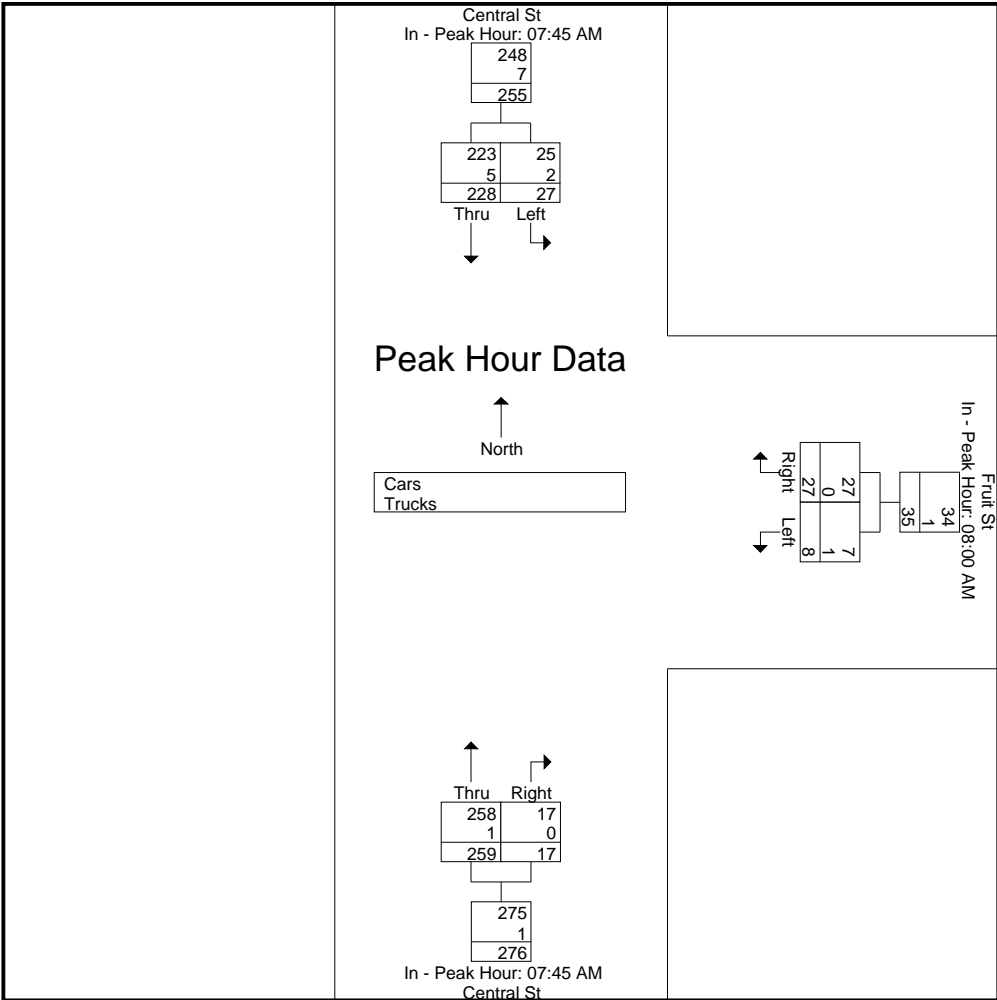
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM			08:00 AM			07:45 AM		
+0 mins.	8	67	75	2	10	12	67	3	70
+15 mins.	9	52	61	2	7	9	67	2	69
+30 mins.	4	54	58	3	4	7	66	6	72
+45 mins.	6	55	61	1	6	7	59	6	65
Total Volume	27	228	255	8	27	35	259	17	276
% App. Total	10.6	89.4		22.9	77.1		93.8	6.2	
PHF	.750	.851	.850	.667	.675	.729	.966	.708	.958
Cars	25	223	248	7	27	34	258	17	275
% Cars	92.6	97.8	97.3	87.5	100	97.1	99.6	100	99.6
Trucks	2	5	7	1	0	1	1	0	1
% Trucks	7.4	2.2	2.7	12.5	0	2.9	0.4	0	0.4

N/S Street : Central Street  
E/W Street : Fruit Street  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202001  
Site Code : 10202001  
Start Date : 7/9/2025  
Page No : 3





# Accurate Counts

978-664-2565

N/S Street : Central Street

E/W Street : Fruit Street

City/State : Newbury, MA

Weather : Rain / Cloudy

File Name : 10202001

Site Code : 10202001

Start Date : 7/9/2025

Page No : 4

## Groups Printed- Cars

	Central St From North		Fruit St From East		Central St From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
07:00 AM	4	31	6	6	33	0	80
07:15 AM	4	37	1	1	50	0	93
07:30 AM	5	43	0	6	57	4	115
07:45 AM	7	66	1	5	67	3	149
Total	20	177	8	18	207	7	437
08:00 AM	9	52	2	10	67	2	142
08:15 AM	4	53	1	7	65	6	136
08:30 AM	5	52	3	4	59	6	129
08:45 AM	7	66	1	6	58	0	138
Total	25	223	7	27	249	14	545
Grand Total	45	400	15	45	456	21	982
Apprch %	10.1	89.9	25	75	95.6	4.4	
Total %	4.6	40.7	1.5	4.6	46.4	2.1	

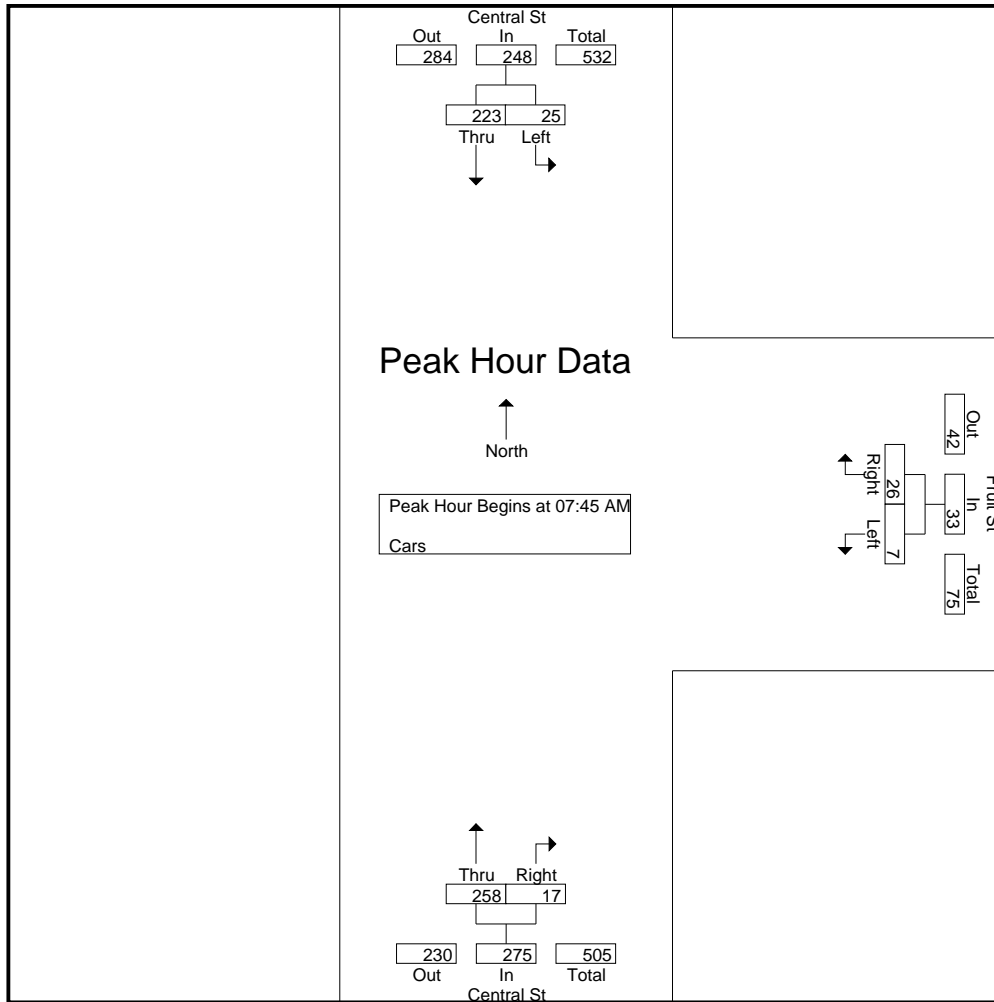
	Central St From North			Fruit St From East			Central St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	7	<b>66</b>	<b>73</b>	1	5	6	<b>67</b>	3	70	<b>149</b>
08:00 AM	<b>9</b>	52	61	2	<b>10</b>	<b>12</b>	67	2	69	142
08:15 AM	4	53	57	1	7	8	65	<b>6</b>	<b>71</b>	136
08:30 AM	5	52	57	<b>3</b>	4	7	59	6	65	129
Total Volume	25	223	248	7	26	33	258	17	275	556
% App. Total	10.1	89.9		21.2	78.8		93.8	6.2		
PHF	.694	.845	.849	.583	.650	.688	.963	.708	.968	.933

# Accurate Counts

978-664-2565

N/S Street : Central Street  
E/W Street : Fruit Street  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202001  
Site Code : 10202001  
Start Date : 7/9/2025  
Page No : 5



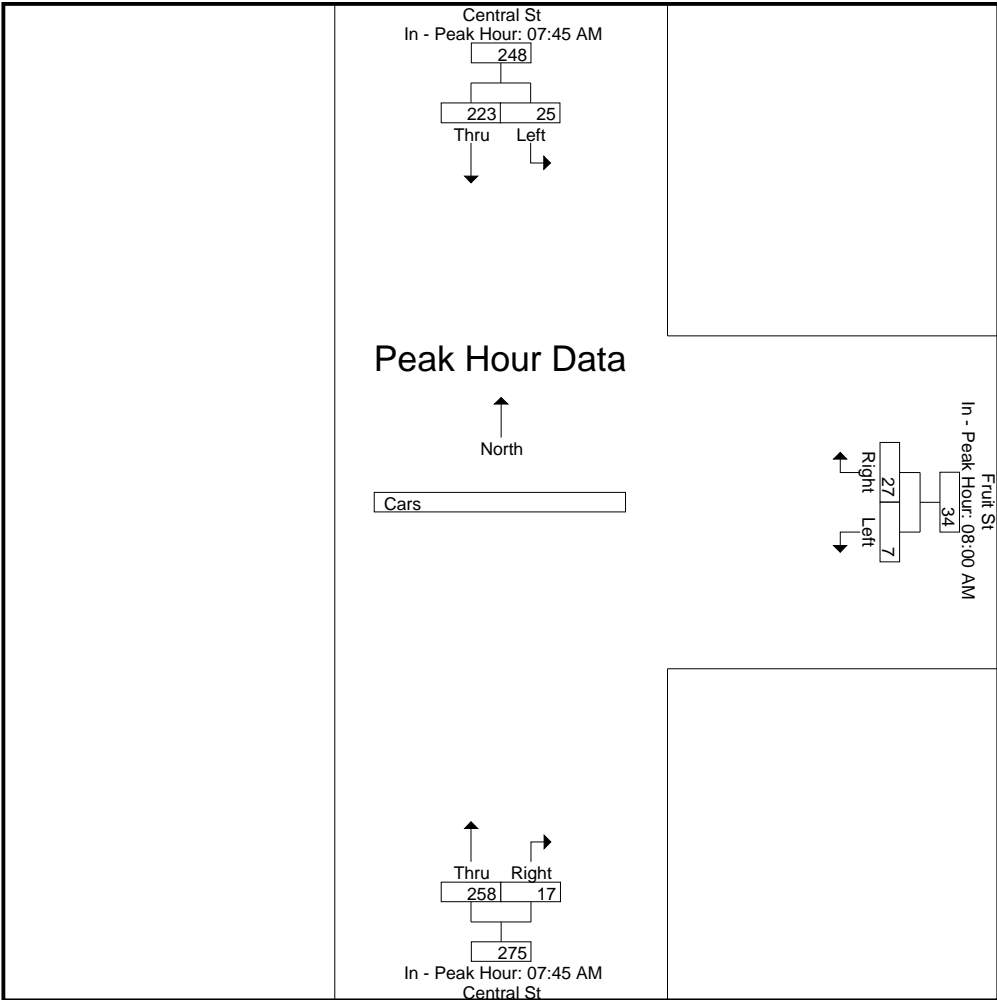
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM			08:00 AM			07:45 AM		
+0 mins.	7	66	73	2	10	12	67	3	70
+15 mins.	9	52	61	1	7	8	67	2	69
+30 mins.	4	53	57	3	4	7	65	6	71
+45 mins.	5	52	57	1	6	7	59	6	65
Total Volume	25	223	248	7	27	34	258	17	275
% App. Total	10.1	89.9		20.6	79.4		93.8	6.2	
PHF	.694	.845	.849	.583	.675	.708	.963	.708	.968

N/S Street : Central Street  
E/W Street : Fruit Street  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202001  
Site Code : 10202001  
Start Date : 7/9/2025  
Page No : 6



# Accurate Counts

978-664-2565

N/S Street : Central Street

E/W Street : Fruit Street

City/State : Newbury, MA

Weather : Rain / Cloudy

File Name : 10202001

Site Code : 10202001

Start Date : 7/9/2025

Page No : 7

## Groups Printed- Trucks

	Central St From North		Fruit St From East		Central St From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
07:00 AM	0	0	0	0	1	0	1
07:15 AM	0	0	0	2	1	0	3
07:30 AM	0	1	0	0	0	0	1
07:45 AM	1	1	0	0	0	0	2
Total	1	2	0	2	2	0	7
08:00 AM	0	0	0	0	0	0	0
08:15 AM	0	1	1	0	1	0	3
08:30 AM	1	3	0	0	0	0	4
08:45 AM	1	1	0	0	2	0	4
Total	2	5	1	0	3	0	11
Grand Total	3	7	1	2	5	0	18
Apprch %	30	70	33.3	66.7	100	0	
Total %	16.7	38.9	5.6	11.1	27.8	0	

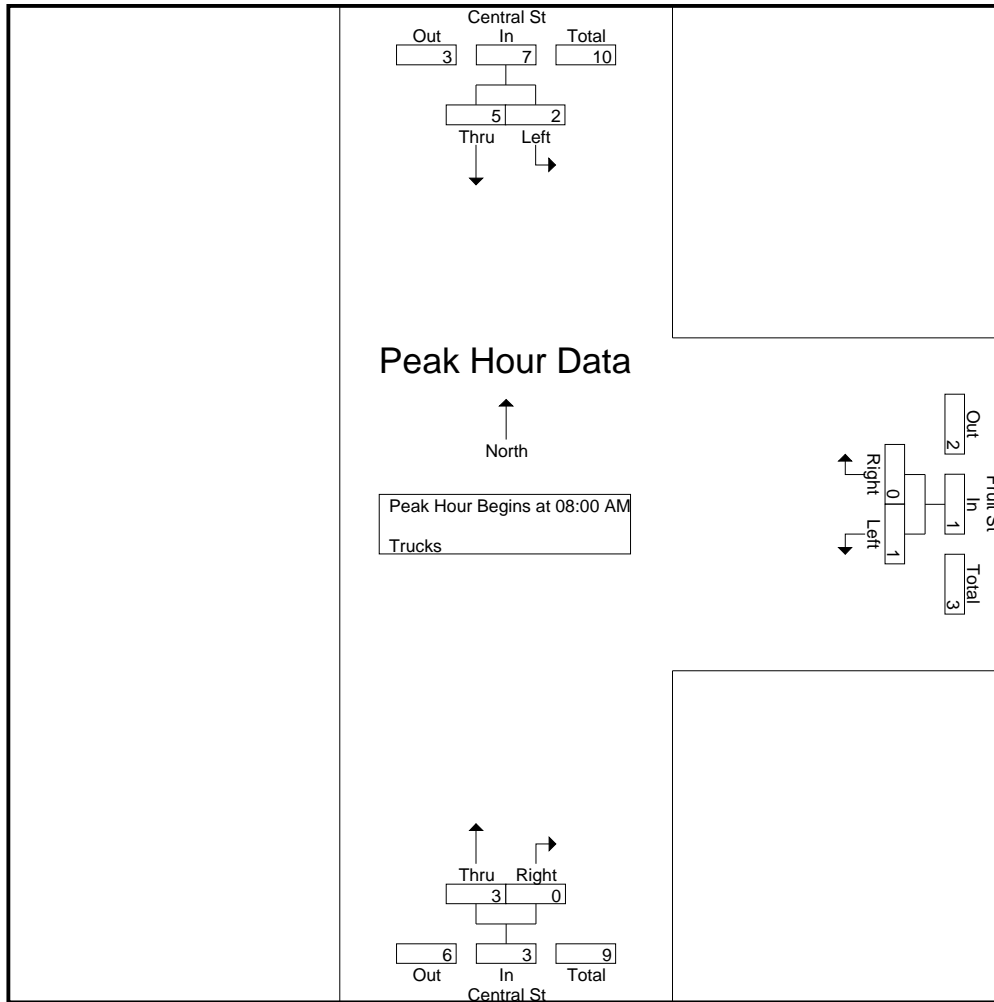
	Central St From North			Fruit St From East			Central St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	1	1	0	1	1	0	1	3
08:30 AM	1	3	4	0	0	0	0	0	0	4
08:45 AM	1	1	2	0	0	0	2	0	2	4
Total Volume	2	5	7	1	0	1	3	0	3	11
% App. Total	28.6	71.4		100	0		100	0		
PHF	.500	.417	.438	.250	.000	.250	.375	.000	.375	.688

# Accurate Counts

978-664-2565

N/S Street : Central Street  
E/W Street : Fruit Street  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202001  
Site Code : 10202001  
Start Date : 7/9/2025  
Page No : 8



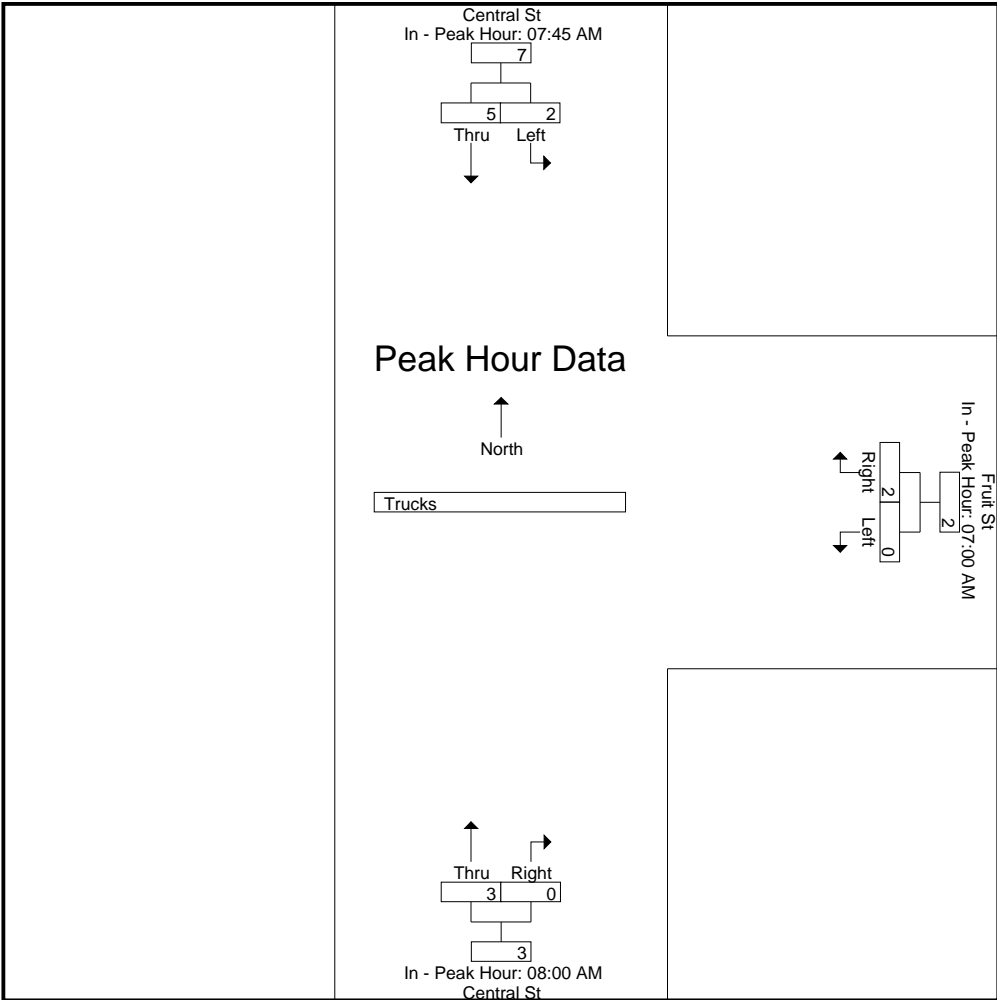
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM			07:00 AM			08:00 AM		
+0 mins.	1	1	2	0	0	0	0	0	0
+15 mins.	0	0	0	0	2	2	1	0	1
+30 mins.	0	1	1	0	0	0	0	0	0
+45 mins.	1	3	4	0	0	0	2	0	2
Total Volume	2	5	7	0	2	2	3	0	3
% App. Total	28.6	71.4		0	100		100	0	
PHF	.500	.417	.438	.000	.250	.250	.375	.000	.375

N/S Street : Central Street  
E/W Street : Fruit Street  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202001  
Site Code : 10202001  
Start Date : 7/9/2025  
Page No : 9





978-664-2565

Page No : 10

[illegible]

978-664-2565

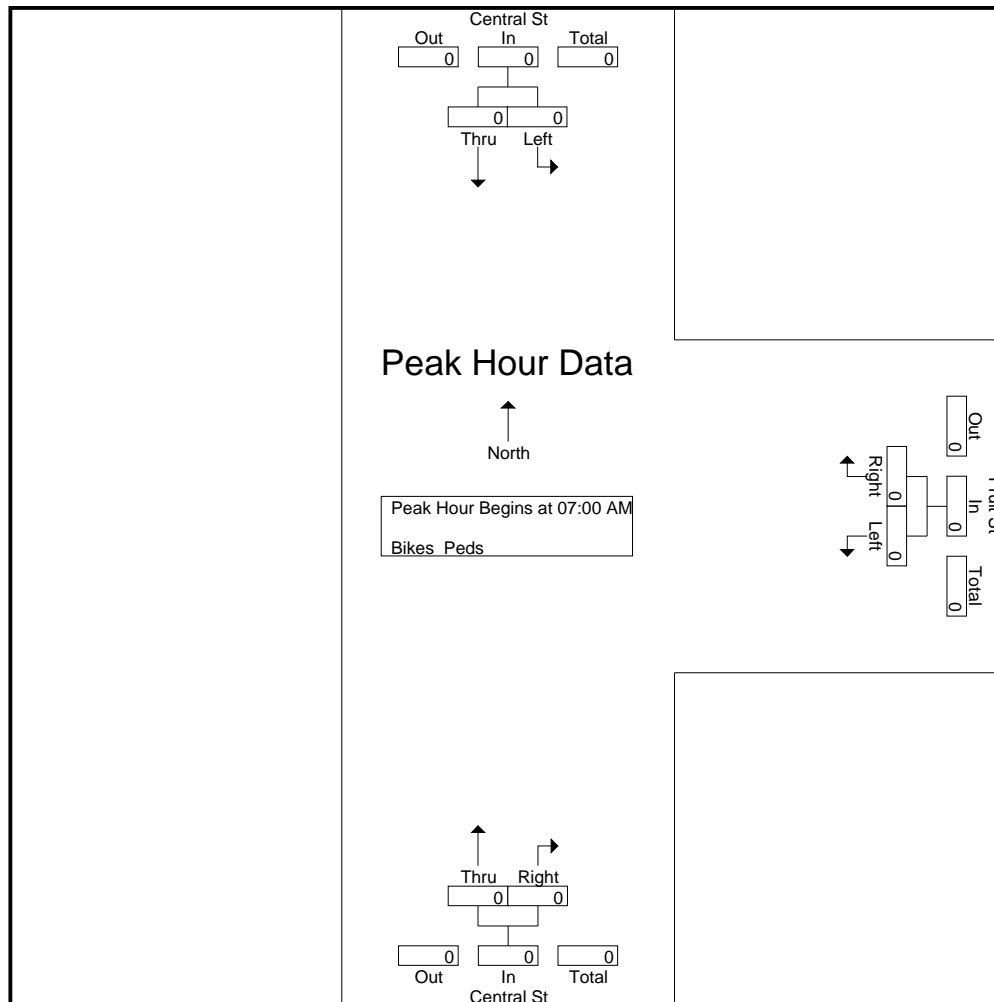
N/S Street : Central Street  
E/W Street : Fruit Street  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202001

Site Code : 10202001

Start Date : 7/9/2025

Page No : 11



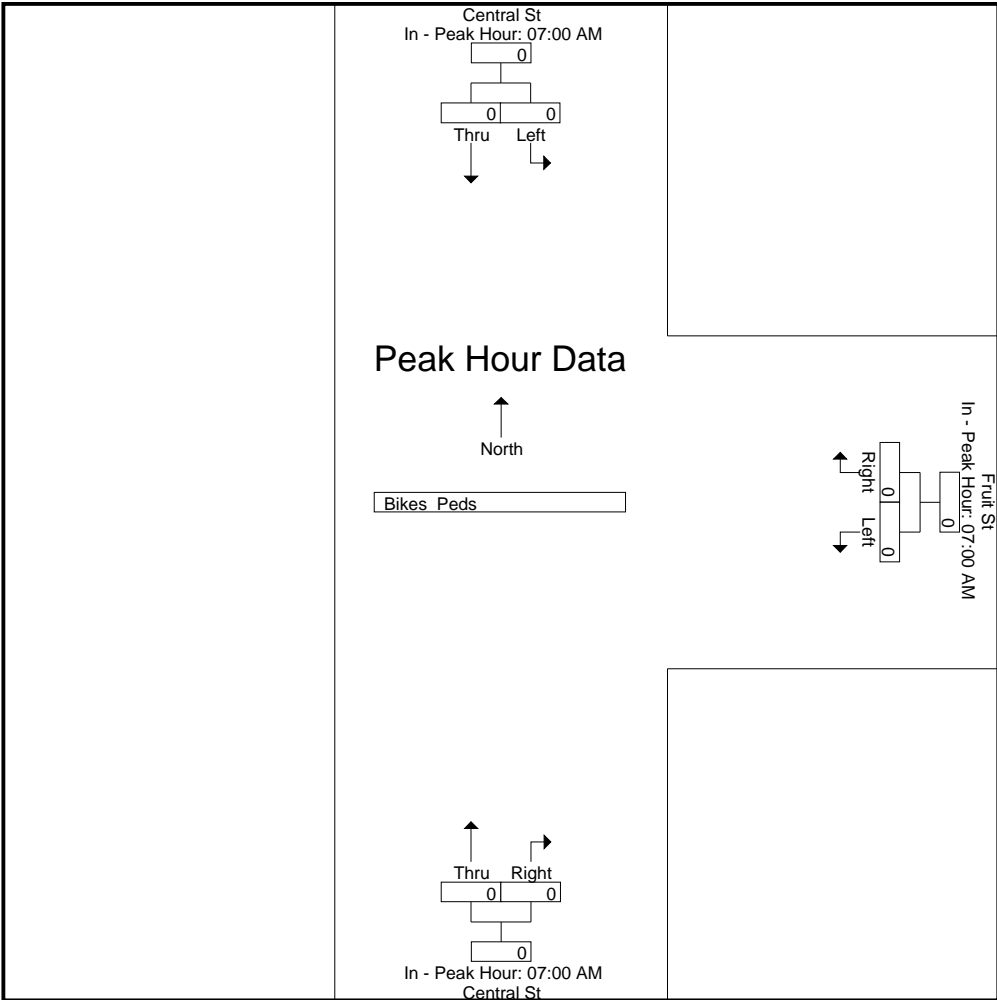
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

[illegible]

N/S Street : Central Street  
E/W Street : Fruit Street  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202001  
Site Code : 10202001  
Start Date : 7/9/2025  
Page No : 12



# Accurate Counts

978-664-2565

N/S Street : Central Street

E/W Street : Fruit Street

City/State : Newbury, MA

Weather : Rain / Cloudy

File Name : 10202001

Site Code : 10202001

Start Date : 7/9/2025

Page No : 1

## Groups Printed- Cars - Trucks

	Central St From North		Fruit St From East		Central St From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
04:00 PM	14	52	5	11	67	7	156
04:15 PM	13	58	7	16	83	5	182
04:30 PM	7	49	2	12	92	2	164
04:45 PM	23	67	3	8	76	4	181
Total	57	226	17	47	318	18	683
05:00 PM	12	48	4	12	74	6	156
05:15 PM	8	73	4	9	70	8	172
05:30 PM	11	76	0	14	53	4	158
05:45 PM	16	67	10	8	51	4	156
Total	47	264	18	43	248	22	642
Grand Total	104	490	35	90	566	40	1325
Apprch %	17.5	82.5	28	72	93.4	6.6	
Total %	7.8	37	2.6	6.8	42.7	3	
Cars	104	488	35	89	565	39	1320
% Cars	100	99.6	100	98.9	99.8	97.5	99.6
Trucks	0	2	0	1	1	1	5
% Trucks	0	0.4	0	1.1	0.2	2.5	0.4

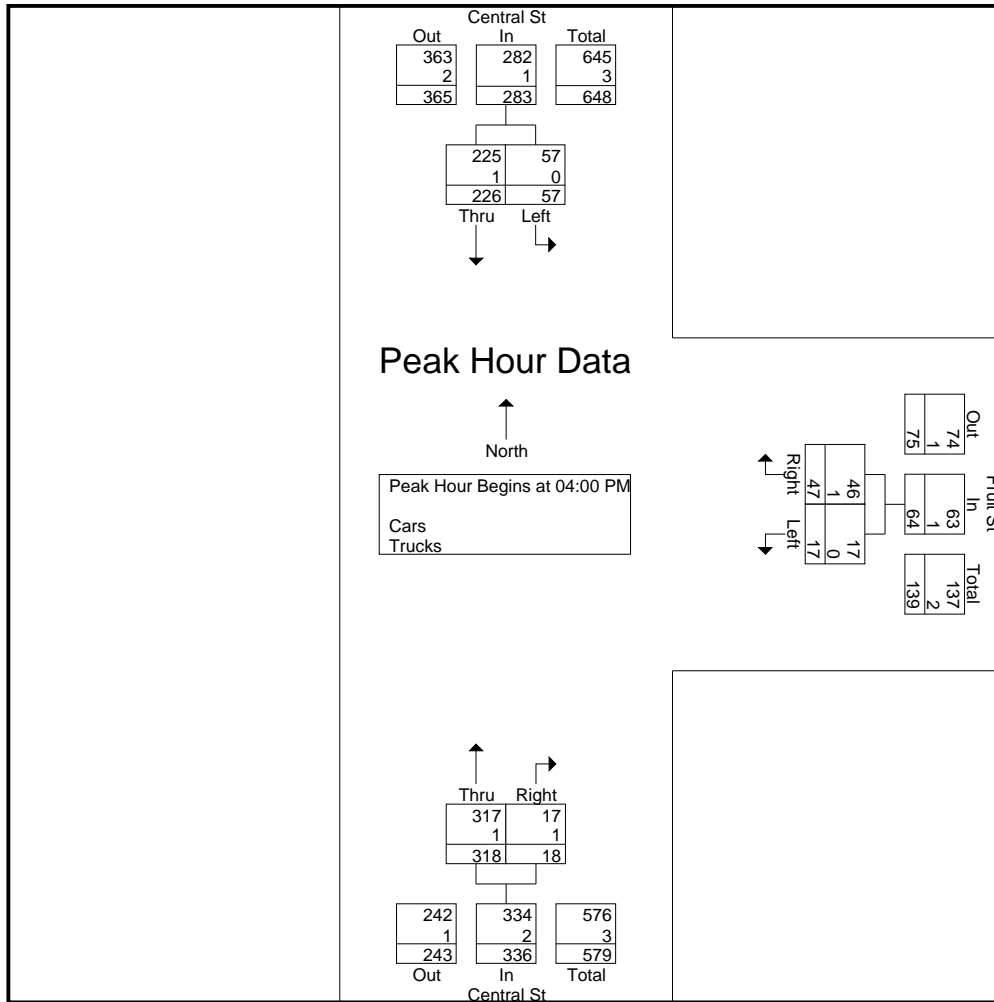
	Central St From North			Fruit St From East			Central St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	14	52	66	5	11	16	67	<b>7</b>	74	156
04:15 PM	13	58	71	<b>7</b>	<b>16</b>	<b>23</b>	83	5	88	<b>182</b>
04:30 PM	7	49	56	2	12	14	<b>92</b>	2	<b>94</b>	164
04:45 PM	<b>23</b>	<b>67</b>	<b>90</b>	3	8	11	76	4	80	181
Total Volume	57	226	283	17	47	64	318	18	336	683
% App. Total	20.1	79.9		26.6	73.4		94.6	5.4		
PHF	.620	.843	.786	.607	.734	.696	.864	.643	.894	.938
Cars	57	225	282	17	46	63	317	17	334	679
% Cars	100	99.6	99.6	100	97.9	98.4	99.7	94.4	99.4	99.4
Trucks	0	1	1	0	1	1	1	1	2	4
% Trucks	0	0.4	0.4	0	2.1	1.6	0.3	5.6	0.6	0.6

# Accurate Counts

978-664-2565

N/S Street : Central Street  
E/W Street : Fruit Street  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202001  
Site Code : 10202001  
Start Date : 7/9/2025  
Page No : 2



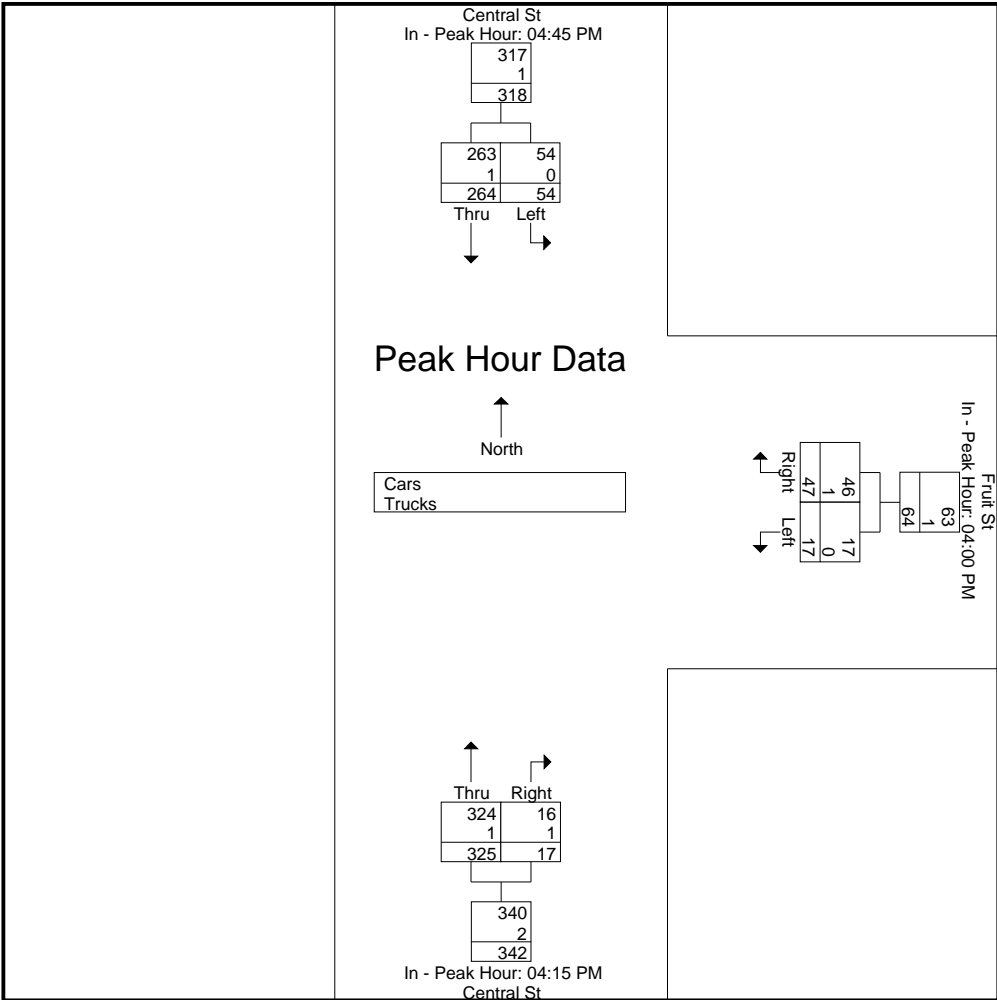
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			04:00 PM			04:15 PM		
+0 mins.	23	67	90	5	11	16	83	5	88
+15 mins.	12	48	60	7	16	23	92	2	94
+30 mins.	8	73	81	2	12	14	76	4	80
+45 mins.	11	76	87	3	8	11	74	6	80
Total Volume	54	264	318	17	47	64	325	17	342
% App. Total	17	83		26.6	73.4		95	5	
PHF	.587	.868	.883	.607	.734	.696	.883	.708	.910
Cars	54	263	317	17	46	63	324	16	340
% Cars	100	99.6	99.7	100	97.9	98.4	99.7	94.1	99.4
Trucks	0	1	1	0	1	1	1	1	2
% Trucks	0	0.4	0.3	0	2.1	1.6	0.3	5.9	0.6

N/S Street : Central Street  
E/W Street : Fruit Street  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202001  
Site Code : 10202001  
Start Date : 7/9/2025  
Page No : 3



# Accurate Counts

978-664-2565

N/S Street : Central Street

E/W Street : Fruit Street

City/State : Newbury, MA

Weather : Rain / Cloudy

File Name : 10202001

Site Code : 10202001

Start Date : 7/9/2025

Page No : 4

## Groups Printed- Cars

	Central St From North		Fruit St From East		Central St From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
04:00 PM	14	52	5	11	67	7	156
04:15 PM	13	57	7	16	83	4	180
04:30 PM	7	49	2	11	91	2	162
04:45 PM	23	67	3	8	76	4	181
Total	57	225	17	46	317	17	679
05:00 PM	12	48	4	12	74	6	156
05:15 PM	8	73	4	9	70	8	172
05:30 PM	11	75	0	14	53	4	157
05:45 PM	16	67	10	8	51	4	156
Total	47	263	18	43	248	22	641
Grand Total	104	488	35	89	565	39	1320
Apprch %	17.6	82.4	28.2	71.8	93.5	6.5	
Total %	7.9	37	2.7	6.7	42.8	3	

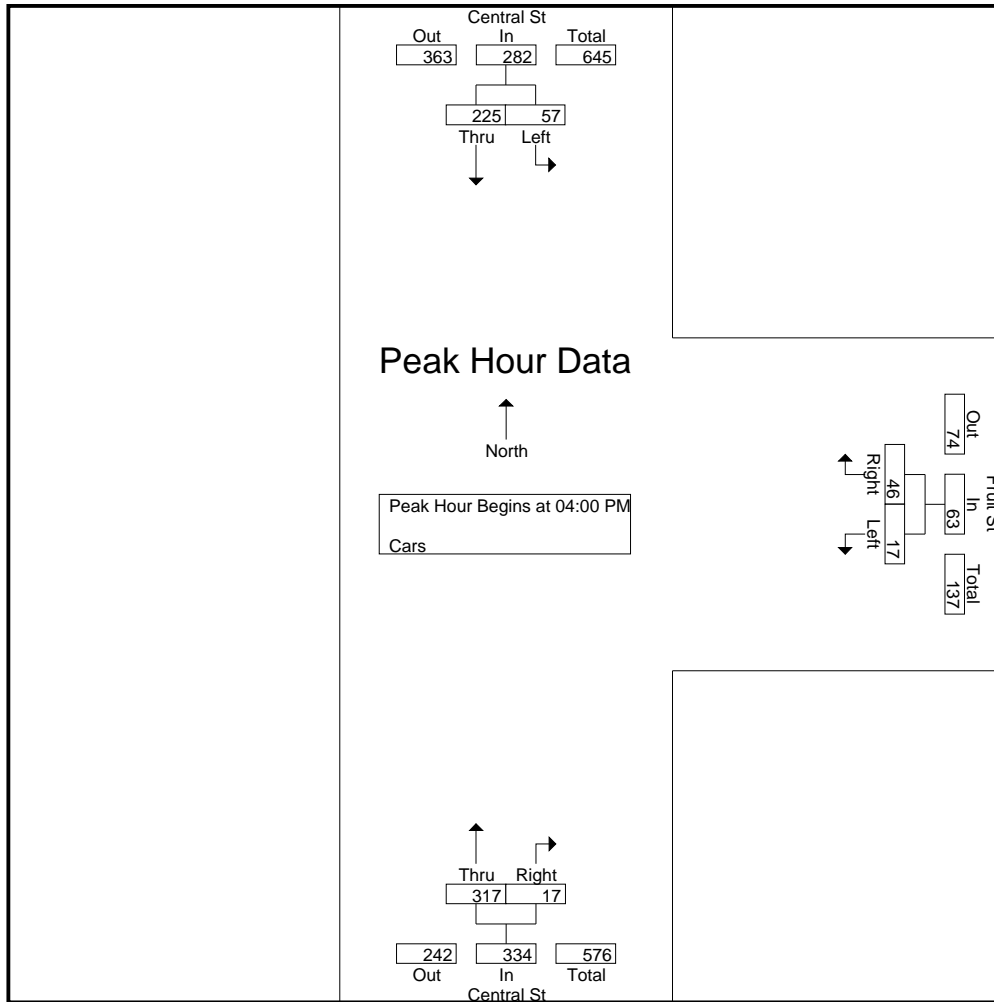
	Central St From North			Fruit St From East			Central St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	14	52	66	5	11	16	67	7	74	156
04:15 PM	13	57	70	7	16	23	83	4	87	180
04:30 PM	7	49	56	2	11	13	91	2	93	162
04:45 PM	23	67	90	3	8	11	76	4	80	181
Total Volume	57	225	282	17	46	63	317	17	334	679
% App. Total	20.2	79.8		27	73		94.9	5.1		
PHF	.620	.840	.783	.607	.719	.685	.871	.607	.898	.938

# Accurate Counts

978-664-2565

N/S Street : Central Street  
E/W Street : Fruit Street  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202001  
Site Code : 10202001  
Start Date : 7/9/2025  
Page No : 5



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

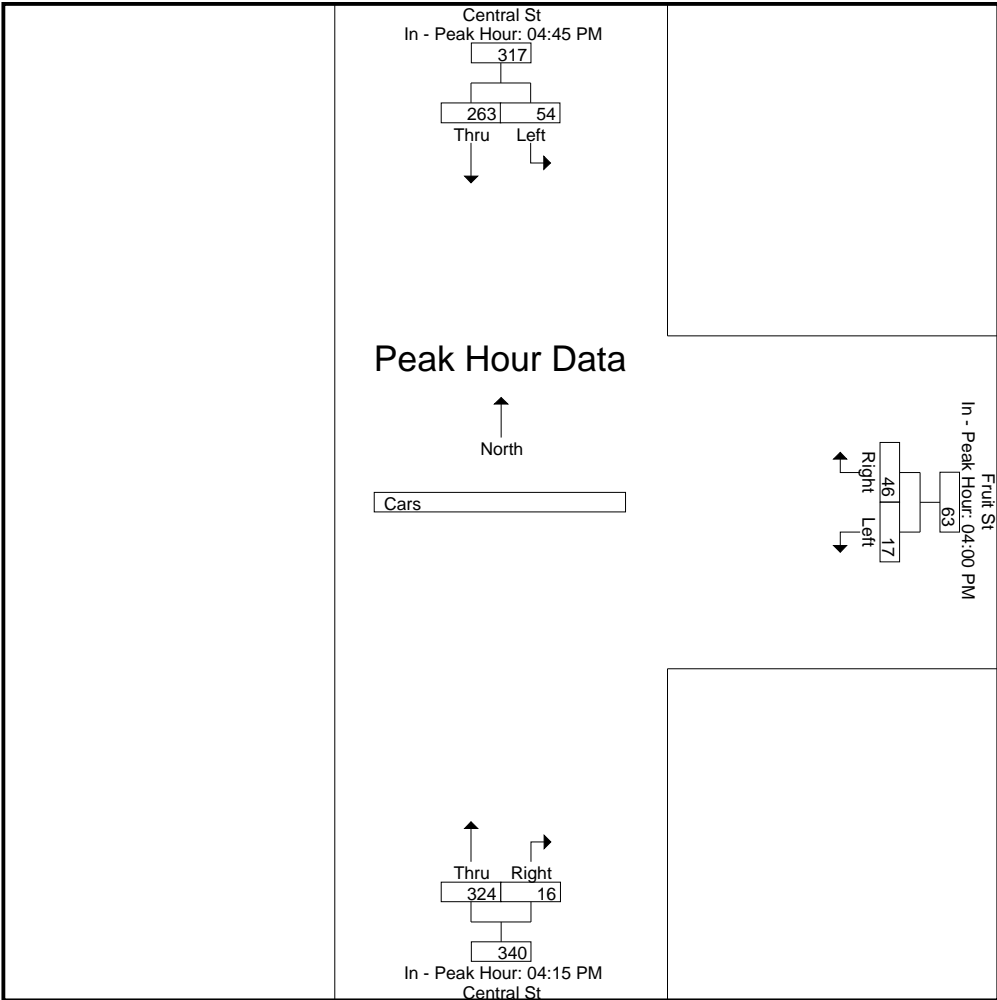
Peak Hour for Each Approach Begins at:

	04:45 PM			04:00 PM			04:15 PM		
+0 mins.	23	67	90	5	11	16	83	4	87
+15 mins.	12	48	60	7	16	23	91	2	93
+30 mins.	8	73	81	2	11	13	76	4	80
+45 mins.	11	75	86	3	8	11	74	6	80
Total Volume	54	263	317	17	46	63	324	16	340
% App. Total	17	83		27	73		95.3	4.7	
PHF	.587	.877	.881	.607	.719	.685	.890	.667	.914



N/S Street : Central Street  
E/W Street : Fruit Street  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202001  
Site Code : 10202001  
Start Date : 7/9/2025  
Page No : 6



# Accurate Counts

978-664-2565

N/S Street : Central Street

E/W Street : Fruit Street

City/State : Newbury, MA

Weather : Rain / Cloudy

File Name : 10202001

Site Code : 10202001

Start Date : 7/9/2025

Page No : 7

## Groups Printed- Trucks

	Central St From North		Fruit St From East		Central St From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
04:00 PM	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	0	1	2
04:30 PM	0	0	0	1	1	0	2
04:45 PM	0	0	0	0	0	0	0
Total	0	1	0	1	1	1	4
05:00 PM	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0
05:30 PM	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	1
Grand Total	0	2	0	1	1	1	5
Apprch %	0	100	0	100	50	50	
Total %	0	40	0	20	20	20	

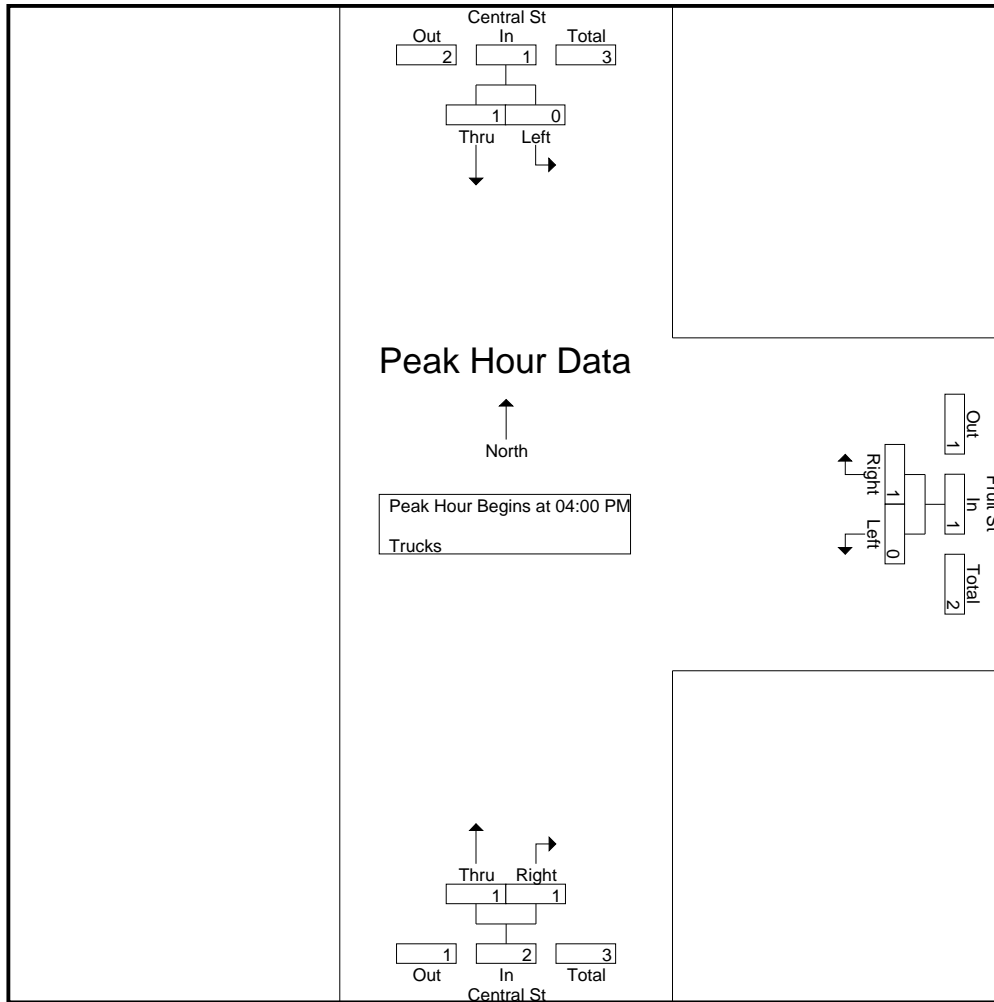
	Central St From North			Fruit St From East			Central St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	1	0	0	0	0	1	1	2
04:30 PM	0	0	0	0	1	1	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	1	1	1	1	2	4
% App. Total	0	100		0	100		50	50		
PHF	.000	.250	.250	.000	.250	.250	.250	.250	.500	.500

# Accurate Counts

978-664-2565

N/S Street : Central Street  
E/W Street : Fruit Street  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202001  
Site Code : 10202001  
Start Date : 7/9/2025  
Page No : 8



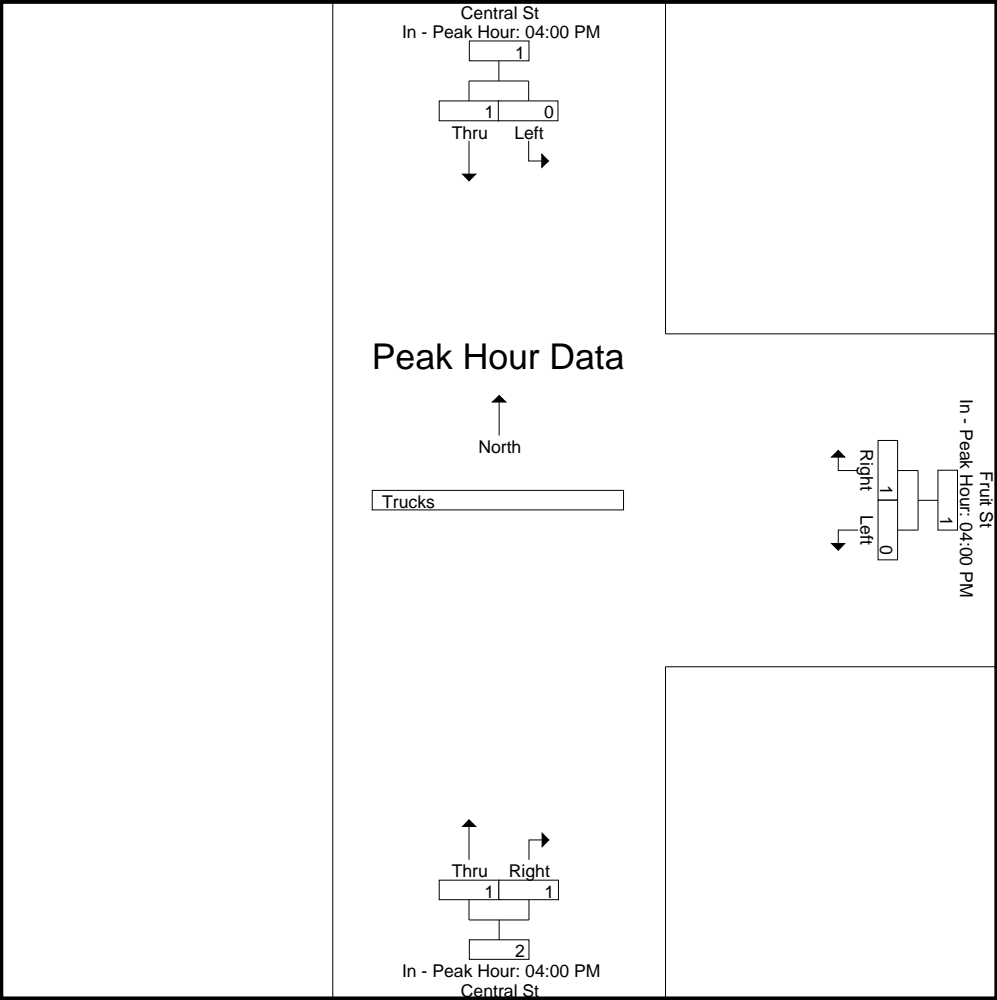
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	1	0	0	0	0	1	1
+30 mins.	0	0	0	0	1	1	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	1	1	1	1	2
% App. Total	0	100		0	100		50	50	
PHF	.000	.250	.250	.000	.250	.250	.250	.250	.500

N/S Street : Central Street  
E/W Street : Fruit Street  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202001  
Site Code : 10202001  
Start Date : 7/9/2025  
Page No : 9



# Accurate Counts

978-664-2565

N/S Street : Central Street

E/W Street : Fruit Street

City/State : Newbury, MA

Weather : Rain / Cloudy

File Name : 10202001

Site Code : 10202001

Start Date : 7/9/2025

Page No : 10

## Groups Printed- Bikes Peds

Start Time	Central St From North			Fruit St From East			Central St From South			Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds			
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	0	0	0	0	0	0	0	0	1	1
04:30 PM	0	0	0	0	1	0	0	1	0	0	2	2
04:45 PM	0	0	0	0	0	0	1	0	0	0	1	1
Total	1	0	0	0	1	0	1	1	0	0	4	4
05:00 PM	0	0	0	1	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	1	0	0	0	0	0	1	1
05:30 PM	0	0	0	0	0	0	1	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	1	1	0	2	0	0	0	4	4
Grand Total	1	0	0	1	2	0	3	1	0	0	8	8
Apprch %	100	0		33.3	66.7		75	25				
Total %	12.5	0		12.5	25		37.5	12.5		0	100	

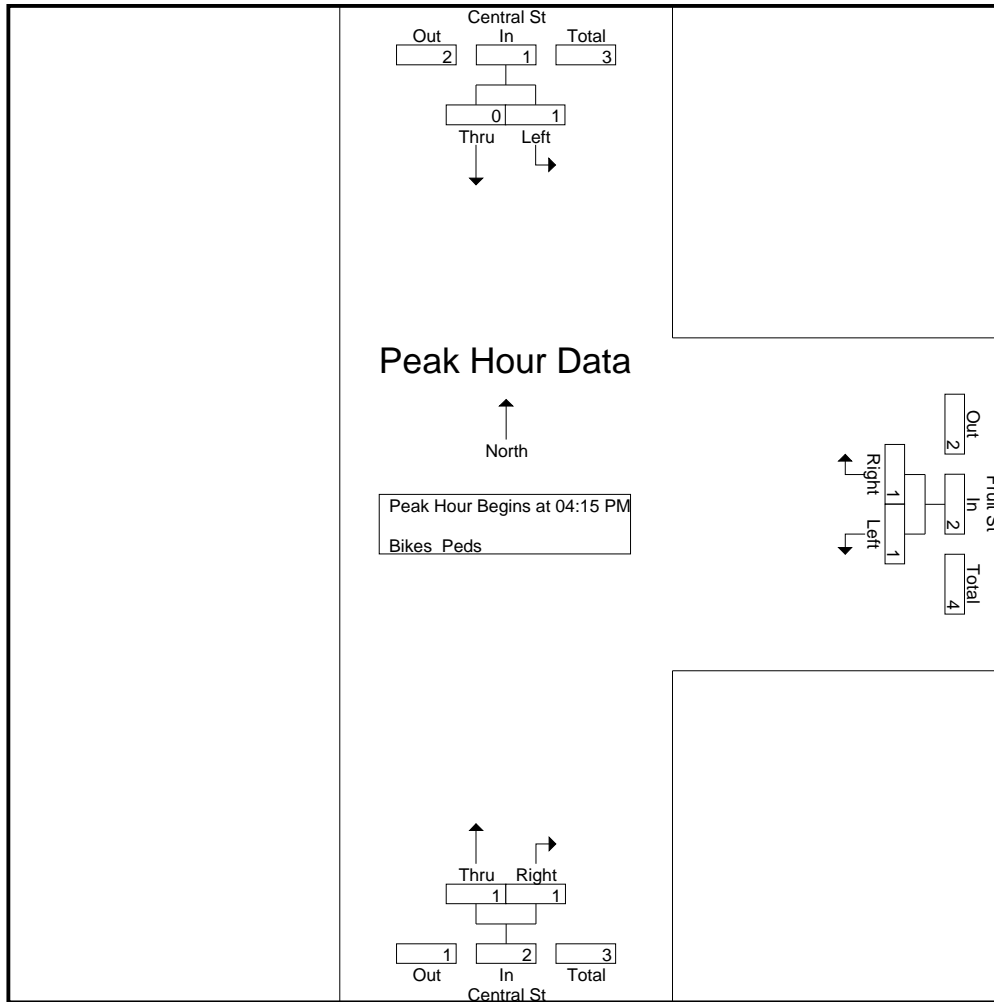
	Central St From North			Fruit St From East			Central St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	1	0	1	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	1	1	0	1	1	2
04:45 PM	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	1	0	1	0	0	0	1
Total Volume	1	0	1	1	1	2	1	1	2	5
% App. Total	100	0		50	50		50	50		
PHF	.250	.000	.250	.250	.250	.500	.250	.250	.500	.625

# Accurate Counts

978-664-2565

N/S Street : Central Street  
E/W Street : Fruit Street  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202001  
Site Code : 10202001  
Start Date : 7/9/2025  
Page No : 11



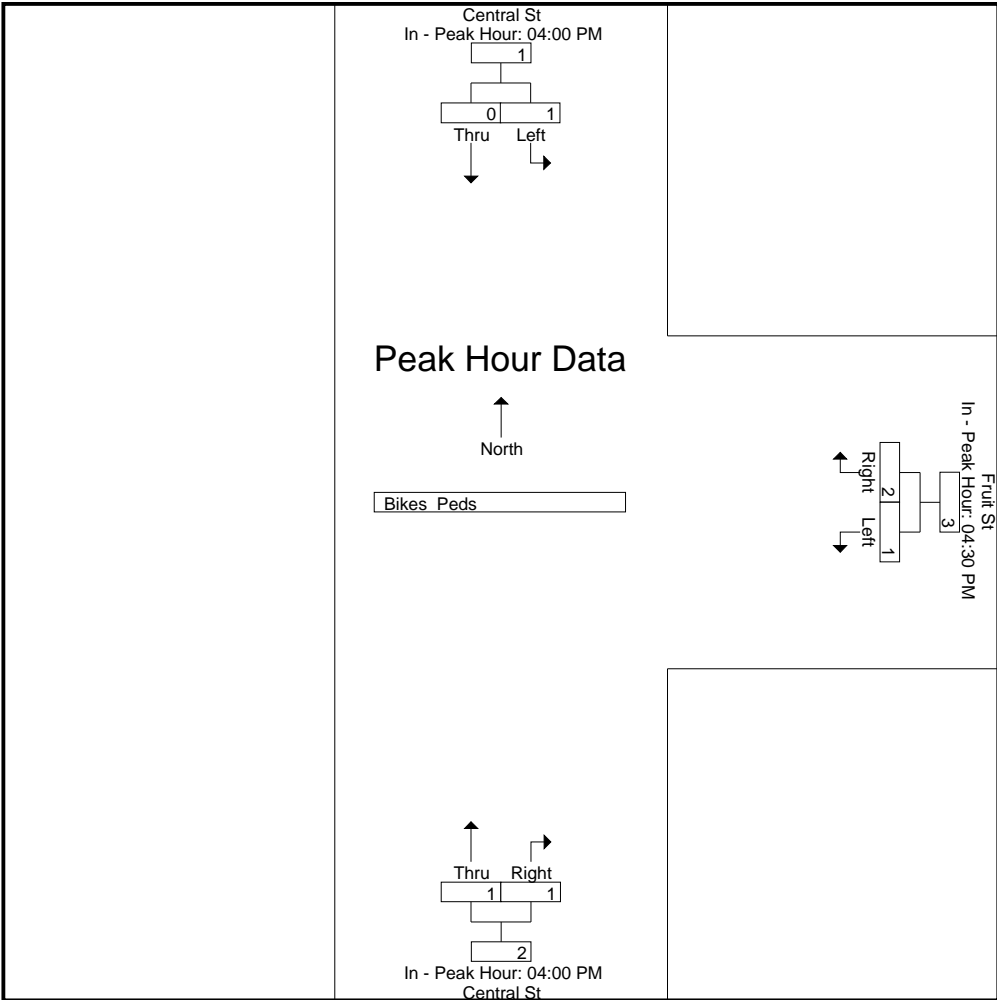
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:30 PM			04:00 PM		
+0 mins.	0	0	0	0	1	1	0	0	0
+15 mins.	1	0	1	0	0	0	0	0	0
+30 mins.	0	0	0	1	0	1	0	1	1
+45 mins.	0	0	0	0	1	1	1	0	1
Total Volume	1	0	1	1	2	3	1	1	2
% App. Total	100	0		33.3	66.7		50	50	
PHF	.250	.000	.250	.250	.500	.750	.250	.250	.500

N/S Street : Central Street  
E/W Street : Fruit Street  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202001  
Site Code : 10202001  
Start Date : 7/9/2025  
Page No : 12



# Accurate Counts

978-664-2565

N/S Street : Central Street  
E/W Street : Driveway / Central Court  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202002  
Site Code : 10202002  
Start Date : 7/9/2025  
Page No : 1

## Groups Printed- Cars - Trucks

	Central St From North			Driveway From East			Central St From South			Central Ct From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	37	0	0	0	0	0	33	0	1	0	0	71
07:15 AM	0	36	0	0	0	0	1	48	0	3	0	1	89
07:30 AM	0	43	1	0	0	0	0	58	0	4	0	1	107
07:45 AM	1	68	2	0	0	1	0	64	0	4	0	1	141
Total	1	184	3	0	0	1	1	203	0	12	0	3	408
08:00 AM	0	53	0	0	0	0	0	70	0	0	0	0	123
08:15 AM	0	54	1	0	0	0	1	64	0	7	0	1	128
08:30 AM	0	57	0	0	0	0	1	61	0	2	0	0	121
08:45 AM	0	67	1	0	0	0	0	60	0	1	0	4	133
Total	0	231	2	0	0	0	2	255	0	10	0	5	505
Grand Total	1	415	5	0	0	1	3	458	0	22	0	8	913
Apprch %	0.2	98.6	1.2	0	0	100	0.7	99.3	0	73.3	0	26.7	
Total %	0.1	45.5	0.5	0	0	0.1	0.3	50.2	0	2.4	0	0.9	
Cars	1	409	5	0	0	1	3	452	0	22	0	8	901
% Cars	100	98.6	100	0	0	100	100	98.7	0	100	0	100	98.7
Trucks	0	6	0	0	0	0	0	6	0	0	0	0	12
% Trucks	0	1.4	0	0	0	0	0	1.3	0	0	0	0	1.3

	Central St From North				Driveway From East				Central St From South				Central Ct From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	68	2	71	0	0	1	1	0	64	0	64	4	0	1	5	141
08:00 AM	0	53	0	53	0	0	0	0	0	70	0	70	0	0	0	0	123
08:15 AM	0	54	1	55	0	0	0	0	1	64	0	65	7	0	1	8	128
08:30 AM	0	57	0	57	0	0	0	0	1	61	0	62	2	0	0	2	121
Total Volume	1	232	3	236	0	0	1	1	2	259	0	261	13	0	2	15	513
% App. Total	0.4	98.3	1.3		0	0	100		0.8	99.2	0		86.7	0	13.3		
PHF	.250	.853	.375	.831	.000	.000	.250	.250	.500	.925	.000	.932	.464	.000	.500	.469	.910
Cars	1	227	3	231	0	0	1	1	2	256	0	258	13	0	2	15	505
% Cars	100	97.8	100	97.9	0	0	100	100	100	98.8	0	98.9	100	0	100	100	98.4
Trucks	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
% Trucks	0	2.2	0	2.1	0	0	0	0	0	1.2	0	1.1	0	0	0	0	1.6

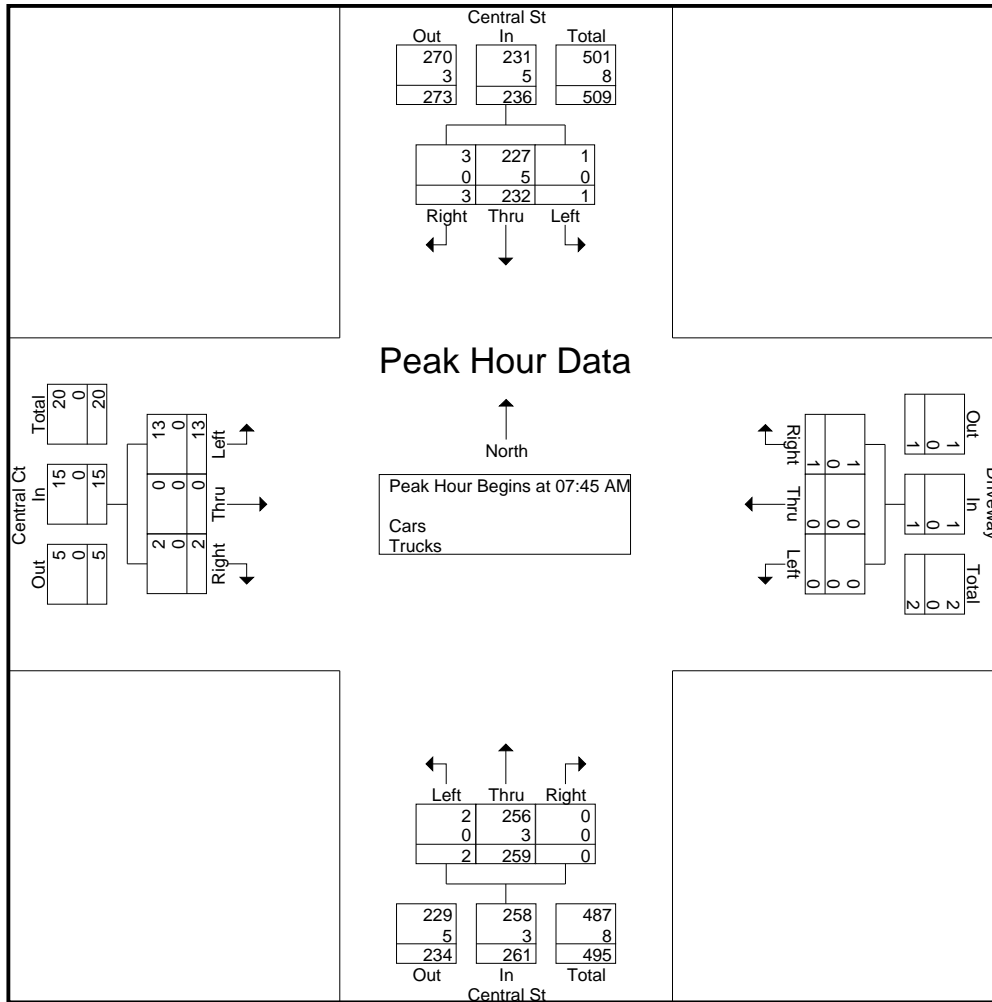


# Accurate Counts

978-664-2565

N/S Street : Central Street  
E/W Street : Driveway / Central Court  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202002  
Site Code : 10202002  
Start Date : 7/9/2025  
Page No : 2



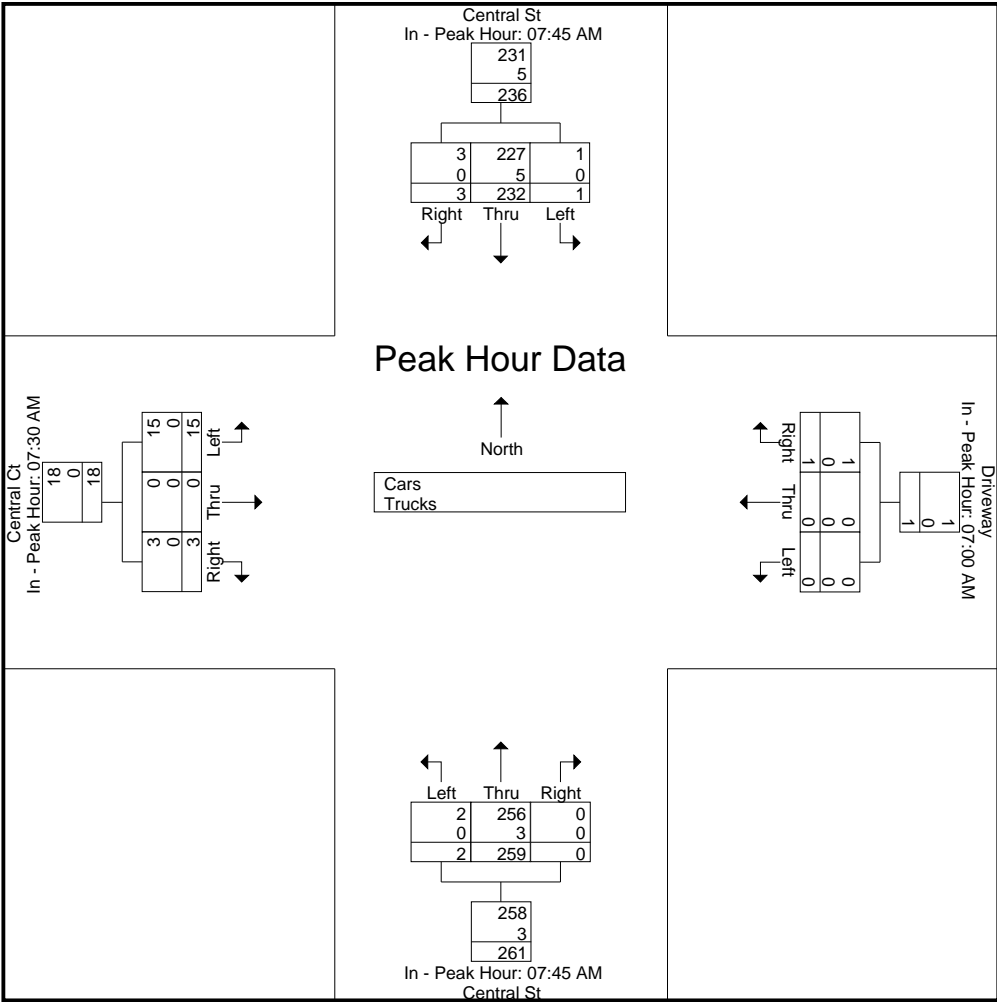
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:45 AM				07:30 AM			
+0 mins.	1	68	2	71	0	0	0	0	0	64	0	64	4	0	1	5
+15 mins.	0	53	0	53	0	0	0	0	0	70	0	70	4	0	1	5
+30 mins.	0	54	1	55	0	0	0	0	1	64	0	65	0	0	0	0
+45 mins.	0	57	0	57	0	0	1	1	1	61	0	62	7	0	1	8
Total Volume	1	232	3	236	0	0	1	1	2	259	0	261	15	0	3	18
% App. Total	0.4	98.3	1.3		0	0	100		0.8	99.2	0		83.3	0	16.7	
PHF	.250	.853	.375	.831	.000	.000	.250	.250	.500	.925	.000	.932	.536	.000	.750	.563
Cars	1	227	3	231	0	0	1	1	2	256	0	258	15	0	3	18
% Cars	100	97.8	100	97.9	0	0	100	100	100	98.8	0	98.9	100	0	100	100
Trucks	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0
% Trucks	0	2.2	0	2.1	0	0	0	0	0	1.2	0	1.1	0	0	0	0

N/S Street : Central Street  
E/W Street : Driveway / Central Court  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202002  
Site Code : 10202002  
Start Date : 7/9/2025  
Page No : 3



# Accurate Counts

978-664-2565

N/S Street : Central Street  
E/W Street : Driveway / Central Court  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202002  
Site Code : 10202002  
Start Date : 7/9/2025  
Page No : 4

## Groups Printed- Cars

	Central St From North			Driveway From East			Central St From South			Central Ct From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	37	0	0	0	0	0	32	0	1	0	0	70
07:15 AM	0	36	0	0	0	0	1	47	0	3	0	1	88
07:30 AM	0	43	1	0	0	0	0	58	0	4	0	1	107
07:45 AM	1	67	2	0	0	1	0	63	0	4	0	1	139
Total	1	183	3	0	0	1	1	200	0	12	0	3	404
08:00 AM	0	53	0	0	0	0	0	70	0	0	0	0	123
08:15 AM	0	53	1	0	0	0	1	63	0	7	0	1	126
08:30 AM	0	54	0	0	0	0	1	60	0	2	0	0	117
08:45 AM	0	66	1	0	0	0	0	59	0	1	0	4	131
Total	0	226	2	0	0	0	2	252	0	10	0	5	497
Grand Total	1	409	5	0	0	1	3	452	0	22	0	8	901
Apprch %	0.2	98.6	1.2	0	0	100	0.7	99.3	0	73.3	0	26.7	
Total %	0.1	45.4	0.6	0	0	0.1	0.3	50.2	0	2.4	0	0.9	

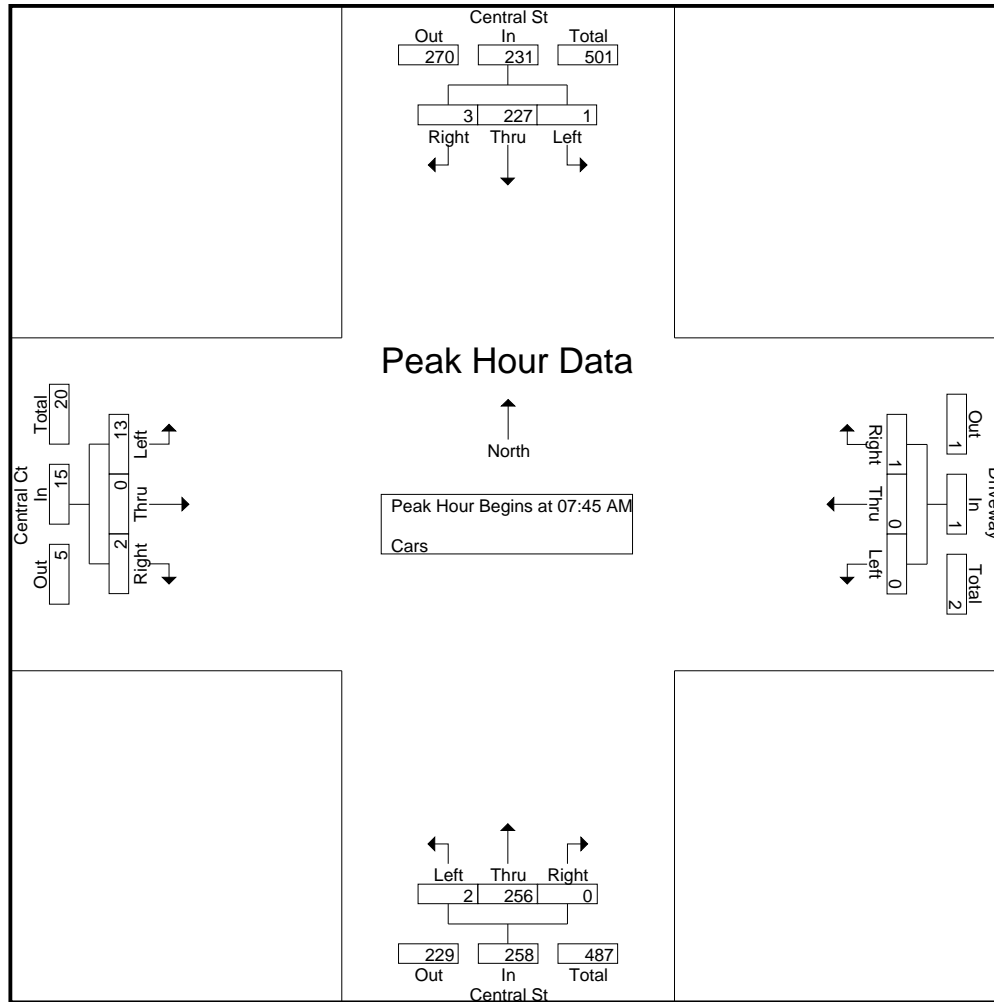
	Central St From North				Driveway From East				Central St From South				Central Ct From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	67	2	70	0	0	1	1	0	63	0	63	4	0	1	5	139
08:00 AM	0	53	0	53	0	0	0	0	0	70	0	70	0	0	0	0	123
08:15 AM	0	53	1	54	0	0	0	0	1	63	0	64	7	0	1	8	126
08:30 AM	0	54	0	54	0	0	0	0	1	60	0	61	2	0	0	2	117
Total Volume	1	227	3	231	0	0	1	1	2	256	0	258	13	0	2	15	505
% App. Total	0.4	98.3	1.3		0	0	100		0.8	99.2	0		86.7	0	13.3		
PHF	.250	.847	.375	.825	.000	.000	.250	.250	.500	.914	.000	.921	.464	.000	.500	.469	.908

# Accurate Counts

978-664-2565

N/S Street : Central Street  
E/W Street : Driveway / Central Court  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202002  
Site Code : 10202002  
Start Date : 7/9/2025  
Page No : 5



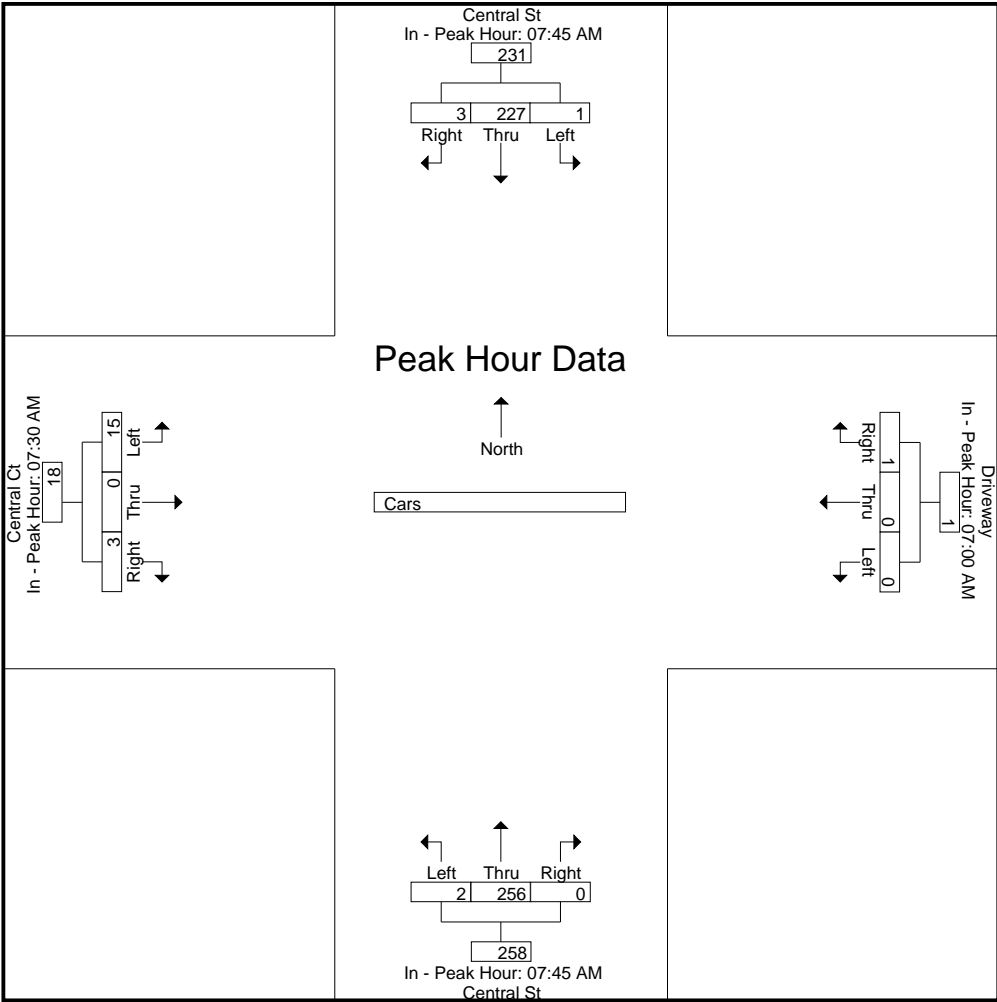
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:45 AM				07:30 AM			
+0 mins.	1	67	2	70	0	0	0	0	0	63	0	63	4	0	1	5
+15 mins.	0	53	0	53	0	0	0	0	0	70	0	70	4	0	1	5
+30 mins.	0	53	1	54	0	0	0	0	1	63	0	64	0	0	0	0
+45 mins.	0	54	0	54	0	0	1	1	1	60	0	61	7	0	1	8
Total Volume	1	227	3	231	0	0	1	1	2	256	0	258	15	0	3	18
% App. Total	0.4	98.3	1.3		0	0	100		0.8	99.2	0		83.3	0	16.7	
PHF	.250	.847	.375	.825	.000	.000	.250	.250	.500	.914	.000	.921	.536	.000	.750	.563

N/S Street : Central Street  
E/W Street : Driveway / Central Court  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202002  
Site Code : 10202002  
Start Date : 7/9/2025  
Page No : 6



# Accurate Counts

978-664-2565

N/S Street : Central Street  
E/W Street : Driveway / Central Court  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202002  
Site Code : 10202002  
Start Date : 7/9/2025  
Page No : 7

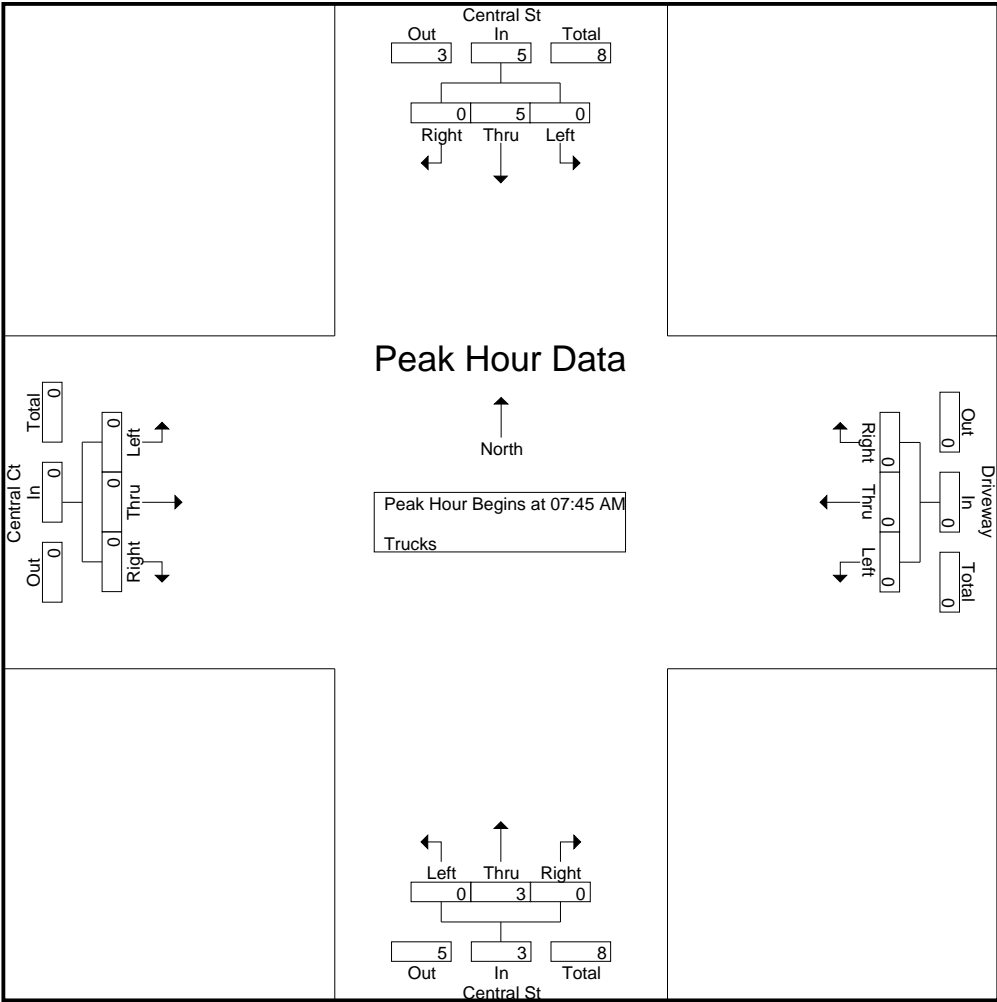
## Groups Printed- Trucks

	Central St From North			Driveway From East			Central St From South			Central Ct From West			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	1	0	0	0	0	0	3	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
08:30 AM	0	3	0	0	0	0	0	1	0	0	0	0	4
08:45 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	5	0	0	0	0	0	3	0	0	0	0	8
Grand Total	0	6	0	0	0	0	0	6	0	0	0	0	12
Apprch %	0	100	0	0	0	0	0	100	0	0	0	0	
Total %	0	50	0	0	0	0	0	50	0	0	0	0	

	Central St From North				Driveway From East				Central St From South				Central Ct From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
Total Volume	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.417	.000	.417	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.500

N/S Street : Central Street  
E/W Street : Driveway / Central Court  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202002  
Site Code : 10202002  
Start Date : 7/9/2025  
Page No : 8

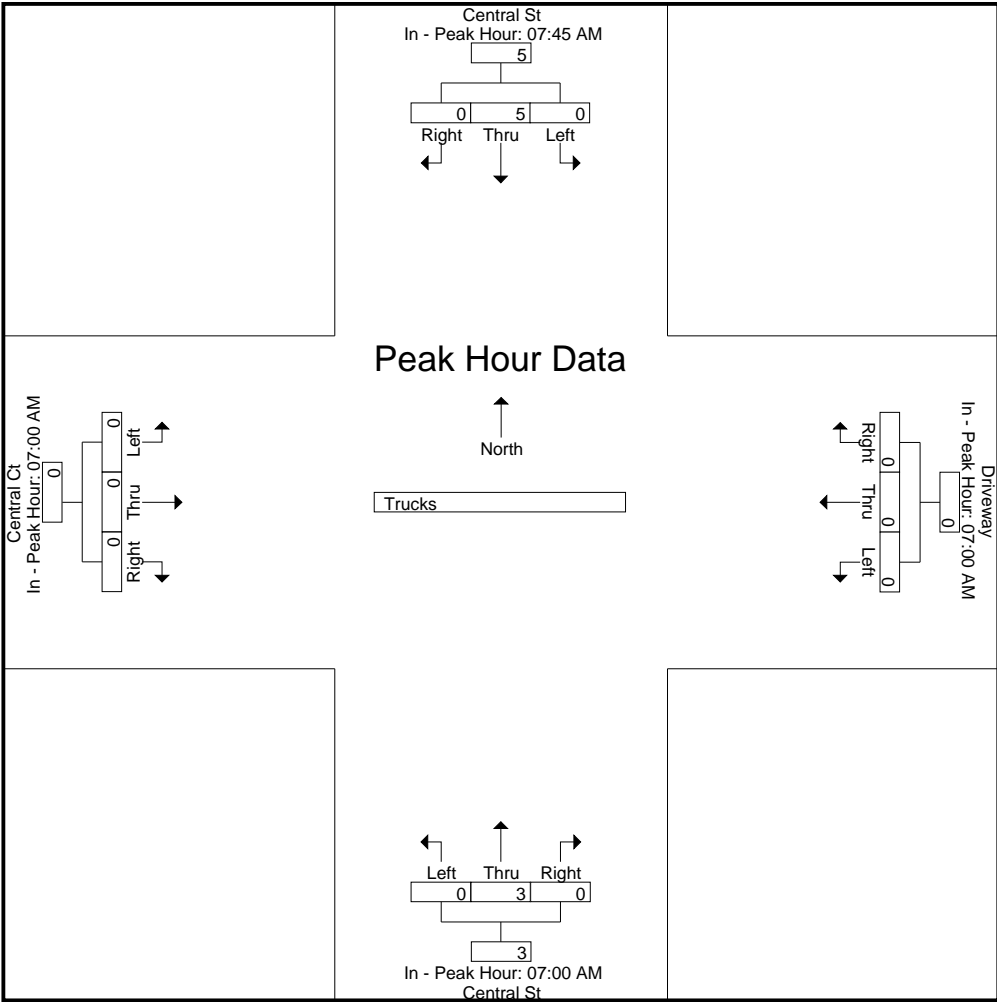


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.417	.000	.417	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000

N/S Street : Central Street  
E/W Street : Driveway / Central Court  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202002  
Site Code : 10202002  
Start Date : 7/9/2025  
Page No : 9





978-664-2565

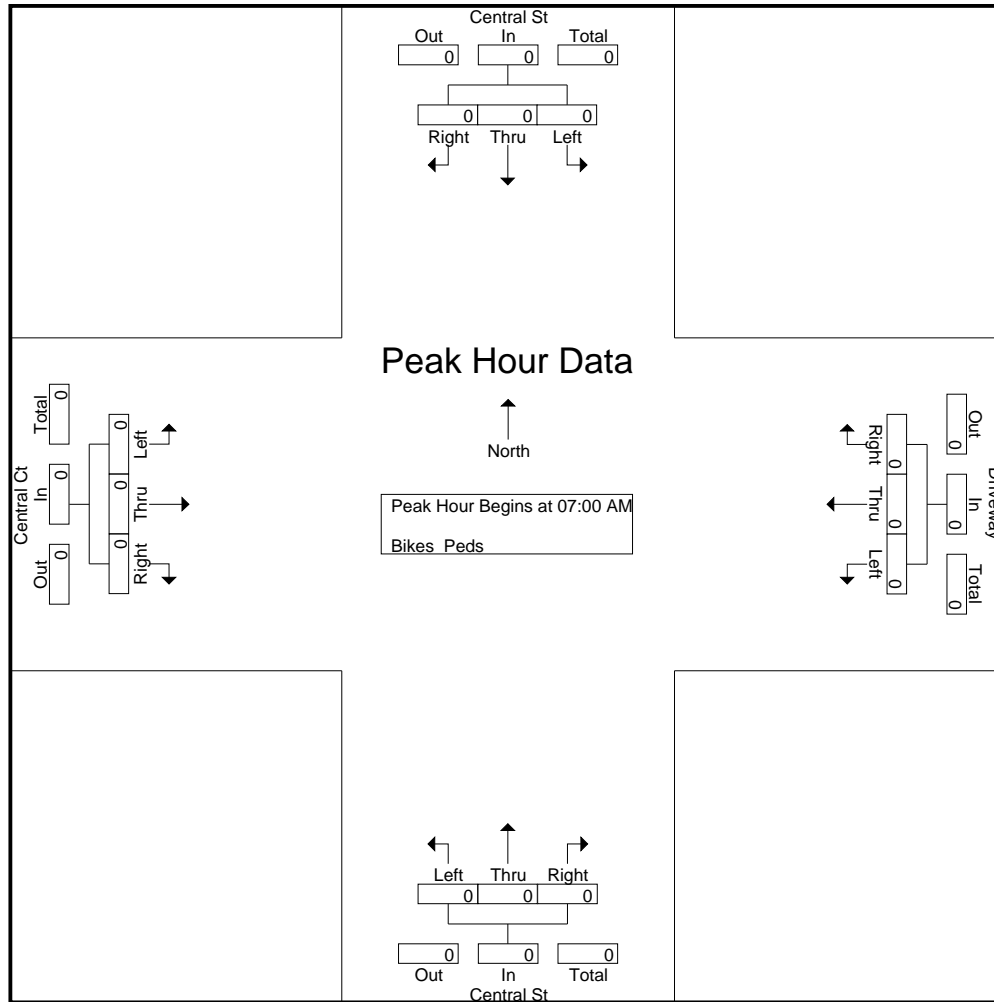
File Name : 10202002  
Site Code : 10202002  
Start Date : 7/9/2025  
Page No : 10

[illegible][illegible]

978-664-2565

N/S Street : Central Street  
E/W Street : Driveway / Central Court  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202002  
Site Code : 10202002  
Start Date : 7/9/2025  
Page No : 11



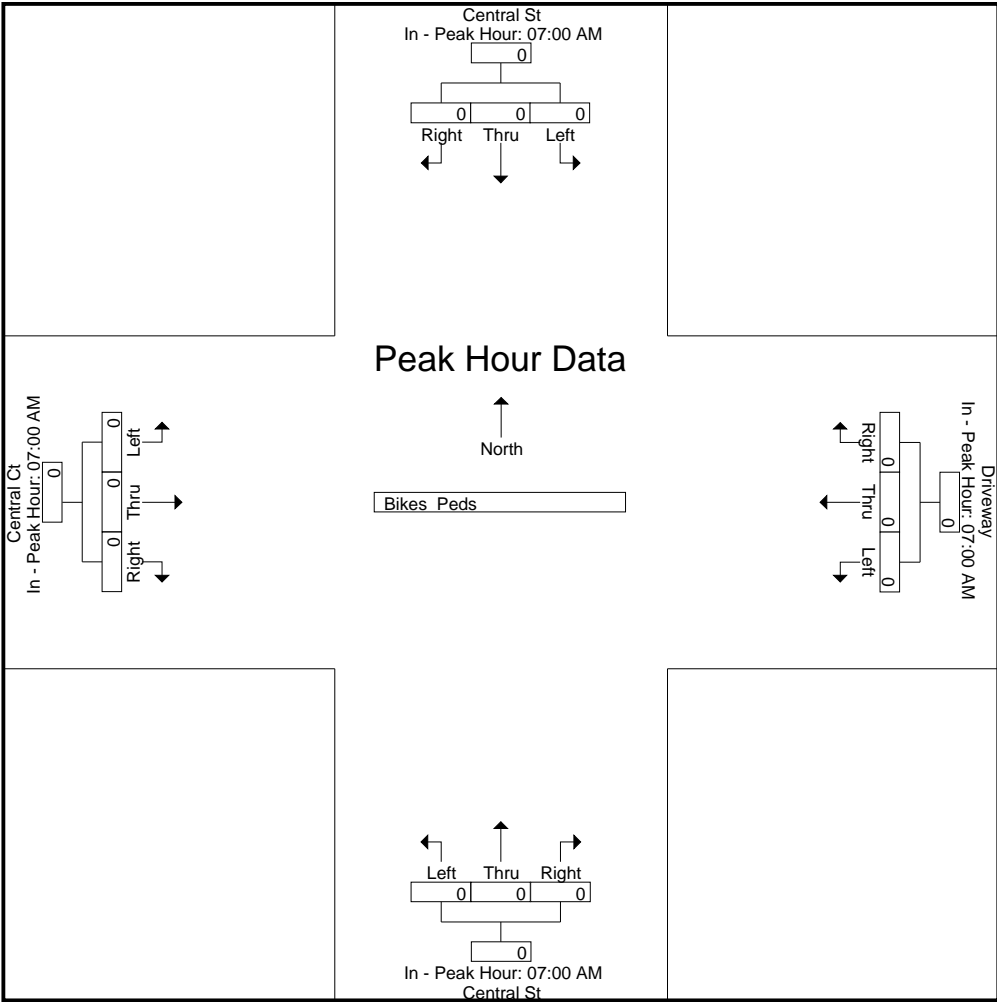
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

[illegible]

N/S Street : Central Street  
E/W Street : Driveway / Central Court  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202002  
Site Code : 10202002  
Start Date : 7/9/2025  
Page No : 12



# Accurate Counts

978-664-2565

N/S Street : Central Street  
E/W Street : Driveway / Central Court  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202002  
Site Code : 10202002  
Start Date : 7/9/2025  
Page No : 1

## Groups Printed- Cars - Trucks

	Central St From North			Driveway From East			Central St From South			Central Ct From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	53	4	0	0	0	0	75	0	1	0	0	133
04:15 PM	0	67	0	0	0	0	1	85	0	3	0	1	157
04:30 PM	0	47	5	0	0	0	0	93	0	0	0	0	145
04:45 PM	0	67	2	0	0	0	1	80	0	0	0	0	150
Total	0	234	11	0	0	0	2	333	0	4	0	1	585
05:00 PM	0	48	3	0	0	0	0	74	0	3	0	0	128
05:15 PM	1	74	2	0	0	0	0	77	0	1	0	0	155
05:30 PM	0	70	4	0	0	0	1	58	0	1	0	1	135
05:45 PM	1	75	2	0	0	1	0	53	0	1	0	1	134
Total	2	267	11	0	0	1	1	262	0	6	0	2	552
Grand Total	2	501	22	0	0	1	3	595	0	10	0	3	1137
Apprch %	0.4	95.4	4.2	0	0	100	0.5	99.5	0	76.9	0	23.1	
Total %	0.2	44.1	1.9	0	0	0.1	0.3	52.3	0	0.9	0	0.3	
Cars	2	499	22	0	0	1	3	592	0	10	0	3	1132
% Cars	100	99.6	100	0	0	100	100	99.5	0	100	0	100	99.6
Trucks	0	2	0	0	0	0	0	3	0	0	0	0	5
% Trucks	0	0.4	0	0	0	0	0	0.5	0	0	0	0	0.4

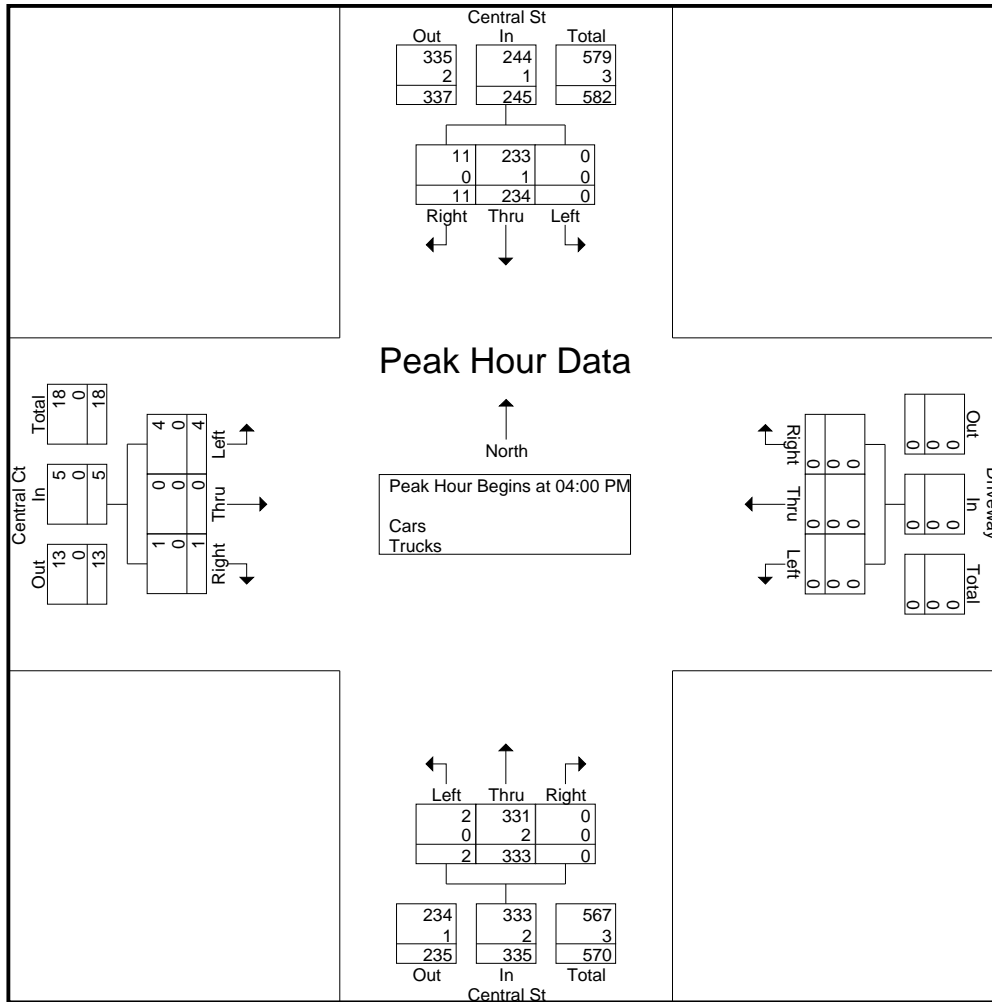
	Central St From North				Driveway From East				Central St From South				Central Ct From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	53	4	57	0	0	0	0	0	75	0	75	1	0	0	1	133
04:15 PM	0	<b>67</b>	0	67	0	0	0	0	<b>1</b>	85	0	86	<b>3</b>	0	<b>1</b>	<b>4</b>	<b>157</b>
04:30 PM	0	47	<b>5</b>	52	0	0	0	0	0	<b>93</b>	0	<b>93</b>	0	0	0	0	145
04:45 PM	0	67	2	<b>69</b>	0	0	0	0	1	80	0	81	0	0	0	0	150
Total Volume	0	234	11	245	0	0	0	0	2	333	0	335	4	0	1	5	585
% App. Total	0	95.5	4.5		0	0	0		0.6	99.4	0		80	0	20		
PHF	.000	.873	.550	.888	.000	.000	.000	.000	.500	.895	.000	.901	.333	.000	.250	.313	.932
Cars	0	233	11	244	0	0	0	0	2	331	0	333	4	0	1	5	582
% Cars	0	99.6	100	99.6	0	0	0	0	100	99.4	0	99.4	100	0	100	100	99.5
Trucks	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
% Trucks	0	0.4	0	0.4	0	0	0	0	0	0.6	0	0.6	0	0	0	0	0.5

# Accurate Counts

978-664-2565

N/S Street : Central Street  
E/W Street : Driveway / Central Court  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202002  
Site Code : 10202002  
Start Date : 7/9/2025  
Page No : 2



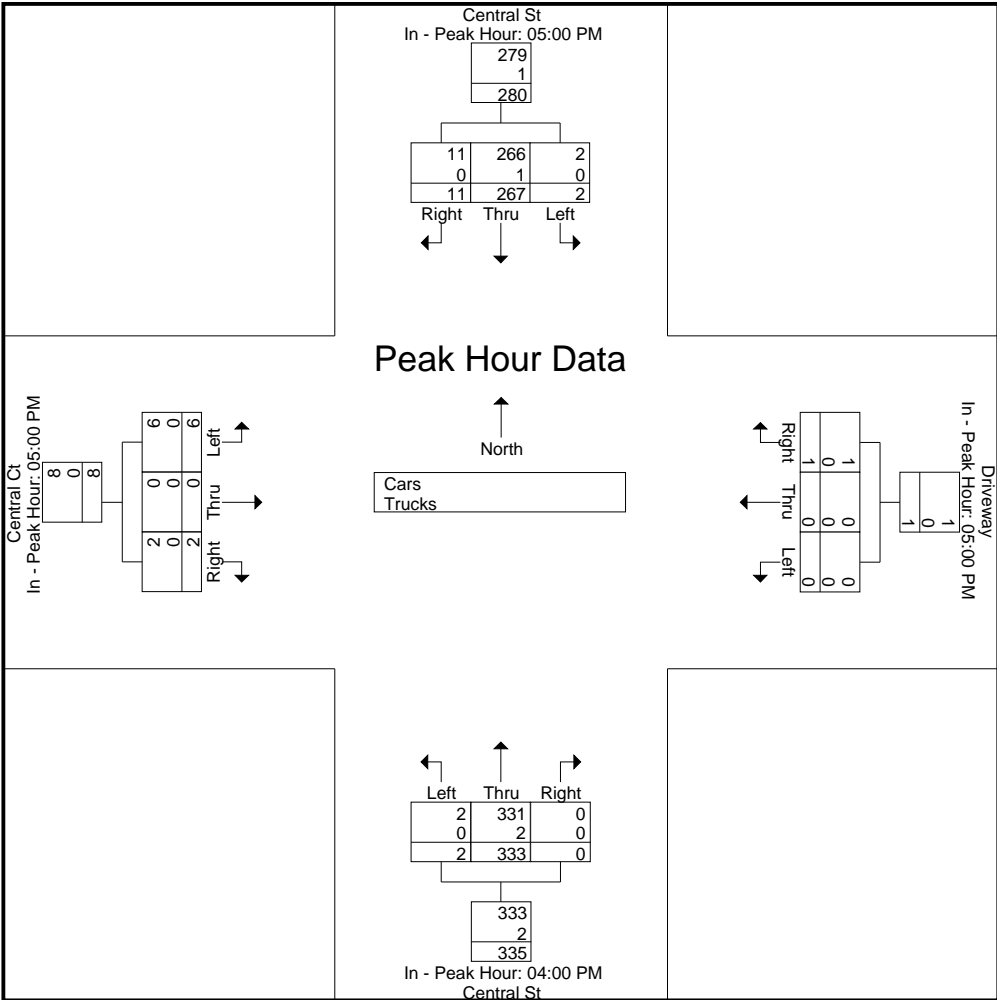
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:00 PM				05:00 PM			
+0 mins.	0	48	3	51	0	0	0	0	0	75	0	75	3	0	0	3
+15 mins.	1	74	2	77	0	0	0	0	1	85	0	86	1	0	0	1
+30 mins.	0	70	4	74	0	0	0	0	0	93	0	93	1	0	1	2
+45 mins.	1	75	2	78	0	0	1	1	1	80	0	81	1	0	1	2
Total Volume	2	267	11	280	0	0	1	1	2	333	0	335	6	0	2	8
% App. Total	0.7	95.4	3.9		0	0	100		0.6	99.4	0		75	0	25	
PHF	.500	.890	.688	.897	.000	.000	.250	.250	.500	.895	.000	.901	.500	.000	.500	.667
Cars	2	266	11	279	0	0	1	1	2	331	0	333	6	0	2	8
% Cars	100	99.6	100	99.6	0	0	100	100	100	99.4	0	99.4	100	0	100	100
Trucks	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
% Trucks	0	0.4	0	0.4	0	0	0	0	0	0.6	0	0.6	0	0	0	0

N/S Street : Central Street  
E/W Street : Driveway / Central Court  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202002  
Site Code : 10202002  
Start Date : 7/9/2025  
Page No : 3



# Accurate Counts

978-664-2565

N/S Street : Central Street  
E/W Street : Driveway / Central Court  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202002  
Site Code : 10202002  
Start Date : 7/9/2025  
Page No : 4

## Groups Printed- Cars

	Central St From North			Driveway From East			Central St From South			Central Ct From West			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	0	53	4	0	0	0	0	75	0	1	0	0	133
04:15 PM	0	66	0	0	0	0	1	84	0	3	0	1	155
04:30 PM	0	47	5	0	0	0	0	92	0	0	0	0	144
04:45 PM	0	67	2	0	0	0	1	80	0	0	0	0	150
Total	0	233	11	0	0	0	2	331	0	4	0	1	582
05:00 PM	0	48	3	0	0	0	0	74	0	3	0	0	128
05:15 PM	1	74	2	0	0	0	0	77	0	1	0	0	155
05:30 PM	0	69	4	0	0	0	1	58	0	1	0	1	134
05:45 PM	1	75	2	0	0	1	0	52	0	1	0	1	133
Total	2	266	11	0	0	1	1	261	0	6	0	2	550
Grand Total	2	499	22	0	0	1	3	592	0	10	0	3	1132
Apprch %	0.4	95.4	4.2	0	0	100	0.5	99.5	0	76.9	0	23.1	
Total %	0.2	44.1	1.9	0	0	0.1	0.3	52.3	0	0.9	0	0.3	

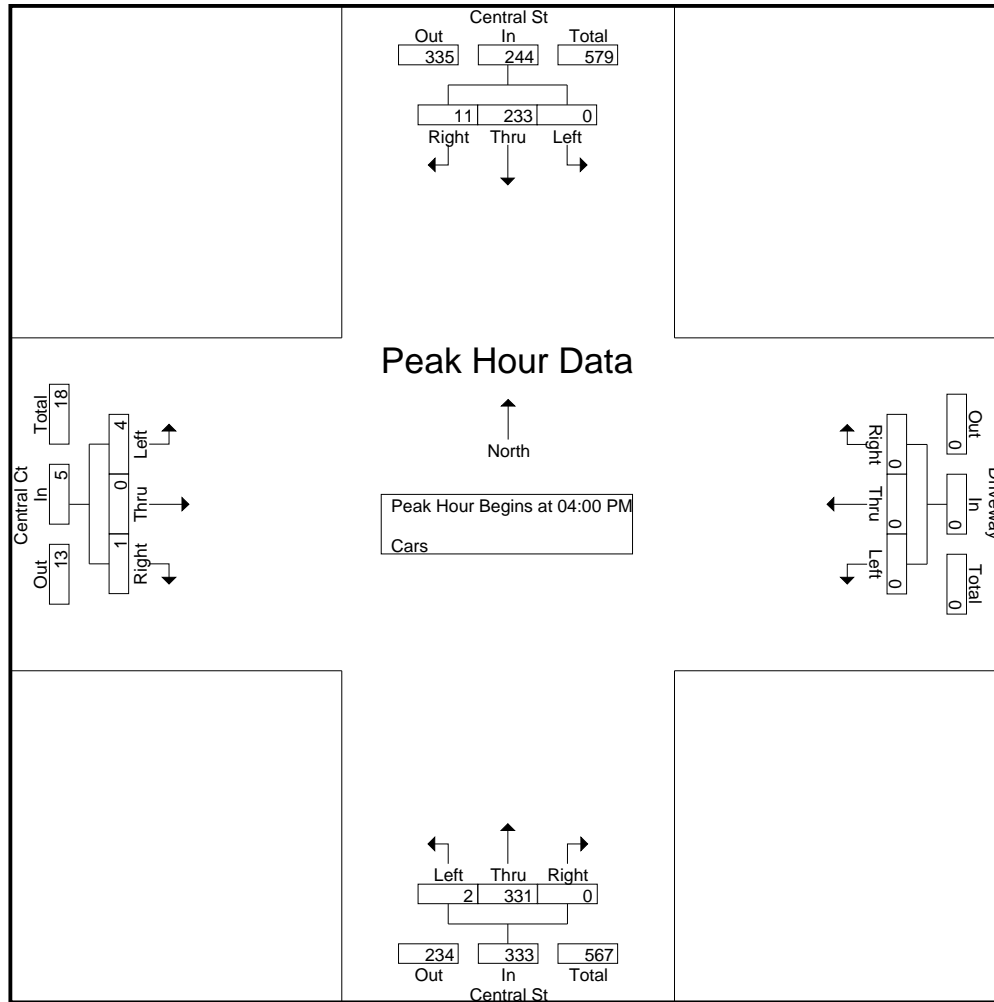
	Central St From North				Driveway From East				Central St From South				Central Ct From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	53	4	57	0	0	0	0	0	75	0	75	1	0	0	1	133
04:15 PM	0	66	0	66	0	0	0	0	1	84	0	85	3	0	1	4	155
04:30 PM	0	47	5	52	0	0	0	0	0	92	0	92	0	0	0	0	144
04:45 PM	0	67	2	69	0	0	0	0	1	80	0	81	0	0	0	0	150
Total Volume	0	233	11	244	0	0	0	0	2	331	0	333	4	0	1	5	582
% App. Total	0	95.5	4.5		0	0	0		0.6	99.4	0		80	0	20		
PHF	.000	.869	.550	.884	.000	.000	.000	.000	.500	.899	.000	.905	.333	.000	.250	.313	.939

# Accurate Counts

978-664-2565

N/S Street : Central Street  
E/W Street : Driveway / Central Court  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202002  
Site Code : 10202002  
Start Date : 7/9/2025  
Page No : 5



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

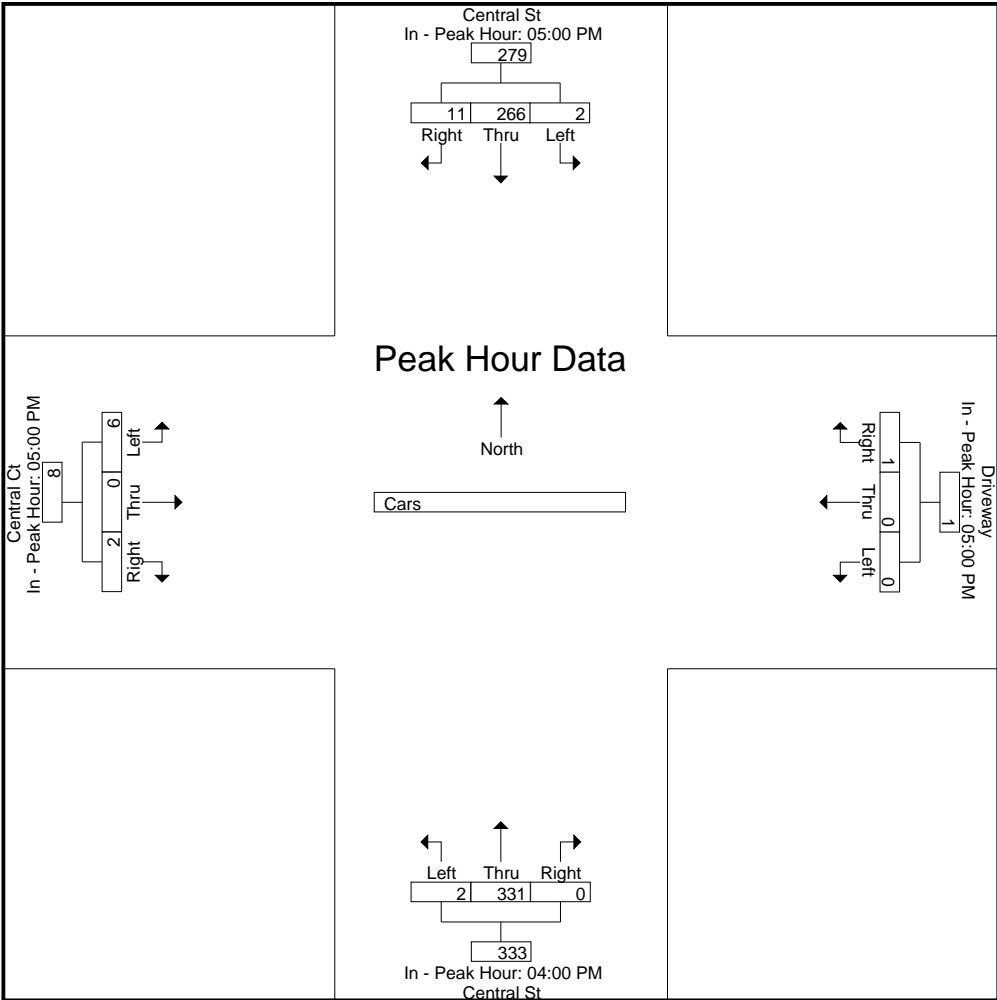
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:00 PM				05:00 PM			
+0 mins.	0	48	3	51	0	0	0	0	0	75	0	75	3	0	0	3
+15 mins.	1	74	2	77	0	0	0	0	1	84	0	85	1	0	0	1
+30 mins.	0	69	4	73	0	0	0	0	0	92	0	92	1	0	1	2
+45 mins.	1	75	2	78	0	0	1	1	1	80	0	81	1	0	1	2
Total Volume	2	266	11	279	0	0	1	1	2	331	0	333	6	0	2	8
% App. Total	0.7	95.3	3.9		0	0	100		0.6	99.4	0		75	0	25	
PHF	.500	.887	.688	.894	.000	.000	.250	.250	.500	.899	.000	.905	.500	.000	.500	.667



N/S Street : Central Street  
E/W Street : Driveway / Central Court  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202002  
Site Code : 10202002  
Start Date : 7/9/2025  
Page No : 6



# Accurate Counts

978-664-2565

N/S Street : Central Street  
E/W Street : Driveway / Central Court  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202002  
Site Code : 10202002  
Start Date : 7/9/2025  
Page No : 7

## Groups Printed- Trucks

	Central St From North			Driveway From East			Central St From South			Central Ct From West			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	2	0	0	0	0	3
05:00 PM	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
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	1	0	0	0	0	0	1	0	0	0	0	2
Grand Total	0	2	0	0	0	0	0	3	0	0	0	0	5
Apprch %	0	100	0	0	0	0	0	100	0	0	0	0	
Total %	0	40	0	0	0	0	0	60	0	0	0	0	

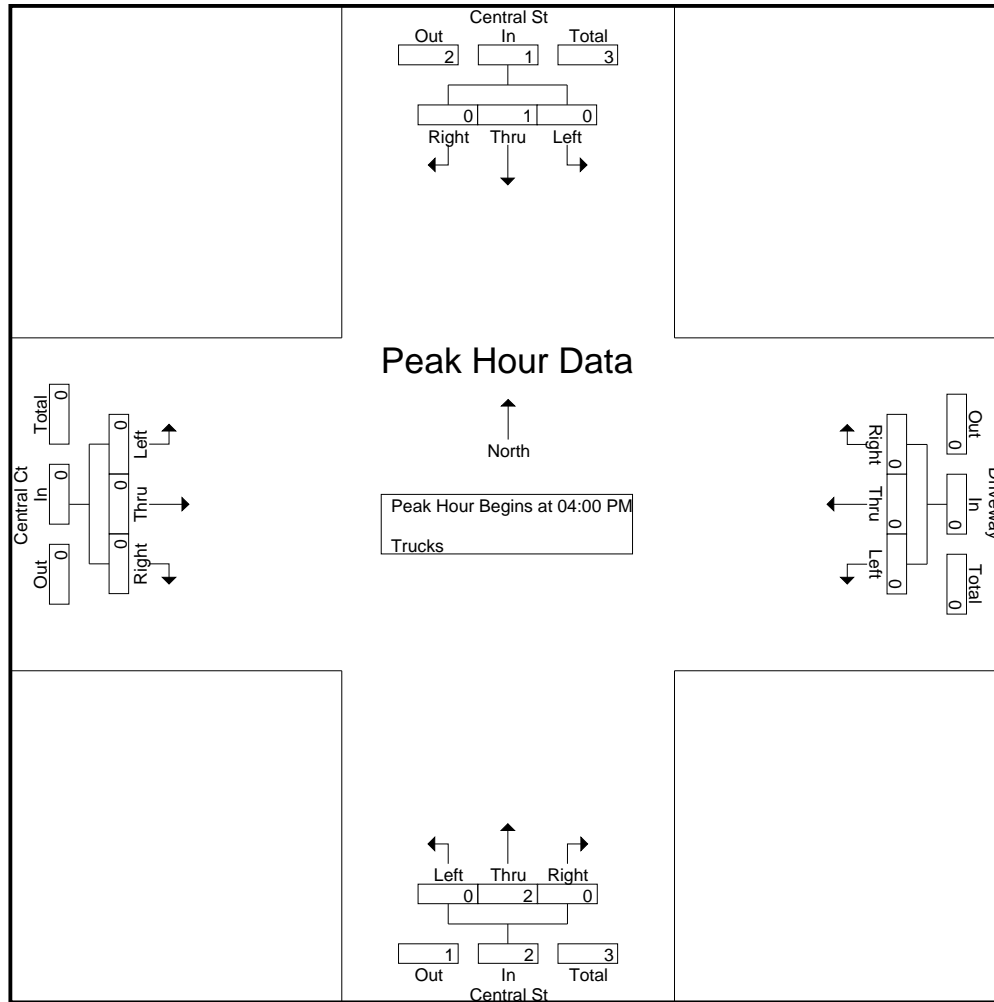
	Central St From North				Driveway From East				Central St From South				Central Ct From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.375

# Accurate Counts

978-664-2565

N/S Street : Central Street  
E/W Street : Driveway / Central Court  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202002  
Site Code : 10202002  
Start Date : 7/9/2025  
Page No : 8



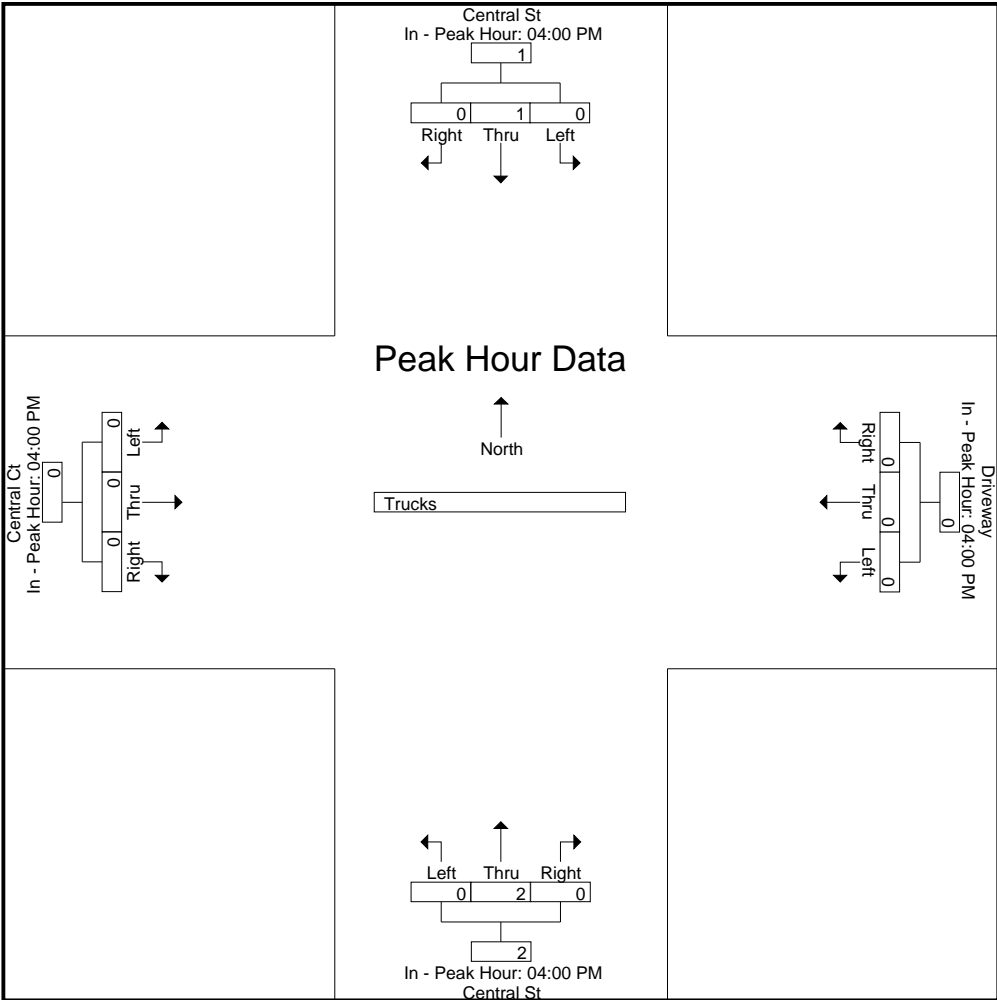
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

N/S Street : Central Street  
E/W Street : Driveway / Central Court  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202002  
Site Code : 10202002  
Start Date : 7/9/2025  
Page No : 9



978-664-2565

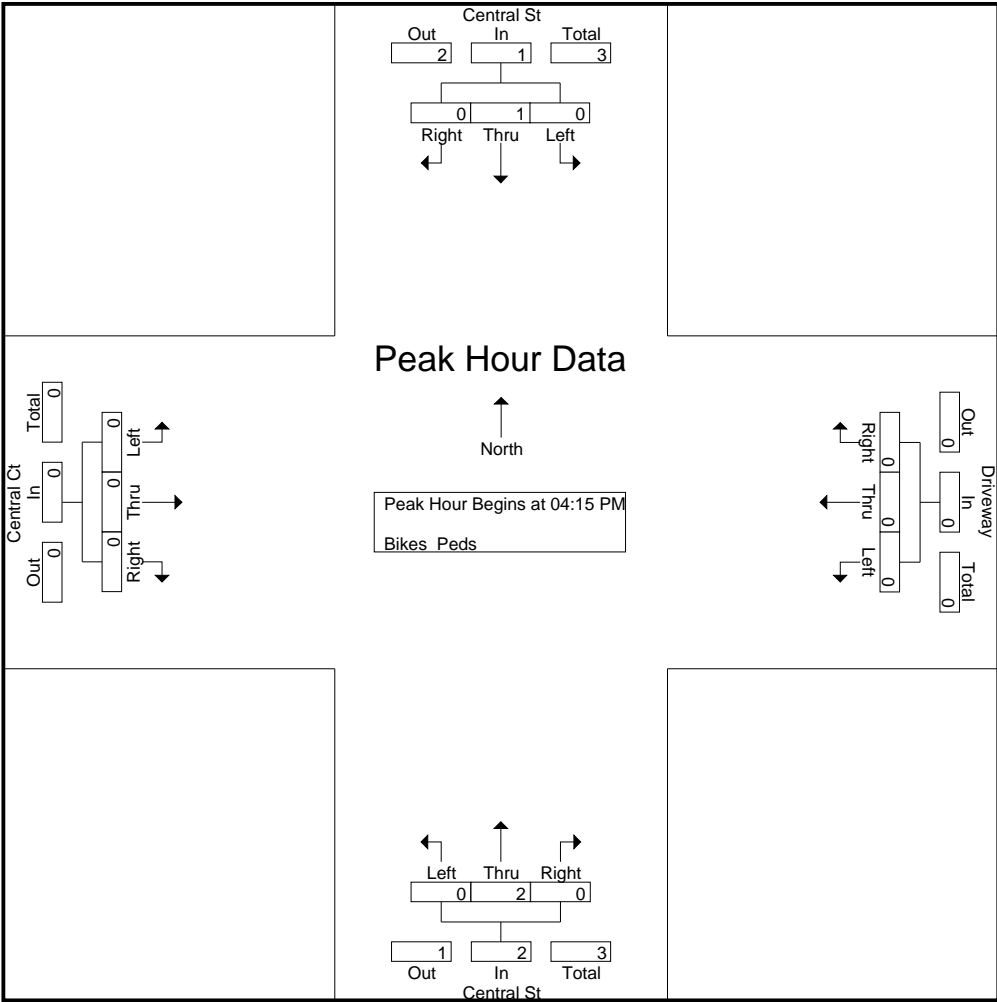
File Name : 10202002  
Site Code : 10202002  
Start Date : 7/9/2025  
Page No : 10

	Central St From North				Driveway From East				Central St From South				Central Ct From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
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	1	0	0	0	0	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
Total	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	3
Grand Total	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	5	5
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0				
Total %	0	20	0		0	0	0		0	80	0		0	0	0		0	100	

	Central St From North				Driveway From East				Central St From South				Central Ct From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.750

N/S Street : Central Street  
E/W Street : Driveway / Central Court  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202002  
Site Code : 10202002  
Start Date : 7/9/2025  
Page No : 11

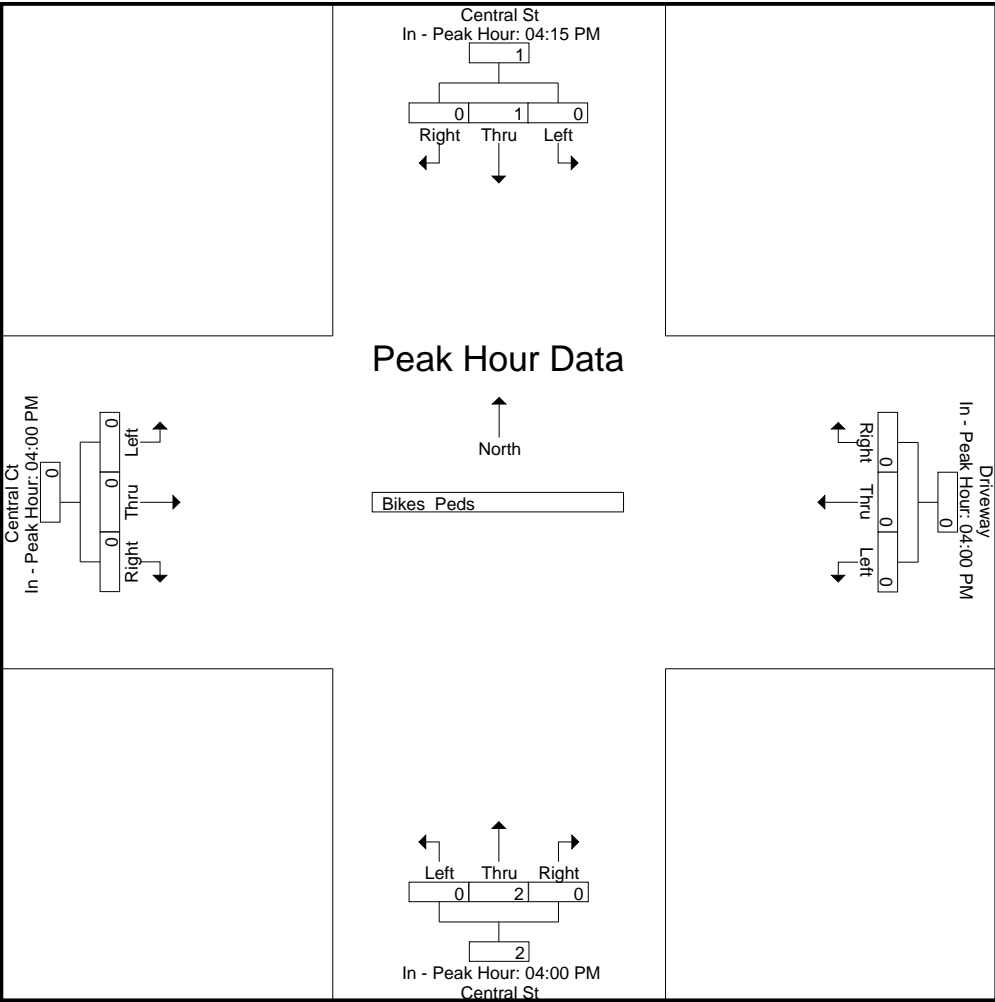


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	04:15 PM				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	1	0	1	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

N/S Street : Central Street  
E/W Street : Driveway / Central Court  
City/State : Newbury, MA  
Weather : Rain / Cloudy

File Name : 10202002  
Site Code : 10202002  
Start Date : 7/9/2025  
Page No : 12



SEASONAL ADJUSTMENT

---



Massachusetts Highway Department  
5010: Monthly Hourly Volume for December 2024

Location ID: 5010  
County: Essex  
Functional Class: 1  
Location: INTERSTATE 95  
Seasonal Factor Group: U1-Essex  
Daily Factor Group:  
Axle Factor Group: U1-Essex  
Growth Factor Group:

1

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	TOTAL	QC Status	Day
1	510	354	225	278	361	587	945	1,456	2,683	3,985	5,407	6,257	6,414	5,749	5,801	5,510	5,241	4,664	3,843	2,995	2,150	1,338	833	513	68,099	Accepted	12/1/2024 Sun
2	319	230	187	359	950	2,584	4,231	5,417	5,020	3,938	3,955	4,119	4,226	4,233	4,860	5,689	5,903	5,290	3,471	2,199	1,562	1,133	880	579	71,334	Accepted	12/2/2024 Mon
3	301	236	204	326	865	2,552	4,224	5,712	5,075	4,166	4,047	4,041	4,141	4,232	4,610	5,420	6,308	5,618	3,765	2,651	1,846	1,404	1,015	702	73,461	Accepted	12/3/2024 Tue
4	362	229	209	327	841	2,425	4,168	5,531	5,101	4,070	3,871	3,978	4,058	4,314	5,011	5,967	6,409	5,740	3,732	2,535	1,905	1,413	949	744	73,889	Accepted	12/4/2024 Wed
5	410	241	191	299	792	2,048	3,645	4,708	4,465	3,504	3,464	3,647	3,800	3,956	4,638	5,345	5,751	5,272	3,647	2,543	2,037	1,582	1,153	834	67,972	Accepted	12/5/2024 Thu
6	464	283	227	316	781	2,088	3,582	4,708	4,487	4,250	4,489	4,855	5,089	5,066	5,668	6,586	6,763	6,051	4,115	2,991	2,241	1,866	1,575	1,250	79,791	Accepted	12/6/2024 Fri
7	563	281	218	201	350	727	1,481	2,180	3,267	4,427	5,571	6,063	5,755	5,364	5,311	5,372	5,303	4,713	3,788	2,671	2,233	1,953	1,753	1,214	70,759	Accepted	12/7/2024 Sat
8	614	378	256	229	247	403	749	1,200	1,927	3,176	4,702	5,591	5,891	5,700	5,183	5,329	4,889	4,271	3,254	2,416	1,817	1,295	826	496	60,839	Accepted	12/8/2024 Sun
9	307	214	173	319	901	2,485	4,229	5,198	4,813	3,828	3,973	4,186	4,188	4,261	4,892	5,528	5,613	5,150	3,173	2,171	1,533	1,171	721	488	69,515	Accepted	12/9/2024 Mon
10	318	200	159	297	797	2,340	4,066	5,321	4,899	3,839	3,748	3,789	3,832	3,966	4,762	5,391	5,537	5,441	3,473	2,512	1,776	1,427	982	608	69,480	Accepted	12/10/2024 Tue
11	314	183	177	287	766	2,190	3,719	4,977	4,701	3,623	3,415	3,545	3,529	3,824	4,296	5,142	5,162	4,854	3,157	2,156	1,623	1,242	900	599	64,381	Accepted	12/11/2024 Wed
12	368	238	246	318	830	2,390	4,140	5,316	4,970	4,083	4,195	4,449	4,649	4,702	5,373	5,913	6,292	5,998	4,108	3,081	2,345	1,887	1,415	846	78,152	Accepted	12/12/2024 Thu
13	446	281	242	297	796	1,977	3,599	4,784	4,561	4,285	4,427	5,217	5,216	5,215	6,130	6,751	7,074	6,162	4,482	3,176	2,432	2,001	1,611	1,112	82,274	Accepted	12/13/2024 Fri
14	655	385	211	211	381	739	1,279	2,104	3,157	4,529	5,629	5,943	5,873	5,535	5,532	5,648	5,464	4,938	3,937	2,932	2,470	2,128	1,953	1,317	72,950	Accepted	12/14/2024 Sat
15	797	411	238	176	246	399	791	1,287	2,163	3,614	4,941	5,696	5,968	5,657	5,339	5,707	5,193	4,337	3,549	2,740	2,096	1,461	993	570	64,369	Accepted	12/15/2024 Sun
16	297	227	179	320	923	2,433	4,028	5,232	4,839	3,922	4,187	4,238	4,281	4,374	5,031	5,664	5,898	5,273	3,435	2,301	1,725	1,304	820	649	71,580	Accepted	12/16/2024 Mon
17	358	224	185	308	809	2,349	4,040	5,395	5,118	4,003	4,124	4,163	4,086	4,169	4,649	5,843	6,388	5,849	3,869	2,805	2,177	1,566	998	614	74,089	Accepted	12/17/2024 Tue
18	343	224	182	315	843	2,343	3,997	5,338	5,047	4,381	4,271	4,385	4,315	4,476	5,174	5,970	6,276	5,844	3,901	2,820	2,190	1,721	1,076	681	76,113	Accepted	12/18/2024 Wed
19	379	258	203	299	823	2,308	3,838	5,192	5,042	4,349	4,518	4,552	4,560	4,722	5,280	6,026	6,500	6,054	4,031	2,840	2,364	1,732	1,391	994	78,255	Accepted	12/19/2024 Thu
20	457	276	267	327	781	2,002	3,420	4,737	4,476	4,271	4,490	4,948	4,787	4,550	4,854	4,887	4,870	4,464	3,083	2,076	1,628	1,312	1,183	829	68,975	Accepted	12/20/2024 Fri
21	577	350	286	359	444	693	1,154	1,887	2,869	4,018	5,207	5,760	5,774	5,395	5,101	5,297	5,089	4,549	3,644	2,752	2,250	1,966	1,849	1,121	68,391	Accepted	12/21/2024 Sat
22	594	413	269	256	245	438	711	1,177	2,009	3,375	4,754	5,614	5,823	5,558	5,156	4,778	4,676	4,032	3,327	2,579	2,224	1,485	966	663	61,122	Accepted	12/22/2024 Sun
23	409	297	232	305	711	1,842	2,862	3,674	4,166	4,293	4,849	5,146	5,168	5,126	5,165	6,125	5,842	5,096	3,792	2,754	2,155	1,608	1,315	723	73,655	Accepted	12/23/2024 Mon
24	453	276	223	283	564	1,309	1,942	2,425	2,686	3,138	4,018	4,783	5,409	5,511	5,541	5,392	5,051	4,011	2,841	2,496	2,782	2,787	2,094	1,045	67,060	Accepted	12/24/2024 Tue
25	442	221	149	102	123	244	473	672	1,213	2,046	3,237	4,362	5,386	4,916	4,184	3,655	3,583	3,749	3,807	3,492	3,190	1,888	1,084	515	52,733	Accepted	12/25/2024 Wed
26	275	176	142	239	604	1,394	2,160	2,602	2,989	3,787	5,017	5,915	6,049	5,651	5,632	5,669	5,512	4,557	3,126	2,427	1,906	1,461	1,011	598	68,899	Accepted	12/26/2024 Thu
27	347	270	250	305	648	1,446	2,361	2,934	3,439	4,026	5,158	5,505	5,970	6,143	5,950	6,266	6,228	5,033	3,671	2,753	2,071	1,643	1,493	930	74,840	Accepted	12/27/2024 Fri
28	470	355	237	277	379	654	1,126	1,662	2,607	3,840	5,106	5,837	5,976	5,390	5,150	5,363	4,763	4,392	3,394	2,694	2,065	1,515	1,364	798	65,414	Accepted	12/28/2024 Sat
29	465	299	207	220	252	445	680	1,047	1,794	3,029	4,519	6,000	6,136	5,651	5,525	4,971	4,685	4,008	3,076	2,375	1,739	1,441	822	539	59,925	Accepted	12/29/2024 Sun
30	329	255	202	269	716	1,786	2,610	3,211	3,489	3,619	4,210	4,971	5,138	5,314	5,337	5,619	5,314	4,722	3,023	2,190	1,696	1,112	787	525	66,444	Accepted	12/30/2024 Mon
31	327	246	221	304	673	1,639	2,498	3,159	3,317	3,471	4,219	4,876	5,455	5,447	5,777	5,898	5,328	4,262	3,243	2,216	1,551	1,121	914	638	66,800	Accepted	12/31/2024 Tue

72,469 Average Weekday Daily Traffic (Dec. 2024)  
76,962 Average Annual Daily Traffic (2024)  
1.06 Seasonal Adjustment

REVISED MOTOR VEHICLE CRASH DATA TABLE (TABLE 4R)

---

**Table 4R**  
**MOTOR VEHICLE CRASH DATA SUMMARY<sup>a</sup>**

	Central Street/ I-95 Southbound Ramps	Central Street/ I-95 Northbound Ramps	Central Street/ Fruit Street	Central Street/ Central Court	Central Street/ Project Site Driveway	Central Street/ Orchard Street
Traffic Control Type <sup>b</sup>	U	U	U	U	U	U
<i>Year:</i>						
2017	0	0	1	0	0	0
2018	1	0	1	0	0	1
2019	0	0	0	0	0	0
2020	0	0	1	0	0	0
2021	0	0	0	0	0	0
2022	2	1	1	1	0	1
2023	0	2	1	0	0	0
<u>2024</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	4	4	5	1	0	2
Average	0.50	0.50	0.63	0.13	0.00	0.25
Crash Rate <sup>c</sup>	0.14	0.13	0.20	0.05	0.00	0.10
MassDOT Crash Rate: <sup>d</sup>	0.57/0.57	0.57/0.57	0.57/0.57	0.57/0.57	0.57/0.57	0.57/0.57
Significant? <sup>e</sup>	No	No	No	No	No	No
<i>Type:</i>						
Angle	0	1	1	0	0	0
Rear-End	3	0	0	0	0	0
Head-On	0	0	1	0	0	0
Sideswipe	0	0	1	0	0	1
Fixed Object	1	2	2	1	0	0
Pedestrian/Bicycle	0	0	0	0	0	0
Animal Strike	0	1	0	0	0	0
<u>Unknown/Other</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
Total	4	4	5	1	0	2
<i>Conditions:</i>						
Clear	2	3	4	1	0	1
Cloudy	0	1	1	0	0	0
Rain	1	0	0	0	0	0
Snow/Ice	0	0	0	0	0	1
<u>Not Reported/Other</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	4	4	5	1	0	2
<i>Lighting:</i>						
Daylight	4	2	5	1	0	1
Dawn/Dusk	0	0	0	0	0	0
Dark (Road Lit)	0	2	0	0	0	1
<u>Dark (Road Unlit)</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	4	4	5	1	0	2
<i>Day of Week:</i>						
Monday-Friday	3	3	5	1	0	1
Saturday	1	0	0	0	0	0
<u>Sunday</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
Total	4	4	5	1	0	2
<i>Severity:</i>						
Property Damage Only	3	2	5	0	0	2
Non-fatal Injury	1	2	0	1	0	0
Fatalities	0	0	0	0	0	0
<u>Not Reported</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	4	4	5	1	0	2

<sup>a</sup>Source: MassDOT Safety Management/Traffic Operations Unit records, 2017 through 2024.

<sup>b</sup>Traffic Control Type: U = unsignalized.

<sup>c</sup>Crash rate per million vehicles entering the intersection.

<sup>d</sup>Statewide/District crash rate.

<sup>e</sup>The intersection crash rate is significant if it is found to exceed the MassDOT crash rate for the MassDOT Highway Division District in which the Project is located (District 4).

REVISED MASSDOT CRASH DATA

---

Central Street at the I-95 Southbound Ramps

Crash Number	City Town Name	Crash Date	Day	Crash Severity	Crash Status	Crash Time	Crash Year	Driver Contributing Circumstances (All Drivers)	First Harmful Event
4612034	NEWBURY	10/18/2018	Thu	Non-fatal injury	Closed	8:10 AM	2018	D1: (Inattention) / D2: (No improper driving)	Collision with motor vehicle in traffic
5121678	NEWBURY	07/02/2022	Sat	Property damage only (none injured)	Open	10:48 AM	2022	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic
5160979	NEWBURY	10/07/2022	Fri	Property damage only (none injured)	Open	4:47 PM	2022	D1: (No improper driving) / D2: (Inattention),(Glare)	Collision with motor vehicle in traffic
5355856	NEWBURY	01/05/2024	Fri	Property damage only (none injured)	Open	9:55 AM	2024	D1: (Made an improper turn)	Collision with other light pole or other post/support

Central Street at the I-95 Southbound Ramps

Crash Number	City Town Name	Crash Date	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Traffic Control Device Type	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Travel Directions (All Vehicles)
4612034	NEWBURY	10/18/2018	Daylight	Rear-end	Dry	Off-ramp	Yield signs	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	V1: W / V2: W
5121678	NEWBURY	07/02/2022	Daylight	Rear-end	Wet	Off-ramp	Yield signs	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	V1: W / V2: W
5160979	NEWBURY	10/07/2022	Daylight	Rear-end	Dry	Off-ramp	Yield signs	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1: W / V2: W
5355856	NEWBURY	01/05/2024	Daylight	Single vehicle crash	Dry	Off-ramp	Yield signs	V1: Turning right	V1: S

Central Street at the I-95 Southbound Ramps

Crash Number	City Town Name	Crash Date	Weather Conditions	Most Harmful Event (All Vehicles)	Street Number	Roadway	Near Intersection Roadway
4612034	NEWBURY	10/18/2018	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		RAMP-RT 95 SB TO CENTRAL ST Rte I95 S	CENTRAL STREET
5121678	NEWBURY	07/02/2022	Cloudy/Rain	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		RAMP-RT 95 SB TO CENTRAL ST	CENTRAL STREET
5160979	NEWBURY	10/07/2022	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		RAMP-RT 95 SB TO CENTRAL ST	CENTRAL STREET
5355856	NEWBURY	01/05/2024	Not Reported	V1:(Collision with light pole or other post/support)		RAMP-RT 95 SB TO CENTRAL ST	CENTRAL STREET

Central Street at the I-95 Northbound Ramps

Crash Number	City Town Name	Crash Date	Day	Crash Severity	Crash Status	Crash Time	Crash Year	Driver Contributing Circumstances (All Drivers)	First Harmful Event	Light Conditions
5185286	NEWBURY	12/04/2022	Sun	Property damage only (none injured)	Open	12:59 AM	2022	D1: (No improper driving)	Collision with bridge overhead structure	Dark - roadway not lighted
5238723	NEWBURY	03/20/2023	Mon	Property damage only (none injured)	Open	10:10 PM	2023	D1: (No improper driving)	Collision with animal - other	Dark - roadway not lighted
5306858	NEWBURY	10/04/2023	Wed	Non-fatal injury	Open	3:57 PM	2023	D1: (No improper driving) / D2: (Followed too closely)	Collision with motor vehicle in traffic	Daylight
5356598	NEWBURY	01/17/2024	Wed	Non-fatal injury	Open	7:30 AM	2024	D1: (Driving too fast for conditions)	Collision with guardrail	Daylight



Central Street at the I-95 Northbound Ramps

Crash Number	City Town Name	Crash Date	Manner of Collision	Road Surface Condition	Roadway Junction Type	Traffic Control Device Type	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions
5185286	NEWBURY	12/04/2022	Single vehicle crash	Dry	Not at junction	No controls	V1: Travelling straight ahead	V1: N	Clear
5238723	NEWBURY	03/20/2023	Single vehicle crash	Dry	Not at junction	No controls	V1: Travelling straight ahead	V1: N	Clear
5306858	NEWBURY	10/04/2023	Rear to Side	Dry	On-ramp	No controls	V1: Entering traffic lane / V2: Entering traffic lane	V1: N / V2: N	Clear
5356598	NEWBURY	01/17/2024	Single vehicle crash	Ice	Not at junction	No controls	V1: Travelling straight ahead	V1: N	Cloudy

Central Street at the I-95 Northbound Ramps

Crash Number	City Town Name	Crash Date	Most Harmful Event (All Vehicles)	Road Contributing Circumstance	Street Number	Roadway	Near Intersection Roadway
5185286	NEWBURY	12/04/2022	V1:(Collision with overhead sign support)	Debris		Rte 95 N	CENTRAL STREET
5238723	NEWBURY	03/20/2023	V1:(Collision with animal - other)	None		Rte 95 N	CENTRAL STREET Rte N
5306858	NEWBURY	10/04/2023	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None		RAMP-CENTRAL ST TO RT 95 NB	
5356598	NEWBURY	01/17/2024	V1:(Collision with guardrail)	Road surface condition (wet, icy, snow, slush, etc.)		Rte 95 N	CENTRAL STREET Rte

Central Street at Fruit Street

Crash Number	City Town Name	Crash Date	Day	Crash Severity	Crash Status	Crash Time	Crash Year	Driver Contributing Circumstances (All Drivers)	First Harmful Event	Light Conditions
4388936	NEWBURY	07/10/2017	Mon	Property damage only (none injured)	Closed	3:10 PM	2017	D1: (Illness)	Collision with parked motor vehicle	Daylight
4556745	NEWBURY	06/21/2018	Thu	Property damage only (none injured)	Closed	6:29 PM	2018	D1: (No improper driving) / D2: (Failed to yield right of way)	Collision with motor vehicle in traffic	Daylight
4920223	NEWBURY	12/11/2020	Fri	Property damage only (none injured)	Closed	9:35 AM	2020	D1: (No improper driving) / D2: (Failed to yield right of way),(Inattention)	Collision with motor vehicle in traffic	Daylight
5071644	NEWBURY	02/16/2022	Wed	Property damage only (none injured)	Open	7:23 AM	2022	D1: (No improper driving) / D2: (Visibility obstructed)	Collision with motor vehicle in traffic	Daylight
5343143	NEWBURY	12/25/2023	Mon	Property damage only (none injured)	Open	11:27 AM	2023	D1: (Inattention) / D2: (No improper driving)	Collision with parked motor vehicle	Daylight

Central Street at Fruit Street

Crash Number	City Town Name	Crash Date	Manner of Collision	Road Surface Condition	Roadway Junction Type	Traffic Control Device Type	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Travel Directions (All Vehicles)
4388936	NEWBURY	07/10/2017	Sideswipe, opposite direction	Dry	Not at junction	No controls	V1: Travelling straight ahead / V2: Parked	V1: S / V2: Not Reported
4556745	NEWBURY	06/21/2018	Sideswipe, same direction	Dry	Driveway	No controls	V1: Turning right / V2: Overtaking/passing	V1: E / V2: E
4920223	NEWBURY	12/11/2020	Head-on	Dry	T-intersection	No controls	V1: Travelling straight ahead / V2: Turning left	V1: W / V2: E
5071644	NEWBURY	02/16/2022	Angle	Dry	T-intersection	No controls	V1: Travelling straight ahead / V2: Turning left	V1: W / V2: E
5343143	NEWBURY	12/25/2023	Front to Rear	Dry	Not at junction	No controls	V1: Backing / V2: Parked	V1: S / V2: N

Central Street at Fruit Street

Crash Number	City Town Name	Crash Date	Weather Conditions	Most Harmful Event (All Vehicles)	Street Number	Roadway	Near Intersection Roadway
4388936	NEWBURY	07/10/2017	Clear	V1:(Collision with parked motor vehicle) / V2:(Collision with motor vehicle in traffic)	17	CENTRAL ST	
4556745	NEWBURY	06/21/2018	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	28	CENTRAL ST	
4920223	NEWBURY	12/11/2020	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CENTRAL ST / FRUIT ST	
5071644	NEWBURY	02/16/2022	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CENTRAL ST	FRUIT ST
5343143	NEWBURY	12/25/2023	Cloudy	V1:(Collision with parked motor vehicle) / V2:(Collision with motor vehicle in traffic)	2	FRUIT ST Rte	

Central Street at Central Court

Crash Number	City Town Name	Crash Date	Day	Crash Severity	Crash Status	Crash Time	Crash Year	Driver Contributing Circumstances (All Drivers)	First Harmful Event
5116066	NEWBURY	06/16/2022	Thu	Non-fatal injury	Open	2:35 PM	2022	D1: (Failure to keep in proper lane or running off road),(Wrong side or wrong way)	Collision with utility pole

Central Street at Central Court

Crash Number	City Town Name	Crash Date	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Traffic Control Device Type	Trafficway Description	Vehicle Actions Prior to Crash (All Vehicles)
5116066	NEWBURY	06/16/2022	Daylight	Single vehicle crash	Dry	Not at junction	No controls	Two-way, not divided	V1: Travelling straight ahead

Central Street at Central Court

Crash Number	City Town Name	Crash Date	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Most Harmful Event (All Vehicles)	Street Number	Roadway	Near Intersection Roadway
5116066	NEWBURY	06/16/2022	V1: E	Clear	V1:(Collision with utility pole)		CENTRAL ST	FRUIT ST



Central Street at Orchard Street

Crash Number	City Town Name	Crash Date	Day	Crash Severity	Crash Status	Crash Time	Crash Year	Driver Contributing Circumstances (All Drivers)	First Harmful Event
4620068	NEWBURY	11/08/2018	Thu	Property damage only (none injured)	Closed	2:03 PM	2018	D1: (Unknown)	Other non-collision
5069678	NEWBURY	02/13/2022	Sun	Property damage only (none injured)	Open	5:23 PM	2022	D1: (Swerving or avoiding due to wind, slippery surface, vehicle, object, vulnerable user in roadway) / D2: (No improper driving)	Collision with motor vehicle in traffic

Central Street at Orchard Street

Crash Number	City Town Name	Crash Date	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Traffic Control Device Type	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Travel Directions (All Vehicles)
4620068	NEWBURY	11/08/2018	Daylight	Single vehicle crash	Wet	Driveway	No controls	V1: Backing	V1: W
5069678	NEWBURY	02/13/2022	Dark - lighted roadway	Sideswipe, opposite direction	Snow	T-intersection	No controls	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: E / V2: W

Central Street at Orchard Street

Crash Number	City Town Name	Crash Date	Weather Conditions	Most Harmful Event (All Vehicles)	Street Number	Roadway
4620068	NEWBURY	11/08/2018	Clear	V1:(Unknown non-collision)	66	CENTRAL ST
5069678	NEWBURY	02/13/2022	Snow	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CENTRAL ST / ORCHARD ST

## REVISED MASSDOT CRASH RATE WORKSHEETS

---

## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Newbury COUNT DATE : 12/3/2024

DISTRICT : 4 UNSIGNALIZED : ☒ X SIGNALIZED : ☐

### ~ INTERSECTION DATA ~

MAJOR STREET : Central Street

MINOR STREET(S) : I-95 Southbound Ramps

**INTERSECTION  
DIAGRAM  
(Label Approaches)**



### PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	SB			
PEAK HOURLY VOLUMES (PM) :	238	314	305			857

"K" FACTOR : **0.090** INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME : **9,522**

TOTAL # OF CRASHES : **4** # OF YEARS : **8** AVERAGE # OF CRASHES PER YEAR ( A ) : **0.50**

**CRASH RATE CALCULATION :**

**0.14**

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

Comments : Below Statewide and District crash rates

Project Title & Date: 10202 - Proposed Residential Development

## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Newbury COUNT DATE : 12/3/2024

DISTRICT : 4 UNSIGNALIZED : ☒ X SIGNALIZED : ☐

### ~ INTERSECTION DATA ~

MAJOR STREET : Central Street

MINOR STREET(S) : I-95 Northbound Ramps

**INTERSECTION  
DIAGRAM**  
(Label Approaches)



### PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB			
PEAK HOURLY VOLUMES (PM) :	352	388	211			951

"K" FACTOR :

**0.090**

INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME :

**10,567**

TOTAL # OF CRASHES :

4

# OF YEARS :

8

AVERAGE # OF CRASHES PER YEAR ( A ) :

**0.50**

CRASH RATE CALCULATION :

**0.13**

RATE =

$$\frac{(A * 1,000,000)}{(V * 365)}$$

Comments : Below Statewide and District crash rates

Project Title & Date: 10202 - Proposed Residential Development

## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Newbury COUNT DATE : 7/9/2025

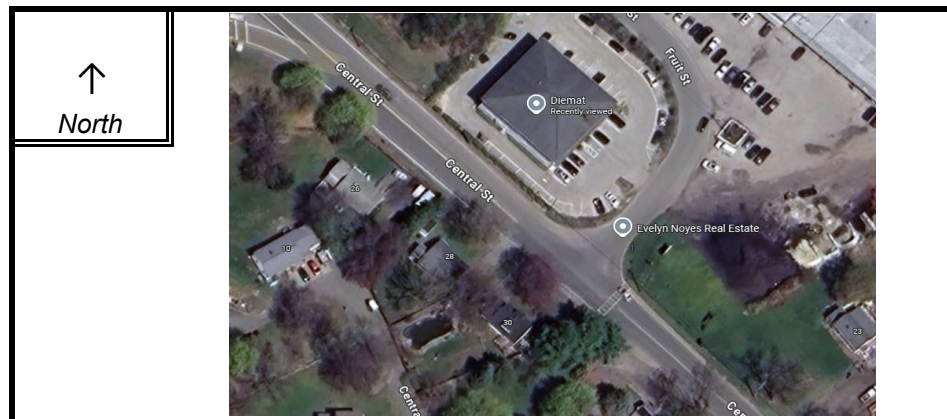
DISTRICT : 4 UNSIGNALIZED : ☒ SIGNALIZED : ☐

### ~ INTERSECTION DATA ~

MAJOR STREET : Central Street

MINOR STREET(S) : Fruit Street

**INTERSECTION  
DIAGRAM**  
(Label Approaches)



### PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	SB			
PEAK HOURLY VOLUMES (PM) :	334	357	68			759

" K " FACTOR :

**0.090**

INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME :

**8,433**

TOTAL # OF CRASHES :

5

# OF YEARS :

8

AVERAGE # OF CRASHES PER YEAR ( A ) :

**0.63**

**CRASH RATE CALCULATION :**

**0.20**

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

Comments : Below Statewide and District crash rates

Project Title & Date: 10202 - Proposed Residential Development

## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Newbury COUNT DATE : 7/9/2025

DISTRICT : 4 UNSIGNALIZED : ☒ SIGNALIZED : ☐

### ~ INTERSECTION DATA ~

MAJOR STREET : Central Street

MINOR STREET(S) : Central Court

**INTERSECTION  
DIAGRAM**  
(Label Approaches)



### PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB			
PEAK HOURLY VOLUMES (PM) :	285	355	5			645

"K" FACTOR :

**0.090**

INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME :

**7,167**

TOTAL # OF CRASHES :

1

# OF YEARS :

8

AVERAGE # OF CRASHES PER YEAR ( A ) :

**0.13**

CRASH RATE CALCULATION :

**0.05**

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

Comments : Below Statewide and District crash rates

Project Title & Date: 10202 - Proposed Residential Development



## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Newbury COUNT DATE : 12/3/2024

DISTRICT : 4 UNSIGNALIZED : ☒ X SIGNALIZED : ☐

### ~ INTERSECTION DATA ~

MAJOR STREET : Central Street

MINOR STREET(S) : Orchard Street

**INTERSECTION  
DIAGRAM**  
(Label Approaches)



### PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	SB			
PEAK HOURLY VOLUMES (PM) :	253	335	46			634

"K" FACTOR :

**0.090**

INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME :

**7,044**

TOTAL # OF CRASHES :

**2**

# OF YEARS :

**8**

AVERAGE # OF CRASHES PER YEAR ( A ) :

**0.25**

**CRASH RATE CALCULATION :**

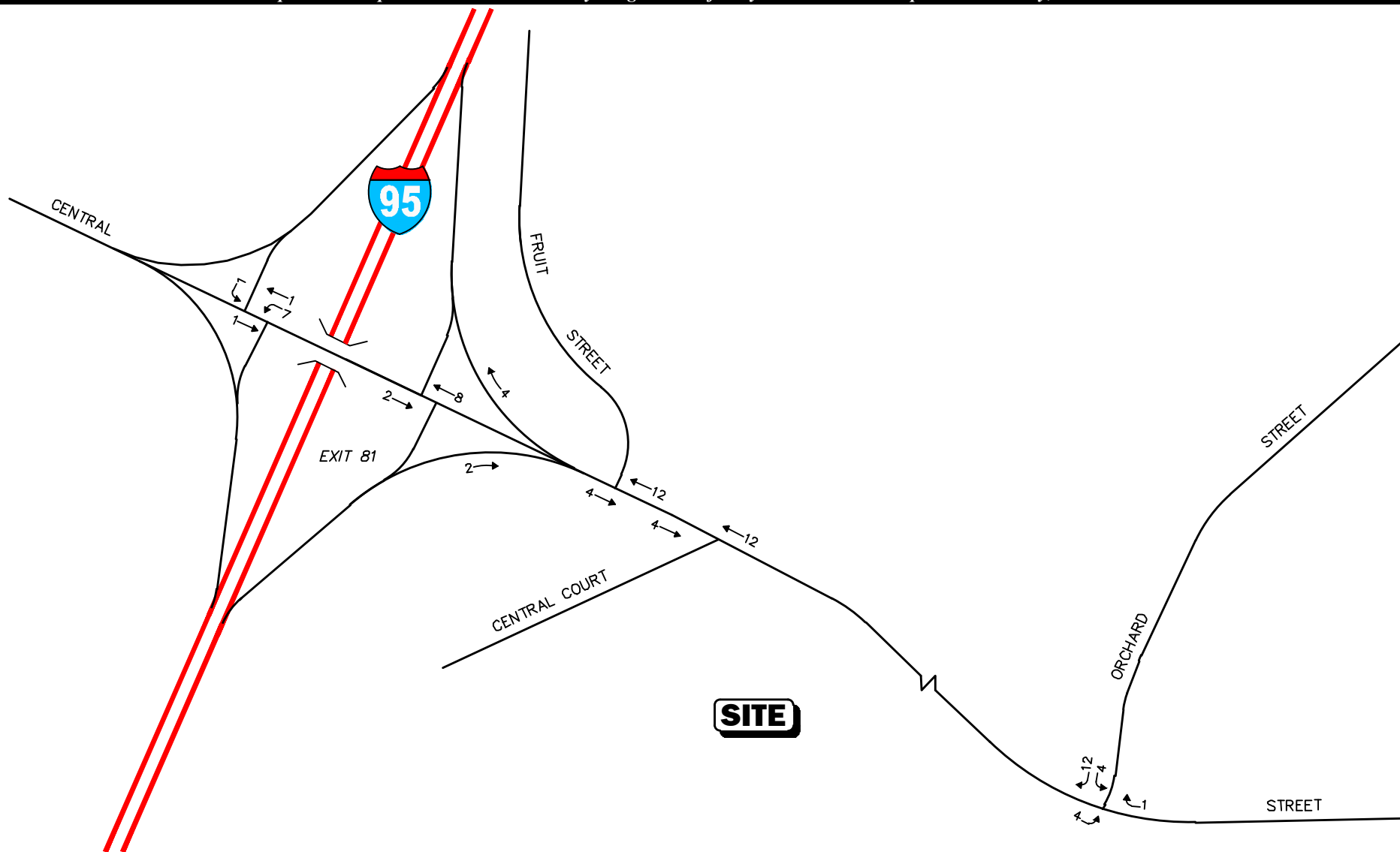
**0.10**

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

Comments : Below Statewide and District crash rates

Project Title & Date: 10202 - Proposed Residential Development

## REVISED BACKGROUND DEVELOPMENT TRAFFIC VOLUME NETWORKS



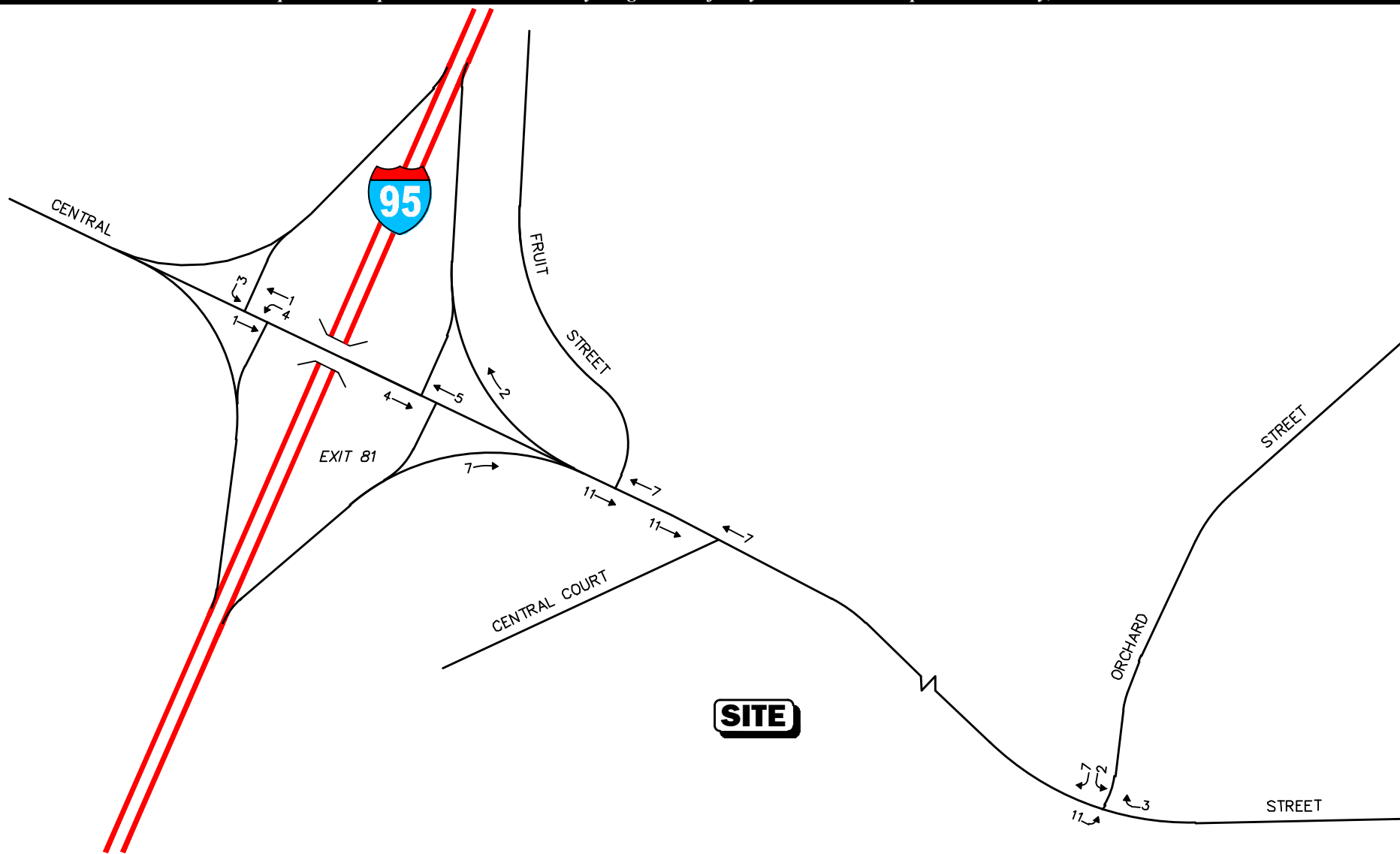
Not to scale.



Vanasse &  
Associates inc

Figure A-1R

Affordable Housing Development  
55 (Rear) Pearson Drive  
Village at Cricket Lane  
Weekday Morning  
Peak-Hour Traffic Volumes



Not to scale.



Figure A-2R

Affordable Housing Development  
55 (Rear) Pearson Drive  
Village at Cricket Lane  
Weekday Evening  
Peak-Hour Traffic Volumes

REVISED TRAFFIC OPERATIONS ANALYSIS TABLE (TABLE 6R)

---

**Table 6R**  
**UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY**

Unsignalized Intersection/Peak Hour/Movement	2024 Existing				2032 No-Build				2032 Build			
	Demand <sup>a</sup>	Delay <sup>b</sup>	LOS <sup>c</sup>	Queue <sup>d</sup> 95 <sup>th</sup>	Demand	Delay	LOS	Queue 95 <sup>th</sup>	Demand	Delay	LOS	Queue 95 <sup>th</sup>
<b>Central Street at I-95 Southbound Ramps</b>												
<i>Weekday Morning:</i>												
Central Street EB TH	206	0.0	A	0	224	0.0	A	0	224	0.0	A	0
Central Street EB RT	157	0.0	A	0	322	0.0	A	0	170	0.0	A	0
Central Street WB LT/TH	245	4.4	A	1	121	4.6	A	1	280	4.7	A	1
I-95 Southbound Ramps SB LT	248	81.4	F	10	270	166.2	F	15	271	184.1	F	16
I-95 Southbound Ramps SB RT	76	9.4	A	1	82	9.5	A	1	82	9.5	A	1
<i>Weekday Evening:</i>												
Central Street EB TH	173	0.0	A	0	188	0.0	A	0	189	0.0	A	0
Central Street EB RT	65	0.0	A	0	70	0.0	A	0	70	0.0	A	0
Central Street WB LT/TH	314	1.8	A	0	345	1.8	A	0	350	1.9	A	0
I-95 Southbound Ramps SB LT	179	24.6	C	3	198	33.0	D	4	201	35.2	E	5
I-95 Southbound Ramps SB RT	126	10.7	B	1	136	11.0	B	1	136	11.0	B	1
<b>Central Street at I-95 Northbound Ramps</b>												
<i>Weekday Morning:</i>												
Central Street EB LT/TH	454	1.8	A	1	494	1.8	A	1	495	1.8	A	1
Central Street WB TH	203	0.0	A	0	228	0.0	A	0	235	0.0	A	0
Central Street WB RT	219	0.0	A	0	242	0.0	A	0	245	0.0	A	0
I-95 Northbound Ramps NB LT	42	25.5	D	1	45	30.8	D	1	45	31.4	D	1
I-95 Northbound Ramps NB RT	98	12.0	B	1	108	12.6	B	1	110	12.7	B	1
<i>Weekday Evening:</i>												
Central Street EB LT/TH	352	2.2	A	0	386	2.2	A	1	390	2.2	A	1
Central Street WB TH	184	0.0	A	0	204	0.0	A	0	209	0.0	A	0
Central Street WB RT	204	0.0	A	0	223	0.0	A	0	225	0.0	A	0
I-95 Northbound Ramps NB LT	130	25.4	D	3	141	32.9	D	4	141	33.9	D	4
I-95 Northbound Ramps NB RT	81	10.3	B	1	95	10.7	B	1	101	10.8	B	1
<b>Central Street at Fruit Street</b>												
<i>Weekday Morning:</i>												
Central Street EB LT/TH	452	0.9	A	0	494	0.9	A	0	497	0.9	A	0
Central Street WB TH/RT	401	0.0	A	0	447	0.0	A	0	457	0.0	A	0
Fruit Street SB LT/RT	47	13.2	B	1	51	14.4	B	1	51	14.6	B	1
<i>Weekday Evening:</i>												
Central Street EB LT/TH	334	1.7	A	0	374	1.7	A	1	384	1.7	A	1
Central Street WB TH/RT	357	0.0	A	0	394	0.0	A	0	401	0.0	A	0
Fruit Street SB LT/RT	68	14.2	B	1	73	15.6	C	1	73	15.8	C	1

See notes at end of table



**Table 6R (continued)**

**UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY**

Unsignalized Intersection/Peak Hour/Movement	2024 Existing				2032 No-Build				2032 Build			
	Demand <sup>a</sup>	Delay <sup>b</sup>	LOS <sup>c</sup>	Queue <sup>d</sup> 95 <sup>th</sup>	Demand	Delay	LOS	Queue 95 <sup>th</sup>	Demand	Delay	LOS	Queue 95 <sup>th</sup>
<b>Central Street at Central Court</b>												
<i>Weekday Morning:</i>												
Central Street EB TH/RT	412	0.0	A	0	451	0.0	A	0	454	0.0	A	0
Central Street WB LT/TH	384	0.0	A	0	428	0.0	A	0	438	0.0	A	0
Central Court NB LT/RT	21	18.0	C	1	23	20.4	C	1	23	20.8	C	1
<i>Weekday Evening:</i>												
Central Street EB TH/RT	285	0.0	A	0	320	0.0	A	0	330	0.0	A	0
Central Street WB LT/TH	357	0.0	A	0	392	0.0	A	0	399	0.0	A	0
Central Court NB LT/RT	5	13.5	B	0	5	14.4	B	0	5	14.6	B	0
<b>Central Street at Orchard Street</b>												
<i>Weekday Morning:</i>												
Central Street EB LT/TH	419	0.4	A	0	457	0.4	A	0	460	0.4	A	0
Central Street WB TH/RT	335	0.0	A	0	364	0.0	A	0	365	0.0	A	0
Orchard Street SB LT/RT	66	16.6	C	1	87	19.2	C	2	87	19.3	C	2
<i>Weekday Evening:</i>												
Central Street EB LT/TH	253	0.9	A	0	285	1.2	A	0	287	1.2	A	0
Central Street WB TH/RT	335	0.0	A	0	366	0.0	A	0	369	0.0	A	0
Orchard Street SB LT/RT	46	12.4	B	1	59	13.5	B	1	59	13.6	B	1
<b>Central Street at the Project Site Driveway</b>												
<i>Weekday Morning:</i>												
Central Street EB TH/RT	--	--	--	--	--	--	--	--	451	0.0	A	0
Central Street WB LT/TH	--	--	--	--	--	--	--	--	429	0.0	A	0
Project Site Driveway NB LT/RT	--	--	--	--	--	--	--	--	13	16.6	C	0
<i>Weekday Evening:</i>												
Central Street EB TH/RT	--	--	--	--	--	--	--	--	317	0.0	A	0
Central Street WB LT/TH	--	--	--	--	--	--	--	--	395	0.1	A	0
Project Site Driveway NB LT/RT	--	--	--	--	--	--	--	--	9	14.0	B	0

<sup>a</sup>Demand in vehicles per hour.

<sup>b</sup>Average control delay per vehicle (in seconds).

<sup>c</sup>Level of service.

<sup>d</sup>Queue length in vehicles.

NB = northbound; EB = eastbound; SB = southbound; WB = westbound; LT = left-turning movements; TH = through movements; RT = right-turning movements.



## REVISED CAPACITY ANALYSIS WORKSHEETS

---

2024 Existing Weekday Morning Peak-Hour  
2024 Existing Weekday Evening Peak-Hour  
2032 No-Build Weekday Morning Peak-Hour  
2032 No-Build Weekday Evening Peak-Hour  
2032 Build Weekday Morning Peak-Hour  
2032 Build Weekday Evening Peak-Hour



2024 Existing Weekday Morning Peak-Hour

---

2024 Existing Weekday Morning Peak-Hour  
1: I-95 Southbound Ramps & Central Street

07/14/2025

Intersection												
Int Delay, s/veh	28.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑		↑			↑		↑		↑
Traffic Vol, veh/h	0	206	157	134	111	0	0	0	0	248	0	76
Future Vol, veh/h	0	206	157	134	111	0	0	0	0	248	0	76
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	175	-	-	-	-	-	-	0	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	83	83	83	92	92	92	84	84	84
Heavy Vehicles, %	2	1	2	1	5	2	2	2	2	3	2	3
Mvmt Flow	0	245	187	161	134	0	0	0	0	295	0	90

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	-	0	-	245	0	0	-	702	-	702	-	134
Stage 1	-	-	-	-	-	-	-	245	-	457	-	-
Stage 2	-	-	-	-	-	-	-	457	-	245	-	-
Critical Hdwy	-	-	-	4.11	-	-	-	6.52	-	7.13	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.52	-	6.13	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.52	-	6.13	-	-
Follow-up Hdwy	-	-	-	2.209	-	-	-	4.018	-	3.527	-	3.327
Pot Cap-1 Maneuver	0	-	0	1327	-	0	0	362	0	352	0	913
Stage 1	0	-	0	-	-	0	0	703	0	582	0	-
Stage 2	0	-	0	-	-	0	0	568	0	756	0	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	-	-	-	1327	-	-	-	315	-	305	-	913
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	315	-	305	-	-
Stage 1	-	-	-	-	-	-	-	703	-	505	-	-
Stage 2	-	-	-	-	-	-	-	493	-	756	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	4.42	0	64.47
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	984	-	305	913
HCM Lane V/C Ratio	-	-	0.122	-	0.967	0.099
HCM Ctrl Dly (s/v)	0	-	8.1	0	81.4	9.4
HCM Lane LOS	A	-	A	A	F	A
HCM 95th %tile Q(veh)	-	-	0.4	-	9.9	0.3

2024 Existing Weekday Morning Peak-Hour  
2: I-95 Northbound Ramps & Central Street

07/14/2025

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↑	↗	↖		↗		↑	
Traffic Vol, veh/h	100	354	0	0	203	219	42	0	98	0	0	0
Future Vol, veh/h	100	354	0	0	203	219	42	0	98	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	150	0	-	250	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	83	83	83	81	81	81	92	92	92
Heavy Vehicles, %	0	3	2	2	3	6	3	2	1	2	2	2
Mvmt Flow	119	421	0	0	245	264	52	0	121	0	0	0




Major/Minor	Major1		Major2		Minor1		Minor2	
Conflicting Flow All	245	0	-	-	0	904	-	421
Stage 1	-	-	-	-	-	660	-	-
Stage 2	-	-	-	-	-	245	-	-
Critical Hdwy	4.1	-	-	-	-	7.13	-	6.21
Critical Hdwy Stg 1	-	-	-	-	-	6.13	-	-
Critical Hdwy Stg 2	-	-	-	-	-	6.13	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.527	-	3.309
Pot Cap-1 Maneuver	1333	-	0	0	0	257	0	634
Stage 1	-	-	0	0	0	451	0	-
Stage 2	-	-	0	0	0	757	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1333	-	-	-	-	227	-	634
Mov Cap-2 Maneuver	-	-	-	-	-	227	-	-
Stage 1	-	-	-	-	-	398	-	-
Stage 2	-	-	-	-	-	757	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.75	0	16.06	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	227	634	396	-	-	-
HCM Lane V/C Ratio	0.229	0.191	0.089	-	-	-
HCM Ctrl Dly (s/v)	25.5	12	8	0	-	0
HCM Lane LOS	D	B	A	A	-	A
HCM 95th %tile Q(veh)	0.9	0.7	0.3	-	-	-




2024 Existing Weekday Morning Peak-Hour  
4: Central Street & Orchard Street

07/14/2025

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	401	321	14	25	41
Future Vol, veh/h	18	401	321	14	25	41
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	80	80	71	71	79	79
Heavy Vehicles, %	0	3	5	23	0	17
Mvmt Flow	23	501	452	20	32	52
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	472	0	-	0	1008	462
Stage 1	-	-	-	-	462	-
Stage 2	-	-	-	-	546	-
Critical Hdwy	4.1	-	-	-	6.4	6.37
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.453
Pot Cap-1 Maneuver	1101	-	-	-	269	570
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	584	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1101	-	-	-	261	570
Mov Cap-2 Maneuver	-	-	-	-	261	-
Stage 1	-	-	-	-	620	-
Stage 2	-	-	-	-	584	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.36	0		16.59		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	77	-	-	-	-	394
HCM Lane V/C Ratio	0.02	-	-	-	-	0.212
HCM Ctrl Dly (s/v)	8.3	0	-	-	-	16.6
HCM Lane LOS	A	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.8

2024 Existing Weekday Morning Peak-Hour  
5: Central Street & Fruit Street

07/14/2025

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	48	404	383	18	8	39
Future Vol, veh/h	48	404	383	18	8	39
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	85	85	96	96	71	71
Heavy Vehicles, %	7	2	1	0	13	0
Mvmt Flow	56	475	399	19	11	55




Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	418	0	0 997 408
Stage 1	-	-	- 408 -
Stage 2	-	-	- 588 -
Critical Hdwy	4.17	-	- 6.53 6.2
Critical Hdwy Stg 1	-	-	- 5.53 -
Critical Hdwy Stg 2	-	-	- 5.53 -
Follow-up Hdwy	2.263	-	- 3.617 3.3
Pot Cap-1 Maneuver	1115	-	- 258 647
Stage 1	-	-	- 648 -
Stage 2	-	-	- 534 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1115	-	- 241 647
Mov Cap-2 Maneuver	-	-	- 241 -
Stage 1	-	-	- 603 -
Stage 2	-	-	- 534 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.89	0	13.24
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	191	-	-	-	503
HCM Lane V/C Ratio	0.051	-	-	-	0.132
HCM Ctrl Dly (s/v)	8.4	0	-	-	13.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5

2024 Existing Weekday Morning Peak-Hour  
6: Central Court & Central Street

07/14/2025

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	407	5	2	382	19	2
Future Vol, veh/h	407	5	2	382	19	2
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	83	83	93	93	47	47
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	490	6	2	411	40	4

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	496	0	908
Stage 1	-	-	-	-	493
Stage 2	-	-	-	-	415
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	-	-	1078	-	308
Stage 1	-	-	-	-	618
Stage 2	-	-	-	-	671
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1078	-	307
Mov Cap-2 Maneuver	-	-	-	-	307
Stage 1	-	-	-	-	618
Stage 2	-	-	-	-	669

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.04	17.99
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	322	-	-	9	-
HCM Lane V/C Ratio	0.139	-	-	0.002	-
HCM Ctrl Dly (s/v)	18	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

2024 Existing Weekday Evening Peak-Hour

---

2024 Existing Weekday Evening Peak-Hour  
1: I-95 Southbound Ramps & Central Street

07/14/2025

Intersection												
Int Delay, s/veh	7.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑		↑			↑		↑		↑
Traffic Vol, veh/h	0	173	65	71	243	0	0	0	0	179	0	126
Future Vol, veh/h	0	173	65	71	243	0	0	0	0	179	0	126
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	175	-	-	-	-	-	-	0	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	89	89	89	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	0	0	0	2	2	2	2	0	0
Mvmt Flow	0	186	70	80	273	0	0	0	0	195	0	137

Major/Minor	Major1		Major2		Minor1		Minor2	
Conflicting Flow All	-	0	-	186	0	0	-	619
Stage 1	-	-	-	-	-	-	-	186
Stage 2	-	-	-	-	-	-	-	433
Critical Hdwy	-	-	-	4.1	-	-	-	6.52
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.52
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.52
Follow-up Hdwy	-	-	-	2.2	-	-	-	4.018
Pot Cap-1 Maneuver	0	-	0	1401	-	0	0	405
Stage 1	0	-	0	-	-	0	0	746
Stage 2	0	-	0	-	-	0	0	582
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1401	-	-	-	377
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	377
Stage 1	-	-	-	-	-	-	-	746
Stage 2	-	-	-	-	-	-	-	543

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	1.75	0	18.84
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	407	-	374	771
HCM Lane V/C Ratio	-	-	0.057	-	0.52	0.178
HCM Ctrl Dly (s/v)	0	-	7.7	0	24.6	10.7
HCM Lane LOS	A	-	A	A	C	B
HCM 95th %tile Q(veh)	-	-	0.2	-	2.9	0.6






2024 Existing Weekday Evening Peak-Hour  
2: I-95 Northbound Ramps & Central Street

07/14/2025

Intersection												
Int Delay, s/veh	7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↰	↰	↰		↰		↰	
Traffic Vol, veh/h	99	253	0	0	184	204	130	0	81	0	0	0
Future Vol, veh/h	99	253	0	0	184	204	130	0	81	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	150	0	-	250	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	87	87	87	82	82	82	92	92	92
Heavy Vehicles, %	1	1	0	0	0	1	0	0	1	2	2	2
Mvmt Flow	104	266	0	0	211	234	159	0	99	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	211	0	-	-	-	-	0	686	-	266	-	686
Stage 1	-	-	-	-	-	-	-	475	-	-	-	211
Stage 2	-	-	-	-	-	-	-	211	-	-	-	475
Critical Hdwy	4.11	-	-	-	-	-	-	7.1	-	6.21	-	6.52
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.1	-	-	-	5.52
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.1	-	-	-	5.52
Follow-up Hdwy	2.209	-	-	-	-	-	-	3.5	-	3.309	-	4.018
Pot Cap-1 Maneuver	1365	-	0	0	-	0	364	0	775	0	370	0
Stage 1	-	-	0	0	-	0	574	0	-	0	727	0
Stage 2	-	-	0	0	-	0	795	0	-	0	557	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1365	-	-	-	-	-	332	-	775	-	337	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	332	-	-	-	337	-
Stage 1	-	-	-	-	-	-	523	-	-	-	727	-
Stage 2	-	-	-	-	-	-	795	-	-	-	507	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	2.21	-	-	0	-	-	19.62	-	-	0	-	-
HCM LOS	-	-	-	-	-	-	C	-	-	A	-	-
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	WBT	SBLn1						
Capacity (veh/h)	332	775	506	-	-	-						
HCM Lane V/C Ratio	0.478	0.127	0.076	-	-	-						
HCM Ctrl Dly (s/v)	25.4	10.3	7.9	0	-	0						
HCM Lane LOS	D	B	A	A	-	A						
HCM 95th %tile Q(veh)	2.5	0.4	0.2	-	-	-						




2024 Existing Weekday Evening Peak-Hour  
4: Central Street & Orchard Street

07/14/2025

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	226	316	19	13	33
Future Vol, veh/h	27	226	316	19	13	33
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	92	92	85	85	57	57
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	29	246	372	22	23	58
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	394	0	-	0	687	383
Stage 1	-	-	-	-	383	-
Stage 2	-	-	-	-	304	-
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	1175	-	-	-	416	669
Stage 1	-	-	-	-	694	-
Stage 2	-	-	-	-	753	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1175	-	-	-	404	669
Mov Cap-2 Maneuver	-	-	-	-	404	-
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	753	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.87	0		12.44		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	192	-	-	-	564	
HCM Lane V/C Ratio	0.025	-	-	-	0.143	
HCM Ctrl Dly (s/v)	8.1	0	-	-	12.4	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5	




2024 Existing Weekday Evening Peak-Hour  
5: Central Street & Fruit Street

07/14/2025

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	67	267	338	19	18	50
Future Vol, veh/h	67	267	338	19	18	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	79	79	89	89	70	70
Heavy Vehicles, %	0	1	1	6	0	2
Mvmt Flow	85	338	380	21	26	71
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	401	0	-	0	898	390
Stage 1	-	-	-	-	390	-
Stage 2	-	-	-	-	508	-
Critical Hdwy	4.1	-	-	-	6.4	6.22
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.318
Pot Cap-1 Maneuver	1168	-	-	-	312	658
Stage 1	-	-	-	-	688	-
Stage 2	-	-	-	-	609	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1168	-	-	-	285	658
Mov Cap-2 Maneuver	-	-	-	-	285	-
Stage 1	-	-	-	-	627	-
Stage 2	-	-	-	-	609	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	1.67	0		14.19		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	361	-	-	-	488	
HCM Lane V/C Ratio	0.073	-	-	-	0.199	
HCM Ctrl Dly (s/v)	8.3	0	-	-	14.2	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.2	-	-	-	0.7	

2024 Existing Weekday Evening Peak-Hour  
6: Central Court & Central Street

07/14/2025

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	272	13	2	353	4	1
Future Vol, veh/h	272	13	2	353	4	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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	90	90	31	31
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	306	15	2	392	13	3

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	320	0	710
Stage 1	-	-	-	-	313
Stage 2	-	-	-	-	397
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	-	-	1251	-	403
Stage 1	-	-	-	-	746
Stage 2	-	-	-	-	684
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1251	-	402
Mov Cap-2 Maneuver	-	-	-	-	402
Stage 1	-	-	-	-	746
Stage 2	-	-	-	-	682

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.04	13.45
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	442	-	-	10	-
HCM Lane V/C Ratio	0.036	-	-	0.002	-
HCM Ctrl Dly (s/v)	13.4	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

2032 No-Build Weekday Morning Peak-Hour

---

2032 No-Build Weekday Morning Peak-Hour  
1: I-95 Southbound Ramps & Central Street

07/14/2025

Intersection												
Int Delay, s/veh	55.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑		↑			↑		↑		↑
Traffic Vol, veh/h	0	224	170	152	121	0	0	0	0	270	0	82
Future Vol, veh/h	0	224	170	152	121	0	0	0	0	270	0	82
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	175	-	-	-	-	-	-	0	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	83	83	83	92	92	92	84	84	84
Heavy Vehicles, %	2	1	2	1	5	2	2	2	2	3	2	3
Mvmt Flow	0	267	202	183	146	0	0	0	0	321	0	98

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	-	0	-	267	0	0	-	779	-	779	-	146
Stage 1	-	-	-	-	-	-	-	267	-	512	-	-
Stage 2	-	-	-	-	-	-	-	512	-	267	-	-
Critical Hdwy	-	-	-	4.11	-	-	-	6.52	-	7.13	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.52	-	6.13	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.52	-	6.13	-	-
Follow-up Hdwy	-	-	-	2.209	-	-	-	4.018	-	3.527	-	3.327
Pot Cap-1 Maneuver	0	-	0	1303	-	0	0	327	0	~ 312	0	899
Stage 1	0	-	0	-	-	0	0	688	0	543	0	-
Stage 2	0	-	0	-	-	0	0	536	0	737	0	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	-	-	-	1303	-	-	-	277	-	~ 264	-	899
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	277	-	~ 264	-	-
Stage 1	-	-	-	-	-	-	-	688	-	460	-	-
Stage 2	-	-	-	-	-	-	-	454	-	737	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	4.57	0	129.73
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	1002	-	264	899
HCM Lane V/C Ratio	-	-	0.141	-	1.216	0.109
HCM Ctrl Dly (s/v)	0	-	8.2	0	166.2	9.5
HCM Lane LOS	A	-	A	A	F	A
HCM 95th %tile Q(veh)	-	-	0.5	-	15.1	0.4

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

2032 No-Build Weekday Morning Peak-Hour  
2: I-95 Northbound Ramps & Central Street

07/14/2025

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↑	↗	↖		↗		↑	
Traffic Vol, veh/h	108	386	0	0	228	242	45	0	108	0	0	0
Future Vol, veh/h	108	386	0	0	228	242	45	0	108	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	150	0	-	250	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	83	83	83	81	81	81	92	92	92
Heavy Vehicles, %	0	3	2	2	3	6	3	2	1	2	2	2
Mvmt Flow	129	460	0	0	275	292	56	0	133	0	0	0




Major/Minor	Major1		Major2		Minor1		Minor2	
Conflicting Flow All	275	0	-	-	-	0	991	-
Stage 1	-	-	-	-	-	-	717	-
Stage 2	-	-	-	-	-	-	275	-
Critical Hdwy	4.1	-	-	-	-	-	7.13	-
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.527	-
Pot Cap-1 Maneuver	1300	-	0	0	-	0	224	0
Stage 1	-	-	0	0	-	0	419	0
Stage 2	-	-	0	0	-	0	729	0
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1300	-	-	-	-	-	194	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	194	-
Stage 1	-	-	-	-	-	-	364	-
Stage 2	-	-	-	-	-	-	729	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.76	0	17.98	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	194	604	394	-	-	-
HCM Lane V/C Ratio	0.286	0.221	0.099	-	-	-
HCM Ctrl Dly (s/v)	30.8	12.6	8.1	0	-	0
HCM Lane LOS	D	B	A	A	-	A
HCM 95th %tile Q(veh)	1.1	0.8	0.3	-	-	-

2032 No-Build Weekday Morning Peak-Hour  
4: Central Street & Orchard Street




07/14/2025

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	434	348	16	31	56
Future Vol, veh/h	23	434	348	16	31	56
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	80	80	71	71	79	79
Heavy Vehicles, %	0	3	5	23	0	17
Mvmt Flow	29	543	490	23	39	71
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	513	0	-	0	1101	501
Stage 1	-	-	-	-	501	-
Stage 2	-	-	-	-	600	-
Critical Hdwy	4.1	-	-	-	6.4	6.37
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.453
Pot Cap-1 Maneuver	1063	-	-	-	236	541
Stage 1	-	-	-	-	613	-
Stage 2	-	-	-	-	552	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1063	-	-	-	227	541
Mov Cap-2 Maneuver	-	-	-	-	227	-
Stage 1	-	-	-	-	589	-
Stage 2	-	-	-	-	552	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.43	0		19.2		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	91	-	-	-	363	
HCM Lane V/C Ratio	0.027	-	-	-	0.304	
HCM Ctrl Dly (s/v)	8.5	0	-	-	19.2	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	1.3	



2032 No-Build Weekday Morning Peak-Hour  
5: Central Street & Fruit Street

07/14/2025

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	52	442	428	19	9	42
Future Vol, veh/h	52	442	428	19	9	42
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	85	85	96	96	71	71
Heavy Vehicles, %	7	2	1	0	13	0
Mvmt Flow	61	520	446	20	13	59




Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	466	0	0 1098 456
Stage 1	-	-	- 456 -
Stage 2	-	-	- 642 -
Critical Hdwy	4.17	-	- 6.53 6.2
Critical Hdwy Stg 1	-	-	- 5.53 -
Critical Hdwy Stg 2	-	-	- 5.53 -
Follow-up Hdwy	2.263	-	- 3.617 3.3
Pot Cap-1 Maneuver	1070	-	- 224 609
Stage 1	-	-	- 616 -
Stage 2	-	-	- 504 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1070	-	- 206 609
Mov Cap-2 Maneuver	-	-	- 206 -
Stage 1	-	-	- 566 -
Stage 2	-	-	- 504 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.9	0	14.44
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	189	-	-	-	453
HCM Lane V/C Ratio	0.057	-	-	-	0.159
HCM Ctrl Dly (s/v)	8.6	0	-	-	14.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.6

2032 No-Build Weekday Morning Peak-Hour  
6: Central Court & Central Street

07/14/2025

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	446	5	2	426	21	2
Future Vol, veh/h	446	5	2	426	21	2
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	83	83	93	93	47	47
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	537	6	2	458	45	4
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	543	0	1003	540
Stage 1	-	-	-	-	540	-
Stage 2	-	-	-	-	462	-
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	-	-	1036	-	271	545
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	638	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1036	-	270	545
Mov Cap-2 Maneuver	-	-	-	-	270	-
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	636	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	0.04		20.4		
HCM LOS				C		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	282	-	-	8	-	
HCM Lane V/C Ratio	0.173	-	-	0.002	-	
HCM Ctrl Dly (s/v)	20.4	-	-	8.5	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	0.6	-	-	0	-	

2032 No-Build Weekday Evening Peak-Hour

---

2032 No-Build Weekday Evening Peak-Hour  
1: I-95 Southbound Ramps & Central Street

07/14/2025

Intersection												
Int Delay, s/veh	9.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑		↑			↑		↑		↑
Traffic Vol, veh/h	0	188	70	81	264	0	0	0	0	198	0	136
Future Vol, veh/h	0	188	70	81	264	0	0	0	0	198	0	136
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	175	-	-	-	-	-	-	0	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	89	89	89	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	0	0	0	2	2	2	2	0	0
Mvmt Flow	0	202	75	91	297	0	0	0	0	215	0	148

Major/Minor	Major1		Major2		Minor1		Minor2	
Conflicting Flow All	-	0	-	202	0	0	-	681
Stage 1	-	-	-	-	-	-	-	202
Stage 2	-	-	-	-	-	-	-	479
Critical Hdwy	-	-	-	4.1	-	-	-	6.52
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.52
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.52
Follow-up Hdwy	-	-	-	2.2	-	-	-	4.018
Pot Cap-1 Maneuver	0	-	0	1382	-	0	0	373
Stage 1	0	-	0	-	-	0	0	734
Stage 2	0	-	0	-	-	0	0	555
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1382	-	-	-	343
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	343
Stage 1	-	-	-	-	-	-	-	734
Stage 2	-	-	-	-	-	-	-	511

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	1.83	0	24.05
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	423	-	336	748
HCM Lane V/C Ratio	-	-	0.066	-	0.641	0.198
HCM Ctrl Dly (s/v)	0	-	7.8	0	33	11
HCM Lane LOS	A	-	A	A	D	B
HCM 95th %tile Q(veh)	-	-	0.2	-	4.2	0.7

2032 No-Build Weekday Evening Peak-Hour  
2: I-95 Northbound Ramps & Central Street

07/14/2025

Intersection												
Int Delay, s/veh	8.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↱	↱	↱		↱		↱	
Traffic Vol, veh/h	107	279	0	0	204	223	141	0	95	0	0	0
Future Vol, veh/h	107	279	0	0	204	223	141	0	95	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	150	0	-	250	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	87	87	87	82	82	82	92	92	92
Heavy Vehicles, %	1	1	0	0	0	1	0	0	1	2	2	2
Mvmt Flow	113	294	0	0	234	256	172	0	116	0	0	0




Major/Minor	Major1		Major2		Minor1		Minor2	
Conflicting Flow All	234	0	-	-	-	0	753	-
Stage 1	-	-	-	-	-	-	519	-
Stage 2	-	-	-	-	-	-	234	-
Critical Hdwy	4.11	-	-	-	-	-	7.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	-
Follow-up Hdwy	2.209	-	-	-	-	-	3.5	-
Pot Cap-1 Maneuver	1339	-	0	0	-	0	328	0
Stage 1	-	-	0	0	-	0	544	0
Stage 2	-	-	0	0	-	0	773	0
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1339	-	-	-	-	-	295	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	295	-
Stage 1	-	-	-	-	-	-	489	-
Stage 2	-	-	-	-	-	-	773	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.2	0	23.95	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	295	748	499	-	-	-
HCM Lane V/C Ratio	0.582	0.155	0.084	-	-	-
HCM Ctrl Dly (s/v)	32.9	10.7	7.9	0	-	0
HCM Lane LOS	D	B	A	A	-	A
HCM 95th %tile Q(veh)	3.4	0.5	0.3	-	-	-




2032 No-Build Weekday Evening Peak-Hour  
4: Central Street & Orchard Street

07/14/2025

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	245	342	24	16	43
Future Vol, veh/h	40	245	342	24	16	43
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	92	92	85	85	57	57
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	43	266	402	28	28	75
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	431	0	-	0	770	416
Stage 1	-	-	-	-	416	-
Stage 2	-	-	-	-	353	-
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	1140	-	-	-	372	641
Stage 1	-	-	-	-	670	-
Stage 2	-	-	-	-	715	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1140	-	-	-	355	641
Mov Cap-2 Maneuver	-	-	-	-	355	-
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	715	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	1.16	0		13.51		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	253	-	-	-	526	
HCM Lane V/C Ratio	0.038	-	-	-	0.197	
HCM Ctrl Dly (s/v)	8.3	0	-	-	13.5	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7	




2032 No-Build Weekday Evening Peak-Hour  
5: Central Street & Fruit Street

07/14/2025

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	73	301	373	21	19	54
Future Vol, veh/h	73	301	373	21	19	54
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	79	79	89	89	70	70
Heavy Vehicles, %	0	1	1	6	0	2
Mvmt Flow	92	381	419	24	27	77
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	443	0	-	0	997	431
Stage 1	-	-	-	-	431	-
Stage 2	-	-	-	-	566	-
Critical Hdwy	4.1	-	-	-	6.4	6.22
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.318
Pot Cap-1 Maneuver	1128	-	-	-	273	624
Stage 1	-	-	-	-	660	-
Stage 2	-	-	-	-	572	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1128	-	-	-	245	624
Mov Cap-2 Maneuver	-	-	-	-	245	-
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	572	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	1.65	0		15.56		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	351	-	-	-	445	
HCM Lane V/C Ratio	0.082	-	-	-	0.234	
HCM Ctrl Dly (s/v)	8.5	0	-	-	15.6	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.3	-	-	-	0.9	

2032 No-Build Weekday Evening Peak-Hour  
6: Central Court & Central Street

07/14/2025

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	306	14	2	390	4	1
Future Vol, veh/h	306	14	2	390	4	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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	90	90	31	31
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	344	16	2	433	13	3

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	360	0	789
Stage 1	-	-	-	-	352
Stage 2	-	-	-	-	438
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	-	-	1210	-	362
Stage 1	-	-	-	-	717
Stage 2	-	-	-	-	655
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1210	-	361
Mov Cap-2 Maneuver	-	-	-	-	361
Stage 1	-	-	-	-	717
Stage 2	-	-	-	-	653

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.04	14.39
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	400	-	-	9	-
HCM Lane V/C Ratio	0.04	-	-	0.002	-
HCM Ctrl Dly (s/v)	14.4	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-



2032 Build Weekday Morning Peak-Hour

---

2032 Build Weekday Morning Peak-Hour  
1: I-95 Southbound Ramps & Central Street

07/14/2025

Intersection												
Int Delay, s/veh	60.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑		↑			↑		↑		↑
Traffic Vol, veh/h	0	224	170	158	122	0	0	0	0	271	0	82
Future Vol, veh/h	0	224	170	158	122	0	0	0	0	271	0	82
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	175	-	-	-	-	-	-	0	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	83	83	83	92	92	92	84	84	84
Heavy Vehicles, %	2	1	2	1	5	2	2	2	2	3	2	3
Mvmt Flow	0	267	202	190	147	0	0	0	0	323	0	98

Major/Minor	Major1		Major2		Minor1		Minor2	
Conflicting Flow All	-	0	-	267	0	0	-	794
Stage 1	-	-	-	-	-	-	-	267
Stage 2	-	-	-	-	-	-	-	528
Critical Hdwy	-	-	-	4.11	-	-	-	6.52
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.52
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.52
Follow-up Hdwy	-	-	-	2.209	-	-	-	4.018
Pot Cap-1 Maneuver	0	-	0	1303	-	0	0	321
Stage 1	0	-	0	-	-	0	0	688
Stage 2	0	-	0	-	-	0	0	528
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1303	-	-	-	270
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	270
Stage 1	-	-	-	-	-	-	-	688
Stage 2	-	-	-	-	-	-	-	444

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	4.65	0	143.57
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	1016	-	256	897
HCM Lane V/C Ratio	-	-	0.146	-	1.26	0.109
HCM Ctrl Dly (s/v)	0	-	8.2	0	184.1	9.5
HCM Lane LOS	A	-	A	A	F	A
HCM 95th %tile Q(veh)	-	-	0.5	-	15.9	0.4

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

2032 Build Weekday Morning Peak-Hour  
2: I-95 Northbound Ramps & Central Street

07/14/2025

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↑	↗	↖		↗		↑	
Traffic Vol, veh/h	108	387	0	0	235	245	45	0	110	0	0	0
Future Vol, veh/h	108	387	0	0	235	245	45	0	110	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	150	0	-	250	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	83	83	83	81	81	81	92	92	92
Heavy Vehicles, %	0	3	2	2	3	6	3	2	1	2	2	2
Mvmt Flow	129	461	0	0	283	295	56	0	136	0	0	0




Major/Minor	Major1		Major2		Minor1		Minor2	
Conflicting Flow All	283	0	-	-	0	1001	-	461
Stage 1	-	-	-	-	-	718	-	283
Stage 2	-	-	-	-	-	283	-	718
Critical Hdwy	4.1	-	-	-	-	7.13	-	6.21
Critical Hdwy Stg 1	-	-	-	-	-	6.13	-	5.52
Critical Hdwy Stg 2	-	-	-	-	-	6.13	-	5.52
Follow-up Hdwy	2.2	-	-	-	-	3.527	-	4.018
Pot Cap-1 Maneuver	1291	-	0	0	0	221	0	603
Stage 1	-	-	0	0	0	419	0	677
Stage 2	-	-	0	0	0	722	0	433
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1291	-	-	-	-	191	-	603
Mov Cap-2 Maneuver	-	-	-	-	-	191	-	210
Stage 1	-	-	-	-	-	363	-	677
Stage 2	-	-	-	-	-	722	-	375

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.77	0	18.13	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	191	603	393	-	-	-
HCM Lane V/C Ratio	0.291	0.225	0.1	-	-	-
HCM Ctrl Dly (s/v)	31.4	12.7	8.1	0	-	0
HCM Lane LOS	D	B	A	A	-	A
HCM 95th %tile Q(veh)	1.2	0.9	0.3	-	-	-




2032 Build Weekday Morning Peak-Hour  
3: Project Site Driveway & Central Street

07/14/2025

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	448	3	1	428	10	3
Future Vol, veh/h	448	3	1	428	10	3
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	1	2	2
Mvmt Flow	487	3	1	465	11	3
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	490	0	956	489
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	467	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1073	-	286	579
Stage 1	-	-	-	-	617	-
Stage 2	-	-	-	-	631	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1073	-	286	579
Mov Cap-2 Maneuver	-	-	-	-	286	-
Stage 1	-	-	-	-	617	-
Stage 2	-	-	-	-	630	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.02		16.63	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	324	-	-	4	-	
HCM Lane V/C Ratio	0.044	-	-	0.001	-	
HCM Ctrl Dly (s/v)	16.6	-	-	8.4	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	




2032 Build Weekday Morning Peak-Hour  
4: Central Street & Orchard Street

07/14/2025

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	437	349	16	31	56
Future Vol, veh/h	23	437	349	16	31	56
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	80	80	71	71	79	79
Heavy Vehicles, %	0	3	5	23	0	17
Mvmt Flow	29	546	492	23	39	71
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	514	0	-	0	1107	503
Stage 1	-	-	-	-	503	-
Stage 2	-	-	-	-	604	-
Critical Hdwy	4.1	-	-	-	6.4	6.37
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.453
Pot Cap-1 Maneuver	1062	-	-	-	235	540
Stage 1	-	-	-	-	612	-
Stage 2	-	-	-	-	550	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1062	-	-	-	226	540
Mov Cap-2 Maneuver	-	-	-	-	226	-
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	550	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.42	0		19.3		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	90	-	-	-	361	
HCM Lane V/C Ratio	0.027	-	-	-	0.305	
HCM Ctrl Dly (s/v)	8.5	0	-	-	19.3	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	1.3	




2032 Build Weekday Morning Peak-Hour  
5: Central Street & Fruit Street

07/14/2025

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	52	445	438	19	9	42
Future Vol, veh/h	52	445	438	19	9	42
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	85	85	96	96	71	71
Heavy Vehicles, %	7	2	1	0	13	0
Mvmt Flow	61	524	456	20	13	59
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	476	0	-	0	1112	466
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	646	-
Critical Hdwy	4.17	-	-	-	6.53	6.2
Critical Hdwy Stg 1	-	-	-	-	5.53	-
Critical Hdwy Stg 2	-	-	-	-	5.53	-
Follow-up Hdwy	2.263	-	-	-	3.617	3.3
Pot Cap-1 Maneuver	1060	-	-	-	220	601
Stage 1	-	-	-	-	609	-
Stage 2	-	-	-	-	502	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1060	-	-	-	202	601
Mov Cap-2 Maneuver	-	-	-	-	202	-
Stage 1	-	-	-	-	560	-
Stage 2	-	-	-	-	502	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.9	0		14.63		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	188	-	-	-	445	
HCM Lane V/C Ratio	0.058	-	-	-	0.161	
HCM Ctrl Dly (s/v)	8.6	0	-	-	14.6	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.2	-	-	-	0.6	

2032 Build Weekday Morning Peak-Hour  
6: Central Court & Central Street

07/14/2025

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	449	5	2	436	21	2
Future Vol, veh/h	449	5	2	436	21	2
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	83	83	93	93	47	47
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	541	6	2	469	45	4

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	547
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1033
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1033
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.04	20.75
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	277	-	-	8	-
HCM Lane V/C Ratio	0.177	-	-	0.002	-
HCM Ctrl Dly (s/v)	20.8	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0	-

2032 Build Weekday Evening Peak-Hour

---



2032 Build Weekday Evening Peak-Hour  
1: I-95 Southbound Ramps & Central Street

07/14/2025

Intersection												
Int Delay, s/veh	10.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑		↑			↑		↑		↑
Traffic Vol, veh/h	0	189	70	85	265	0	0	0	0	201	0	136
Future Vol, veh/h	0	189	70	85	265	0	0	0	0	201	0	136
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	175	-	-	-	-	-	-	0	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	89	89	89	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	0	0	0	2	2	2	2	0	0
Mvmt Flow	0	203	75	96	298	0	0	0	0	218	0	148

Major/Minor	Major1		Major2		Minor1		Minor2	
Conflicting Flow All	-	0	-	203	0	0	-	692
Stage 1	-	-	-	-	-	-	-	203
Stage 2	-	-	-	-	-	-	-	489
Critical Hdwy	-	-	-	4.1	-	-	-	6.52
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.52
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.52
Follow-up Hdwy	-	-	-	2.2	-	-	-	4.018
Pot Cap-1 Maneuver	0	-	0	1381	-	0	0	367
Stage 1	0	-	0	-	-	0	0	733
Stage 2	0	-	0	-	-	0	0	549
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1381	-	-	-	337
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	337
Stage 1	-	-	-	-	-	-	-	733
Stage 2	-	-	-	-	-	-	-	504

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	1.89	0	25.46
HCM LOS			A	D

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	437	-	329	746
HCM Lane V/C Ratio	-	-	0.069	-	0.665	0.198
HCM Ctrl Dly (s/v)	0	-	7.8	0	35.2	11
HCM Lane LOS	A	-	A	A	E	B
HCM 95th %tile Q(veh)	-	-	0.2	-	4.5	0.7

2032 Build Weekday Evening Peak-Hour  
2: I-95 Northbound Ramps & Central Street

07/14/2025

Intersection												
Int Delay, s/veh	8.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↑	↗	↘		↗		↑	
Traffic Vol, veh/h	107	283	0	0	209	225	141	0	101	0	0	0
Future Vol, veh/h	107	283	0	0	209	225	141	0	101	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	150	0	-	250	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	87	87	87	82	82	82	92	92	92
Heavy Vehicles, %	1	1	0	0	0	1	0	0	1	2	2	2
Mvmt Flow	113	298	0	0	240	259	172	0	123	0	0	0




Major/Minor	Major1		Major2		Minor1		Minor2	
Conflicting Flow All	240	0	-	-	-	0	763	-
Stage 1	-	-	-	-	-	-	523	-
Stage 2	-	-	-	-	-	-	240	-
Critical Hdwy	4.11	-	-	-	-	-	7.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	-
Follow-up Hdwy	2.209	-	-	-	-	-	3.5	-
Pot Cap-1 Maneuver	1332	-	0	0	-	0	323	0
Stage 1	-	-	0	0	-	0	541	0
Stage 2	-	-	0	0	-	0	768	0
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1332	-	-	-	-	-	291	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	291	-
Stage 1	-	-	-	-	-	-	486	-
Stage 2	-	-	-	-	-	-	768	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.18	0	24.24	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	291	744	494	-	-	-
HCM Lane V/C Ratio	0.592	0.166	0.085	-	-	-
HCM Ctrl Dly (s/v)	33.9	10.8	8	0	-	0
HCM Lane LOS	D	B	A	A	-	A
HCM 95th %tile Q(veh)	3.5	0.6	0.3	-	-	-




2032 Build Weekday Evening Peak-Hour  
3: Project Site Driveway & Central Street

07/14/2025

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	307	10	3	392	7	2
Future Vol, veh/h	307	10	3	392	7	2
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	92	92	92	92	92	92
Heavy Vehicles, %	1	2	2	1	2	2
Mvmt Flow	334	11	3	426	8	2
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	345	0	772	339
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	433	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1214	-	368	703
Stage 1	-	-	-	-	722	-
Stage 2	-	-	-	-	654	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1214	-	367	703
Mov Cap-2 Maneuver	-	-	-	-	367	-
Stage 1	-	-	-	-	722	-
Stage 2	-	-	-	-	652	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	0.06		13.99		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	410	-	-	14	-	
HCM Lane V/C Ratio	0.024	-	-	0.003	-	
HCM Ctrl Dly (s/v)	14	-	-	8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	




2032 Build Weekday Evening Peak-Hour  
4: Central Street & Orchard Street

07/14/2025

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	247	345	24	16	43
Future Vol, veh/h	40	247	345	24	16	43
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	92	92	85	85	57	57
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	43	268	406	28	28	75
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	434	0	-	0	775	420
Stage 1	-	-	-	-	420	-
Stage 2	-	-	-	-	355	-
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	1136	-	-	-	369	638
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	714	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1136	-	-	-	352	638
Mov Cap-2 Maneuver	-	-	-	-	352	-
Stage 1	-	-	-	-	637	-
Stage 2	-	-	-	-	714	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	1.16	0		13.58		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	251	-	-	-	523	
HCM Lane V/C Ratio	0.038	-	-	-	0.198	
HCM Ctrl Dly (s/v)	8.3	0	-	-	13.6	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7	

2032 Build Weekday Evening Peak-Hour  
5: Central Street & Fruit Street

07/14/2025

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	73	311	380	21	19	54
Future Vol, veh/h	73	311	380	21	19	54
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	79	79	89	89	70	70
Heavy Vehicles, %	0	1	1	6	0	2
Mvmt Flow	92	394	427	24	27	77




Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	451	0	0 1017 439
Stage 1	-	-	- 439 -
Stage 2	-	-	- 578 -
Critical Hdwy	4.1	-	- 6.4 6.22
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.318
Pot Cap-1 Maneuver	1121	-	- 265 618
Stage 1	-	-	- 654 -
Stage 2	-	-	- 565 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1121	-	- 237 618
Mov Cap-2 Maneuver	-	-	- 237 -
Stage 1	-	-	- 585 -
Stage 2	-	-	- 565 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.62	0	15.83
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	342	-	-	-	436
HCM Lane V/C Ratio	0.082	-	-	-	0.239
HCM Ctrl Dly (s/v)	8.5	0	-	-	15.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	0.9

2032 Build Weekday Evening Peak-Hour  
6: Central Court & Central Street

07/14/2025

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	316	14	2	397	4	1
Future Vol, veh/h	316	14	2	397	4	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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	90	90	31	31
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	355	16	2	441	13	3

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	371	0	808
Stage 1	-	-	-	-	363
Stage 2	-	-	-	-	446
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	-	-	1199	-	353
Stage 1	-	-	-	-	708
Stage 2	-	-	-	-	650
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1199	-	352
Mov Cap-2 Maneuver	-	-	-	-	352
Stage 1	-	-	-	-	708
Stage 2	-	-	-	-	648

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.04	14.63
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	390	-	-	9	-
HCM Lane V/C Ratio	0.041	-	-	0.002	-
HCM Ctrl Dly (s/v)	14.6	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-