Stephen G. Pernaw & Company, Inc.
P.O. Box 1721 • Concord, NH 03302
tel: (603) 731-8500 • fax: (866) 929-6094 • sgp@ pernaw.com
Transportation: Engineering • Planning • Design

M E M O R A N D U M

Ref: 1813A

To: Wayne Morrill, Vice President
Jones & Beach Engineers, Inc.

From: Stephen G. Pernaw, P.E., PTOE

Subject: Proposed Continuing Care Retirement Community
New London, New Hampshire

Date: July 2, 2018

In accordance with our recent discussion, Pernaw & Company, Inc. has prepared this *"Traffic Impact Assessment"* to quantify the traffic impacts associated with the proposed Continuing Care Retirement Community (CCRC) located on Parkside Road in New London, New Hampshire. This study evaluates pre-and post-development traffic operations at the following five study area intersections during the typical weekday AM and PM peak hour periods:

- Parkside Road / Proposed Site Access Road
- County Road / Parkside Road
- NH 114 / Parkside Road / Cougar Court
- County Road / Southerly Hospital Driveway
- County Road / Northerly Hospital Driveway / Shopping Center Driveway

The purpose of this memorandum is to summarize our recent traffic data collection effort, the trip generation analysis for the proposed CCRC, the short-range and long-range traffic projections for the study area intersections, and the results of the technical analyses. To summarize:

Proposed Development – According to the plan entitled *"Conceptual Site Plan"* prepared by Jones & Beach Engineers, Inc. for Continuum Development, the proposed 120-unit CCRC will be located between the rear of the New London Hospital site and Parkside Road. This type of development will provide multiple levels of care to its residents, including independent living units, memory care units, and assisted living units.

Access to the site is proposed via a Site Access Road that will circuitously extend from the southerly New London hospital driveway on County Road to the north side of Parkside Road. A small cul-de-sac will extend from the east side of the proposed site access road and will provide access to several independent living units (see Attachment 1). Figure 1 shows the location of the subject site with respect to the area roadway system along with the automatic traffic recorder count locations and the intersection count locations.

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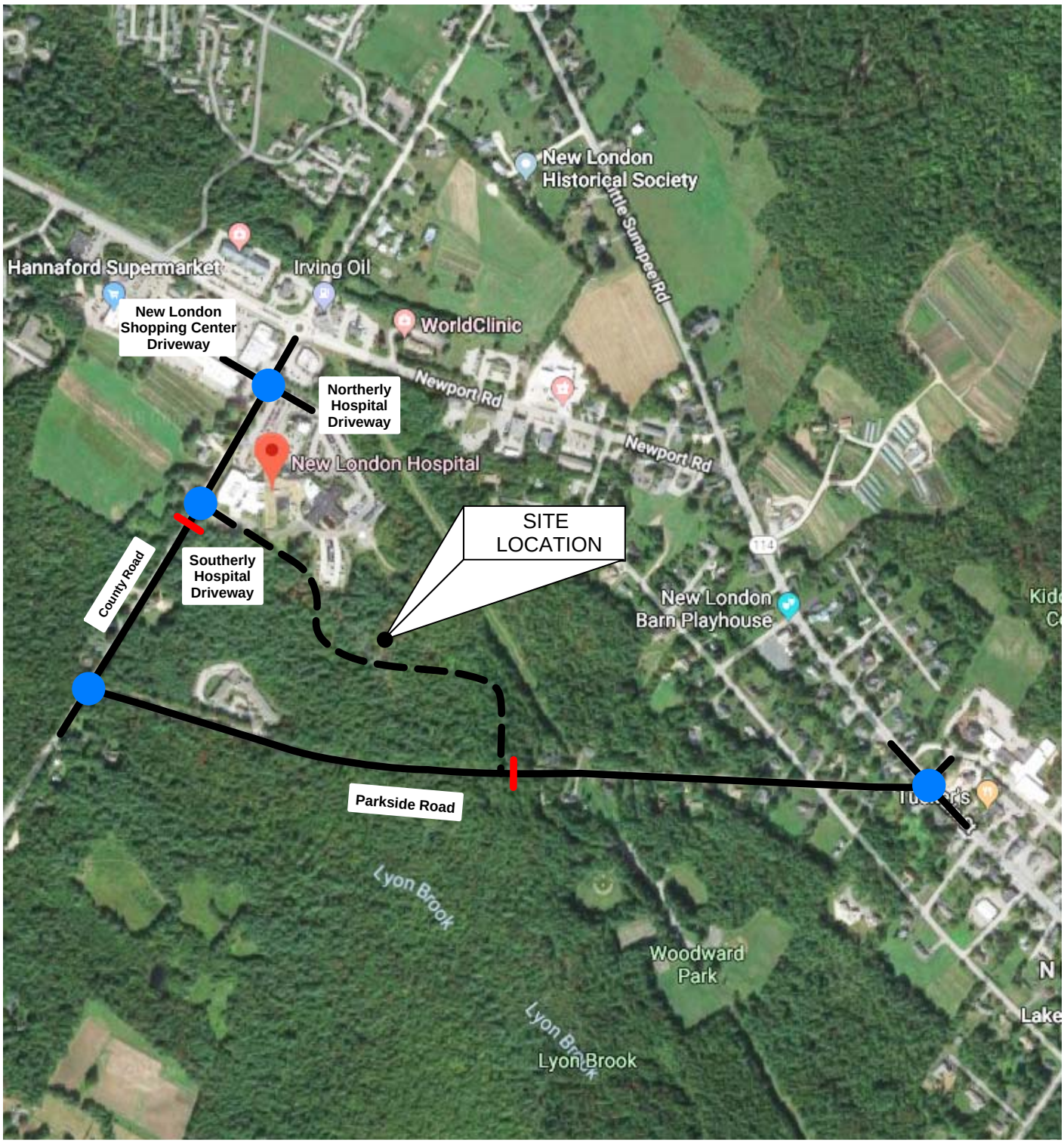

= AUTOMATIC TRAFFIC RECORDER LOCATION (PERNAW & CO., INC.)

= INTERSECTION TURNING MOVEMENT COUNT LOCATION (PERNAW & CO., INC.)

NORTH

1813A

Figure 1

Site Location

Traffic Impact Assessment, Proposed Continuing Care Retirement Community, New London, NH

Existing Conditions – County Road and Parkside Road function as rural collector roadways, as they provide access to abutting properties while providing mobility for through traffic. Both roadways provide one travel lane in each direction and the speed limit is posted at 25 mph. There are no pavement markings on Parkside Road except for a white stop line on its approach to County Road. Parkside Road operates under stop sign control on its approach to County Road and NH 114.

Existing Roadway Volumes – Automatic Traffic Recorder counts were conducted on County Road (south of the hospital site) and on Parkside Road (west of the power lines) in May-June 2018. According to the automatic traffic recorder data, the weekday traffic volume on County Road ranged from 2,066-2,314 and averaged 2,222 vehicles per day (vpd). The weekend traffic volumes were lower. Similarly, the weekday traffic volume on Parkside Road ranged from 695-1,054 and averaged 888 vpd. The highest hourly traffic flows occurred during the typical morning and evening commuter periods. The daily and hourly variations in traffic demand on both roadways are summarized graphically on Page 4 (see Attachments 2 & 3).

Existing Travel Speeds – The Automatic Traffic Recorders also monitored travel speeds on both roadways. On weekdays, the County Road travel speeds averaged 28 mph and the 85th percentile speed (used for design purposes) was 33 mph. Similarly, Parkside Road travel speeds averaged 34 mph and the 85th percentile speed was 39 mph. By way of comparison, the posted speed limit is 25 mph on both roadways. The justification for setting the speed limit at 25 mph should be reviewed.

Existing Intersection Volumes – Intersection turning movement and vehicle classification counts were conducted at the four existing study area intersections on June 5, 2018 from 7:00 to 9:00 AM and from 3:00 to 6:00 PM. The highest hourly intersection volumes occurred from 8:00 to 9:00 AM at all study area intersections, and the evening peak hour periods varied by location (from 3:00 to 4:00 PM, or 3:45 to 4:45 PM, or from 4:30 to 5:30 PM). Figure 2 (AM) and Figure 3 (PM) summarizes the traffic volumes travel patterns in each study area intersection. The following facts are evident from this data:

- The two-way traffic volume on Parkside Road, in the vicinity of the proposed site driveway location, totaled 83 (AM) and 68 (PM) vehicles during the peak hour periods.
- The Southerly Hospital Driveway which will provide access to the proposed development was found to accommodate only 10 (AM) and 7 (PM) vehicles during the peak hour periods.
- The hourly traffic volume on County Road ranged from 172-290 vehicles during the AM peak hour, depending upon location, and from 233-345 vehicles during the PM peak hour.
- NH 114 (south of Parkside Road) carried 678 (AM) and 803(PM) vehicles during the peak hour periods.

The intersection count data is attached (see Attachments 4 – 11).

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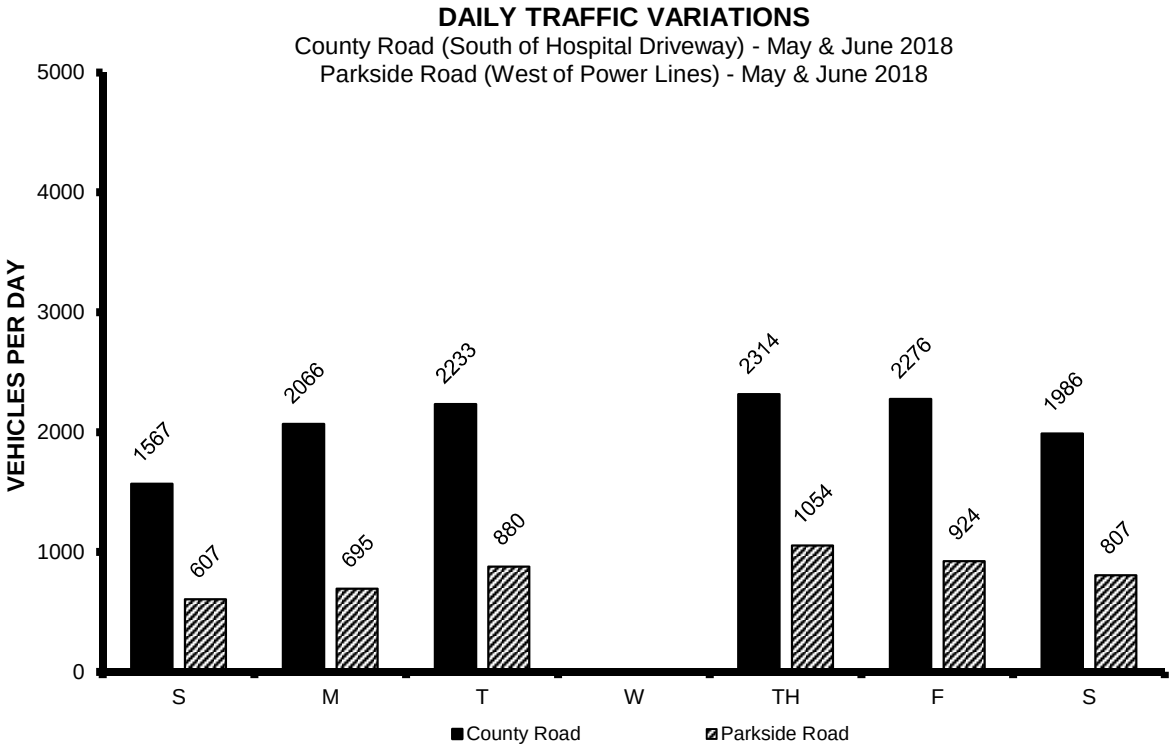

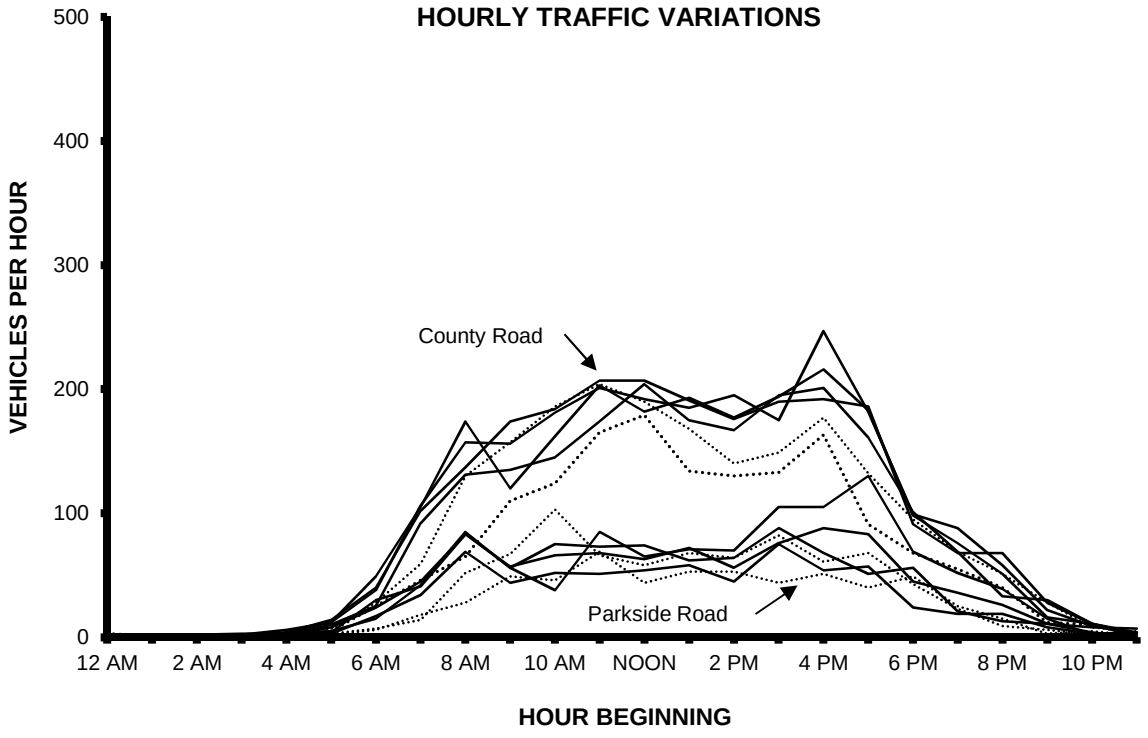

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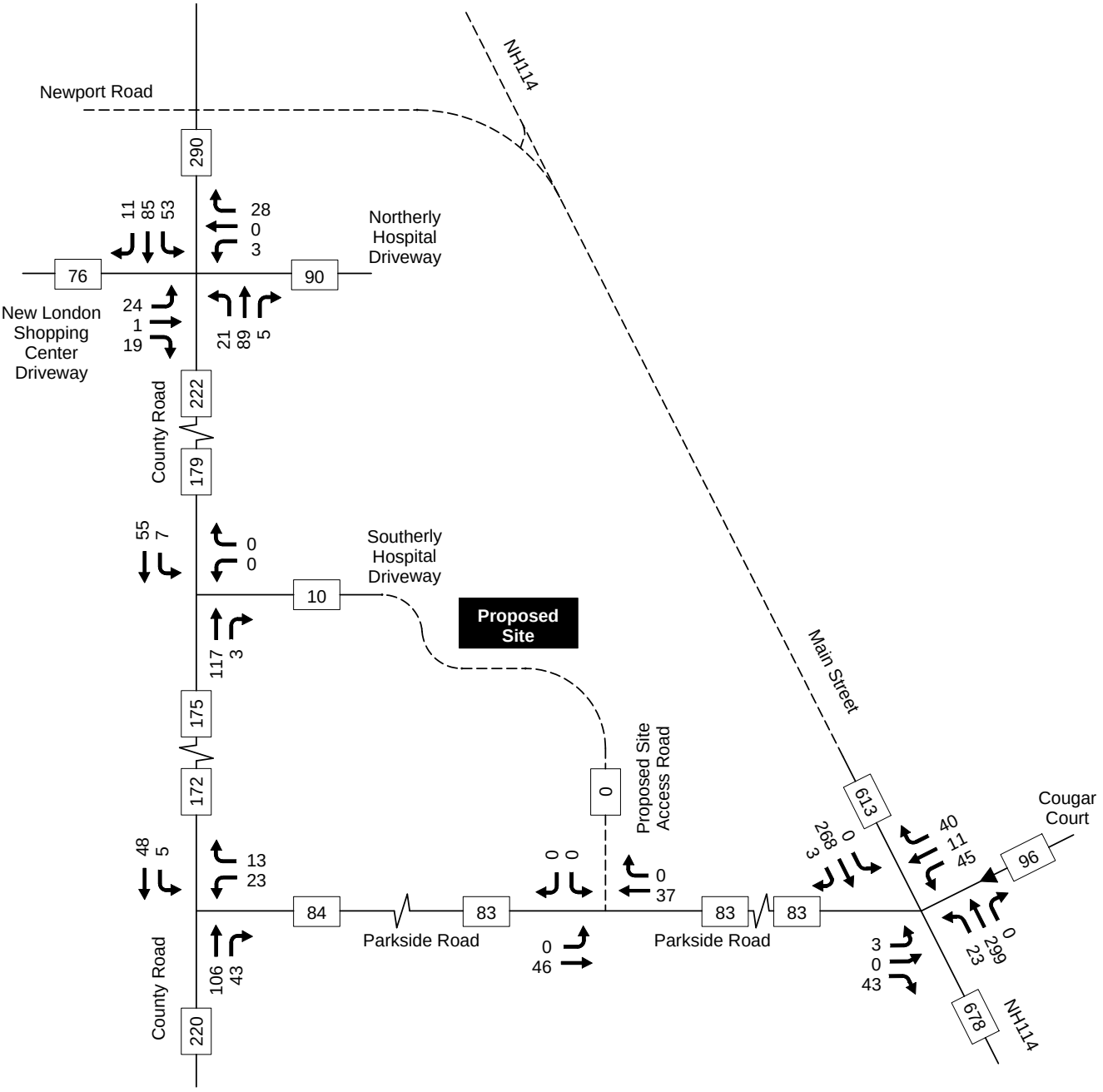

AM PEAK HOUR
Tuesday, June 5, 2018
8:00 to 9:00 AM

NORTH

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Figure 2

2018 Existing Traffic Volumes - AM Peak Hour

Traffic Impact Assessment, Proposed Continuing Care Retirement Community, New London, NH

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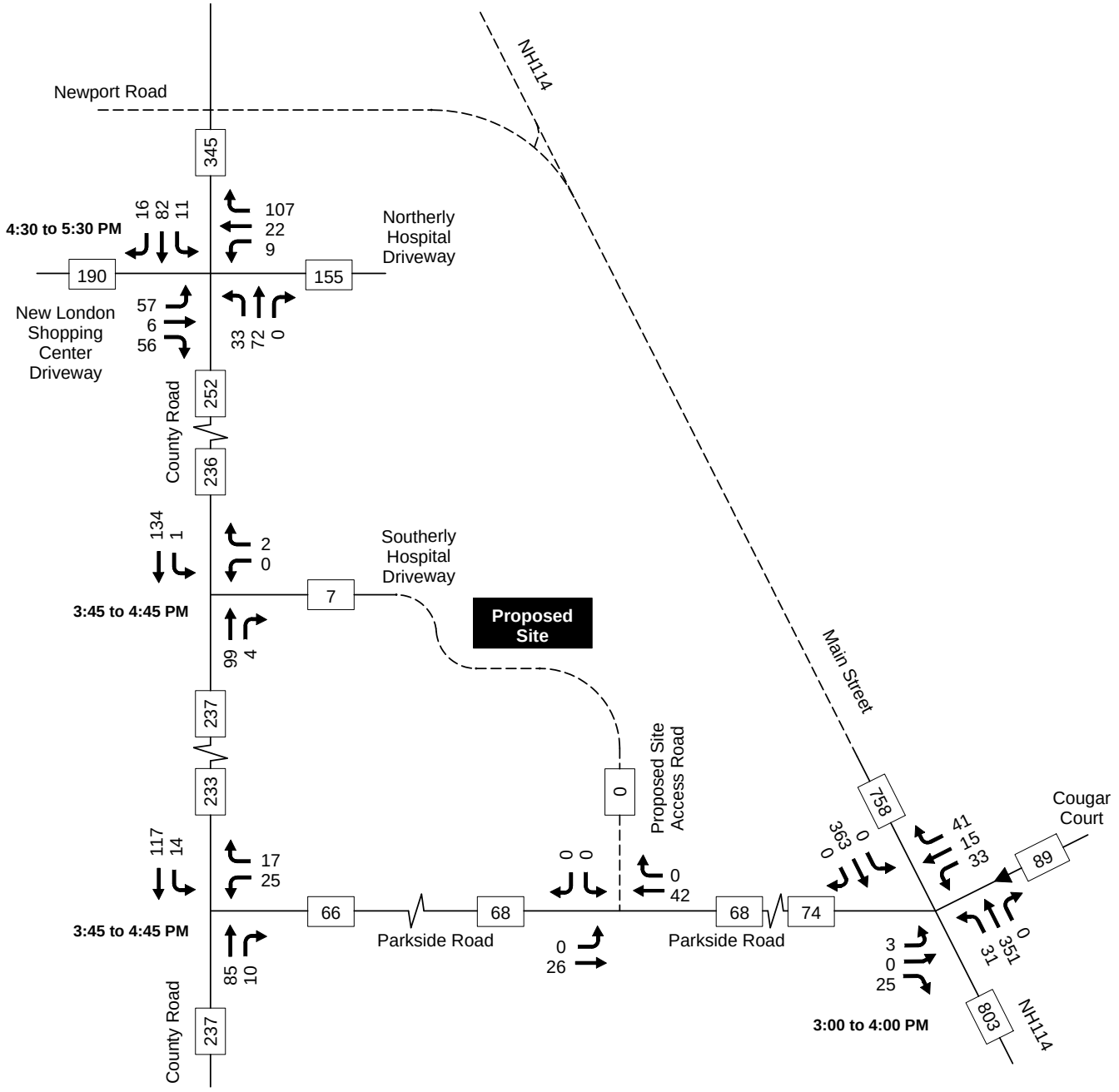


PM PEAK HOUR
Tuesday, June 5, 2018
3:00 to 4:00 PM
3:45 to 4:45 PM
4:30 to 5:30 PM

NORTH

1813A

Figure 3

2018 Existing Traffic Volumes - PM Peak Hour

Traffic Impact Assessment, Proposed Continuing Care Retirement Community, New London, NH

No-Build Traffic Volumes – The weekday peak hour traffic volume projections without the proposed CCRC for 2020 (opening year) and 2030 (horizon year) were derived from the June 2018 traffic count data using peak-month seasonal adjustment factors of 1.01 and an annual background growth rate of 1.0% per year, compounded annually (see Attachments 12 &13). The No-Build traffic projections for 2020 and 2030 are summarized on Figure 4 through Figure 7.

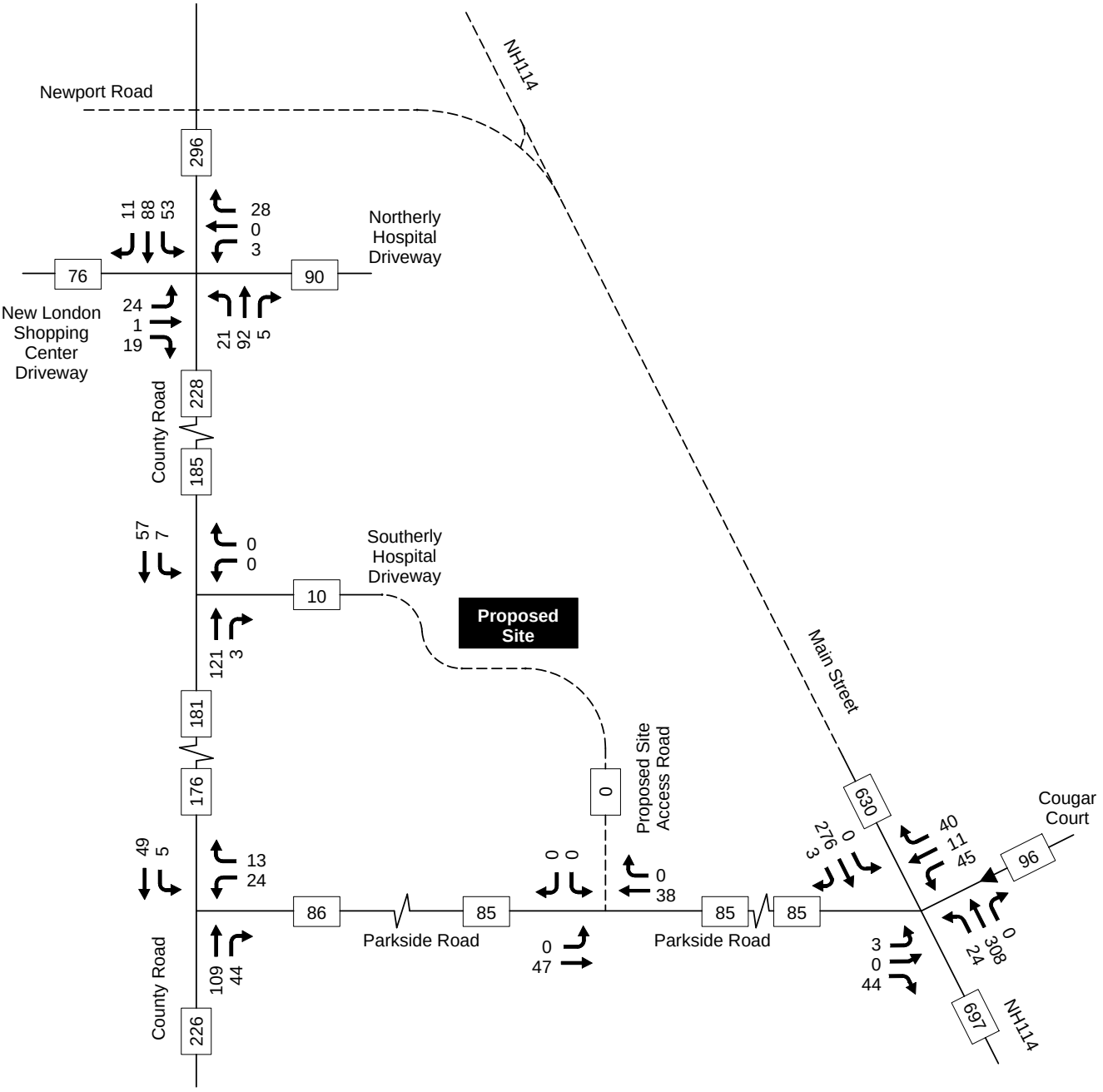
Trip Generation - To estimate the quantity of vehicle-trips that will be produced by the proposed CCRC, Pernaw & Company, Inc. utilized the standard trip generation rates and equations published by the Institute of Transportation Engineers (ITE)[1]. More specifically, the trip generation rates and equations for Land Use Code 255 – Continuing Care Retirement Community were selected, using the total number of occupied units as the independent variable (see previous Pernaw trip generation memorandum dated 12/21/17).

Table 1 **Trip Generation Summary - 120 CCRC Units**

		Estimate A ITE Trip Rate Method [1]	**Estimate B** ITE Trip Equation Method [1]
Weekday AM Peak Hour			
	Entering	12 veh	24 veh
	Exiting	6 veh	13 veh
	Total	18 trips	37 trips
Weekday PM Peak Hour			
	Entering	10 veh	30 veh
	Exiting	14 veh	45 veh
	Total	24 trips	75 trips
Weekday Total			
	Entering	150 veh	228 veh
	Exiting	150 veh	228 veh
	Total	300 trips	456 trips

[1] ITE Land Use Code 255 - Continuing Care Retirement Community

This table shows that the proposed CCRC will generate approximately 37 vehicle-trips (24 arrivals, 13 departures) during the AM peak hour period and 75 vehicle-trips (30 arrivals, 45 departures) during the PM peak hour period when fully occupied. This type of use generates "primary" trips which constitute new trips to the study area.



AM PEAK HOUR

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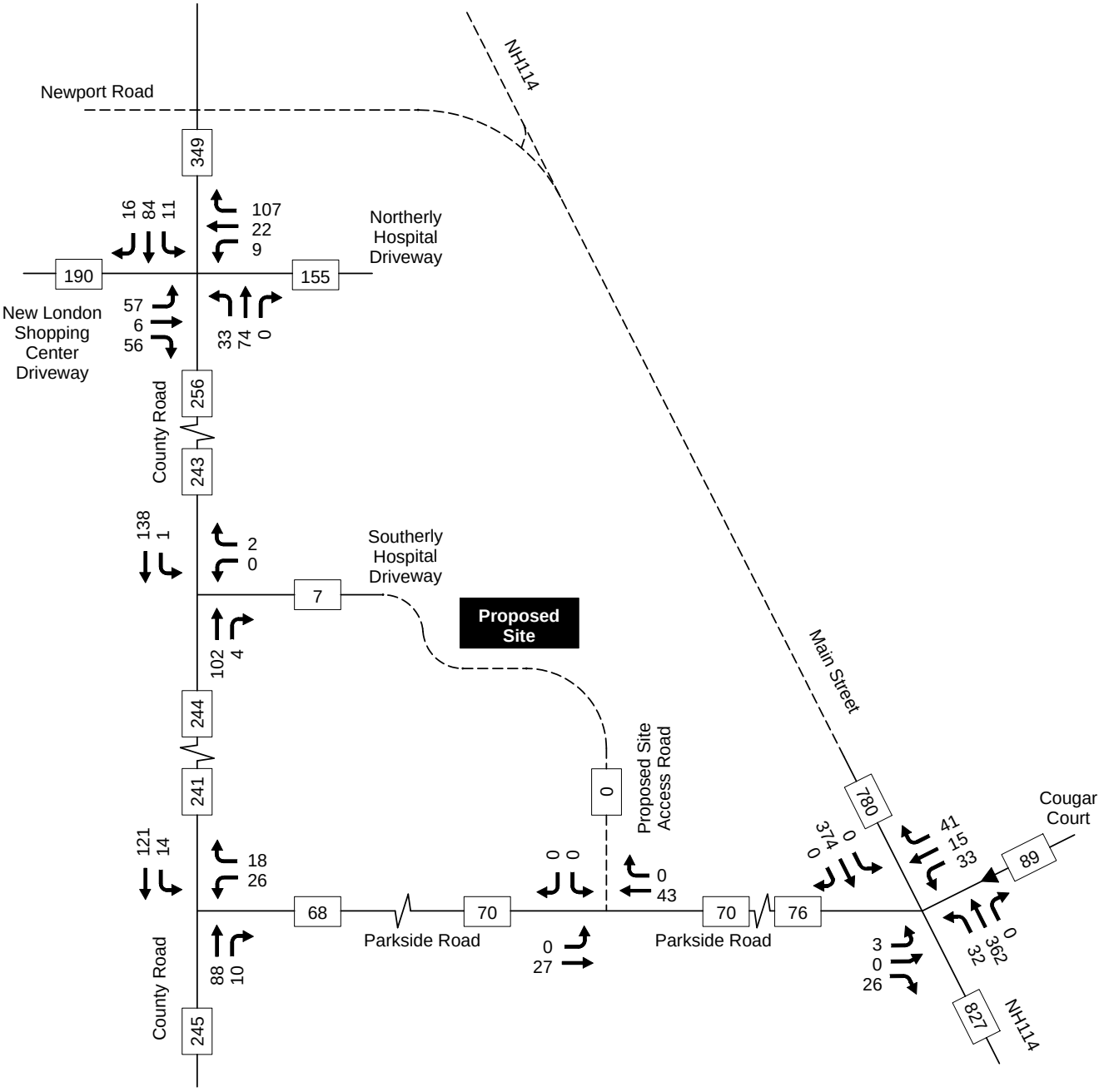
Figure 4

2020 No-Build Traffic Volumes - AM Peak Hour

Traffic Impact Assessment, Proposed Continuing Care Retirement Community, New London, NH

Pernaw & Company, Inc.



PM PEAK HOUR

NORTH

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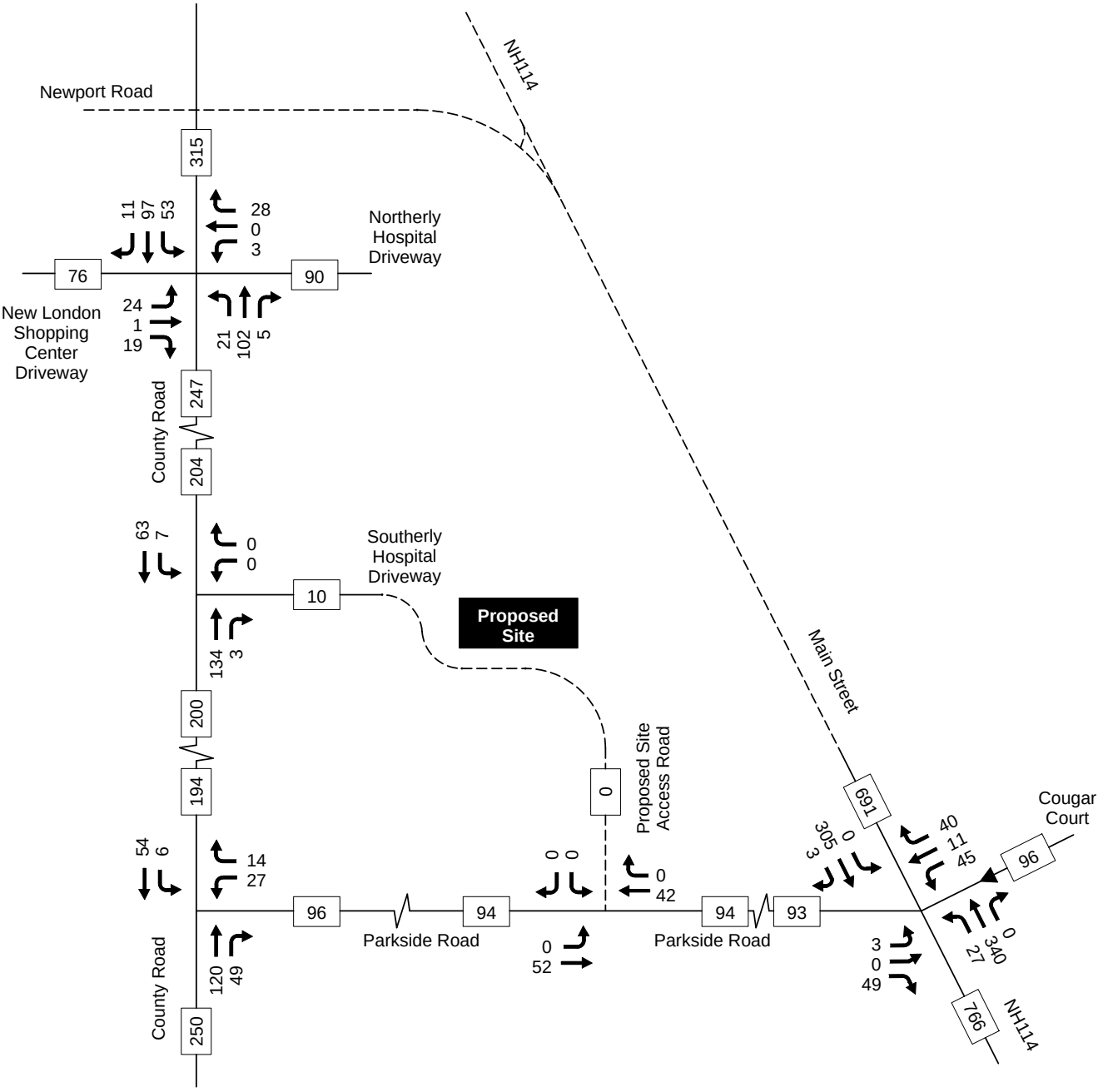
Figure 5

2020 No-Build Traffic Volumes - PM Peak Hour

Traffic Impact Assessment, Proposed Continuing Care Retirement Community, New London, NH

Pernaw & Company, Inc.



AM PEAK HOUR

NORTH

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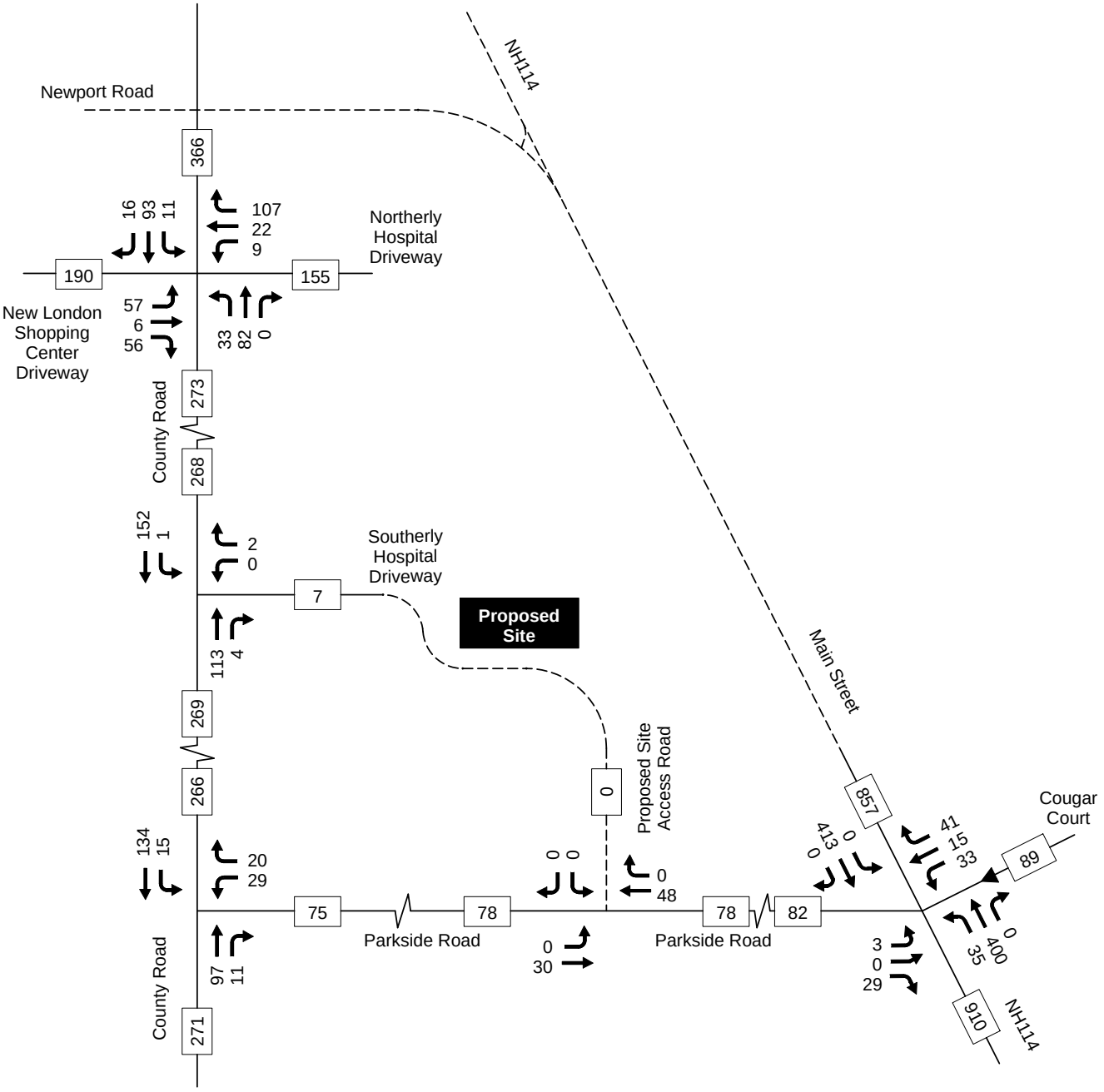
Figure 6

2030 No-Build Traffic Volumes - AM Peak Hour

Traffic Impact Assessment, Proposed Continuing Care Retirement Community, New London, NH

Pernaw & Company, Inc.



PM PEAK HOUR

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Figure 7

2030 No-Build Traffic Volumes - PM Peak Hour

Traffic Impact Assessment, Proposed Continuing Care Retirement Community, New London, NH

Build Traffic Projections - Figure 8 through Figure 11 summarizes the 2020 and 2030 Build traffic projections for the study area intersections with the proposed CCRC fully occupied. These projections are based on the No-Build peak-month traffic projections, the trip generation estimates from Table 1, and the trip distribution patterns summarized below.

GATEWAY	PERCENTAGE
To/From Points North (via County Road)	10%
To/From Points South (via County Road)	45%
To/From Points Southeast (via NH114)	45%
Total	100%

Analysis of the journey-to-work data published by the U.S. Census formed the basis for the trip distribution estimate (see Attachment 14). Attachment 15 and Attachment 16 summarizes the distribution of site traffic throughout the study area.

Impact Summary – A comparison between the 2020 No-Build and Build traffic projections revealed that the proposed CCRC will increase the two-way traffic volume on Parkside Road by approximately 33-34 vehicles during the worst-case PM peak hour period. Similarly, County Road is expected to accommodate approximately +33 vehicles (south of Parkside Road) and +8 vehicles (north of the hospital site). NH 114 is expected to accommodate +34 for vehicles (south of Parkside Road) during the PM peak hour. The net increases during the AM peak hour will be smaller.

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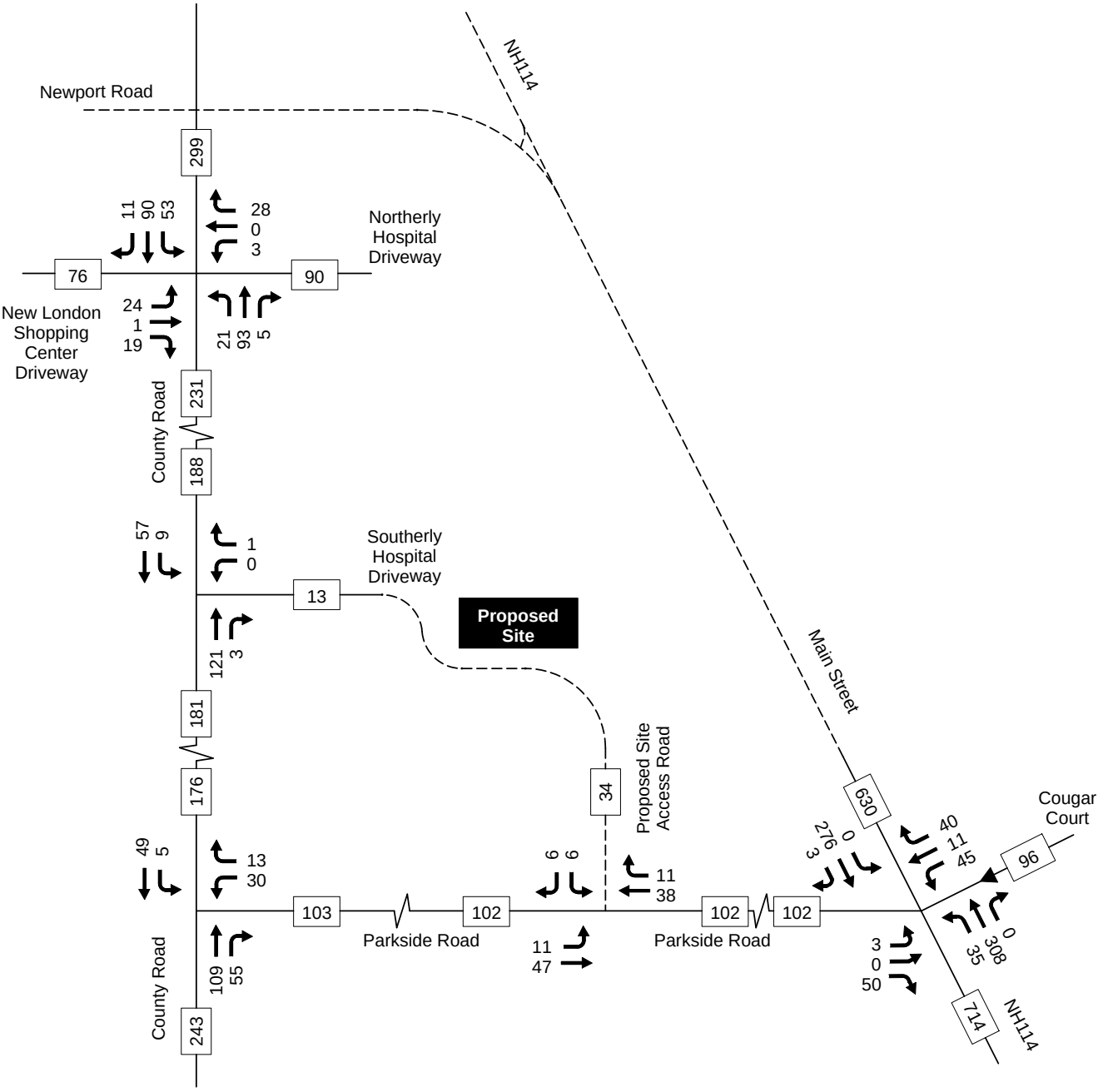

AM PEAK HOUR

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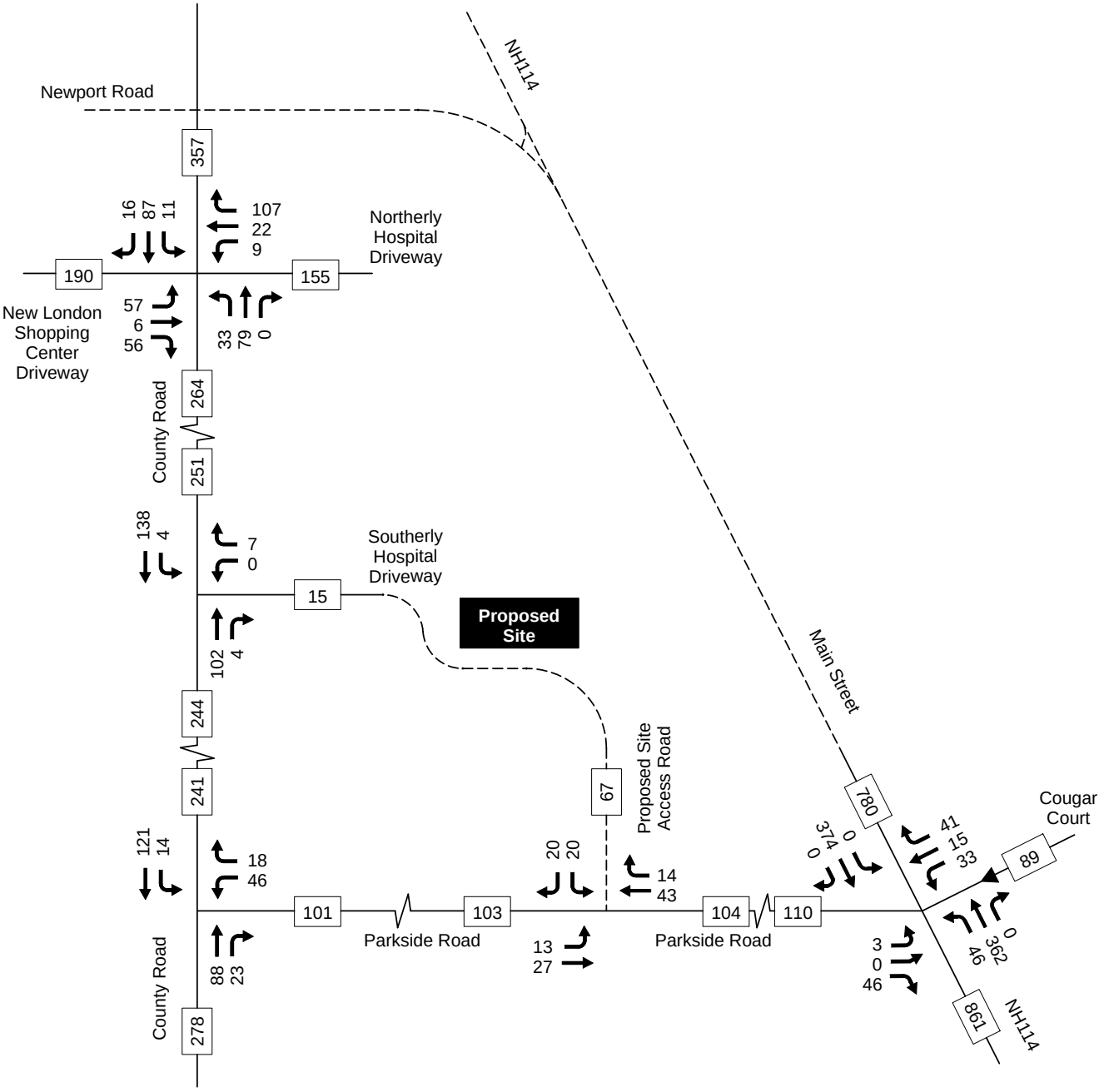
Figure 8

2020 Build Traffic Volumes - AM Peak Hour

Traffic Impact Assessment, Proposed Continuing Care Retirement Community, New London, NH

Pernaw & Company, Inc.



PM PEAK HOUR

NORTH

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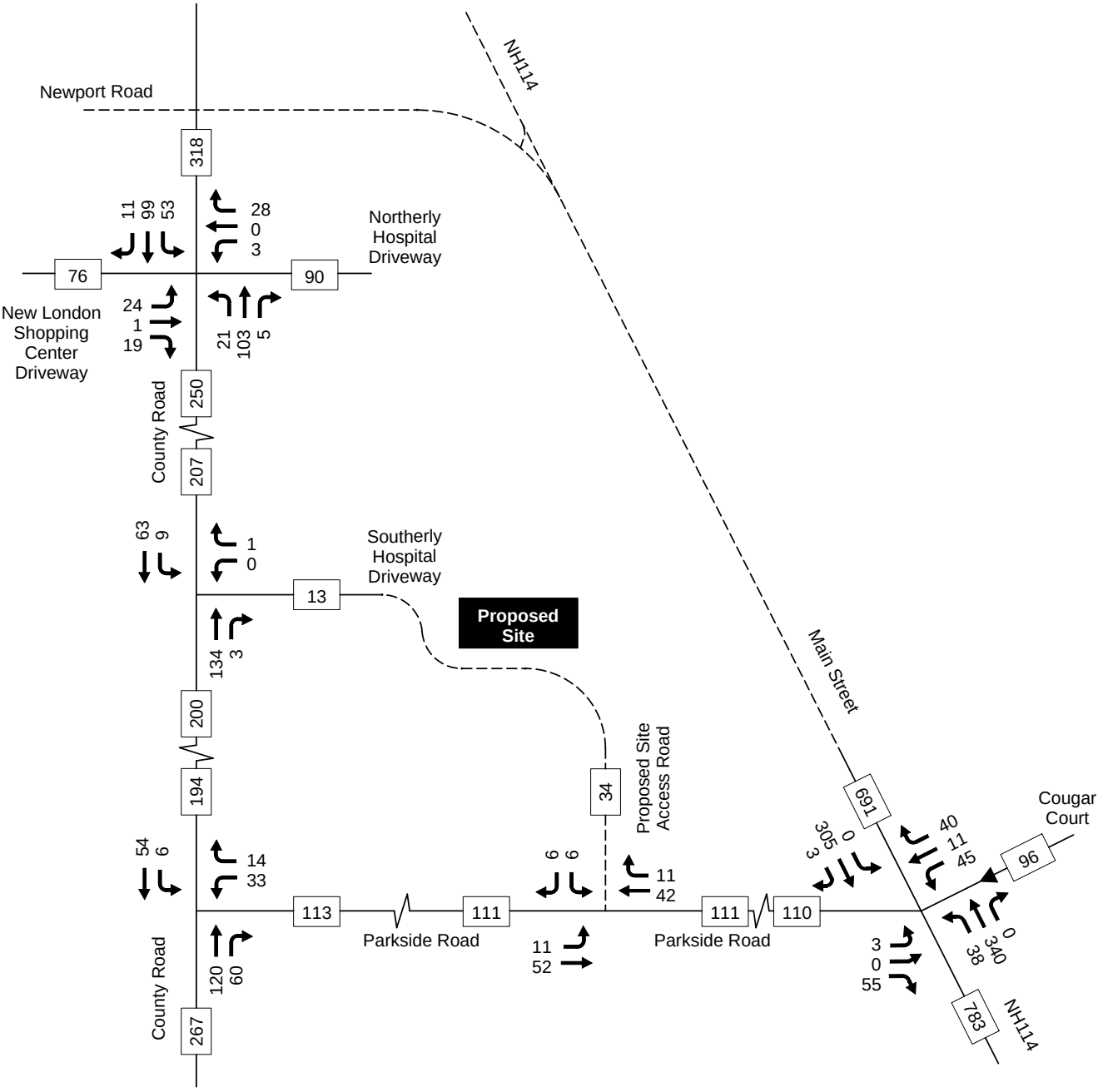
Figure 9

2020 Build Traffic Volumes - PM Peak Hour

Traffic Impact Assessment, Proposed Continuing Care Retirement Community, New London, NH



AM PEAK HOUR

NORTH

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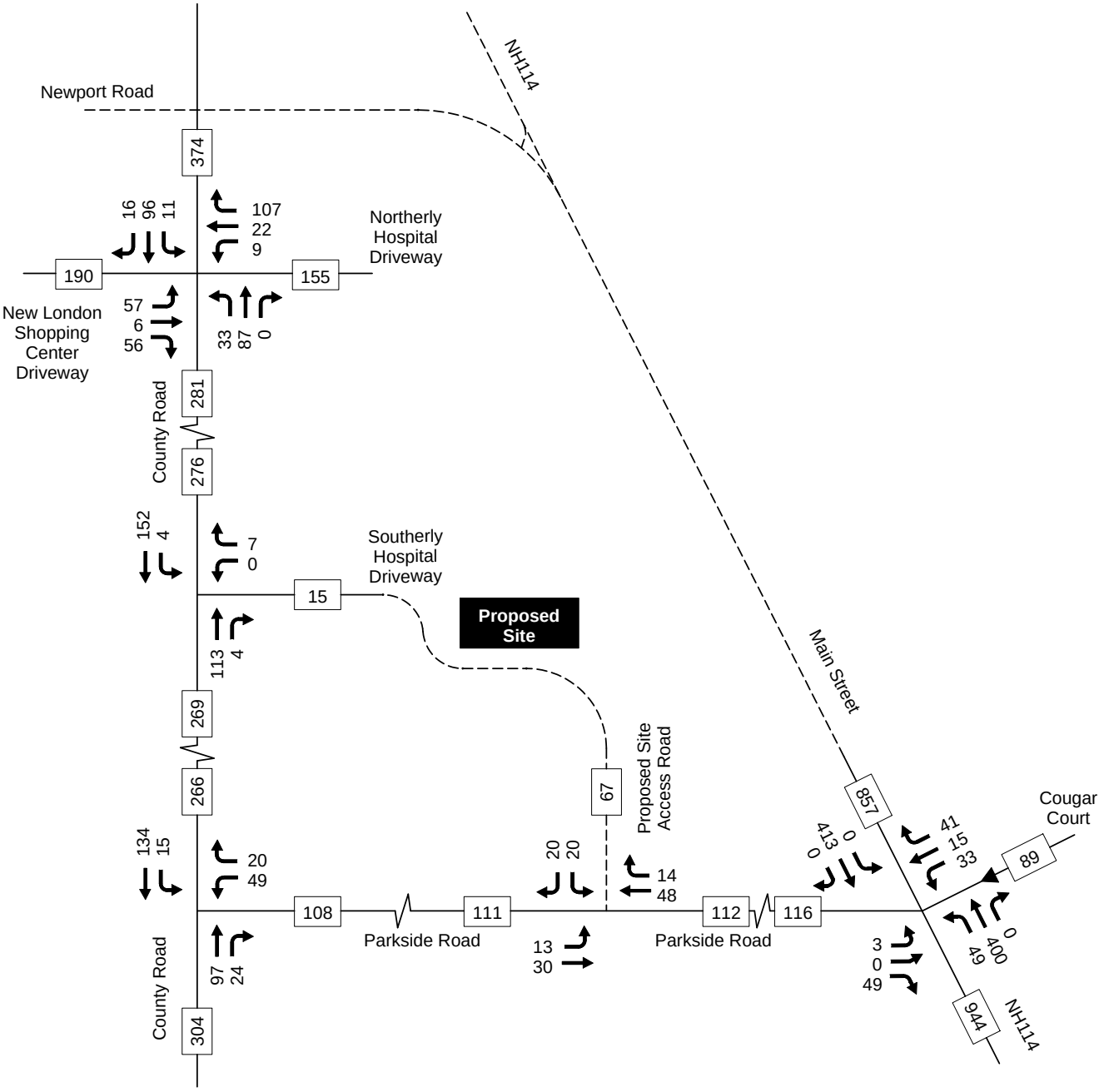
Figure 10

2030 Build Traffic Volumes - AM Peak Hour

Traffic Impact Assessment, Proposed Continuing Care Retirement Community, New London, NH



PM PEAK HOUR

NORTH

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Figure 11

2030 Build Traffic Volumes - PM Peak Hour

Traffic Impact Assessment, Proposed Continuing Care Retirement Community, New London, NH

Intersection Capacity – The five study area intersections were analyzed according to the methodologies of the *Highway Capacity Manual* as replicated by the latest edition of the *Synchro Traffic Signal Coordination Software (Version 10)*, which also performs unsignalized intersection capacity analyses. Capacity and Level of Service (LOS) calculations pertaining to unsignalized intersections address the quality of service for those vehicles turning into and out of intersecting side streets. The availability of adequate gaps in the traffic stream on the major street actually controls the potential capacity for vehicle movements from the minor approaches. Levels of Service are simply letter grades (A-F) that categorize the vehicle delays associated with specific turning maneuvers. Table 2 describes the criteria used in this analysis.

Table 2 — Level-of-Service Criteria for Unsignalized Intersections

Level of Service	Control Delay (seconds/vehicle)
A	≤ 10.0
B	> 10.0 and ≤ 15.0
C	> 15.0 and ≤ 25.0
D	> 25.0 and ≤ 35.0
E	> 35.0 and ≤ 50.0
F	> 50.0

Source: Transportation Research Board, Highway Capacity Manual 2010.

The results of this analysis for the five study area intersections are summarized on Table 3 through Table 7. This analysis demonstrates that all applicable traffic movements will operate well below capacity through the 2030 horizon year with the proposed CCRC fully occupied. Except for the Cougar Court approach to NH114, all applicable turning movements at all study area intersections will operate at LOS A or LOS B during all hours of the day, regardless of the proposed development. This means that vehicle delays and queuing will be minimal at the study area intersections.

The Cougar Court approach to NH 114 currently operates at LOS D for left turn departures during the PM peak hour. This movement is expected to operate at LOS E by 2030, regardless of the proposed CCRC. The calculations pertaining to these analyses are attached (see Attachments 17-60).

Table 3

STOP-Controlled Intersection Capacity Analysis
Parkside Road / Proposed Site Driveway

	Weekday AM Peak Hour				Weekday PM Peak Hour			
	Delay [1]	V/C [2]	LOS [3]	Queue [4]	Delay [1]	V/C [2]	LOS [3]	Queue [4]
Parkside Road - Left-Turn Arrivals								
2020 Build	7.4	0.02	A	<1	7.4	0.01	A	<1
2030 Build	7.4	0.02	A	<1	7.4	0.01	A	<1
Site Driveway - Right-Turn Departures								
2020 Build	9.2	0.02	A	<1	9.1	0.05	A	<1
2030 Build	9.2	0.02	A	<1	9.2	0.05	A	<1

[1] HCM Control Delay (seconds per vehicle), [2] HCM Volume to Capacity Ratio, [3] HCM Level of Service, [4] HCM 95th Percentile Queue (vehicles)

Table 4

STOP-Controlled Intersection Capacity Analysis
County Road / Parkside Road

	Weekday AM Peak Hour				Weekday PM Peak Hour			
	Delay [1]	V/C [2]	LOS [3]	Queue [4]	Delay [1]	V/C [2]	LOS [3]	Queue [4]
Parkside Road - WB Left & Right-Turn Departures								
2018 Existing	10.0	0.06	B	<1	10.0	0.07	B	<1
2020 No Build	10.0	0.06	B	<1	10.0	0.07	B	<1
2020 Build	10.2	0.08	B	<1	10.5	0.11	B	<1
2030 No Build	10.3	0.07	B	<1	10.2	0.08	B	<1
2030 Build	10.4	0.09	B	<1	10.7	0.12	B	<1
County Road - SB Left-Turn Arrivals								
2018 Existing	7.6	0.01	A	<1	7.5	0.01	A	<1
2020 No Build	7.6	0.01	A	<1	7.5	0.01	A	<1
2020 Build	7.6	0.01	A	<1	7.5	0.01	A	<1
2030 No Build	7.6	0.01	A	<1	7.5	0.01	A	<1
2030 Build	7.7	0.01	A	<1	7.5	0.01	A	<1

[1] HCM Control Delay (seconds per vehicle), [2] HCM Volume to Capacity Ratio, [3] HCM Level of Service, [4] HCM 95th Percentile Queue (vehicles)

Table 5 — STOP-Controlled Intersection Capacity Analysis
County Road / South Hospital Driveway

	Weekday AM Peak Hour				Weekday PM Peak Hour			
	Delay [1]	V/C [2]	LOS [3]	Queue [4]	Delay [1]	V/C [2]	LOS [3]	Queue [4]
South Hospital Driveway - WB Left & Right-Turn Departures								
2018 Existing	0.0	0.00	A	0	8.9	0.00	A	<1
2020 No Build	0.0	0.00	A	0	8.9	0.00	A	<1
2020 Build	8.9	0.00	A	<1	8.9	0.02	A	<1
2030 No Build	0.0	0.00	A	0	9.0	0.00	A	<1
2030 Build	9.0	0.00	A	<1	9.0	0.02	A	<1
County Road - SB Left-Turn Arrivals								
2018 Existing	7.5	0.01	A	<1	7.4	0.00	A	<1
2020 No Build	7.5	0.01	A	<1	7.5	0.00	A	<1
2020 Build	7.5	0.01	A	<1	7.5	0.00	A	<1
2030 No Build	7.5	0.01	A	<1	7.5	0.00	A	<1
2030 Build	7.5	0.01	A	<1	7.5	0.00	A	<1

[1] HCM Control Delay (seconds per vehicle), [2] HCM Volume to Capacity Ratio, [3] HCM Level of Service, [4] HCM 95th Percentile Queue (vehicles)

Table 6

STOP-Controlled Intersection Capacity Analysis
County Road / Shopping Center Driveway / North Hospital Driveway

	Weekday AM Peak Hour				Weekday PM Peak Hour			
	Delay [1]	V/C [2]	LOS [3]	Queue [4]	Delay [1]	V/C [2]	LOS [3]	Queue [4]
County Road - NB Left Turns								
2018 Existing	7.4	0.02	A	<1	7.5	0.03	A	<1
2020 No Build	7.4	0.02	A	<1	7.5	0.03	A	<1
2020 Build	7.5	0.02	A	<1	7.5	0.03	A	<1
2030 No Build	7.5	0.02	A	<1	7.5	0.03	A	<1
2030 Build	7.5	0.02	A	<1	7.5	0.03	A	<1
Shopping Center Driveway - EB Left, Through & Right-Turns								
2018 Existing	11.2	0.10	B	<1	13.1	0.24	B	1
2020 No Build	11.3	0.11	B	<1	13.2	0.25	B	1
2020 Build	11.3	0.11	B	<1	13.3	0.25	B	1
2030 No Build	11.5	0.11	B	<1	13.5	0.25	B	1
2030 Build	11.5	0.11	B	<1	13.7	0.26	B	1
North Hospital Driveway - WB Left, Through & Right-Turns								
2018 Existing	9.4	0.05	A	<1	10.7	0.22	B	1
2020 No Build	9.4	0.05	A	<1	10.7	0.22	B	1
2020 Build	9.4	0.05	A	<1	10.8	0.22	B	1
2030 No Build	9.5	0.05	A	<1	10.8	0.23	B	1
2030 Build	9.5	0.05	A	<1	10.9	0.23	B	1
County Road - SB Left Turns								
2018 Existing	7.5	0.04	A	<1	7.4	0.01	A	<1
2020 No Build	7.5	0.04	A	<1	7.4	0.01	A	<1
2020 Build	7.5	0.04	A	<1	7.4	0.01	A	<1
2030 No Build	7.5	0.04	A	<1	7.5	0.01	A	<1
2030 Build	7.5	0.04	A	<1	7.5	0.01	A	<1

[1] HCM Control Delay (seconds per vehicle), [2] HCM Volume to Capacity Ratio, [3] HCM Level of Service, [4] HCM 95th Percentile Queue (vehicles)

Table 7

STOP-Controlled Intersection Capacity Analysis
NH Route 114 / Parkside Road / Cougar Court

	Weekday AM Peak Hour				Weekday PM Peak Hour			
	Delay [1]	V/C [2]	LOS [3]	Queue [4]	Delay [1]	V/C [2]	LOS [3]	Queue [4]
NH Route 114 - NB Left Turns								
2018 Existing	7.9	0.02	A	<1	8.2	0.03	A	<1
2020 No Build	8.0	0.02	A	<1	8.2	0.03	A	<1
2020 Build	8.0	0.03	A	<1	8.2	0.05	A	<1
2030 No Build	8.1	0.03	A	<1	8.3	0.04	A	<1
2030 Build	8.1	0.04	A	<1	8.4	0.05	A	<1
Parkside Road - EB Left & Right-Turns								
2018 Existing	11.5	0.15	B	1	12.5	0.06	B	<1
2020 No Build	11.6	0.15	B	1	12.6	0.07	B	<1
2020 Build	11.7	0.17	B	1	12.3	0.10	B	<1
2030 No Build	12.1	0.18	B	1	13.3	0.08	B	<1
2030 Build	12.3	0.20	B	1	13.0	0.12	B	<1
Cougar Court - WB Left-Turns								
2018 Existing	25.3	0.34	D	1	28.5	0.33	D	1
2020 No Build	26.6	0.35	D	2	30.3	0.34	D	1
2020 Build	29.4	0.38	D	2	35.6	0.39	E	2
2030 No Build	32.7	0.41	D	2	37.8	0.41	E	2
2030 Build	36.7	0.45	E	2	45.7	0.46	E	2
Cougar Court - WB Through & Right-Turns								
2018 Existing	12.6	0.18	B	1	15.9	0.27	C	1
2020 No Build	12.8	0.18	B	1	16.2	0.28	C	1
2020 Build	13.0	0.18	B	1	16.8	0.29	C	1
2030 No Build	13.5	0.20	B	1	17.9	0.31	C	1
2030 Build	13.7	0.20	B	1	18.6	0.32	C	1
NH Route 114 - SB Left Turns								
2018 Existing	0	0.00	A	0	0	0.00	A	0
2020 No Build	0	0.00	A	0	0	0.00	A	0
2020 Build	0	0.00	A	0	0	0.00	A	0
2030 No Build	0	0.00	A	0	0	0.00	A	0
2030 Build	0	0.00	A	0	0	0.00	A	0

[1] HCM Control Delay (seconds per vehicle), [2] HCM Volume to Capacity Ratio, [3] HCM Level of Service, [4] HCM 95th Percentile Queue (vehicles)

Left-Turn Warrants Analysis - The type of treatment needed to accommodate left-turning vehicles from any street or highway to an intersecting side street (or driveway) can range from no treatment, where turning volumes are low; to the provision of a bypass lane for through traffic to travel around left-turning vehicles; to the addition of a formal center turn lane used exclusively by left-turning vehicles for deceleration and storage while waiting to complete their maneuvers.

Analysis of the horizon year 2030 Build traffic volumes using NCHRP 457 guidelines confirmed that left-turn treatment will not be warranted on Parkside Road at the Proposed Site Access Road intersection to accommodate the anticipated 11 (AM) and 13 (PM) arrivals during the peak hour periods. The same finding applies to the County Road/Southerly Hospital Driveway where even fewer left-turn arrivals are expected.

Right-Turn Warrants Analysis - The type of treatment needed to accommodate right-turning vehicles from any street or highway to any intersecting side street (or driveway) can range from a radius only, where turning volumes are low; to the provision of a short 10:1 right-turn taper; to the addition of an exclusive right-turn lane, where turning volumes and through traffic volumes are significant.

Analysis of the long-range 2030 Build traffic volume projections using NCHRP 457 guidelines confirmed that right-turn treatment will not be warranted on Parkside Road at the Proposed Site Access Road intersection to accommodate the anticipated 11 (AM) and 14 (PM) westbound arrivals during the peak hour periods. The same finding applies to the County Road/Southerly Hospital Driveway where even fewer right-turn arrivals are expected.

Minor-Road Approach Analysis – The type of treatment needed to accommodate exiting vehicles from the minor-road approach at a stop-controlled intersection can range from a single lane (shared left-right lane) in low-volume conditions, to two exit lanes (exclusive left-turn lane and exclusive right-turn lane) where turning volumes and through traffic volumes are significant, to multiple exit lanes in extreme cases.

Analysis of the long-range 2030 Build traffic volumes using NCHRP 457 guidelines confirmed that a shared left-right departure lane on the Proposed Site Access Road approach to Parkside Road is sufficient for the anticipated traffic volumes. The Southerly Hospital Driveway approach to County Road will also function adequately with the existing shared left-right departure lane.

Sight Distance – The view looking left and right from the Proposed Site Access Road approach to Parkside Road is documented on Attachment 61. Ample sight distances are obtainable with the clearing of roadside vegetation and trees within the roadway right-of-way. Clear sight distance triangles should be established on both sides of the Proposed Site Access Road intersection on Parkside Road to ensure that signs, plantings, and roadside vegetation (and snow banks) do not restrict the line of sight looking left and right from the site driveway.

Findings & Recommendations

1. According to the automatic traffic recorder count conducted on County Road in May-June 2018, the section south of the hospital site carried an average weekday volume of 2,222 vehicles per day (vpd). Similarly, the recorder on Parkside Drive (west of the power lines) indicates that it carried 888 vpd. The hourly rate of traffic flow reached peak levels during the typical morning and evening commuter periods. The two-way traffic volume on Parkside Road in the vicinity of the proposed site driveway location totaled 83 (AM) and 68 (PM) vehicles during the peak hour periods.

2. According to the intersection turning movement count that were conducted on June 5, 2018 at the four existing study area intersections, the hourly traffic volume on County Road ranged from 172-290 vehicles during the AM peak hour, depending upon location, and from 233-345 vehicles during the PM peak hour. Parkside Road accommodated approximately 84 (AM) and 74 (PM) vehicles during the peak hour periods. NH 114 carried the highest traffic volumes in the study area with 678 (AM) and 803 (PM) vehicles (total both directions) observed south of the Parkside Road intersection. The Southerly Hospital Driveway, which will provide access to the proposed development, was found to accommodate only 10 (AM) and 7 (PM) vehicles during the peak hour periods.

3. The trip generation analysis indicates that the proposed CCRC will generate approximately 37 vehicles-trips (24 arrivals, 13 departures) during the AM peak hour period and 75 vehicle-trips (30 arrivals, 45 departures) during the PM peak hour period. The majority of these trips are expected to travel to and from points south/east via County Road and NH 114.

4. The traffic generated by the proposed CCRC will increase the two-way traffic volume on Parkside Road by approximately +34 vehicles during the worst-case PM peak hour period, when fully occupied.

5. The intersection capacity and Level of Service analyses confirmed that all five study area intersections will operate well below capacity during all hours of the day through 2030 with the proposed development fully occupied. Except for the Cougar Court approach to NH 114, all applicable turning movements at the study area intersections will operate at Level of Service A or B during all hours of the day. This means vehicle delays and queues will be short, and traffic congestion will not result. The left-turn departure movement from Cougar Court is expected to operate at Level of Service E the during the 2030 PM peak hour, regardless of the proposed CCRC.

6. The 2030 traffic volumes at the Parkside Road/Proposed Site Access Road and at the County Road/Southerly Hospital Driveway do not satisfy the NCHRP guidelines for auxiliary turn lanes for vehicle arrivals. A single shared lane on each approach to these intersections is sufficient for the anticipated volumes.

7. The appropriate forms of traffic control at the Parkside Road/Proposed Site Access Road intersection include the installation of STOP sign control (MUTCD R1-1) on the minor approach and an 18-inch white stop line. Providing a short section of four-inch double-

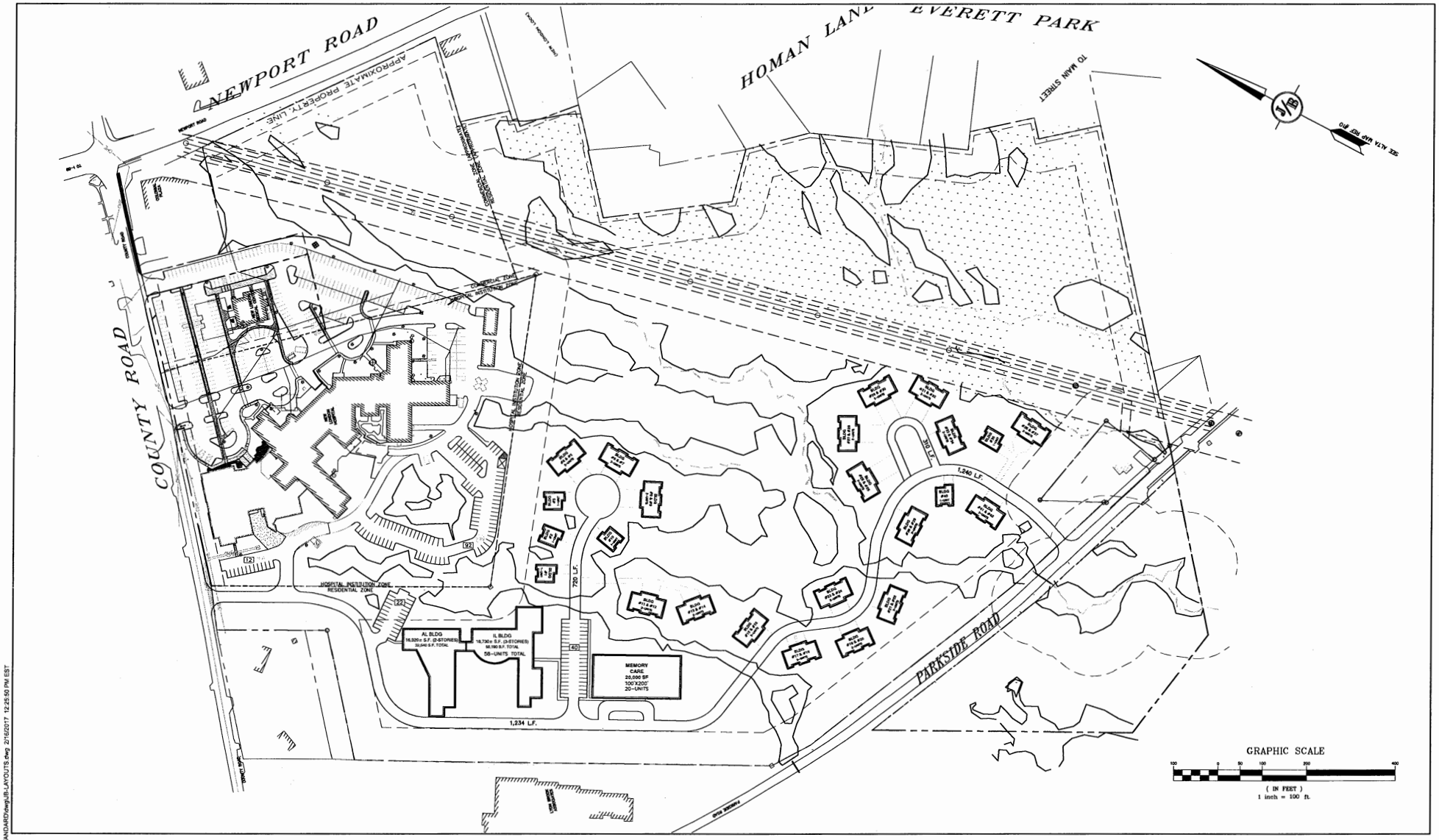
yellow center line on minor leg to separate inbound and outbound vehicles is optional, but advisable. The same recommendation applies to the County Road/Southerly Hospital Driveway intersection.

8. Clear sight distance triangles should be established on both sides of the Proposed Site Access Road intersection on Parkside Road to ensure that signs, plantings, and roadside vegetation do not restrict the line of sight looking left and right from the site driveway.

STATE OF NEW HAMPSHIRE
STEPHEN G. PERNAW No. 5234 LICENSED
PROFESSIONAL ENGINEER

7/2/18

A T T A C H M E N T S



F:\CADD\MASTER STANDARD\dwg\JB-LAYOUTS.dwg 2/16/2017 12:25:50 PM EST

Design: BWG	Draft: ISM	Date: 12/5/17
Checked: WGM	Scale: AS NOTED	Project No.: 17190
Drawing Name: 17190-CONCEPT15.DWG		

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM JONES & BEACH ENGINEERS, INC. (JBE). ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO JBE.

REV.	DATE	REVISION	BY
0	12/5/17	ISSUED FOR REVIEW	ISM

Designed and Produced in NH
J/B Jones & Beach Engineers, Inc.
Civil Engineering Services
85 Portsmouth Ave.
PO Box 219
Stratham, NH 03885
603-772-4746
FAX: 603-772-0227
E-MAIL: JBE@JONESANDBEACH.COM

Plan Name:	CONCEPTUAL SITE PLAN
Project:	NEW LONDON HOSPITAL COUNTY RD. NEW LONDON, NH
Owner of Record:	CONTINUUM DEVELOPMENT 250 GODDARD RD, LEWISTON, ME 04240

DRAWING No.
CP15
SHEET 1 OF 1
JBE PROJECT NO. 17190

Attachment 1

Weekly Volumes

Unit ID: SGP12

Location: New London, NH - County Road (South of southerly hospital driveway)

Week of 05/31/2018

Start Time	05/31 Thursday		06/01 Friday		06/02 Saturday		06/03 Sunday		06/04 Monday		06/05 Tuesday		06/06 Wednesday		Daily Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
00:00	0	0	0	0	0	0	3	0	0	0	1	1	-	-	1	0
01:00	0	0	0	0	0	0	1	0	0	0	1	0	-	-	0	0
02:00	0	0	1	1	0	1	0	0	0	0	2	0	-	-	1	0
03:00	1	1	0	1	0	0	0	2	0	2	1	2	-	-	0	1
04:00	2	4	0	4	0	3	2	2	1	0	0	3	-	-	1	3
05:00	1	11	3	11	2	5	1	4	2	8	2	10	-	-	2	8
06:00	6	32	9	31	11	17	5	20	3	22	5	44	-	-	7	28
07:00	20	86	24	78	20	39	19	27	17	75	21	84	-	-	20	65
08:00	61	96	43	94	44	86	20	45	30	101	53	121	-	-	42	91
09:00	68	88	66	108	72	85	47	63	68	67	45	75	-	-	61	81
10:00	89	92	83	101	78	108	62	62	70	75	72	90	-	-	76	88
11:00	90	111	109	98	110	94	80	85	85	89	115	88	-	-	98	94
12:00	107	85	102	105	106	84	106	73	111	93	95	87	-	-	105	88
13:00	79	106	95	96	85	83	78	56	87	88	93	100	-	-	86	88
14:00	95	100	95	81	67	73	59	71	89	78	84	93	-	-	82	83
15:00	98	77	107	83	75	74	71	62	108	87	110	84	-	-	95	78
16:00	141	106	97	95	97	80	82	81	122	79	131	85	-	-	112	88
17:00	131	51	122	64	70	62	53	38	112	49	136	47	-	-	104	52
18:00	68	31	59	32	57	38	38	30	65	36	54	44	-	-	57	35
19:00	44	44	43	25	42	27	31	24	40	29	47	29	-	-	41	30
20:00	31	27	40	28	31	20	23	17	23	10	29	22	-	-	30	21
21:00	15	7	20	8	17	11	7	5	20	10	10	6	-	-	15	8
22:00	6	3	4	7	5	3	6	4	9	2	8	3	-	-	6	4
23:00	3	0	2	1	0	4	2	0	1	3	0	0	-	-	1	1
Lane Total	1156	1158	1124	1152	989	997	796	771	1063	1003	1115	1118	-	-	1043	1035
Day Total		2314		2276		1986		1567		2066		2233		-		2078
AM Peak	10:12	07:23	10:54	08:43	10:59	09:44	10:56	10:53	10:58	07:53	11:00	07:53	-	-	11:00	11:00
AM Count	98	113	117	112	111	120	84	85	90	102	115	129	-	-	98	94
PM Peak	16:37	13:38	16:33	15:36	12:08	12:09	12:01	15:12	16:30	12:32	16:34	13:06	-	-	16:00	12:00
PM Count	144	117	125	112	111	88	107	81	138	103	141	103	-	-	112	88

Attachment 2

Weekly Volumes

Unit ID: SGP11

Location: New London, NH - Parkside Road (West of Power Lines)

Week of 05/31/2018

Start Time	05/31 Thu	06/01 Fri	06/02 Sat	06/03 Sun	06/04 Mon	06/05 Tue	06/06 Wed	Average
	E&WV	E&WV	E&WV	E&WV	E&WV	E&WV	E&WV	E&WV
00:00	0	1	1	3	0	1	-	1
01:00	0	0	1	0	0	0	-	0
02:00	1	1	2	0	1	1	-	1
03:00	0	1	2	2	0	1	-	1
04:00	3	1	0	1	4	1	-	2
05:00	5	4	3	2	3	8	-	4
06:00	15	30	7	6	17	24	-	17
07:00	42	41	14	18	34	45	-	32
08:00	85	83	52	28	69	83	-	67
09:00	56	57	67	49	44	56	-	55
10:00	38	66	103	46	52	75	-	63
11:00	85	68	66	69	51	73	-	69
12:00	65	63	58	44	54	74	-	60
13:00	71	72	68	53	58	62	-	64
14:00	70	56	64	53	45	64	-	59
15:00	105	76	82	44	75	88	-	78
16:00	105	88	61	51	54	68	-	71
17:00	130	83	68	40	57	51	-	72
18:00	69	45	43	49	24	56	-	48
19:00	52	36	23	25	19	21	-	29
20:00	39	26	9	15	19	13	-	20
21:00	15	11	6	3	8	11	-	9
22:00	2	8	2	5	3	4	-	4
23:00	1	7	5	1	4	0	-	3
Lane Total	1054	924	807	607	695	880	-	829
Day Total	1054	924	807	607	695	880	-	829
AM Peak	08:13	08:14	09:59	10:51	07:39	10:22	-	11:00
AM Count	88	96	106	74	75	91	-	69
PM Peak	16:53	15:58	14:54	14:18	14:43	15:18	-	15:00
PM Count	133	93	92	56	82	92	-	78

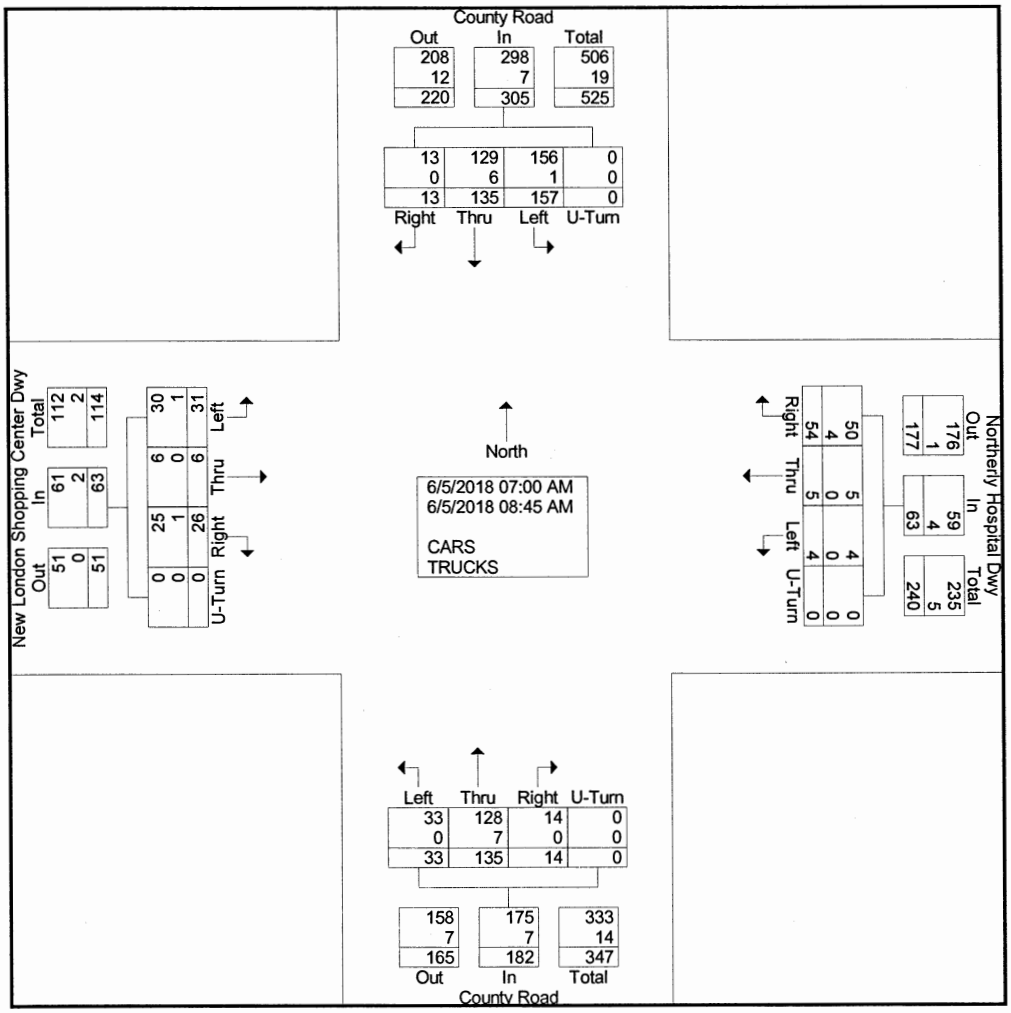
Stephen G. Pernaw & Co., Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1813A
Town/State: New London, NH

File Name : 1813A_INT_A_AM_&_PM
Site Code : 1813A
Start Date : 6/5/2018
Page No : 1

Groups Printed- CARS - TRUCKS

	County Road From North					Northerly Hospital Dwy From East					County Road From South					New London Shopping Center Dwy From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	11	22	0	33	7	1	0	0	8	3	6	2	0	11	0	3	2	0	5	57
07:15 AM	1	9	29	0	39	9	0	0	0	9	1	15	5	0	21	3	0	0	0	3	72
07:30 AM	1	15	28	0	44	5	0	0	0	5	3	8	1	0	12	2	1	4	0	7	68
07:45 AM	0	15	25	0	40	5	4	1	0	10	2	17	4	0	23	2	1	1	0	4	77
Total	2	50	104	0	156	26	5	1	0	32	9	46	12	0	67	7	5	7	0	19	274
08:00 AM	2	18	12	0	32	6	0	0	0	6	1	18	3	0	22	5	0	3	0	8	68
08:15 AM	3	20	17	0	40	10	0	1	0	11	3	22	3	0	28	2	1	1	0	4	83
08:30 AM	2	19	18	0	39	3	0	1	0	4	0	28	6	0	34	4	0	11	0	15	92
08:45 AM	4	28	6	0	38	9	0	1	0	10	1	21	9	0	31	8	0	9	0	17	96
Total	11	85	53	0	149	28	0	3	0	31	5	89	21	0	115	19	1	24	0	44	339
Grand Total	13	135	157	0	305	54	5	4	0	63	14	135	33	0	182	26	6	31	0	63	613
Apprch %	4.3	44.3	51.5	0		85.7	7.9	6.3	0		7.7	74.2	18.1	0		41.3	9.5	49.2	0		
Total %	2.1	22	25.6	0	49.8	8.8	0.8	0.7	0	10.3	2.3	22	5.4	0	29.7	4.2	1	5.1	0	10.3	
CARS	13	129	156	0	298	50	5	4	0	59	14	128	33	0	175	25	6	30	0	61	593
% CARS	100	95.6	99.4	0	97.7	92.6	100	100	0	93.7	100	94.8	100	0	96.2	96.2	100	96.8	0	96.8	96.7
TRUCKS	0	6	1	0	7	4	0	0	0	4	0	7	0	0	7	1	0	1	0	2	20
% TRUCKS	0	4.4	0.6	0	2.3	7.4	0	0	0	6.3	0	5.2	0	0	3.8	3.8	0	3.2	0	3.2	3.3



Attachment 5

Stephen G. Pernaw & Co., Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1813A
Town/State: New London, NH

File Name : 1813A_INT_A_AM_&_PM
Site Code : 1813A
Start Date : 6/5/2018
Page No : 1

Groups Printed- CARS - TRUCKS

	County Road From North					Northerly Hospital Dwy From East					County Road From South					New London Shopping Center Dwy From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
03:00 PM	7	20	5	0	32	12	4	0	0	16	0	8	10	0	18	8	0	11	0	19	85
03:15 PM	5	28	6	0	39	17	3	0	0	20	1	14	12	0	27	13	0	17	0	30	116
03:30 PM	5	20	3	0	28	19	3	0	0	22	0	21	6	0	27	14	0	18	0	32	109
03:45 PM	2	25	5	0	32	11	5	0	0	16	0	21	17	0	38	15	0	18	0	33	119
Total	19	93	19	0	131	59	15	0	0	74	1	64	45	0	110	50	0	64	0	114	429
04:00 PM	3	23	2	0	28	22	7	1	0	30	0	16	9	0	25	14	2	16	0	32	115
04:15 PM	2	15	3	0	20	12	4	0	0	16	0	18	7	0	25	14	0	15	0	29	90
04:30 PM	3	20	0	0	23	36	5	4	0	45	0	29	10	0	39	11	0	25	0	36	143
04:45 PM	8	14	3	0	25	20	7	2	0	29	0	11	9	0	20	17	0	10	0	27	101
Total	16	72	8	0	96	90	23	7	0	120	0	74	35	0	109	56	2	66	0	124	449
05:00 PM	2	26	4	0	32	26	5	2	0	33	0	11	9	0	20	18	4	12	0	34	119
05:15 PM	3	22	4	0	29	25	5	1	0	31	0	21	5	0	26	10	2	10	0	22	108
05:30 PM	0	20	3	0	23	14	4	3	0	21	0	12	6	0	18	12	0	5	0	17	79
05:45 PM	0	16	4	0	20	3	4	0	0	7	0	7	5	0	12	12	0	11	0	23	62
Total	5	84	15	0	104	68	18	6	0	92	0	51	25	0	76	52	6	38	0	96	368
Grand Total	40	249	42	0	331	217	56	13	0	286	1	189	105	0	295	158	8	168	0	334	1246
Apprch %	12.1	75.2	12.7	0		75.9	19.6	4.5	0		0.3	64.1	35.6	0		47.3	2.4	50.3	0		
Total %	3.2	20	3.4	0	26.6	17.4	4.5	1	0	23	0.1	15.2	8.4	0	23.7	12.7	0.6	13.5	0	26.8	
CARS	39	246	41	0	326	216	56	13	0	285	1	185	105	0	291	158	8	168	0	334	1236
% CARS	97.5	98.8	97.6	0	98.5	99.5	100	100	0	99.7	100	97.9	100	0	98.6	100	100	100	0	100	99.2
TRUCKS	1	3	1	0	5	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	10
% TRUCKS	2.5	1.2	2.4	0	1.5	0.5	0	0	0	0.3	0	2.1	0	0	1.4	0	0	0	0	0	0.8

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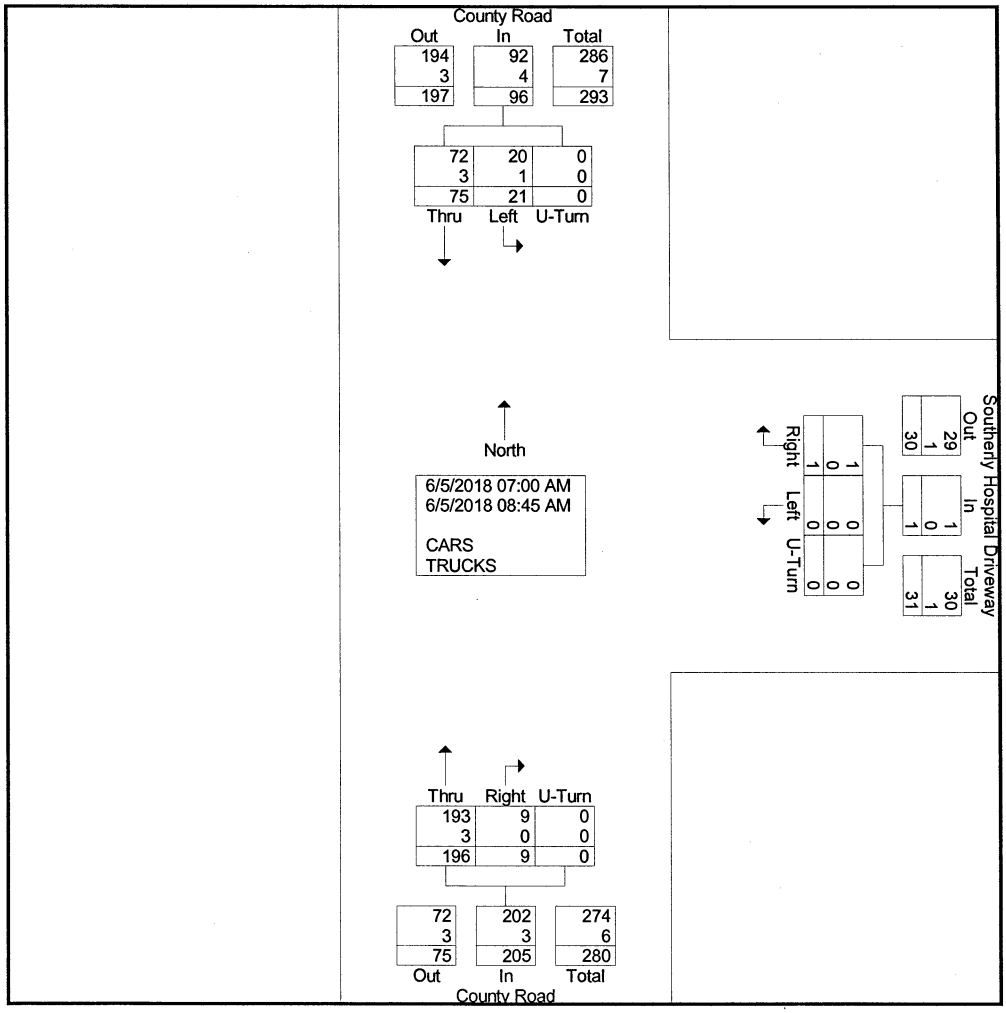
File Name : 1813A_INT_B_AM_&_PM
Site Code : 1813A
Start Date : 6/5/2018
Page No : 1

Groups Printed- CARS - TRUCKS

	County Road From North				Southerly Hospital Driveway From East				County Road From South				
Start Time	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Int. Total
07:00 AM	3	4	0	7	0	0	0	0	2	13	0	15	22
07:15 AM	6	3	0	9	1	0	0	1	2	19	0	21	31
07:30 AM	6	4	0	10	0	0	0	0	0	15	0	15	25
07:45 AM	5	3	0	8	0	0	0	0	2	32	0	34	42
Total	20	14	0	34	1	0	0	1	6	79	0	85	120
08:00 AM	10	2	0	12	0	0	0	0	2	24	0	26	38
08:15 AM	10	2	0	12	0	0	0	0	1	29	0	30	42
08:30 AM	10	1	0	11	0	0	0	0	0	32	0	32	43
08:45 AM	25	2	0	27	0	0	0	0	0	32	0	32	59
Total	55	7	0	62	0	0	0	0	3	117	0	120	182
Grand Total	75	21	0	96	1	0	0	1	9	196	0	205	302
Apprch %	78.1	21.9	0		100	0	0		4.4	95.6	0		
Total %	24.8	7	0	31.8	0.3	0	0	0.3	3	64.9	0	67.9	
CARS	72	20	0	92	1	0	0	1	9	193	0	202	295
% CARS	96	95.2	0	95.8	100	0	0	100	100	98.5	0	98.5	97.7
TRUCKS	3	1	0	4	0	0	0	0	0	3	0	3	7
% TRUCKS	4	4.8	0	4.2	0	0	0	0	0	1.5	0	1.5	2.3



Attachment 7

Stephen G. Pernaw & Co., Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1813A
Town/State: New London, NH

File Name : 1813A_INT_B_AM_&_PM
Site Code : 1813A
Start Date : 6/5/2018
Page No : 1

Groups Printed- CARS - TRUCKS

	County Road From North				Southerly Hospital Driveway From East				County Road From South				
Start Time	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Int. Total
03:00 PM	22	1	0	23	0	0	0	0	0	14	0	14	37
03:15 PM	28	0	0	28	0	0	0	0	0	22	0	22	50
03:30 PM	27	0	0	27	0	0	0	0	0	19	0	19	46
03:45 PM	37	0	0	37	0	0	0	0	1	30	0	31	68
Total	114	1	0	115	0	0	0	0	1	85	0	86	201
04:00 PM	36	0	0	36	0	0	0	0	1	20	0	21	57
04:15 PM	30	0	0	30	1	0	0	1	1	19	0	20	51
04:30 PM	31	1	0	32	1	0	0	1	1	30	0	31	64
04:45 PM	35	0	0	35	1	0	0	1	1	13	0	14	50
Total	132	1	0	133	3	0	0	3	4	82	0	86	222
05:00 PM	39	0	0	39	0	0	0	0	0	14	0	14	53
05:15 PM	34	0	0	34	1	0	0	1	0	17	0	17	52
05:30 PM	34	2	0	36	0	0	0	0	0	8	0	8	44
05:45 PM	27	0	0	27	0	1	0	1	1	8	0	9	37
Total	134	2	0	136	1	1	0	2	1	47	0	48	186
Grand Total	380	4	0	384	4	1	0	5	6	214	0	220	609
Apprch %	99	1	0		80	20	0		2.7	97.3	0		
Total %	62.4	0.7	0	63.1	0.7	0.2	0	0.8	1	35.1	0	36.1	
CARS	379	4	0	383	4	1	0	5	6	211	0	217	605
% CARS	99.7	100	0	99.7	100	100	0	100	100	98.6	0	98.6	99.3
TRUCKS	1	0	0	1	0	0	0	0	0	3	0	3	4
% TRUCKS	0.3	0	0	0.3	0	0	0	0	0	1.4	0	1.4	0.7

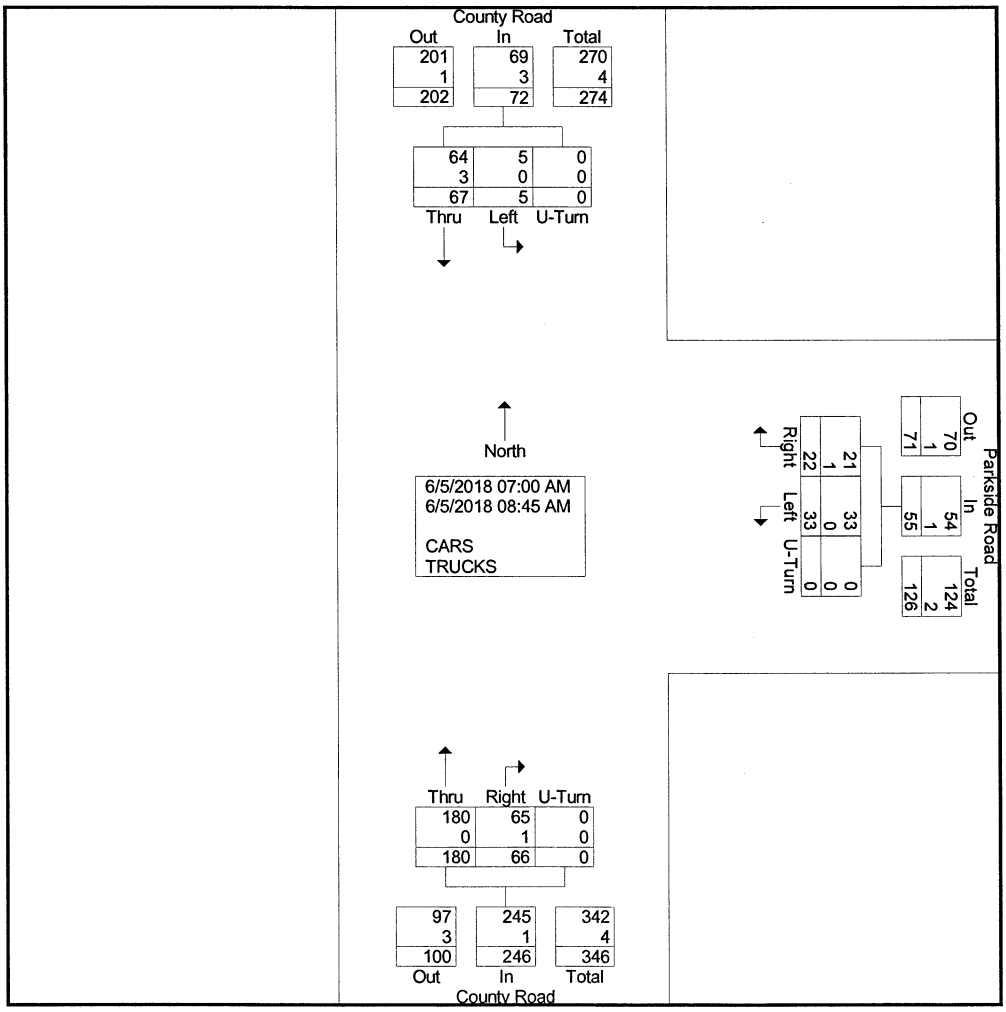
Stephen G. Pernaw & Co., Inc.
P.O. Box 1721
Concord, New Hampshire 03302

Weather: Clear
Collected By: MV
Job Number: 1813A
Town/State: New London, NH

File Name : 1813A_INT_C_AM_&_PM
Site Code : 1813A
Start Date : 6/5/2018
Page No : 1

Groups Printed- CARS - TRUCKS

	County Road From North				Parkside Road From East				County Road From South				
Start Time	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Int. Total
07:00 AM	3	0	0	3	2	2	0	4	5	14	0	19	26
07:15 AM	7	0	0	7	3	2	0	5	5	16	0	21	33
07:30 AM	4	0	0	4	1	2	0	3	9	13	0	22	29
07:45 AM	5	0	0	5	3	4	0	7	4	31	0	35	47
Total	19	0	0	19	9	10	0	19	23	74	0	97	135
08:00 AM	6	2	0	8	3	4	0	7	5	25	0	30	45
08:15 AM	10	1	0	11	2	10	0	12	21	25	0	46	69
08:30 AM	10	0	0	10	4	4	0	8	8	29	0	37	55
08:45 AM	22	2	0	24	4	5	0	9	9	27	0	36	69
Total	48	5	0	53	13	23	0	36	43	106	0	149	238
Grand Total	67	5	0	72	22	33	0	55	66	180	0	246	373
Apprch %	93.1	6.9	0		40	60	0		26.8	73.2	0		
Total %	18	1.3	0	19.3	5.9	8.8	0	14.7	17.7	48.3	0	66	
CARS	64	5	0	69	21	33	0	54	65	180	0	245	368
% CARS	95.5	100	0	95.8	95.5	100	0	98.2	98.5	100	0	99.6	98.7
TRUCKS	3	0	0	3	1	0	0	1	1	0	0	1	5
% TRUCKS	4.5	0	0	4.2	4.5	0	0	1.8	1.5	0	0	0.4	1.3



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Groups Printed- CARS - TRUCKS

	County Road From North				Parkside Road From East				County Road From South				
Start Time	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Int. Total
03:00 PM	20	3	0	23	3	13	0	16	6	9	0	15	54
03:15 PM	21	5	0	26	2	8	0	10	2	19	0	21	57
03:30 PM	20	7	0	27	4	4	0	8	5	15	0	20	55
03:45 PM	33	3	0	36	3	9	0	12	2	29	0	31	79
Total	94	18	0	112	12	34	0	46	15	72	0	87	245
04:00 PM	28	8	0	36	6	7	0	13	3	14	0	17	66
04:15 PM	28	2	0	30	2	6	0	8	5	18	0	23	61
04:30 PM	28	1	0	29	6	3	0	9	0	24	0	24	62
04:45 PM	23	8	0	31	0	4	0	4	4	14	0	18	53
Total	107	19	0	126	14	20	0	34	12	70	0	82	242
05:00 PM	38	3	0	41	1	10	0	11	2	14	0	16	68
05:15 PM	32	1	0	33	0	3	0	3	3	15	0	18	54
05:30 PM	30	1	0	31	1	6	0	7	3	7	0	10	48
05:45 PM	25	3	0	28	3	3	0	6	3	6	0	9	43
Total	125	8	0	133	5	22	0	27	11	42	0	53	213
Grand Total	326	45	0	371	31	76	0	107	38	184	0	222	700
Apprch %	87.9	12.1	0		29	71	0		17.1	82.9	0		
Total %	46.6	6.4	0	53	4.4	10.9	0	15.3	5.4	26.3	0	31.7	
CARS	325	45	0	370	30	75	0	105	38	182	0	220	695
% CARS	99.7	100	0	99.7	96.8	98.7	0	98.1	100	98.9	0	99.1	99.3
TRUCKS	1	0	0	1	1	1	0	2	0	2	0	2	5
% TRUCKS	0.3	0	0	0.3	3.2	1.3	0	1.9	0	1.1	0	0.9	0.7

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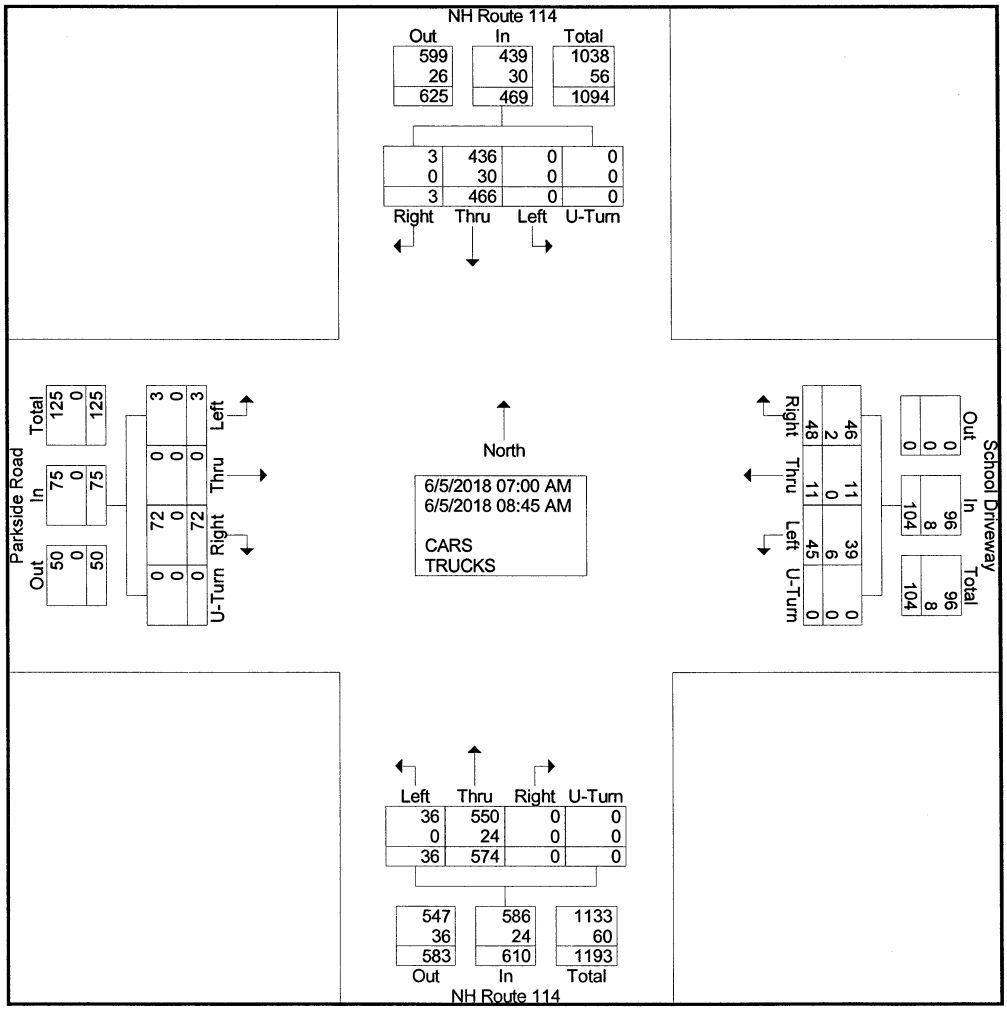
File Name : 1813A_INT_D_AM_&_PM
Site Code : 1813A
Start Date : 6/5/2018
Page No : 1

Groups Printed- CARS - TRUCKS

	NH Route 114 From North					School Driveway From East					NH Route 114 From South					Parkside Road From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	55	0	0	55	2	0	0	0	2	0	42	2	0	44	7	0	0	0	7	108
07:15 AM	0	41	0	0	41	5	0	0	0	5	0	74	3	0	77	5	0	0	0	5	128
07:30 AM	0	46	0	0	46	1	0	0	0	1	0	71	1	0	72	8	0	0	0	8	127
07:45 AM	0	56	0	0	56	0	0	0	0	0	0	88	7	0	95	9	0	0	0	9	160
Total	0	198	0	0	198	8	0	0	0	8	0	275	13	0	288	29	0	0	0	29	523
08:00 AM	0	55	0	0	55	2	0	0	0	2	0	57	6	0	63	5	0	1	0	6	126
08:15 AM	2	79	0	0	81	13	4	23	0	40	0	88	4	0	92	22	0	2	0	24	237
08:30 AM	0	69	0	0	69	21	6	21	0	48	0	80	2	0	82	7	0	0	0	7	206
08:45 AM	1	65	0	0	66	4	1	1	0	6	0	74	11	0	85	9	0	0	0	9	166
Total	3	268	0	0	271	40	11	45	0	96	0	299	23	0	322	43	0	3	0	46	735
Grand Total	3	466	0	0	469	48	11	45	0	104	0	574	36	0	610	72	0	3	0	75	1258
Apprch %	0.6	99.4	0	0		46.2	10.6	43.3	0		0	94.1	5.9	0		96	0	4	0		
Total %	0.2	37	0	0	37.3	3.8	0.9	3.6	0	8.3	0	45.6	2.9	0	48.5	5.7	0	0.2	0	6	
CARS	3	436	0	0	439	46	11	39	0	96	0	550	36	0	586	72	0	3	0	75	1196
% CARS	100	93.6	0	0	93.6	95.8	100	86.7	0	92.3	0	95.8	100	0	96.1	100	0	100	0	100	95.1
TRUCKS	0	30	0	0	30	2	0	6	0	8	0	24	0	0	24	0	0	0	0	0	62
% TRUCKS	0	6.4	0	0	6.4	4.2	0	13.3	0	7.7	0	4.2	0	0	3.9	0	0	0	0	0	4.9



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Groups Printed- CARS - TRUCKS

	NH Route 114 From North					School Driveway From East					NH Route 114 From South					Parkside Road From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
03:00 PM	0	98	0	0	98	24	8	17	0	49	0	107	10	0	117	7	0	1	0	8	272
03:15 PM	0	73	0	0	73	10	2	7	0	19	0	87	7	0	94	6	0	0	0	6	192
03:30 PM	0	97	0	0	97	3	1	8	0	12	0	88	7	0	95	6	0	1	0	7	211
03:45 PM	0	95	0	0	95	4	4	1	0	9	0	69	7	0	76	6	0	1	0	7	187
Total	0	363	0	0	363	41	15	33	0	89	0	351	31	0	382	25	0	3	0	28	862
04:00 PM	0	100	0	1	101	7	2	5	0	14	0	88	10	0	98	10	0	1	0	11	224
04:15 PM	1	90	0	0	91	5	2	4	0	11	0	63	12	0	75	7	0	0	0	7	184
04:30 PM	2	121	0	0	123	7	0	5	0	12	0	66	5	0	71	3	0	1	0	4	210
04:45 PM	1	96	0	0	97	3	0	1	0	4	0	76	6	0	82	8	0	0	0	8	191
Total	4	407	0	1	412	22	4	15	0	41	0	293	33	0	326	28	0	2	0	30	809
05:00 PM	1	102	0	0	103	3	0	0	0	3	0	61	7	0	68	5	0	0	0	5	179
05:15 PM	0	101	0	0	101	4	0	0	0	4	0	63	2	0	65	4	0	0	0	4	174
05:30 PM	3	71	0	0	74	1	3	4	0	8	0	58	5	0	63	5	0	0	0	5	150
05:45 PM	1	56	0	0	57	0	0	1	0	1	0	51	7	0	58	4	0	0	0	4	120
Total	5	330	0	0	335	8	3	5	0	16	0	233	21	0	254	18	0	0	0	18	623
Grand Total	9	1100	0	1	1110	71	22	53	0	146	0	877	85	0	962	71	0	5	0	76	2294
Apprch %	0.8	99.1	0	0.1		48.6	15.1	36.3	0		0	91.2	8.8	0		93.4	0	6.6	0		
Total %	0.4	48	0	0	48.4	3.1	1	2.3	0	6.4	0	38.2	3.7	0	41.9	3.1	0	0.2	0	3.3	
CARS	9	1094	0	1	1104	66	22	48	0	136	0	870	83	0	953	71	0	5	0	76	2269
% CARS	100	99.5	0	100	99.5	93	100	90.6	0	93.2	0	99.2	97.6	0	99.1	100	0	100	0	100	98.9
TRUCKS	0	6	0	0	6	5	0	5	0	10	0	7	2	0	9	0	0	0	0	0	25
% TRUCKS	0	0.5	0	0	0.5	7	0	9.4	0	6.8	0	0.8	2.4	0	0.9	0	0	0	0	0	1.1

Stephen G. Pernaw & Company, Inc.

Seasonal Adjustment Factors
NHDOT Group 2 (Rural Highways)

Year 2017 Monthly Data - Rural

	Adjustment to		
Month	ADT	Average	Peak
Jan	6686	1.10	1.25
Feb	6814	1.07	1.23
Mar	6372	1.15	1.31
Apr	6711	1.09	1.25
May	7485	0.98	1.12
Jun	8373	0.87	1.00
Jul	8256	0.89	1.01
Aug	8319	0.88	1.01
Sep	8195	0.89	1.02
Oct	7631	0.96	1.10
Nov	6857	1.07	1.22
Dec	6163	1.19	1.36

Year 2016 Monthly Data - Rural

	Adjustment to		
Month	ADT	Average	Peak
Jan	6784	1.08	1.22
Feb	6264	1.17	1.33
Mar	6555	1.11	1.27
Apr	6804	1.07	1.22
May	7516	0.97	1.11
Jun	8310	0.88	1.00
Jul	8292	0.88	1.00
Aug	8273	0.88	1.00
Sep	8004	0.91	1.04
Oct	7430	0.98	1.12
Nov	7076	1.03	1.17
Dec	6301	1.16	1.32

Year 2015 Monthly Data - Rural

	Data				Factors			
Month	AM	Mid	PM	Sat Mid	AM	Mid	PM	Sat Mid
Jan	4117	3455	4856	4222	1.18	1.22	1.19	1.29
Feb	4224	3523	5012	4605	1.15	1.20	1.16	1.19
Mar	4797	3669	5392	4335	1.01	1.15	1.07	1.26
Apr	4883	3918	5647	5012	0.99	1.08	1.03	1.09
May	5129	4360	6048	5626	0.94	0.97	0.96	0.97
Jun	5035	4581	6177	6183	0.96	0.92	0.94	0.88
Jul	4985	5082	6429	6551	0.97	0.83	0.90	0.83
Aug	5001	4954	6401	6908	0.97	0.85	0.91	0.79
Sep	5249	4603	6245	6164	0.92	0.92	0.93	0.89
Oct	5193	4422	6217	5697	0.93	0.96	0.93	0.96
Nov	4930	4195	5697	5097	0.98	1.01	1.02	1.07
Dec	4535	4022	5398	5177	1.07	1.05	1.07	1.06
Average	4840	4232	5793	5465				
Pk Factor:	**1.04**		**1.04**					

AVG Factor	**1.01**	**1.01**

Stephen G. Pernaw & Company, Inc.

STEPHEN G. PERNAW & COMPANY, INC.
PROJECT: Proposed CCRC, New London, NH
NUMBER: 1813A
COUNT STATION: 82015056

HISTORICAL GROWTH CALCULATIONS

LOCATION : US4/NH11, Andover
CASE : AADT - Permanent Traffic Recorder Station

ARITHMETIC PROJECTIONS

YEAR	AADT
2009	4500
2010	4800
2011	4687
2012	4775
2013	4778
2014	4758
2015	4867
2016	4985
2017	5049

Regression Output:

Constant	-99003.811
Std Err of Y Est	81.774623
R Squared	0.7731618
No. of Observations	9
Degrees of Freedom	7
X Coefficient	51.566667
Std Err of Coef.	10.557058

PROJECTIONS

2018	5058
2019	5109
2020	5161
2021	5212
2022	5264
2023	5316
2024	5367
2025	5419
2026	5470
2027	5522
2028	5573

RATE = 52 VPD/YEAR

GEOMETRIC PROJECTIONS

YEAR	AADT	Ln AADT
2009	4500	8.41183
2010	4800	8.47637
2011	4687	8.45255
2012	4775	8.47115
2013	4778	8.47178
2014	4758	8.46758
2015	4867	8.49023
2016	4985	8.51419
2017	5049	8.52695

Regression Output:

Constant	-13.18763
Std Err of Y Est	0.0172669
R Squared	0.7690326
No. of Observations	9
Degrees of Freedom	7
X Coefficient	0.0107618
Std Err of Coef.	0.0022291

PROJECTIONS

2018	5063
2019	5117
2020	5173
2021	5229
2022	5285
2023	5343
2024	5400
2025	5459
2026	5518
2027	5578
2028	5638

RATE = 1.1 % / YEAR

Conclusion: Use 1.0% per year

Stephen G. Pernaw & Company, Inc.

Trip Distribution - Where Workers Live Who are Employed in the Selection Area - by County Subdivisions

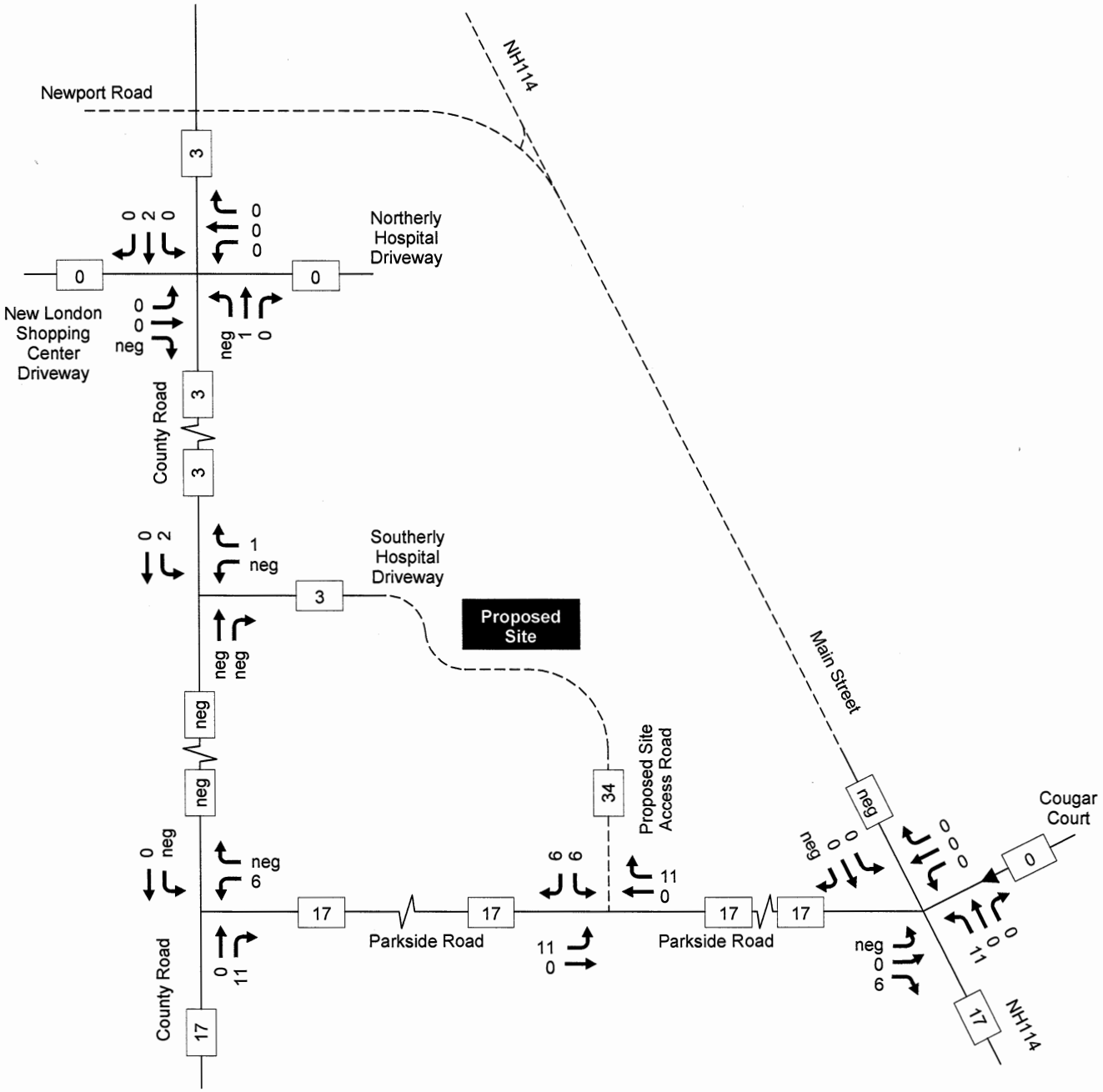
Total All Jobs

	2015 Count	2015 Share
Total All Jobs	2,605	100.0%

Jobs Counts by County Subdivisions Where Workers Live - All Jobs

	2015 Count	2015 Share	Gateway Percer North	Gateway Percer South	Gateway Percer East	Gateway Allocation North	Gateway Allocation South	Gateway Allocation East	
New London town (Merrimack, NH)	433	16.6%	0.30	0.20	0.50	130	87	217	
Sunapee town (Sullivan, NH)	177	6.8%		1.00		0	177	0	
Newbury town (Merrimack, NH)	128	4.9%		1.00		0	128	0	
Sutton town (Merrimack, NH)	106	4.1%			1.00	0	0	106	
Newport town (Sullivan, NH)	105	4.0%		1.00		0	105	0	
Andover town (Merrimack, NH)	87	3.3%			1.00	0	0	87	
Bradford town (Merrimack, NH)	83	3.2%		0.50	0.50	0	42	42	
Grantham town (Sullivan, NH)	75	2.9%		1.00		0	75	0	
Concord city (Merrimack, NH)	71	2.7%			1.00	0	0	71	
Wilmot town (Merrimack, NH)	60	2.3%			1.00	0	0	60	
All Other Locations	1,280	49.1%							
	1,325					130	614	583	1327
					Percentage:	9.8%	46.3%	43.9%	100.0%
					Rounded:	**10%**	**45%**	**45%**	100%

Pernaw & Company, Inc.



AM PEAK HOUR

NORTH

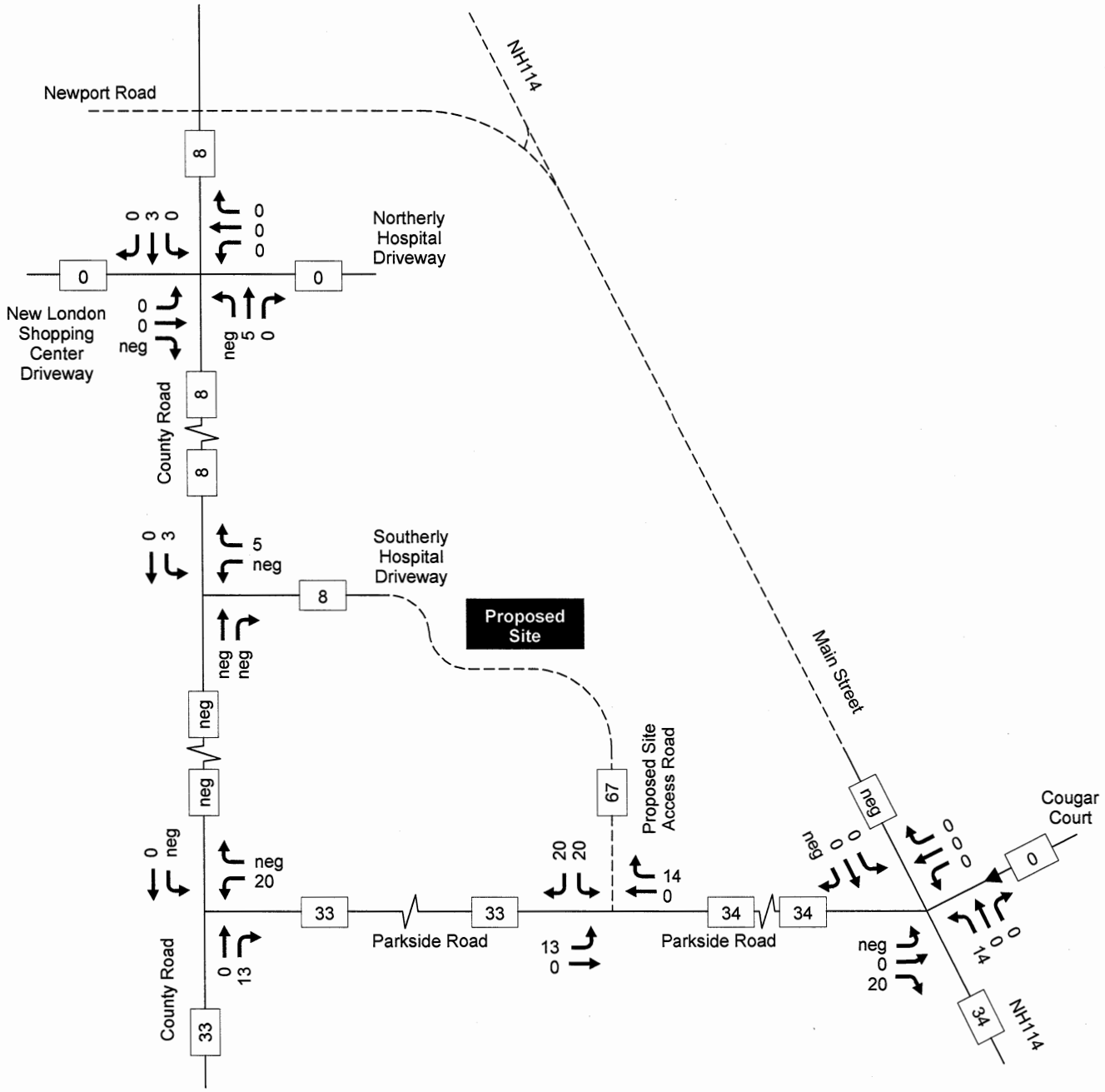
1813A

Attachment

Site Generated Traffic Volumes - AM Peak Hour

Traffic Impact Assessment, Proposed Continuing Care Retirement Community, New London, NH

Pernaw & Company, Inc.



PM PEAK HOUR

NORTH

1813A

Attachment

Site Generated Traffic Volumes - PM Peak Hour

Traffic Impact Assessment, Proposed Continuing Care Retirement Community, New London, NH

HCM 2010 TWSC
1: Parkside Road/Parkside Road & Proposed Site Driveway

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		Y	
Traffic Vol, veh/h	11	47	38	11	6	6
Future Vol, veh/h	11	47	38	11	6	6
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	48	48	71	71	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	98	54	15	7	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	69	0	-	0	206	62
Stage 1	-	-	-	-	62	-
Stage 2	-	-	-	-	144	-
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	1545	-	-	-	787	1009
Stage 1	-	-	-	-	966	-
Stage 2	-	-	-	-	888	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1545	-	-	-	774	1009
Mov Cap-2 Maneuver	-	-	-	-	774	-
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	888	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1545	-	-	-	876
HCM Lane V/C Ratio	0.015	-	-	-	0.015
HCM Control Delay (s)	7.4	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 2010 TWSC
1: Parkside Road/Parkside Road & Proposed Site Driveway

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	52	42	11	6	6
Future Vol, veh/h	11	52	42	11	6	6
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	48	48	71	71	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	108	59	15	7	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	74	0	-	0	221	67
Stage 1	-	-	-	-	67	-
Stage 2	-	-	-	-	154	-
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	1538	-	-	-	772	1002
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	879	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1538	-	-	-	760	1002
Mov Cap-2 Maneuver	-	-	-	-	760	-
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	879	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1538	-	-	-	864
HCM Lane V/C Ratio	0.015	-	-	-	0.015
HCM Control Delay (s)	7.4	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 2010 TWSC
1: Parkside Road/Parkside Road & Proposed Site Driveway

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	27	43	14	20	20
Future Vol, veh/h	13	27	43	14	20	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	64	64	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	15	31	67	22	22	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	89	0	-	0	139	78
Stage 1	-	-	-	-	78	-
Stage 2	-	-	-	-	61	-
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	1519	-	-	-	859	988
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	967	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1519	-	-	-	850	988
Mov Cap-2 Maneuver	-	-	-	-	850	-
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	967	-

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1519	-	-	-	914
HCM Lane V/C Ratio	0.01	-	-	-	0.049
HCM Control Delay (s)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 2010 TWSC
1: Parkside Road/Parkside Road & Proposed Site Driveway

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	30	48	14	20	20
Future Vol, veh/h	13	30	48	14	20	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	64	64	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	15	34	75	22	22	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	97	0	-	0	150	86
Stage 1	-	-	-	-	86	-
Stage 2	-	-	-	-	64	-
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	1509	-	-	-	847	978
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	964	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1509	-	-	-	839	978
Mov Cap-2 Maneuver	-	-	-	-	839	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	964	-

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1509	-	-	-	903
HCM Lane V/C Ratio	0.01	-	-	-	0.049
HCM Control Delay (s)	7.4	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 2010 TWSC
2: County Road & Parkside Road

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	13	106	43	5	48
Future Vol, veh/h	23	13	106	43	5	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	81	81	55	55
Heavy Vehicles, %	0	8	0	2	0	2
Mvmt Flow	31	17	131	53	9	87

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	263	158	0	0	184	0
Stage 1	158	-	-	-	-	-
Stage 2	105	-	-	-	-	-
Critical Hdwy	6.4	6.28	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.372	-	-	2.2	-
Pot Cap-1 Maneuver	730	872	-	-	1403	-
Stage 1	875	-	-	-	-	-
Stage 2	924	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	725	872	-	-	1403	-
Mov Cap-2 Maneuver	725	-	-	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	924	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	772	1403	-
HCM Lane V/C Ratio	-	-	0.062	0.006	-
HCM Control Delay (s)	-	-	10	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

HCM 2010 TWSC
2: County Road & Parkside Road

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	13	109	44	5	49
Future Vol, veh/h	24	13	109	44	5	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	81	81	55	55
Heavy Vehicles, %	0	8	0	2	0	2
Mvmt Flow	32	17	135	54	9	89

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	269	162	0	0	189	0
Stage 1	162	-	-	-	-	-
Stage 2	107	-	-	-	-	-
Critical Hdwy	6.4	6.28	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.372	-	-	2.2	-
Pot Cap-1 Maneuver	725	867	-	-	1397	-
Stage 1	872	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	720	867	-	-	1397	-
Mov Cap-2 Maneuver	720	-	-	-	-	-
Stage 1	866	-	-	-	-	-
Stage 2	922	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	766	1397	-
HCM Lane V/C Ratio	-	-	0.064	0.007	-
HCM Control Delay (s)	-	-	10	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

HCM 2010 TWSC
2: County Road & Parkside Road

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	14	120	49	6	54
Future Vol, veh/h	27	14	120	49	6	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	81	81	55	55
Heavy Vehicles, %	0	8	0	2	0	2
Mvmt Flow	36	19	148	60	11	98

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	298	178	0	0	208	0
Stage 1	178	-	-	-	-	-
Stage 2	120	-	-	-	-	-
Critical Hdwy	6.4	6.28	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.372	-	-	2.2	-
Pot Cap-1 Maneuver	698	850	-	-	1375	-
Stage 1	858	-	-	-	-	-
Stage 2	910	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	692	850	-	-	1375	-
Mov Cap-2 Maneuver	692	-	-	-	-	-
Stage 1	851	-	-	-	-	-
Stage 2	910	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	739	1375	-
HCM Lane V/C Ratio	-	-	0.074	0.008	-
HCM Control Delay (s)	-	-	10.3	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

HCM 2010 TWSC
2: County Road & Parkside Road

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	13	109	55	5	49
Future Vol, veh/h	30	13	109	55	5	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	81	81	55	55
Heavy Vehicles, %	0	8	0	2	0	2
Mvmt Flow	40	17	135	68	9	89

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	276	169	0	0	203	0
Stage 1	169	-	-	-	-	-
Stage 2	107	-	-	-	-	-
Critical Hdwy	6.4	6.28	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.372	-	-	2.2	-
Pot Cap-1 Maneuver	718	860	-	-	1381	-
Stage 1	866	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	713	860	-	-	1381	-
Mov Cap-2 Maneuver	713	-	-	-	-	-
Stage 1	860	-	-	-	-	-
Stage 2	922	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	752	1381	-
HCM Lane V/C Ratio	-	-	0.076	0.007	-
HCM Control Delay (s)	-	-	10.2	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

HCM 2010 TWSC
2: County Road & Parkside Road

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	33	14	120	60	6	54
Future Vol, veh/h	33	14	120	60	6	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	81	81	55	55
Heavy Vehicles, %	0	8	0	2	0	2
Mvmt Flow	44	19	148	74	11	98

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	305	185	0	0	222	0
Stage 1	185	-	-	-	-	-
Stage 2	120	-	-	-	-	-
Critical Hdwy	6.4	6.28	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.372	-	-	2.2	-
Pot Cap-1 Maneuver	691	842	-	-	1359	-
Stage 1	852	-	-	-	-	-
Stage 2	910	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	685	842	-	-	1359	-
Mov Cap-2 Maneuver	685	-	-	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	910	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	725	1359	-
HCM Lane V/C Ratio	-	-	0.086	0.008	-
HCM Control Delay (s)	-	-	10.4	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

HCM 2010 TWSC
2: County Road & Parkside Road

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	17	85	10	14	117
Future Vol, veh/h	25	17	85	10	14	117
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	77	77	91	91
Heavy Vehicles, %	4	6	1	0	0	0
Mvmt Flow	31	21	110	13	15	129

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	276	117	0	0	123	0
Stage 1	117	-	-	-	-	-
Stage 2	159	-	-	-	-	-
Critical Hdwy	6.44	6.26	-	-	4.1	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.354	-	-	2.2	-
Pot Cap-1 Maneuver	709	924	-	-	1477	-
Stage 1	903	-	-	-	-	-
Stage 2	865	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	701	924	-	-	1477	-
Mov Cap-2 Maneuver	701	-	-	-	-	-
Stage 1	893	-	-	-	-	-
Stage 2	865	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	777	1477	-
HCM Lane V/C Ratio	-	-	0.067	0.01	-
HCM Control Delay (s)	-	-	10	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

HCM 2010 TWSC
2: County Road & Parkside Road

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	18	88	10	14	121
Future Vol, veh/h	26	18	88	10	14	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	77	77	91	91
Heavy Vehicles, %	4	6	1	0	0	0
Mvmt Flow	32	22	114	13	15	133

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	284	121	0	0	127	0
Stage 1	121	-	-	-	-	-
Stage 2	163	-	-	-	-	-
Critical Hdwy	6.44	6.26	-	-	4.1	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.354	-	-	2.2	-
Pot Cap-1 Maneuver	702	920	-	-	1472	-
Stage 1	899	-	-	-	-	-
Stage 2	861	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	694	920	-	-	1472	-
Mov Cap-2 Maneuver	694	-	-	-	-	-
Stage 1	889	-	-	-	-	-
Stage 2	861	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	772	1472	-
HCM Lane V/C Ratio	-	-	0.07	0.01	-
HCM Control Delay (s)	-	-	10	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

HCM 2010 TWSC
2: County Road & Parkside Road

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	29	20	97	11	15	134
Future Vol, veh/h	29	20	97	11	15	134
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	77	77	91	91
Heavy Vehicles, %	4	6	1	0	0	0
Mvmt Flow	36	25	126	14	16	147

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	312	133	0	0	140	0
Stage 1	133	-	-	-	-	-
Stage 2	179	-	-	-	-	-
Critical Hdwy	6.44	6.26	-	-	4.1	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.354	-	-	2.2	-
Pot Cap-1 Maneuver	676	906	-	-	1456	-
Stage 1	888	-	-	-	-	-
Stage 2	847	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	668	906	-	-	1456	-
Mov Cap-2 Maneuver	668	-	-	-	-	-
Stage 1	877	-	-	-	-	-
Stage 2	847	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	748	1456	-
HCM Lane V/C Ratio	-	-	0.081	0.011	-
HCM Control Delay (s)	-	-	10.2	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

HCM 2010 TWSC
2: County Road & Parkside Road

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	46	18	88	23	14	121
Future Vol, veh/h	46	18	88	23	14	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	77	77	91	91
Heavy Vehicles, %	4	6	1	0	0	0
Mvmt Flow	57	22	114	30	15	133

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	292	129	0	0	144	0
Stage 1	129	-	-	-	-	-
Stage 2	163	-	-	-	-	-
Critical Hdwy	6.44	6.26	-	-	4.1	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.354	-	-	2.2	-
Pot Cap-1 Maneuver	695	910	-	-	1451	-
Stage 1	892	-	-	-	-	-
Stage 2	861	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	687	910	-	-	1451	-
Mov Cap-2 Maneuver	687	-	-	-	-	-
Stage 1	882	-	-	-	-	-
Stage 2	861	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	738	1451	-
HCM Lane V/C Ratio	-	-	0.107	0.011	-
HCM Control Delay (s)	-	-	10.5	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

HCM 2010 TWSC
2: County Road & Parkside Road

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	49	20	97	24	15	134
Future Vol, veh/h	49	20	97	24	15	134
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	77	77	91	91
Heavy Vehicles, %	4	6	1	0	0	0
Mvmt Flow	60	25	126	31	16	147

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	321	142	0	0	157	0
Stage 1	142	-	-	-	-	-
Stage 2	179	-	-	-	-	-
Critical Hdwy	6.44	6.26	-	-	4.1	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.354	-	-	2.2	-
Pot Cap-1 Maneuver	668	895	-	-	1435	-
Stage 1	880	-	-	-	-	-
Stage 2	847	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	660	895	-	-	1435	-
Mov Cap-2 Maneuver	660	-	-	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	847	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	714	1435	-
HCM Lane V/C Ratio	-	-	0.119	0.011	-
HCM Control Delay (s)	-	-	10.7	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

HCM 2010 TWSC
3: County Road & South Hospital Driveway

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	117	3	7	55
Future Vol, veh/h	0	0	117	3	7	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	94	94	57	57
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	0	0	124	3	12	96

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	246	126	0	0	127	0
Stage 1	126	-	-	-	-	-
Stage 2	120	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	747	930	-	-	1472	-
Stage 1	905	-	-	-	-	-
Stage 2	910	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	740	930	-	-	1472	-
Mov Cap-2 Maneuver	740	-	-	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	910	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1472	-
HCM Lane V/C Ratio	-	-	-	0.008	-
HCM Control Delay (s)	-	-	0	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 2010 TWSC
3: County Road & South Hospital Driveway

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	121	3	7	57
Future Vol, veh/h	0	0	121	3	7	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	94	94	57	57
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	0	0	129	3	12	100

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	255	131	0	0	132	0
Stage 1	131	-	-	-	-	-
Stage 2	124	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	738	924	-	-	1466	-
Stage 1	900	-	-	-	-	-
Stage 2	907	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	731	924	-	-	1466	-
Mov Cap-2 Maneuver	731	-	-	-	-	-
Stage 1	892	-	-	-	-	-
Stage 2	907	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1466	-
HCM Lane V/C Ratio	-	-	-	0.008	-
HCM Control Delay (s)	-	-	0	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 2010 TWSC
3: County Road & South Hospital Driveway

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	134	3	7	63
Future Vol, veh/h	0	0	134	3	7	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	94	94	57	57
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	0	0	143	3	12	111

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	280	145	0	0	146	0
Stage 1	145	-	-	-	-	-
Stage 2	135	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	714	908	-	-	1448	-
Stage 1	887	-	-	-	-	-
Stage 2	896	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	708	908	-	-	1448	-
Mov Cap-2 Maneuver	708	-	-	-	-	-
Stage 1	879	-	-	-	-	-
Stage 2	896	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1448	-
HCM Lane V/C Ratio	-	-	-	0.008	-
HCM Control Delay (s)	-	-	0	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 2010 TWSC
3: County Road & South Hospital Driveway

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	121	3	9	57
Future Vol, veh/h	0	1	121	3	9	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	94	94	57	57
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	0	1	129	3	16	100

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	263	131	0	0	132	0
Stage 1	131	-	-	-	-	-
Stage 2	132	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	730	924	-	-	1466	-
Stage 1	900	-	-	-	-	-
Stage 2	899	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	721	924	-	-	1466	-
Mov Cap-2 Maneuver	721	-	-	-	-	-
Stage 1	889	-	-	-	-	-
Stage 2	899	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	924	1466	-
HCM Lane V/C Ratio	-	-	0.001	0.011	-
HCM Control Delay (s)	-	-	8.9	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

HCM 2010 TWSC
3: County Road & South Hospital Driveway

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	134	3	9	63
Future Vol, veh/h	0	1	134	3	9	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	94	94	57	57
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	0	1	143	3	16	111

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	288	145	0	0	146	0
Stage 1	145	-	-	-	-	-
Stage 2	143	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	707	908	-	-	1448	-
Stage 1	887	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	699	908	-	-	1448	-
Mov Cap-2 Maneuver	699	-	-	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	889	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	908	1448	-
HCM Lane V/C Ratio	-	-	0.001	0.011	-
HCM Control Delay (s)	-	-	9	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

HCM 2010 TWSC
3: County Road & South Hospital Driveway

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	99	4	1	134
Future Vol, veh/h	0	2	99	4	1	134
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	83	83	91	91
Heavy Vehicles, %	0	0	2	0	0	0
Mvmt Flow	0	4	119	5	1	147

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	271	122	0	0	124	0
Stage 1	122	-	-	-	-	-
Stage 2	149	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	723	935	-	-	1475	-
Stage 1	908	-	-	-	-	-
Stage 2	884	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	722	935	-	-	1475	-
Mov Cap-2 Maneuver	722	-	-	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	884	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	935	1475	-
HCM Lane V/C Ratio	-	-	0.004	0.001	-
HCM Control Delay (s)	-	-	8.9	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

HCM 2010 TWSC
3: County Road & South Hospital Driveway

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	102	4	1	138
Future Vol, veh/h	0	2	102	4	1	138
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	83	83	91	91
Heavy Vehicles, %	0	0	2	0	0	0
Mvmt Flow	0	4	123	5	1	152

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	280	126	0	0	128	0
Stage 1	126	-	-	-	-	-
Stage 2	154	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	714	930	-	-	1470	-
Stage 1	905	-	-	-	-	-
Stage 2	879	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	713	930	-	-	1470	-
Mov Cap-2 Maneuver	713	-	-	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	879	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	930	1470	-
HCM Lane V/C Ratio	-	-	0.004	0.001	-
HCM Control Delay (s)	-	-	8.9	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

HCM 2010 TWSC
3: County Road & South Hospital Driveway

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	113	4	1	152
Future Vol, veh/h	0	2	113	4	1	152
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	83	83	91	91
Heavy Vehicles, %	0	0	2	0	0	0
Mvmt Flow	0	4	136	5	1	167

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	308	139	0	0	141	0
Stage 1	139	-	-	-	-	-
Stage 2	169	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	688	915	-	-	1455	-
Stage 1	893	-	-	-	-	-
Stage 2	866	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	687	915	-	-	1455	-
Mov Cap-2 Maneuver	687	-	-	-	-	-
Stage 1	892	-	-	-	-	-
Stage 2	866	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	915	1455	-
HCM Lane V/C Ratio	-	-	0.004	0.001	-
HCM Control Delay (s)	-	-	9	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

HCM 2010 TWSC
3: County Road & South Hospital Driveway

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	7	102	4	4	138
Future Vol, veh/h	0	7	102	4	4	138
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	83	83	91	91
Heavy Vehicles, %	0	0	2	0	0	0
Mvmt Flow	0	14	123	5	4	152

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	286	126	0	0	128	0
Stage 1	126	-	-	-	-	-
Stage 2	160	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	709	930	-	-	1470	-
Stage 1	905	-	-	-	-	-
Stage 2	874	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	707	930	-	-	1470	-
Mov Cap-2 Maneuver	707	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	874	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	930	1470	-
HCM Lane V/C Ratio	-	-	0.015	0.003	-
HCM Control Delay (s)	-	-	8.9	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

HCM 2010 TWSC
3: County Road & South Hospital Driveway

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	7	113	4	4	152
Future Vol, veh/h	0	7	113	4	4	152
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	83	83	91	91
Heavy Vehicles, %	0	0	2	0	0	0
Mvmt Flow	0	14	136	5	4	167

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	314	139	0	0	141	0
Stage 1	139	-	-	-	-	-
Stage 2	175	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	683	915	-	-	1455	-
Stage 1	893	-	-	-	-	-
Stage 2	860	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	681	915	-	-	1455	-
Mov Cap-2 Maneuver	681	-	-	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	860	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	915	1455	-
HCM Lane V/C Ratio	-	-	0.015	0.003	-
HCM Control Delay (s)	-	-	9	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

HCM 2010 TWSC
4: County Road & Shopping Center Driveway/North Hospital Driveway

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	1	19	3	0	28	21	89	5	53	85	11
Future Vol, veh/h	24	1	19	3	0	28	21	89	5	53	85	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	71	71	71	85	85	85	93	93	93
Heavy Vehicles, %	4	0	0	0	0	11	0	4	0	0	4	0
Mvmt Flow	37	2	29	4	0	39	25	105	6	57	91	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	389	372	97	385	375	108	103	0	0	111	0	0
Stage 1	211	211	-	158	158	-	-	-	-	-	-	-
Stage 2	178	161	-	227	217	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.5	6.2	7.1	6.5	6.31	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.14	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4	3.3	3.5	4	3.399	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	566	561	965	577	559	922	1502	-	-	1492	-	-
Stage 1	787	731	-	849	771	-	-	-	-	-	-	-
Stage 2	819	769	-	780	727	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	518	528	965	533	527	922	1502	-	-	1492	-	-
Mov Cap-2 Maneuver	518	528	-	533	527	-	-	-	-	-	-	-
Stage 1	773	701	-	834	757	-	-	-	-	-	-	-
Stage 2	770	755	-	724	697	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.2	9.4	1.4	2.7
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1502	-	-	648	861	1492	-	-
HCM Lane V/C Ratio	0.016	-	-	0.104	0.051	0.038	-	-
HCM Control Delay (s)	7.4	0	-	11.2	9.4	7.5	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.2	0.1	-	-

HCM 2010 TWSC
4: County Road & Shopping Center Driveway/North Hospital Driveway

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	1	19	3	0	28	21	92	5	53	88	11
Future Vol, veh/h	24	1	19	3	0	28	21	92	5	53	88	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	71	71	71	85	85	85	93	93	93
Heavy Vehicles, %	4	0	0	0	0	11	0	4	0	0	4	0
Mvmt Flow	37	2	29	4	0	39	25	108	6	57	95	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	396	379	101	392	382	111	107	0	0	114	0	0
Stage 1	215	215	-	161	161	-	-	-	-	-	-	-
Stage 2	181	164	-	231	221	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.5	6.2	7.1	6.5	6.31	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.14	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4	3.3	3.5	4	3.399	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	560	556	960	571	554	918	1497	-	-	1488	-	-
Stage 1	783	729	-	846	769	-	-	-	-	-	-	-
Stage 2	816	766	-	776	724	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	512	524	960	528	522	918	1497	-	-	1488	-	-
Mov Cap-2 Maneuver	512	524	-	528	522	-	-	-	-	-	-	-
Stage 1	769	699	-	831	755	-	-	-	-	-	-	-
Stage 2	767	752	-	720	694	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.3	9.4	1.3	2.6
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1497	-	-	642	857	1488	-	-
HCM Lane V/C Ratio	0.017	-	-	0.105	0.051	0.038	-	-
HCM Control Delay (s)	7.4	0	-	11.3	9.4	7.5	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.2	0.1	-	-

HCM 2010 TWSC
4: County Road & Shopping Center Driveway/North Hospital Driveway

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	24	1	19	3	0	28	21	102	5	53	97	11
Future Vol, veh/h	24	1	19	3	0	28	21	102	5	53	97	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	71	71	71	85	85	85	93	93	93
Heavy Vehicles, %	4	0	0	0	0	11	0	4	0	0	4	0
Mvmt Flow	37	2	29	4	0	39	25	120	6	57	104	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	417	400	110	413	403	123	116	0	0	126	0	0
Stage 1	224	224	-	173	173	-	-	-	-	-	-	-
Stage 2	193	176	-	240	230	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.5	6.2	7.1	6.5	6.31	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.14	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4	3.3	3.5	4	3.399	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	543	541	949	553	539	904	1485	-	-	1473	-	-
Stage 1	774	722	-	834	760	-	-	-	-	-	-	-
Stage 2	804	757	-	768	718	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	496	510	949	511	508	904	1485	-	-	1473	-	-
Mov Cap-2 Maneuver	496	510	-	511	508	-	-	-	-	-	-	-
Stage 1	760	692	-	819	746	-	-	-	-	-	-	-
Stage 2	755	743	-	712	689	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.5	9.5	1.2	2.5
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1485	-	-	625	841	1473	-	-
HCM Lane V/C Ratio	0.017	-	-	0.108	0.052	0.039	-	-
HCM Control Delay (s)	7.5	0	-	11.5	9.5	7.5	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.2	0.1	-	-

HCM 2010 TWSC
4: County Road & Shopping Center Driveway/North Hospital Driveway

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	1	19	3	0	28	21	93	5	53	90	11
Future Vol, veh/h	24	1	19	3	0	28	21	93	5	53	90	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	71	71	71	85	85	85	93	93	93
Heavy Vehicles, %	4	0	0	0	0	11	0	4	0	0	4	0
Mvmt Flow	37	2	29	4	0	39	25	109	6	57	97	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	399	382	103	395	385	112	109	0	0	115	0	0
Stage 1	217	217	-	162	162	-	-	-	-	-	-	-
Stage 2	182	165	-	233	223	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.5	6.2	7.1	6.5	6.31	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.14	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4	3.3	3.5	4	3.399	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	558	554	957	568	552	917	1494	-	-	1487	-	-
Stage 1	781	727	-	845	768	-	-	-	-	-	-	-
Stage 2	815	766	-	775	723	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	510	522	957	525	520	917	1494	-	-	1487	-	-
Mov Cap-2 Maneuver	510	522	-	525	520	-	-	-	-	-	-	-
Stage 1	767	697	-	830	754	-	-	-	-	-	-	-
Stage 2	766	752	-	719	693	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.3	9.4	1.3	2.6
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1494	-	-	639	855	1487	-	-
HCM Lane V/C Ratio	0.017	-	-	0.106	0.051	0.038	-	-
HCM Control Delay (s)	7.5	0	-	11.3	9.4	7.5	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.2	0.1	-	-

HCM 2010 TWSC
4: County Road & Shopping Center Driveway/North Hospital Driveway

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	1	19	3	0	28	21	103	5	53	99	11
Future Vol, veh/h	24	1	19	3	0	28	21	103	5	53	99	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	71	71	71	85	85	85	93	93	93
Heavy Vehicles, %	4	0	0	0	0	11	0	4	0	0	4	0
Mvmt Flow	37	2	29	4	0	39	25	121	6	57	106	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	420	403	112	416	406	124	118	0	0	127	0	0
Stage 1	226	226	-	174	174	-	-	-	-	-	-	-
Stage 2	194	177	-	242	232	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.5	6.2	7.1	6.5	6.31	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.14	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4	3.3	3.5	4	3.399	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	540	539	947	551	537	903	1483	-	-	1472	-	-
Stage 1	772	721	-	833	759	-	-	-	-	-	-	-
Stage 2	803	756	-	766	716	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	493	507	947	509	505	903	1483	-	-	1472	-	-
Mov Cap-2 Maneuver	493	507	-	509	505	-	-	-	-	-	-	-
Stage 1	758	691	-	818	745	-	-	-	-	-	-	-
Stage 2	754	742	-	710	686	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.5	9.5	1.2	2.5
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1483	-	-	622	840	1472	-	-
HCM Lane V/C Ratio	0.017	-	-	0.109	0.052	0.039	-	-
HCM Control Delay (s)	7.5	0	-	11.5	9.5	7.5	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.2	0.1	-	-

HCM 2010 TWSC
4: County Road & Shopping Center Driveway/North Hospital Driveway

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	57	6	56	9	22	107	33	72	0	11	82	16
Future Vol, veh/h	57	6	56	9	22	107	33	72	0	11	82	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	77	77	77	67	67	67	85	85	85
Heavy Vehicles, %	4	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	69	7	67	12	29	139	49	107	0	13	96	19

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	421	337	106	374	346	107	115	0	0	107	0	0
Stage 1	132	132	-	205	205	-	-	-	-	-	-	-
Stage 2	289	205	-	169	141	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.14	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	539	587	954	587	580	953	1487	-	-	1497	-	-
Stage 1	867	791	-	802	736	-	-	-	-	-	-	-
Stage 2	714	736	-	838	784	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	427	561	954	522	554	953	1487	-	-	1497	-	-
Mov Cap-2 Maneuver	427	561	-	522	554	-	-	-	-	-	-	-
Stage 1	837	784	-	774	710	-	-	-	-	-	-	-
Stage 2	565	710	-	765	777	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.1	10.7	2.4	0.7
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1487	-	-	587	815	1497	-	-
HCM Lane V/C Ratio	0.033	-	-	0.244	0.22	0.009	-	-
HCM Control Delay (s)	7.5	0	-	13.1	10.7	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1	0.8	0	-	-

HCM 2010 TWSC
4: County Road & Shopping Center Driveway/North Hospital Driveway

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	57	6	56	9	22	107	33	74	0	11	84	16
Future Vol, veh/h	57	6	56	9	22	107	33	74	0	11	84	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	77	77	77	67	67	67	85	85	85
Heavy Vehicles, %	4	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	69	7	67	12	29	139	49	110	0	13	99	19

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	427	343	109	380	352	110	118	0	0	110	0	0
Stage 1	135	135	-	208	208	-	-	-	-	-	-	-
Stage 2	292	208	-	172	144	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.14	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	534	583	950	581	576	949	1483	-	-	1493	-	-
Stage 1	864	789	-	799	734	-	-	-	-	-	-	-
Stage 2	712	734	-	835	782	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	423	557	950	517	551	949	1483	-	-	1493	-	-
Mov Cap-2 Maneuver	423	557	-	517	551	-	-	-	-	-	-	-
Stage 1	834	782	-	771	708	-	-	-	-	-	-	-
Stage 2	563	708	-	762	775	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.2	10.7	2.3	0.7
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1483	-	-	582	811	1493	-	-
HCM Lane V/C Ratio	0.033	-	-	0.246	0.221	0.009	-	-
HCM Control Delay (s)	7.5	0	-	13.2	10.7	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1	0.8	0	-	-

HCM 2010 TWSC
4: County Road & Shopping Center Driveway/North Hospital Driveway

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	57	6	56	9	22	107	33	82	0	11	93	16
Future Vol, veh/h	57	6	56	9	22	107	33	82	0	11	93	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	77	77	77	67	67	67	85	85	85
Heavy Vehicles, %	4	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	69	7	67	12	29	139	49	122	0	13	109	19

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	449	365	119	402	374	122	128	0	0	122	0	0
Stage 1	145	145	-	220	220	-	-	-	-	-	-	-
Stage 2	304	220	-	182	154	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.14	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	517	566	938	562	560	935	1470	-	-	1478	-	-
Stage 1	853	781	-	787	725	-	-	-	-	-	-	-
Stage 2	701	725	-	824	774	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	408	541	938	498	535	935	1470	-	-	1478	-	-
Mov Cap-2 Maneuver	408	541	-	498	535	-	-	-	-	-	-	-
Stage 1	822	774	-	759	699	-	-	-	-	-	-	-
Stage 2	552	699	-	751	767	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.5	10.8	2.2	0.7
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1470	-	-	565	795	1478	-	-
HCM Lane V/C Ratio	0.034	-	-	0.254	0.225	0.009	-	-
HCM Control Delay (s)	7.5	0	-	13.5	10.8	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1	0.9	0	-	-

HCM 2010 TWSC
4: County Road & Shopping Center Driveway/North Hospital Driveway

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	57	6	56	9	22	107	33	79	0	11	87	16
Future Vol, veh/h	57	6	56	9	22	107	33	79	0	11	87	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	77	77	77	67	67	67	85	85	85
Heavy Vehicles, %	4	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	69	7	67	12	29	139	49	118	0	13	102	19

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	438	354	112	391	363	118	121	0	0	118	0	0
Stage 1	138	138	-	216	216	-	-	-	-	-	-	-
Stage 2	300	216	-	175	147	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.14	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	526	574	947	572	568	939	1479	-	-	1483	-	-
Stage 1	860	786	-	791	728	-	-	-	-	-	-	-
Stage 2	705	728	-	832	779	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	416	549	947	509	543	939	1479	-	-	1483	-	-
Mov Cap-2 Maneuver	416	549	-	509	543	-	-	-	-	-	-	-
Stage 1	830	779	-	763	703	-	-	-	-	-	-	-
Stage 2	556	703	-	759	772	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.3	10.8	2.2	0.7
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1479	-	-	575	802	1483	-	-
HCM Lane V/C Ratio	0.033	-	-	0.249	0.223	0.009	-	-
HCM Control Delay (s)	7.5	0	-	13.3	10.8	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1	0.9	0	-	-

HCM 2010 TWSC
4: County Road & Shopping Center Driveway/North Hospital Driveway

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	57	6	56	9	22	107	33	87	0	11	96	16
Future Vol, veh/h	57	6	56	9	22	107	33	87	0	11	96	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	77	77	77	67	67	67	85	85	85
Heavy Vehicles, %	4	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	69	7	67	12	29	139	49	130	0	13	113	19

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	461	377	123	414	386	130	132	0	0	130	0	0
Stage 1	149	149	-	228	228	-	-	-	-	-	-	-
Stage 2	312	228	-	186	158	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.14	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	507	558	933	552	551	925	1466	-	-	1468	-	-
Stage 1	849	778	-	779	719	-	-	-	-	-	-	-
Stage 2	694	719	-	820	771	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	399	532	933	489	526	925	1466	-	-	1468	-	-
Mov Cap-2 Maneuver	399	532	-	489	526	-	-	-	-	-	-	-
Stage 1	818	770	-	751	693	-	-	-	-	-	-	-
Stage 2	545	693	-	746	763	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.7	10.9	2.1	0.7
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1466	-	-	556	785	1468	-	-
HCM Lane V/C Ratio	0.034	-	-	0.258	0.228	0.009	-	-
HCM Control Delay (s)	7.5	0	-	13.7	10.9	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1	0.9	0	-	-

HCM 2010 TWSC
5: NH114 & Parkside Road /Cougar Court

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↔		↰	↱			↔			↔	
Traffic Vol, veh/h	3	0	43	45	11	40	0	268	3	23	299	0
Future Vol, veh/h	3	0	43	45	11	40	0	268	3	23	299	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	48	48	48	50	50	50	84	84	84	88	88	88
Heavy Vehicles, %	0	0	0	13	0	5	0	7	0	0	5	0
Mvmt Flow	6	0	90	90	22	80	0	319	4	26	340	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	764	713	321	758	715	340	340	0	0	323	0	0
Stage 1	321	321	-	392	392	-	-	-	-	-	-	-
Stage 2	443	392	-	366	323	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.23	6.5	6.25	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.23	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.23	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.617	4	3.345	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	323	360	724	310	359	696	1230	-	-	1248	-	-
Stage 1	695	655	-	611	610	-	-	-	-	-	-	-
Stage 2	598	610	-	631	654	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	267	351	724	266	350	696	1230	-	-	1248	-	-
Mov Cap-2 Maneuver	267	351	-	266	350	-	-	-	-	-	-	-
Stage 1	695	655	-	611	594	-	-	-	-	-	-	-
Stage 2	496	594	-	553	654	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	11.5	18.6	0	0.6
HCM LOS	B	C		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	WBLn2	SEL	SET	SER
Capacity (veh/h)	1248	-	-	651	266	574	1230	-	-
HCM Lane V/C Ratio	0.021	-	-	0.147	0.338	0.178	-	-	-
HCM Control Delay (s)	7.9	0	-	11.5	25.3	12.6	0	-	-
HCM Lane LOS	A	A	-	B	D	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	1.4	0.6	0	-	-

HCM 2010 TWSC
5: NH114 & Parkside Road /Cougar Court

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	3	0	44	45	11	40	0	276	3	24	308	0
Future Vol, veh/h	3	0	44	45	11	40	0	276	3	24	308	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	48	48	48	50	50	50	84	84	84	88	88	88
Heavy Vehicles, %	0	0	0	13	0	5	0	7	0	0	5	0
Mvmt Flow	6	0	92	90	22	80	0	329	4	27	350	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	786	735	331	781	737	350	350	0	0	333	0	0
Stage 1	331	331	-	404	404	-	-	-	-	-	-	-
Stage 2	455	404	-	377	333	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.23	6.5	6.25	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.23	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.23	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.617	4	3.345	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	312	349	715	299	348	687	1220	-	-	1238	-	-
Stage 1	687	649	-	602	603	-	-	-	-	-	-	-
Stage 2	589	603	-	623	647	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	257	340	715	255	339	687	1220	-	-	1238	-	-
Mov Cap-2 Maneuver	257	340	-	255	339	-	-	-	-	-	-	-
Stage 1	687	649	-	602	587	-	-	-	-	-	-	-
Stage 2	487	587	-	543	647	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	11.6	19.3	0	0.6
HCM LOS	B	C		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	WBLn2	SEL	SET	SER
Capacity (veh/h)	1238	-	-	642	255	562	1220	-	-
HCM Lane V/C Ratio	0.022	-	-	0.153	0.353	0.181	-	-	-
HCM Control Delay (s)	8	0	-	11.6	26.6	12.8	0	-	-
HCM Lane LOS	A	A	-	B	D	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	1.5	0.7	0	-	-

HCM 2010 TWSC
5: NH114 & Parkside Road /Cougar Court

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	3	0	49	45	11	40	0	305	3	27	340	0
Future Vol, veh/h	3	0	49	45	11	40	0	305	3	27	340	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	48	48	48	50	50	50	84	84	84	88	88	88
Heavy Vehicles, %	0	0	0	13	0	5	0	7	0	0	5	0
Mvmt Flow	6	0	102	90	22	80	0	363	4	31	386	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	864	813	365	864	815	386	386	0	0	367	0	0
Stage 1	365	365	-	448	448	-	-	-	-	-	-	-
Stage 2	499	448	-	416	367	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.23	6.5	6.25	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.23	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.23	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.617	4	3.345	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	277	315	685	263	314	655	1184	-	-	1203	-	-
Stage 1	658	627	-	569	576	-	-	-	-	-	-	-
Stage 2	557	576	-	593	626	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	224	305	685	218	304	655	1184	-	-	1203	-	-
Mov Cap-2 Maneuver	224	305	-	218	304	-	-	-	-	-	-	-
Stage 1	658	627	-	569	557	-	-	-	-	-	-	-
Stage 2	454	557	-	505	626	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	12.1	22.5	0	0.6
HCM LOS	B	C		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	WBLn2	SEL	SET	SER
Capacity (veh/h)	1203	-	-	612	218	524	1184	-	-
HCM Lane V/C Ratio	0.026	-	-	0.177	0.413	0.195	-	-	-
HCM Control Delay (s)	8.1	0	-	12.1	32.7	13.5	0	-	-
HCM Lane LOS	A	A	-	B	D	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	1.9	0.7	0	-	-

HCM 2010 TWSC
5: NH114 & Parkside Road /Cougar Court

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↔		↖	↔			↔			↔	
Traffic Vol, veh/h	3	0	50	45	11	40	0	276	3	35	308	0
Future Vol, veh/h	3	0	50	45	11	40	0	276	3	35	308	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	48	48	48	50	50	50	84	84	84	88	88	88
Heavy Vehicles, %	0	0	0	13	0	5	0	7	0	0	5	0
Mvmt Flow	6	0	104	90	22	80	0	329	4	40	350	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	812	761	331	813	763	350	350	0	0	333	0	0
Stage 1	331	331	-	430	430	-	-	-	-	-	-	-
Stage 2	481	430	-	383	333	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.23	6.5	6.25	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.23	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.23	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.617	4	3.345	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	300	337	715	285	337	687	1220	-	-	1238	-	-
Stage 1	687	649	-	582	587	-	-	-	-	-	-	-
Stage 2	570	587	-	618	647	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	244	324	715	236	324	687	1220	-	-	1238	-	-
Mov Cap-2 Maneuver	244	324	-	236	324	-	-	-	-	-	-	-
Stage 1	687	649	-	582	564	-	-	-	-	-	-	-
Stage 2	465	564	-	528	647	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	11.7	20.7	0	0.8
HCM LOS	B	C		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	WBLn2	SEL	SET	SER
Capacity (veh/h)	1238	-	-	645	236	553	1220	-	-
HCM Lane V/C Ratio	0.032	-	-	0.171	0.381	0.184	-	-	-
HCM Control Delay (s)	8	0	-	11.7	29.4	13	0	-	-
HCM Lane LOS	A	A	-	B	D	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	1.7	0.7	0	-	-

HCM 2010 TWSC
5: NH114 & Parkside Road /Cougar Court

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	3	0	55	45	11	40	0	305	3	38	340	0
Future Vol, veh/h	3	0	55	45	11	40	0	305	3	38	340	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	48	48	48	50	50	50	84	84	84	88	88	88
Heavy Vehicles, %	0	0	0	13	0	5	0	7	0	0	5	0
Mvmt Flow	6	0	115	90	22	80	0	363	4	43	386	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	888	837	365	895	839	386	386	0	0	367	0	0
Stage 1	365	365	-	472	472	-	-	-	-	-	-	-
Stage 2	523	472	-	423	367	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.23	6.5	6.25	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.23	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.23	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.617	4	3.345	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	267	305	685	250	304	655	1184	-	-	1203	-	-
Stage 1	658	627	-	552	562	-	-	-	-	-	-	-
Stage 2	541	562	-	588	626	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	213	291	685	201	290	655	1184	-	-	1203	-	-
Mov Cap-2 Maneuver	213	291	-	201	290	-	-	-	-	-	-	-
Stage 1	658	627	-	552	536	-	-	-	-	-	-	-
Stage 2	434	536	-	490	626	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	12.3	24.5	0	0.8
HCM LOS	B	C		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	WBLn2	SEL	SET	SER
Capacity (veh/h)	1203	-	-	615	201	515	1184	-	-
HCM Lane V/C Ratio	0.036	-	-	0.196	0.448	0.198	-	-	-
HCM Control Delay (s)	8.1	0	-	12.3	36.7	13.7	0	-	-
HCM Lane LOS	A	A	-	B	E	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	2.1	0.7	0	-	-

HCM 2010 TWSC
5: NH114 & Parkside Road /Cougar Court

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		✦		↖	↑↓			✦			✦	
Traffic Vol, veh/h	3	0	25	33	15	41	0	363	0	31	351	0
Future Vol, veh/h	3	0	25	33	15	41	0	363	0	31	351	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	45	45	45	93	93	93	82	82	82
Heavy Vehicles, %	0	0	0	15	0	12	0	1	0	0	2	0
Mvmt Flow	3	0	28	73	33	91	0	390	0	38	428	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	956	894	390	908	894	428	428	0	0	390	0	0
Stage 1	390	390	-	504	504	-	-	-	-	-	-	-
Stage 2	566	504	-	404	390	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.25	6.5	6.32	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.25	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.25	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.635	4	3.408	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	240	283	663	243	283	606	1142	-	-	1180	-	-
Stage 1	638	611	-	527	544	-	-	-	-	-	-	-
Stage 2	513	544	-	598	611	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	179	271	663	225	271	606	1142	-	-	1180	-	-
Mov Cap-2 Maneuver	179	271	-	225	271	-	-	-	-	-	-	-
Stage 1	638	611	-	527	521	-	-	-	-	-	-	-
Stage 2	391	521	-	572	611	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	12.5	20.6	0	0.7
HCM LOS	B	C		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	WBLn2	SEL	SET	SER
Capacity (veh/h)	1180	-	-	514	225	455	1142	-	-
HCM Lane V/C Ratio	0.032	-	-	0.062	0.326	0.274	-	-	-
HCM Control Delay (s)	8.2	0	-	12.5	28.5	15.9	0	-	-
HCM Lane LOS	A	A	-	B	D	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	1.4	1.1	0	-	-

HCM 2010 TWSC
5: NH114 & Parkside Road /Cougar Court

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	3	0	26	33	15	41	0	374	0	32	362	0
Future Vol, veh/h	3	0	26	33	15	41	0	374	0	32	362	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	45	45	45	93	93	93	82	82	82
Heavy Vehicles, %	0	0	0	15	0	12	0	1	0	0	2	0
Mvmt Flow	3	0	30	73	33	91	0	402	0	39	441	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	983	921	402	936	921	441	441	0	0	402	0	0
Stage 1	402	402	-	519	519	-	-	-	-	-	-	-
Stage 2	581	519	-	417	402	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.25	6.5	6.32	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.25	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.25	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.635	4	3.408	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	230	273	653	232	273	596	1130	-	-	1168	-	-
Stage 1	629	604	-	517	536	-	-	-	-	-	-	-
Stage 2	503	536	-	588	604	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	170	261	653	214	261	596	1130	-	-	1168	-	-
Mov Cap-2 Maneuver	170	261	-	214	261	-	-	-	-	-	-	-
Stage 1	629	604	-	517	512	-	-	-	-	-	-	-
Stage 2	381	512	-	561	604	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	12.6	21.4	0	0.7
HCM LOS	B	C		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	WBLn2	SEL	SET	SER
Capacity (veh/h)	1168	-	-	505	214	444	1130	-	-
HCM Lane V/C Ratio	0.033	-	-	0.065	0.343	0.28	-	-	-
HCM Control Delay (s)	8.2	0	-	12.6	30.3	16.2	0	-	-
HCM Lane LOS	A	A	-	B	D	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	1.4	1.1	0	-	-

HCM 2010 TWSC
5: NH114 & Parkside Road /Cougar Court

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	3	0	29	33	15	41	0	413	0	35	400	0
Future Vol, veh/h	3	0	29	33	15	41	0	413	0	35	400	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	45	45	45	93	93	93	82	82	82
Heavy Vehicles, %	0	0	0	15	0	12	0	1	0	0	2	0
Mvmt Flow	3	0	33	73	33	91	0	444	0	43	488	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1080	1018	444	1035	1018	488	488	0	0	444	0	0
Stage 1	444	444	-	574	574	-	-	-	-	-	-	-
Stage 2	636	574	-	461	444	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.25	6.5	6.32	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.25	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.25	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.635	4	3.408	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	197	239	618	199	239	560	1086	-	-	1127	-	-
Stage 1	597	579	-	482	506	-	-	-	-	-	-	-
Stage 2	469	506	-	556	579	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	141	227	618	181	227	560	1086	-	-	1127	-	-
Mov Cap-2 Maneuver	141	227	-	181	227	-	-	-	-	-	-	-
Stage 1	597	579	-	482	480	-	-	-	-	-	-	-
Stage 2	346	480	-	526	579	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	13.3	25.3	0	0.7
HCM LOS	B	D		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	WBLn2	SEL	SET	SER
Capacity (veh/h)	1127	-	-	469	181	402	1086	-	-
HCM Lane V/C Ratio	0.038	-	-	0.078	0.405	0.31	-	-	-
HCM Control Delay (s)	8.3	0	-	13.3	37.8	17.9	0	-	-
HCM Lane LOS	A	A	-	B	E	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	1.8	1.3	0	-	-

HCM 2010 TWSC
5: NH114 & Parkside Road /Cougar Court

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		⊕		↰	↑			⊕			⊕	
Traffic Vol, veh/h	3	0	46	33	15	41	0	374	0	46	362	0
Future Vol, veh/h	3	0	46	33	15	41	0	374	0	46	362	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	45	45	45	93	93	93	82	82	82
Heavy Vehicles, %	0	0	0	15	0	12	0	1	0	0	2	0
Mvmt Flow	3	0	52	73	33	91	0	402	0	56	441	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1017	955	402	981	955	441	441	0	0	402	0	0
Stage 1	402	402	-	553	553	-	-	-	-	-	-	-
Stage 2	615	553	-	428	402	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.25	6.5	6.32	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.25	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.25	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.635	4	3.408	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	218	260	653	216	260	596	1130	-	-	1168	-	-
Stage 1	629	604	-	495	518	-	-	-	-	-	-	-
Stage 2	482	518	-	580	604	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	157	243	653	189	243	596	1130	-	-	1168	-	-
Mov Cap-2 Maneuver	157	243	-	189	243	-	-	-	-	-	-	-
Stage 1	629	604	-	495	485	-	-	-	-	-	-	-
Stage 2	356	485	-	534	604	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	12.3	23.8	0	0.9
HCM LOS	B	C		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	WBLn2	SEL	SET	SER
Capacity (veh/h)	1168	-	-	547	189	429	1130	-	-
HCM Lane V/C Ratio	0.048	-	-	0.102	0.388	0.29	-	-	-
HCM Control Delay (s)	8.2	0	-	12.3	35.6	16.8	0	-	-
HCM Lane LOS	A	A	-	B	E	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	1.7	1.2	0	-	-

HCM 2010 TWSC
5: NH114 & Parkside Road /Cougar Court

60

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	3	0	49	33	15	41	0	413	0	49	400	0
Future Vol, veh/h	3	0	49	33	15	41	0	413	0	49	400	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	45	45	45	93	93	93	82	82	82
Heavy Vehicles, %	0	0	0	15	0	12	0	1	0	0	2	0
Mvmt Flow	3	0	56	73	33	91	0	444	0	60	488	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1114	1052	444	1080	1052	488	488	0	0	444	0	0
Stage 1	444	444	-	608	608	-	-	-	-	-	-	-
Stage 2	670	608	-	472	444	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.25	6.5	6.32	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.25	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.25	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.635	4	3.408	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	187	228	618	185	228	560	1086	-	-	1127	-	-
Stage 1	597	579	-	461	489	-	-	-	-	-	-	-
Stage 2	450	489	-	549	579	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	130	211	618	159	211	560	1086	-	-	1127	-	-
Mov Cap-2 Maneuver	130	211	-	159	211	-	-	-	-	-	-	-
Stage 1	597	579	-	461	453	-	-	-	-	-	-	-
Stage 2	324	453	-	500	579	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	13	28.6	0	0.9
HCM LOS	B	D		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	WBLn2	SEL	SET	SER
Capacity (veh/h)	1127	-	-	508	159	388	1086	-	-
HCM Lane V/C Ratio	0.053	-	-	0.116	0.461	0.321	-	-	-
HCM Control Delay (s)	8.4	0	-	13	45.7	18.6	0	-	-
HCM Lane LOS	A	A	-	B	E	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	2.1	1.4	0	-	-