



Traffic Impact and Access Study

**Tanglewood Residential Subdivision
Candia Tax Map 414 Lots 152 & 152-10
Chester Tax Map Lots 30 & 30-7
Crowley Road, Candia and Chester, New Hampshire**

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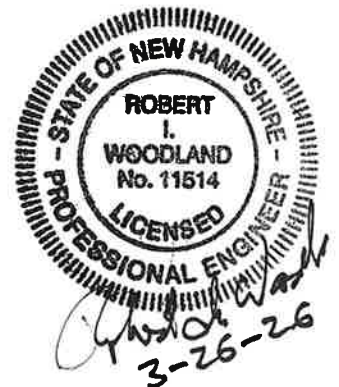


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1.0 INTRODUCTION

Tetra Tech has reviewed the potential traffic impacts associated with the proposed Tanglewood residential subdivision (the Project) to be located on 187± acres of wooded land south of Crowley Road situated within the Towns of Chester and Candia, New Hampshire. This study was prepared in conformance with the Town of Candia and the New Hampshire Department of Transportation (NHDOT) guidelines for the preparation of Traffic Impact Studies. The purpose of this study is to identify existing and/or Projected traffic operational deficiencies in the vicinity of the Project site and to determine what, if any, measures are needed to minimize potential Project-related traffic impacts on the surrounding area roadways.

This study examines existing and projected traffic operations (both with and without the proposed development) at key roadways and intersections in the vicinity of the Project site. This assessment is based on a review of recent traffic volumes collected as part of this study in March 2026, with consideration of background traffic growth, other planned developments, planned roadway improvements and the anticipated traffic generation and trip distribution characteristics of the proposed residential development. This study provides a detailed analysis of traffic operations during the weekday morning and evening peak hours, when the combination of existing traffic on the surrounding area roadways and traffic increases associated with the proposed development would be greatest.

1.1 PROJECT DESCRIPTION

The Project site consists of approximately 187± acres of wooded land located on the south side of Crowley Road within the Towns of Chester and Candia, New Hampshire. The Project site consists of approximately 3.0± acres of land located within the Town of Candia, with the remaining 184± acres of land located within the Town of Chester. Access to the Project site is currently provided by an existing gravel driveway located on the south side of Crowley Road at the bend of the road, approximately 0.5 miles south of Lane Road. The Project site location in relation to the surrounding roadway network is shown in Figure 1.

The proposed Project calls for the construction of a total of 29 single-family homes. Twenty-eight of the proposed homes will be located within the Town of Chester, while the remaining single-family home will be located within the Town of Candia. Access to the proposed residential development will be provided by a new 24-foot-wide subdivision roadway to be located on the south side of Crowley Road, near the approximate location of the existing site driveway. As part of the proposed Project, the proponent would construct minor roadway improvements at the new three-way intersection of Crowley Road and the proposed subdivision roadway, under all-way STOP traffic control.

A copy of the proposed Site Plan is provided in Appendix A.

1.2 STUDY METHODOLOGY

This Traffic Impact and Access Study (TIAS) was prepared in accordance with the Town of Candia and New Hampshire Department of Transportation (NHDOT) guidelines. The TIAS includes a detailed analysis of existing and future traffic operations (both with and without the proposed development) during the weekday morning and weekday evening commuter peak hours at key study area intersections.

This study was conducted in three phases. The first phase involved an inventory of existing traffic conditions in the vicinity of the site. As part of the existing conditions assessment, peak period traffic counts were collected at key roadways and intersections in the vicinity of the Project site. Field visits were also conducted to inventory roadway and intersection geometries and traffic control and to observe the general operational characteristics for each of the study area intersections.

The second phase of the study builds upon the data collected in the first phase and establishes the framework for evaluating potential traffic impacts associated with the Project. In this phase, the projected traffic demands associated with the proposed Project were assessed along with future demands associated with general traffic growth and consideration of other planned developments that could influence traffic levels at the study area intersections. The 2026 existing peak hour traffic volumes were then projected to the design year 2027, the assumed opening year of the proposed Project, and the year 2037, reflecting the opening year (plus ten years) condition. Independent of the proposed Project, the future traffic volumes are assumed to include all existing traffic as well traffic increases resulting from general background traffic growth and other planned development Projects in the vicinity of the site. The potential traffic increases associated with general background traffic growth unrelated to the proposed Project were considered in the development of the 2027 No-Build (Without Project) and 2037 No-Build (Without Project) peak hour conditions. Traffic increases associated with the proposed residential subdivision were then added to the No-Build (Without Project) traffic volumes to reflect the future 2027 Build (With Project) and 2037 Build (With Project) weekday commuter peak hour volumes.

In the third phase of this study, the existing and projected future traffic operations at each of the study intersections and roadway segments were analyzed to identify potential traffic operational deficiencies and, if needed, potential improvements to improve traffic flow.

2.0 EXISTING CONDITIONS

The effective evaluation of potential traffic impacts associated with the proposed development requires a thorough understanding of the existing traffic conditions on the roadways and intersections surrounding the Project site. The existing conditions assessment consists of an inventory of the roadway and intersection geometries and traffic control devices, collection of daily and peak period traffic volumes, and field observation of the existing traffic operations. A summary of this information is presented below.

2.1 STUDY AREA ROADWAYS INTERSECTIONS

The study area roadways and intersections chosen for inclusion in this report were determined based on a review of the adjacent roadways system and the anticipated traffic generation and trip distribution characteristics of the proposed development. A brief description of the study area roadways and intersections is provided below.

2.1.1 Study Area Roadways

A brief description of the characteristics of the principal roadways within the study area is presented below.

Crowley Road

Crowley Road is a two-lane, bidirectional roadway located along the southern and eastern borders of the Town of Candia. The roadway is classified as a local scenic roadway under Town of Candia jurisdiction. Crowley Road generally provides approximately 20 feet of pavement width, with no centerline stripping, and no sidewalks on either side of the street. Crowley Road generally runs in an east/west direction from the intersection with Chester Road/Crowley Road (to the west), to the approximate 90-degree turn to the north, where it then runs in a north/south direction to its terminus at the intersection with Lane Road. The posted speed limit is 25 miles per hour (mph). Land use along Crowley Road primarily consists of residential parcels. A more detailed qualitative assessment of Crowley Road is provided in a later section of this report.

2.1.2 Study Area Intersections

A brief description of the characteristics of the principal intersections within the study area is presented below.

Crowley Road at Chester Road and Brown Road

Crowley Road intersects Chester Road and Brown Road to form a four-legged, unsignalized intersection with Crowley Road and Brown Road operating under STOP-sign control. Each approach provides a single general-purpose travel lane with the exception of the Crowley Road east leg of the intersection which provides an additional lane for vehicles entering and exiting from the north on Chester Road. A narrow, paved shoulder is provided along Chester Road. Striped crosswalks and sidewalks are not provided at this intersection. Land use at the intersection consists of single-family residential properties.

Crowley Road at Lane Road

Crowley Road intersects Lane Road to form a three-legged, unsignalized intersection with Crowley Road operating under STOP-sign control. Each approach provides a single general-purpose travel lane. Striped crosswalks and sidewalks are not provided at this intersection. Land use at the intersection consists of single-family residential properties. The intersection of Crowley Road and Lane Road was identified as one of five problem locations listed in the 2017 Candia Transportation Plan. Specific issues identified included potential sight-distance issues for motorists looking north from Crowley Road, excessive speeds on Lane Road and the acute angle at which Crowley Road meets Lane Road. Short term measures identified by the Town included the installation of warning signage and adding STOP-bar striping on the northbound Crowley Road approach to the intersection. These measures are not currently implemented.

Crowley Road at Project Site Driveway

The proposed Project site driveway is located along Crowley Road near the existing sharp horizontal curve approximately 0.5 miles south of Lane Road. Land use at the intersection consists of single-family residential properties. Due to limited sight distance and roadway geometry, a 5-mph advisory speed limit is present on the southbound approach to the curve. As currently proposed, an all-way unsignalized intersection operating under STOP-sign control will be constructed as part of the of the Project. The Applicant proposes to widen the Crowley Road approaches to the intersection to twenty-four feet and improve the horizontal curve radii.

2.2 EXISTING TRAFFIC VOLUMES

Weekday daily and peak period traffic counts were collected on Wednesday, March 4, 2026 to establish the 2026 Existing condition traffic volumes in the vicinity of the Project site, while the Candia public schools were in regular session. The traffic volume and travel speed data are presented in Appendix B of this report. A brief discussion of the traffic count data is presented below.

2.2.1 Weekday Daily Traffic Volumes and Travel Speeds

Automatic Traffic Recorder (ATR) counts, and travel speed data were collected on Crowley Road in the vicinity of the Project site on Wednesday, March 4, 2026. A summary of the ATR data is presented in Table 1.

Table 1 Weekday Daily Traffic Volume Summary¹

Location	Weekday Daily		Weekday Morning Peak Hour		Weekday Afternoon Peak Hour	
	Volume	Travel Split %	Volume	Travel Split %	Volume	Travel Split %
Crowley Road (South of Lane Road)						
Northbound	78	55%	10	56%	11	92%
<u>Southbound</u>	<u>65</u>	<u>45%</u>	<u>8</u>	<u>44%</u>	<u>1</u>	<u>8%</u>
Total	143	100%	18	100%	12	100%
Crowley Road (East of Chester Road)						
Eastbound	59	60%	7	54%	8	73%
<u>Westbound</u>	<u>38</u>	<u>40%</u>	<u>6</u>	<u>46%</u>	<u>3</u>	<u>27%</u>
Total	97	100%	13	100%	11	100%
Crowley Road (620' west of Site Driveway)						
Eastbound	69	53%	4	31%	11	69%
<u>Westbound</u>	<u>60</u>	<u>47%</u>	<u>9</u>	<u>69%</u>	<u>5</u>	<u>31%</u>
Total	129	100%	13	100%	16	100%
Crowley Road (At Site Driveway)						
Eastbound	76	62%	9	82%	11	73%
<u>Westbound</u>	<u>46</u>	<u>38%</u>	<u>2</u>	<u>18%</u>	<u>4</u>	<u>27%</u>
Total	122	100%	11	100%	15	100%

1) Based on automatic traffic recorder counts collected on Wednesday, March 4, 2026.

As shown in Table 1, the ATR data indicates that Crowley Road currently carries a weekday daily two-way total between 97 and 143 vehicles, with up to 18 vehicles (10 northbound vehicles and 8 southbound vehicles) during the weekday morning commuter peak hour (from 7:00 to 8:00 AM) and up to 16 vehicles

(11 eastbound vehicles and 5 westbound vehicles) during the weekday evening commuter peak hour (from 4:30 to 5:30 PM).

In addition to the daily traffic volumes, travel speeds were also collected throughout the day at two locations along Crowley Road. The travel speed data for Crowley Road (located between #201 and #211 Crowley Road, approximately 620 feet west of the Project site driveway) had a combined average speed of 26.1 mph (23.4 mph westbound and 28.6 mph eastbound) with a combined average 85th percentile speed of 32.0 miles per hour (29.6 mph westbound and 33.8 mph eastbound). The travel speed data for Crowley Road (at the sharp bend in the road adjacent to the Project site driveway) had slightly lower travel speeds with a combined average speed of 19.1 mph (18.4 mph westbound and 19.5 mph eastbound) and 85th percentile speed of 23.0 mph (23.0 mph westbound and 24.0 mph eastbound).

2.2.2 Weekday Peak Hour Traffic Volumes

The weekday morning and evening peak hour traffic volumes at the study area intersections were established based on recent turning movement counts (TMCs) collected on Wednesday, March 4, 2026. The TMCs are tabulated by 15-minute periods for the weekday morning (from 7:00 AM to 9:00 AM) and weekday evening (from 4:00 PM to 6:00 PM). The four highest consecutive 15-minute intervals during each of these count periods constitute the peak hours used as the basis of the intersection capacity analysis.

Seasonal Adjustments

To account for possible seasonal variations in the traffic volume data, Tetra Tech reviewed the most recent New Hampshire Department of Transportation (NHDOT) Seasonal Adjustment Factors. Based on ATR counts maintained by NHDOT, the traffic data collected in the month of March does not reflect the peak month conditions for similar rural highways throughout New Hampshire. To provide a conservative assessment of the peak hour traffic operations, the observed weekday morning and weekday evening peak hour traffic volumes were adjusted (increased) by the seasonal peak month factor of 1.26 for March developed from NHDOT station 02071090 (located on NH 101, east of Exit 3) to reflect the peak month conditions. The resulting 2026 Existing weekday morning and evening peak hour traffic volumes are shown in Figure 2. The NHDOT seasonal adjustment data is provided in Appendix C.

2.3 CRASH ANALYSIS

The most recent eight years of crash data (2017 through 2024) was obtained through the NHDOT Bureau of Highway Design – Request for Crash Data Portal for the study area intersections and the Crowley Road segment between Chester Road and Lane Road. Table 2 presents a summary of the crash data with more detailed crash information provided in Appendix D.

There were no fatalities reported at any of the study roadways or intersections during the eight-year study period. There were no reported crashes at the intersections of Chester Road and Crowley Road or Crowley Road and the site driveway during the analysis period. One crash was reported at the intersection of Crowley Road and Lane Road. The reported crash involved a single vehicle collision with a tree during the early morning hours on wet roadway conditions.

During the eight-year study period, there were a total of six crashes reported on the 1.6-mile long segment of Crowley Road between Chester Road and Lane Road. All of the reported crashes were classified as single vehicle collisions, of which three involved a collision with a tree, two involved a collision with a

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ditch/embankment, and one involved a collision with a utility pole. No reported collisions occurred during the weekday morning and evening peak commuting periods (7:00 to 9:00 AM and 4:00 to 6:00 PM). Four of the six collisions occurred at night between 9:00 PM and 4:00 AM. Three reported crashes occurred during snowy conditions. Four crashes resulted in property damage only and two crashes reported suspected minor injuries.

This crash data does not indicate a significant crash history along Crowley Road or any of the study area intersections over the eight-year period reviewed.

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Table 2 Crash Data Summary¹

	Crowley Road at			Crowley Road Segment
	Chester Road/Brown Road	Project Site Driveway	Lane Road	
Year				
2017	0	0	0	1
2018	0	0	1	0
2019	0	0	0	1
2020	0	0	0	0
2021	0	0	0	1
2022	0	0	0	2
2023	0	0	0	1
<u>2024</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	1	6
Type				
Angle	0	0	0	0
Rea-end	0	0	0	0
Head-on	0	0	0	0
Sideswipe	0	0	0	0
<u>Single Vehicle</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>6</u>
Total	0	0	1	6
Severity				
Property Damage Only	0	0	0	4
Minor Injury	0	0	0	2
Serious Injury	0	0	1	0
<u>Fatality</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	1	6
Road Surface Condition				
Dry	0	0	0	2
Wet	0	0	1	1
<u>Snow</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>
Total	0	0	1	6

1) Based on crash data provided by NHDOT through the Bureau of Highway Design – Request for Crash Data Portal

3.0 FUTURE TRAFFIC CONDITIONS

To determine future traffic demands on the study area roadways, the 2026 Existing weekday morning and evening peak hour traffic volumes were projected to the year 2027, the anticipated opening year of the proposed Project, and the year 2037, reflecting the opening year (plus ten years) condition. Independent of the proposed Project, the future traffic volumes are assumed to include all existing traffic as well as traffic increases resulting from general background traffic growth and any other planned development projects in the vicinity of the site. The potential traffic increases associated with general background traffic growth and planned area developments unrelated to the proposed Project were considered in the development of the 2027 No-Build (Without Project) and 2037 No-Build (Without Project) peak hour conditions.

The specific adjustments to the 2026 Existing peak hour traffic volumes to reflect the future 2027 No Build (Without Project) and 2037 No Build (Without Project) conditions are documented in the Traffic Projection Model provided in Appendix F. The following section of the report provides a detailed description of the development of the future weekday morning and evening peak hour traffic projections.

3.1 PLANNED ROADWAY IMPROVEMENTS

Planned area roadway improvements can impact future traffic conditions. The 2017 Candia Transportation Plan presented short term and long-term measures to address safety issues at the intersection of Crowley Road and Lane Road. As stated in section 2.1 of this report, short-term measures include adding additional warning signage and a STOP-bar on the Crowley Road northbound approach. Long term measures mentioned in the 2017 Candia Transportation Plan include realigning the Lane Road and Crowley Road approaches to the intersection to improve the acute angle at which Crowley Road meets Lane Road. For the purposes of this study, it is assumed that the long-term safety measures would not be implemented before the design year of 2027.

3.2 BACKGROUND TRAFFIC GROWTH

Traffic growth is primarily a function of population growth, changes in motor vehicle usage, and expected land development in a region. A review of historical traffic volumes in the southeast region of New Hampshire indicates that it has seen minor traffic increases over recent years, with an average growth rate of approximately 0.98 percent per year from 2004 to 2024. For the purposes of this report, an annual background traffic growth rate of 1.0 percent per year was applied to existing traffic volumes to account for non-site-specific traffic growth on the study area roadways. The historic traffic growth calculations are provided in Appendix E of this report. The specific traffic increases at the study area intersections associated with the annual background traffic growth rate are documented in the Traffic Projection Model provided in Appendix F of this report.

There are no known specific area development projects that are expected to increase volumes at the study area intersections.

3.3 2027 NO-BUILD (W/O PROJECT) PEAK HOUR TRAFFIC VOLUMES

The 2026 Existing weekday morning and evening peak hour traffic volumes were grown by 1.0 percent per year (for the one-year forecast period) to reflect the 2027 No-Build (Without Project) opening year base traffic volumes. The resulting 2027 No-Build (Without Project) weekday morning and evening peak hour traffic volumes networks are presented in Figure 3.

3.4 2037 NO-BUILD (W/O PROJECT) PEAK HOUR TRAFFIC VOLUMES

The 2026 Existing weekday morning and evening peak hour traffic volumes were grown by 1.0 percent per year (for the 11-year forecast period) to reflect the 2037 No-Build (Without Project) opening year plus ten traffic volumes. The resulting 2037 No-Build (Without Project) weekday morning and evening peak hour traffic volumes networks are presented in Figure 4.

3.5 PROJECT-GENERATED TRAFFIC

Vehicle trip generation estimates for the proposed Project were developed based on data presented in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 12th Edition (2025)*. This reference establishes vehicle trip generates rates for various land uses based on actual traffic counts conducted at similar existing facilities located throughout the United States. The proposed Project will include 29 single-family homes. Therefore, the vehicle trip estimates for the proposed residential subdivision were developed based on the ITE Land Use 210 (Single-Family Detached Housing), assuming 29 residential units. The Project vehicle trip generation summary is provided in Table 3.

Table 3 Project Trip Generation Summary

Time Period	Vehicle Trips ¹ (29 Single-Family Homes)
Weekday Daily	
Enter	132
Exit	<u>132</u>
Total	264
Weekday Morning Peak Hour	
Enter	7
Exit	<u>18</u>
Total	25
Weekday Evening Peak Hour	
Enter	19
Exit	<u>12</u>
Total	31

1) Based on ITE *Trip Generation Manual, 12th Edition*, Land Use 210 (Single Family Detached Housing) applied to 29 homes.

As shown in Table 3, based on the ITE data, the Project is expected to generate a total of approximately

264 trips on a daily basis, including 25 trips during the weekday morning peak hour and 31 trips during the weekday evening peak hour for the site. Project trip generation calculations are provided in Appendix G.

3.6 PROJECT TRIP DISTRIBUTION PATTERNS

The Project trip distribution patterns were developed based on the US Census Journey-to-Work data for the Town of Chester from the latest available 2011 to 2015 Community American Community Survey. The Project trip distribution model is documented in Appendix H of this report. The resulting Project trip distribution patterns are summarized in Table 4 and shown in Figure 5.

Table 4 Project Trip Distribution Patterns

Roadway/Direction	Percent of Project Trips
Lane Road – to/from the North	2%
Chester Road – to/from the North	47%
Chester Road – to/from the South	22%
Lane Road – to/from the East	29%
Brown Road – to/from the West	0%
TOTAL	100%

The Project trip distribution patterns (shown in Table 4 and on Figure 5) were then used to distribute the new Project trips at the site driveway and surrounding study area intersections. The new Project trip assignments at each of the study intersections are shown in Figure 6.

3.7 2027 BUILD (WITH PROJECT) PEAK HOUR TRAFFIC VOLUMES

The new Project-related vehicle trips (shown in Figure 6) were then added to the 2027 No-Build (Without Project) traffic volume networks to reflect the 2027 Build (With Project) peak hour volumes. The resulting 2027 Build (With Project) weekday morning and evening peak hour traffic volumes are presented in Figure 7.

3.8 2037 BUILD (WITH PROJECT) PEAK HOUR TRAFFIC VOLUMES

The new Project-related vehicle trips (shown in Figure 6) were then added to the 2037 No-Build (Without Project) traffic volume networks to reflect the 2037 Build (With Project) peak hour conditions. The resulting 2037 Build (With Project) peak hour traffic volumes are presented in Figure 8.

4.0 TRAFFIC OPERATIONS ANALYSIS

In previous sections of this report, the quantity (volume) of traffic on the study area roadways was described. The following section describes the quality of traffic flow at the study area intersections for the given traffic demands. As a basis for this assessment, intersection capacity analyses were conducted at each study area intersection for the 2026 Existing, 2027 No-Build (Without Project), 2027 Build (With Project), 2037

No-Build (Without Project) and 2037 Build (With Project) weekday morning and evening peak hour traffic conditions using the Synchro 11 Intersection Capacity Software. A discussion of the evaluation criteria and a summary of the results of the intersection capacity analyses are presented below.

4.1 LEVEL OF SERVICE CRITERIA

Level-of-service (LOS) is a term used to describe the quality of traffic flow on a roadway or at an intersection. It is an aggregate measure of travel delay, driver convenience and safety based on a comparison of a roadway facility's capacity relative to the traffic demands. Operating levels of service are reported on a scale of A to F, with A representing the best operating conditions (with little or no vehicle delay) and F representing the worst operating conditions (with long delays). The level-of-service criteria for unsignalized intersections and two-lane highways are presented in Table 5.

Table 5 Level of Service Criteria

Level of Service	Average Delay per Vehicle (Seconds)	Follower Density (Followers/mile/lane)
	Unsignalized Intersections ¹	Two-lane highways (<50 mph)
A	≤10.0	≤2.5
B	10.1 to 15.0	> 2.5 to 5.0
C	15.1 to 25.0	> 5.0 to 10.0
D	25.1 to 35.0	> 10.0 to 15.0
E	35.1 to 50.0	> 15.0
F	>50.0	<i>Demand exceeds capacity</i>

Source: Transportation Research Board Highway Capacity Manual (HCM) 6th Edition (unsignalized), 7th Edition (highway segments)
1) If the v/c is greater than 1.0, then the level-of-service designation is LOS F, regardless of delays

4.2 INTERSECTION CAPACITY ANALYSIS

The results of the intersection capacity analyses are summarized in Tables 6 and 7. The intersection capacity analysis worksheets are provided in Appendix I of this report. A brief discussion of the results of the intersection capacity analyses is presented in the following section of this report.

4.2.1 Study Area Intersection Operations

As shown in Tables 6 and 7, the capacity analysis indicates that the existing unsignalized study area intersections are projected to operate well below capacity at LOS A with minimal delays for the weekday morning and weekday evening peak hours, through the 2037 Build (With Project) conditions. The proposed Project will have no noticeable impact on future operations at the existing unsignalized study intersections. The proposed site driveway on Crowley Road will also operate well below capacity at LOS A for all movements through the Projected 2037 Build (with Project) weekday commuter peak hours conditions.

Table 6 Unsignalized Intersection Capacity Analysis Summary – Weekday AM Peak Hour

Intersection	Movement	2026 Existing				2027 No-Build				2027 Build				2037 No-Build				2037 Build			
		v/c ¹	Delay ²	LOS ³	95 th Q ⁴	v/c	Delay	LOS	95 th Q	v/c	Delay	LOS	95 th Q	v/c	Delay	LOS	95 th Q	v/c	Delay	LOS	95 th Q
Chester Road at Crowley Road/ Brown Road	NB L	0.01	7.3	A	0	0.01	7.3	A	0	0.01	7.3	A	0.0	0.01	7.3	A	0	0.01	7.3	A	0.0
	NW R	0.01	8.5	A	0	0.01	8.5	A	0	0.02	8.5	A	2.5	0.01	8.5	A	0	0.02	8.6	A	2.5
	SB L	0.01	7.3	A	0	0.01	7.3	A	0	0.01	7.3	A	0.0	0.01	7.3	A	0	0.01	7.3	A	0.0
	EB LTR	0.02	9.4	A	2.5	0.02	9.4	A	2.5	0.02	9.4	A	2.5	0.02	9.5	A	2.5	0.02	9.5	A	2.5
	WB LTR	0.01	9.5	A	0	0.01	9.5	A	0	0.02	9.4	A	2.5	0.01	9.6	A	0	0.02	9.5	A	2.5
Crowley Road at Lane Road	NB TR	0.02	8.4	A	0	0.02	8.4	A	0	0.02	8.4	A	2.5	0.02	8.4	A	2.5	0.02	8.4	A	2.5
Crowley Road at Project Site Driveway	NB LT	n/a ⁵	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.02	7.2	A	2.5	n/a	n/a	n/a	n/a	0.02	7.2	A	2.5
	EB LR	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.01	6.7	A	0.0	n/a	n/a	n/a	n/a	0.01	6.7	A	0.0
	SB TR	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.01	6.5	A	0.0	n/a	n/a	n/a	n/a	0.01	6.5	A	0.0

¹v/c = Volume to capacity ratio ²Delay = Average delay per vehicle (seconds) ³LOS = Level of Service ⁴95th percentile queue (vehicles) ⁵n/a = Not applicable, no existing turning movements

Table 7 Unsignalized Intersection Capacity Analysis Summary – Weekday PM Peak Hour

Intersection	Movement	2026 Existing				2027 No-Build				2027 Build				2037 No-Build				2037 Build			
		v/c ¹	Delay ²	LOS ³	95 th Q ⁴	v/c	Delay	LOS	95 th Q	v/c	Delay	LOS	95 th Q	v/c	Delay	LOS	95 th Q	v/c	Delay	LOS	95 th Q
Chester Road at Crowley Road/ Brown Road	NB L	0.00	7.4	A	0	0.00	7.4	A	0	0.00	7.4	A	0.0	0.00	7.4	A	0	0.00	7.4	A	0.0
	NW R	0.02	8.6	A	2.5	0.02	8.6	A	2.5	0.03	8.6	A	2.5	0.02	8.6	A	2.5	0.03	8.6	A	2.5
	SB L	0.01	7.3	A	0	0.01	7.3	A	0	0.02	7.3	A	0.0	0.01	7.3	A	0	0.02	7.3	A	0.0
	EB LTR	0.01	9.6	A	0	0.01	9.7	A	0	0.01	9.7	A	0.0	0.01	9.8	A	0	0.01	9.8	A	0.0
	WB LTR	0.00	9.7	A	0	0.00	9.8	A	0	0.01	9.6	A	0.0	0.00	9.9	A	0	0.01	9.7	A	0.0
Crowley Road at Lane Road	NB TR	0.01	8.4	A	0	0.01	8.4	A	0	0.01	8.4	A	0.0	0.01	8.4	A	0	0.02	8.4	A	0.0
Crowley Road at Project Site Driveway	NB LT	n/a ⁵	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.02	7.2	A	0.0	n/a	n/a	n/a	n/a	0.02	7.2	A	0.0
	EB LR	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.03	6.9	A	2.5	n/a	n/a	n/a	n/a	0.03	7.0	A	2.5
	SB TR	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.01	6.8	A	0.0	n/a	n/a	n/a	n/a	0.01	6.7	A	0.0

¹v/c = Volume to capacity ratio ²Delay = Average delay per vehicle (seconds) ³LOS = Level of Service ⁴95th percentile queue (vehicles) ⁵n/a = Not applicable, no existing turning movements

4.3 ROADWAY SEGMENT CAPACITY ANALYSIS

The roadway segment analysis was conducted using the Highway Capacity Software (HCS) which uses the current methodology prescribed in the Highway Capacity Manual (HCM) for analyzing two-lane highways. The roadway segment analysis considers factors including pavement width, provision of shoulders, roadway grades, travel speeds, direction travel splits, and percentage of heavy vehicles. The results of the roadway segment capacity analyses are summarized in Tables 8 and 9. The roadway segment capacity analysis worksheets are provided in Appendix J of this report. A brief discussion of the results of the roadway segment capacity analysis is presented below.

4.3.1 Study Area Roadway Segment Operations

The roadway segment analysis provides a level-of-service (LOS) for each direction of travel, measured on a scale of A to F, with LOS A representing the best operating conditions from the driver's perspective and LOS F representing the worst conditions. The LOS for highway segments is defined by the vehicle density, which is measured in following passenger cars per mile per lane. For the purposes of this study, Tetra Tech has evaluated two (2) roadway segments along Crowley Road.

As shown in Tables 8 and 9 the study area roadway segments are Projected to operate at LOS A for the weekday morning and evening peak hours, through the 2037 Build (With Project) conditions. The HCS analysis indicates that the proposed Project will result in a maximum increase of 0.1 following passenger cars per mile per lane relative to the Existing and No Build (Without Project) weekday commuter peak hour conditions. These minor increases in vehicle density will have no noticeable impact on future operations along the study area roadway segments.

Table 8 Roadway Segment Capacity Analysis Summary – Weekday AM Peak Hour

Analysis Condition	Roadway Segment							
	Crowley Road (East of Chester Road)				Crowley Road (South of Lane Road)			
	Eastbound		Westbound		Northbound		Southbound	
	Follower Density ¹	LOS ²	Follower Density ¹	LOS ²	Follower Density ¹	LOS ²	Follower Density ¹	LOS ²
2026 Existing Conditions	0.1	A	0.1	A	0.0	A	0.0	A
2027 No Build (Without Project) Conditions	0.1	A	0.1	A	0.0	A	0.0	A
2027 Build (With Project) Conditions	0.1	A	0.1	A	0.1	A	0.0	A
2037 No Build (Without Project) Conditions	0.1	A	0.2	A	0.1	A	0.0	A
2037 Build (With Project) Conditions	0.1	A	0.2	A	0.1	A	0.1	A

1) Follower Density = number of following passenger cars per mile per lane 2)LOS = Level of Service

Table 9 Roadway Segment Capacity Analysis Summary – Weekday PM Peak Hour

Analysis Condition	Roadway Segment							
	Crowley Road (East of Chester Road)				Crowley Road (South of Lane Road)			
	Eastbound		Westbound		Northbound		Southbound	
	Follower Density ¹	LOS ²	Follower Density ¹	LOS ²	Follower Density ¹	LOS ²	Follower Density ¹	LOS ²
2026 Existing Conditions	0.1	A	0.1	A	0.0	A	0.0	A
2027 No Build (Without Project) Conditions	0.1	A	0.1	A	0.0	A	0.0	A
2027 Build (With Project) Conditions	0.1	A	0.1	A	0.0	A	0.0	A
2037 No Build (Without Project) Conditions	0.2	A	0.2	A	0.0	A	0.0	A
2037 Build (With Project) Conditions	0.2	A	0.2	A	0.0	A	0.1	A

1) Follower Density = number of following passenger cars per mile per lane 2)LOS = Level of Service

4.4 CROWLEY ROAD QUALITATIVE ASSESSMENT

To supplement the quantitative analysis presented in the previous sections of this report, Tetra Tech conducted a qualitative review of Crowley Road to assess the existing roadway's ability to accommodate the potential traffic increases associated with the proposed Project in consideration of the existing roadway geometry, pavement width, horizontal and vertical roadway alignment, pavement conditions, sight distance and existing traffic control.

The qualitative assessment is based on a review of available ground survey data and supplemental topographic information obtained through the Google Earth elevation profile tool, aerial photography and a field visit conducted on March 10, 2026, to document the existing conditions along Crowley Road. As part of this effort, Tetra Tech collected dash camera video logs of Crowley Road traveling in each direction along the road. A summary of the dash camera video photo logs, and topographic information is presented in Appendix K. A brief discussion of the Crowley Road qualitative assessment is presented below.

4.4.1 Pavement Condition

As documented in the Photo Log provided in Appendix K of this report, the existing pavement along Crowley Road is generally in fair condition. One notable exception is the section of roadway located approximately 250 feet west of the proposed site driveway (Photo Log Location 11 in Appendix K), where a previously installed temporary cold patch appears to be in poor condition. As currently proposed, this portion of Crowley Road would be reconstructed as part of the site access improvements to be implemented by the Project proponent.

4.4.2 Horizontal Alignment

The existing horizontal alignment along Crowley Road is generally characterized by long, straight sections connected by larger sweeping curves (with a center line radius of approximately 700 feet or greater) with the exception of a sharp curve adjacent to the proposed Project site driveway which currently provides a centerline radius of approximately 60 feet. A single chevron sign alerting drivers to the upcoming curve is currently provided for each direction on Crowley Road approaching the curve. In addition, an advisory speed sign of 5 mph is posted for the Crowley Road southbound approach to the curve. However, as discussed previously, the observed travel speeds through this curve had a combined average speed of 19.1 mph (18.4 mph westbound and 19.5 mph eastbound) with a combined average 85th percentile speed of 23.0 MPH (23.0 mph westbound and 24.0 mph eastbound).

A discussion of proposed traffic mitigation measures to address these existing conditions is presented in the traffic mitigation section of this report.

4.4.3 Vertical Alignment

The vertical alignment along Crowley Road is generally characterized by rolling hills. The approximate vertical alignment of the centerline of the roadway obtained from the Google Earth elevation tool is provided in Appendix K. The first vertical curve is located approximately 1,400 feet east of Chester Road (Photo Log Location 3 in Appendix K). The second vertical curve is located approximately 3,400 feet east of Chester Road (Photo Log Location 7 in Appendix K). A third vertical curve is located approximately 500 feet north of the proposed site driveway (Photo Log Location 12 in Appendix K). The final vertical curve location is

located approximately 1,600 feet north of the site driveway (Photo Log Location 13 in Appendix K). These vertical elements would limit passing along these stretches of road, but do not represent an unsafe condition.

4.4.4 Pavement Width

Crowley Road generally provides a total pavement of approximately 20± feet with no shoulders, and no painted edge-line or centerline striping. The American Association of State Highway and Transportation Officials (AASHTO)'s publication *Guidelines for Geometric Design of Low Volume Roadways, 2019, Second Edition*, provides a guidance for the geometric design for low volumes roads (up to 2,000 vehicles per day), including both new construction and existing roadway facilities.

For the construction of new major access roadways, the AASHTO guidance suggests a total pavement width of 18 feet (for design volumes of up to 400 vehicles per day) and 23 feet (for design volumes between 401 and 2,000 vehicles per day). Based on the traffic data collected as part of this study and in consideration of background growth and new trips associated with the proposed project, we anticipated that the future design volumes on Crowley Road would fall below 400 vehicles per day.

The AASHTO guidance also states that “The cross-section widths of existing roads need not be modified except in those cases where there is evidence of site-specific crash pattern.” As discussed in a previous section of this report, there were a total six crashes reported along the 1.6-mile long segment of Crowley Road (between Chester Road and Lane Road) over the eight-year period reviewed (between 2017 and 2024). This does not indicate a significant crash history along Crowley Road. Consequently, the existing pavement of 20 feet on Crowley Road would be sufficient, even if the daily volumes exceeded 400 vehicles per day.

Based on the our qualitative assessment of Crowley Road, and in consideration of AASHTO guidance for low volume roadways, we find that Crowley Road can accommodate the potential traffic increases associated with the proposed Project, with the exception of the existing sharp horizontal curve adjacent to the proposed subdivision roadway, available sight distance on the Crowley Road southbound approach to this curve and the poor pavement conditions located just west of the currently proposed subdivision roadway. A discussion of proposed traffic mitigation measures to address these existing deficiencies is provided in next section.

5.0 TRAFFIC MITIGATION

Based on the analysis presented in this report, the proposed Project will not have a noticeable impact on the future traffic operations at the study area intersections or roadways segments along Crowley Road. As part of the proposed Project, the proponent will construct geometric and traffic control improvements at the intersection of Crowley Road and the proposed subdivision roadway to address existing roadway deficiencies and ensure that safe and efficient access will be provided to the Project site.

5.1 PROPOSED SITE ACCESS IMPROVEMENTS

Access to the Project site is currently provided by a gravel driveway located on the south side of Crowley Road, approximately 0.5 miles south of Lane Road, at the sharp (90-degree) bend in Crowley Road. As part of the proposed Project, the existing site driveway will be demolished and a new twenty-four-foot wide, full-access subdivision roadway will be constructed on the south side of Crowley Road in approximately the same location as the existing site driveway.

As part of the proposed Project, the Project proponent proposes to implement site access improvements including minor widening and geometric improvements, pavement reconstruction and the installation of all-way Stop traffic control at the intersection of proposed subdivision roadway and Crowley Road. The currently proposed site access improvement plans are presented in Appendix A.

These improvements are needed to address existing deficiencies on Crowley Road and to ensure that safe and efficient access will be provided to the site. The final design and construction of the proposed roadway improvements will be coordinated with appropriate representatives of the Town of Candia.

6.0 SIGHT DISTANCE EVALUATION

Tetra Tech reviewed the available sight distance at the proposed site driveway on Crowley Road to ensure that safe and efficient access would be provided to the Project site. The available sight distance at the site driveway was determined based on procedures outlined in *A Policy on Geometric Design of Highways and Streets, 7th Edition* (2018), published by the American Association of State Highway and Transportation Officials (AASHTO). Tetra Tech then compared the available sight distance at the proposed driveway to the required Stopping Sight Distance and desirable Intersection Sight Distance for the anticipated travel speeds for vehicle traveling past the site. For the purpose of this assessment, the posted speed limit of 25 mph plus ten mph was assumed as the design speed traveling past the site. The sight distance calculations for the assumed design speed of 35 mph (Posted Speed Limit Plus 10) and the sight distance photos at the proposed Project site driveway are provided in Appendix L. A summary of the available sight distance and required safe stopping sight distance is presented in Table 10.

Table 10 Sight Distance Summary – Crowley Road at Proposed Site Driveway

Intersection	Design Speed ¹ (mph)	Available Sight Distance ² (feet)	AASHTO Recommended ³ (feet)
Stopping Sight Distance – From the West	35	>800	270
Stopping Sight Distance – From the North	35	>400	250
Intersection Sight Distance – To the West	35	>800	390
Intersection Sight Distance – To the North	35	>400	390

- 1) Based on the posted speed limit plus 10 MPH
- 2) Assumes selective removal of roadside vegetation and limiting on-site objects (i.e., fencing, signage, etc.) to 2 feet or less.
- 3) Calculations according to A Policy On Geometric Design of Highways and Streets, 7th Edition (2018), published by the American Association of State Highway and Transportation Officials (Exhibit 3-1) for the assumed travel speeds for required stopping sight distance and desirable intersection sight distance based on roadway grade.

As shown in Table 10, the available sight distance at the proposed Project site driveway is well in excess of the minimum AASHTO-required stopping sight distance and AASHTO-recommended desirable intersection sight distance for the design speed of 35 mph along Crowley Road assuming selective clearing of roadside vegetation and restricting on-site objects (i.e., fencing, signage, etc.) within the sight triangle to two feet or less. This indicates that motorists traveling along Crowley Road will have more than sufficient view of the proposed site driveway to either stop or adjust their speed, as appropriate, to react to turning movements to and from the proposed development and avoid potential collisions. This will also provide motorists waiting to exit the site driveway with sufficient view of the intersecting roadway to decide when they can safely enter onto Crowley Road.

7.0 CONCLUSIONS

Tetra Tech has reviewed the potential traffic impacts associated with the proposed residential subdivision to be located south of Crowley Road in Candia/Chester, New Hampshire. This study provides a detailed analysis of existing and future traffic operations during the weekday morning and evening peak hours, when the combination of existing traffic on the surrounding area roadways and traffic increases associated with the proposed development would be greatest.

As part of this assessment, Tetra Tech reviewed the NHDOT crash data for Crowley Road for the most recent eight-year period available (from 2017 to 2024). The NHDOT Crash data indicates that there was a total of seven reported crashes within the study area including one reported crash at the intersection of Crowley Road and Lane Road, and six reported crashes along Crowley Road. No fatalities were reported at any of the study roadways or intersections during the eight-year analysis period. The NHDOT crash data does not indicate a significant crash history along Crowley Road or at any of the study area intersections.

The proposed residential development is expected to generate a total of approximately 25 vehicles trips (7 entering trips and 18 exiting trips) during the weekday morning peak hour and 31 vehicle trips (19 entering trips and 12 exiting trips) during the weekday evening peak hour. These minor traffic increases are not anticipated to have a noticeable impact on future traffic operations on the surrounding area roadways and intersections.

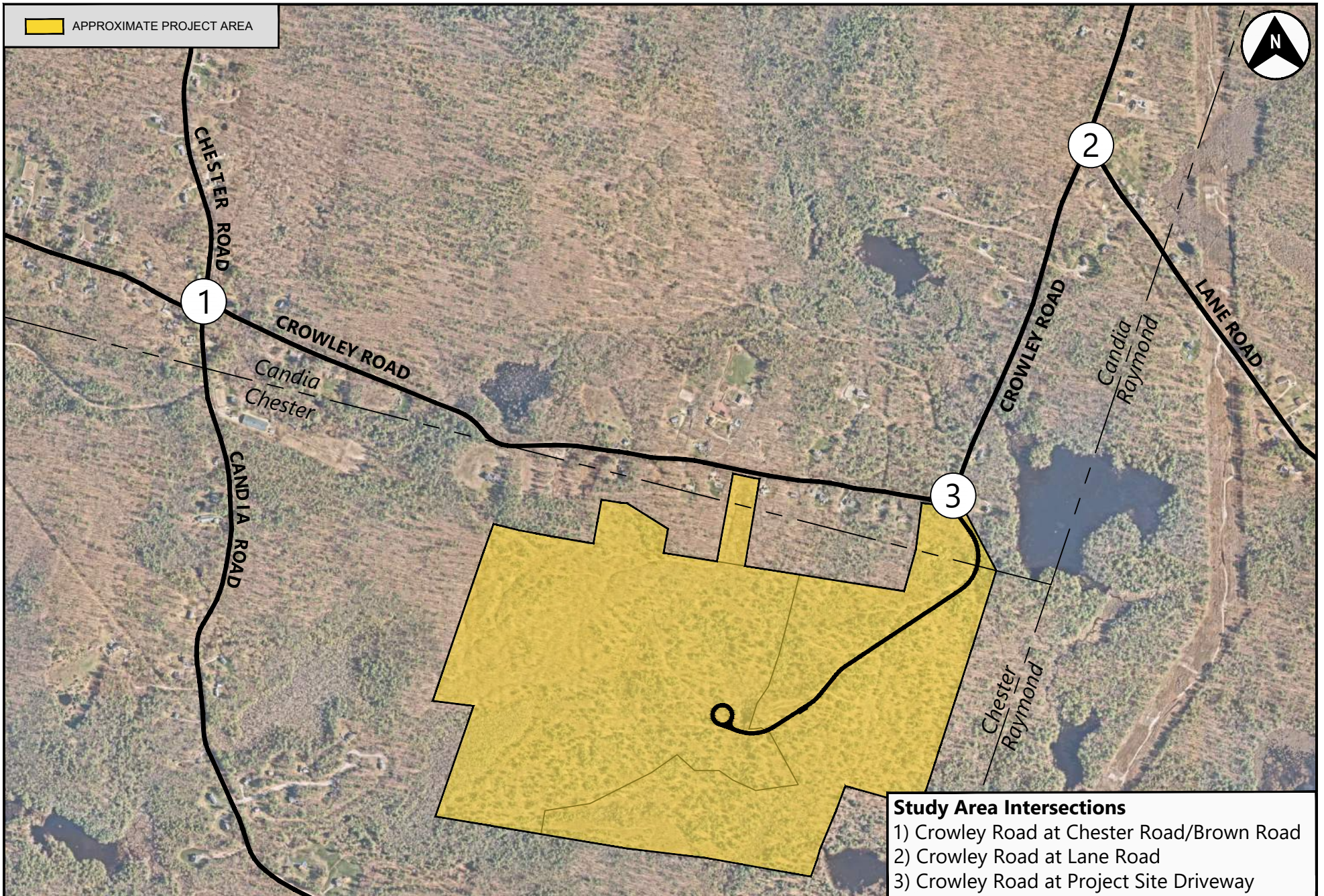
**Traffic Impact and Access Study
Proposed Residential Subdivision
Crowley Road, Candia/Chester, New Hampshire**

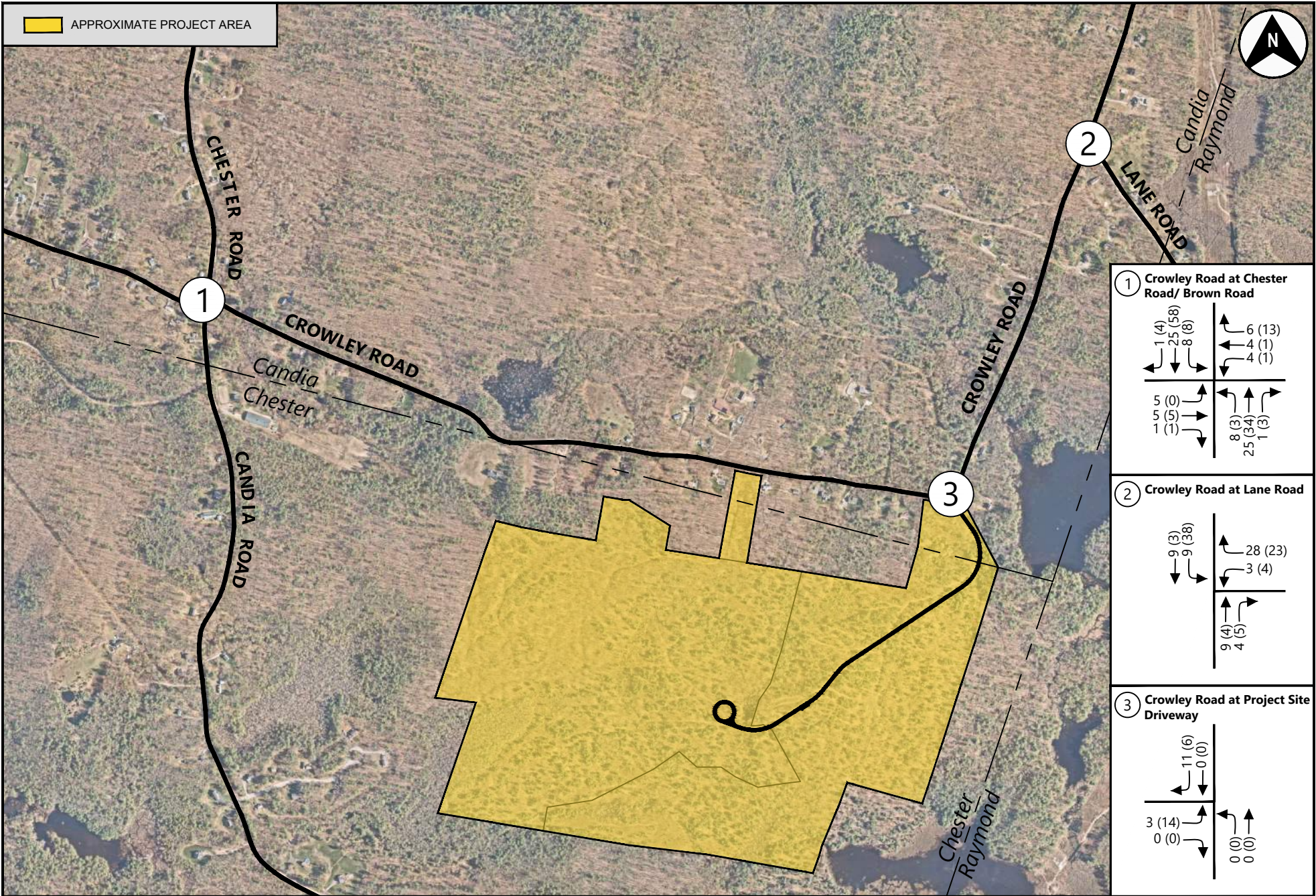
To quantify potential traffic impacts associated with the proposed development, capacity analyses were conducted for the study area intersections and roadway segments along Crowley Road for the 2026 Existing, 2027 No-Build (Without Project), 2027 Build (With Project), 2037 No-Build (Without Project) and 2037 Build (With Project) weekday morning and evening peak hour traffic conditions. The capacity analysis indicates that all of the study area intersections and roadway segments are projected to operate well below capacity at LOS A with minimal delays for the weekday morning and weekday evening peak hours, through the 2037 Build (With Project) conditions.

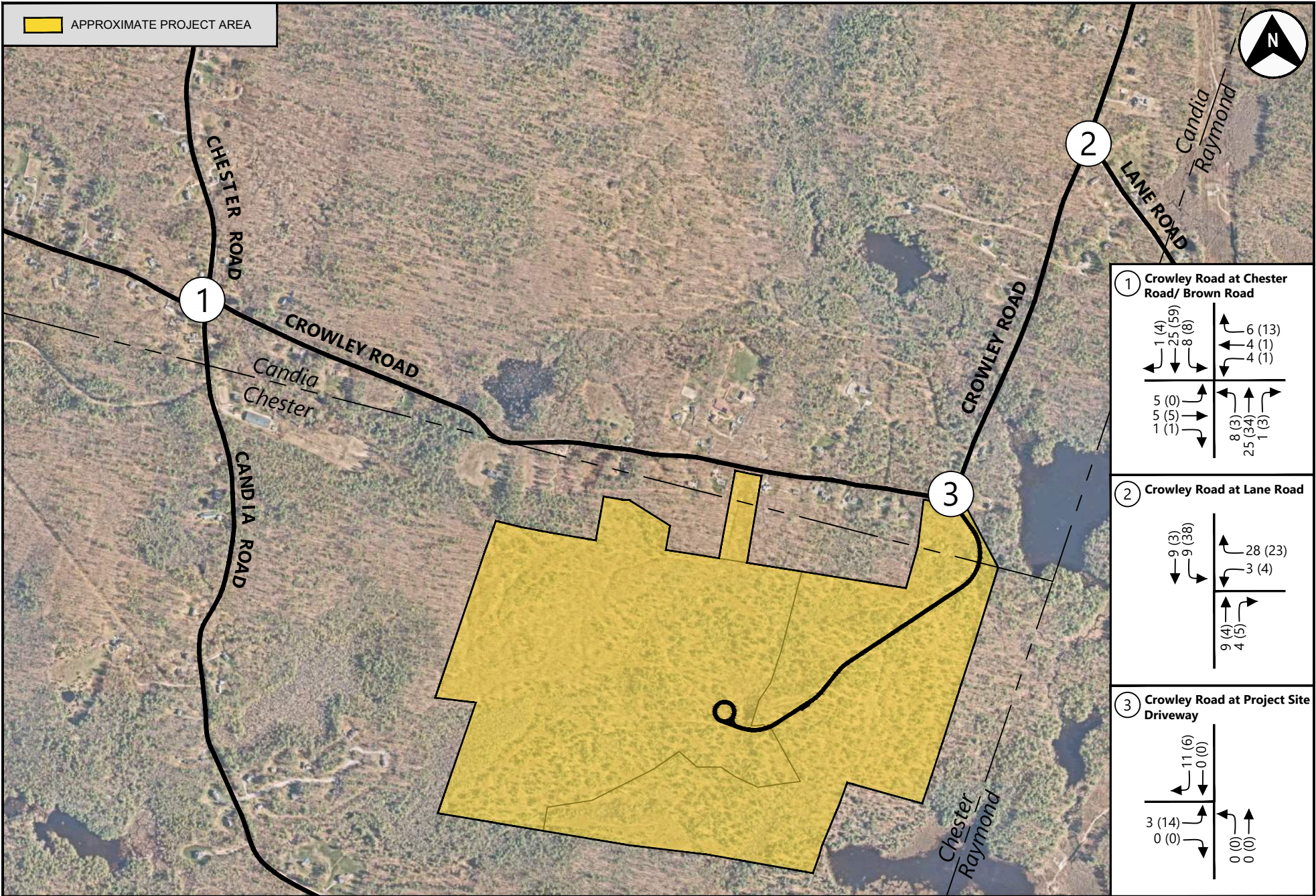
Tetra Tech also conducted a detailed field review of Crowley Road and the study intersections, including roadway and intersection geometry, horizontal and vertical roadway alignment, pavement width and pavement conditions, sight distance and existing traffic control. Based on this review, we find that Crowley Road can adequately accommodate the potential traffic increases associated with the proposed Project, with the exception of the existing sharp horizontal curve adjacent to the proposed subdivision roadway, available sight distance on the Crowley Road southbound approach to this curve and the deteriorate pavement conditions located just west of the currently proposed subdivision roadway.

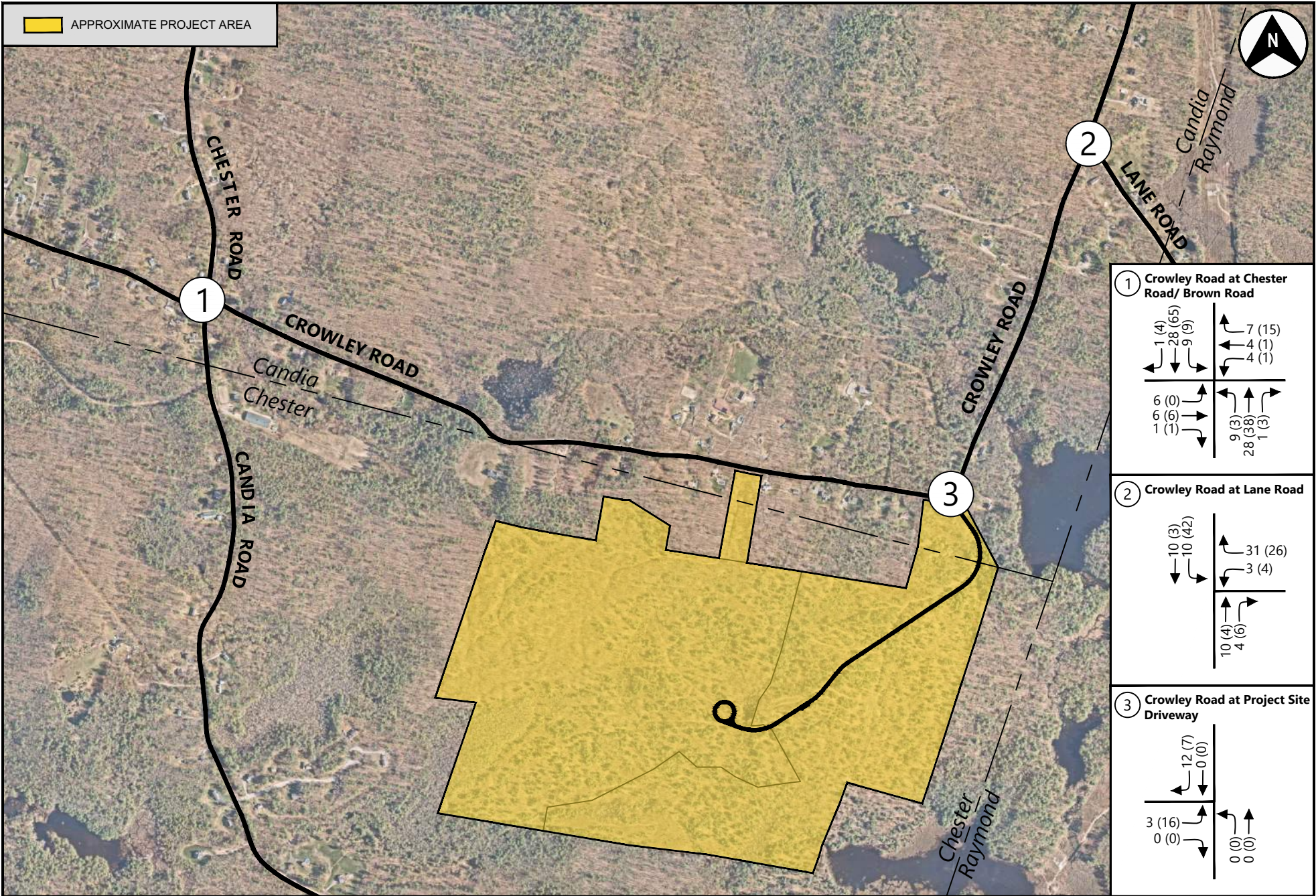
As part of the proposed Project, the Project proponent proposes to implement site access improvements including minor widening and geometric improvements, pavement reconstruction and the installation of all-way Stop traffic control at the intersection of proposed subdivision roadway and Crowley Road.

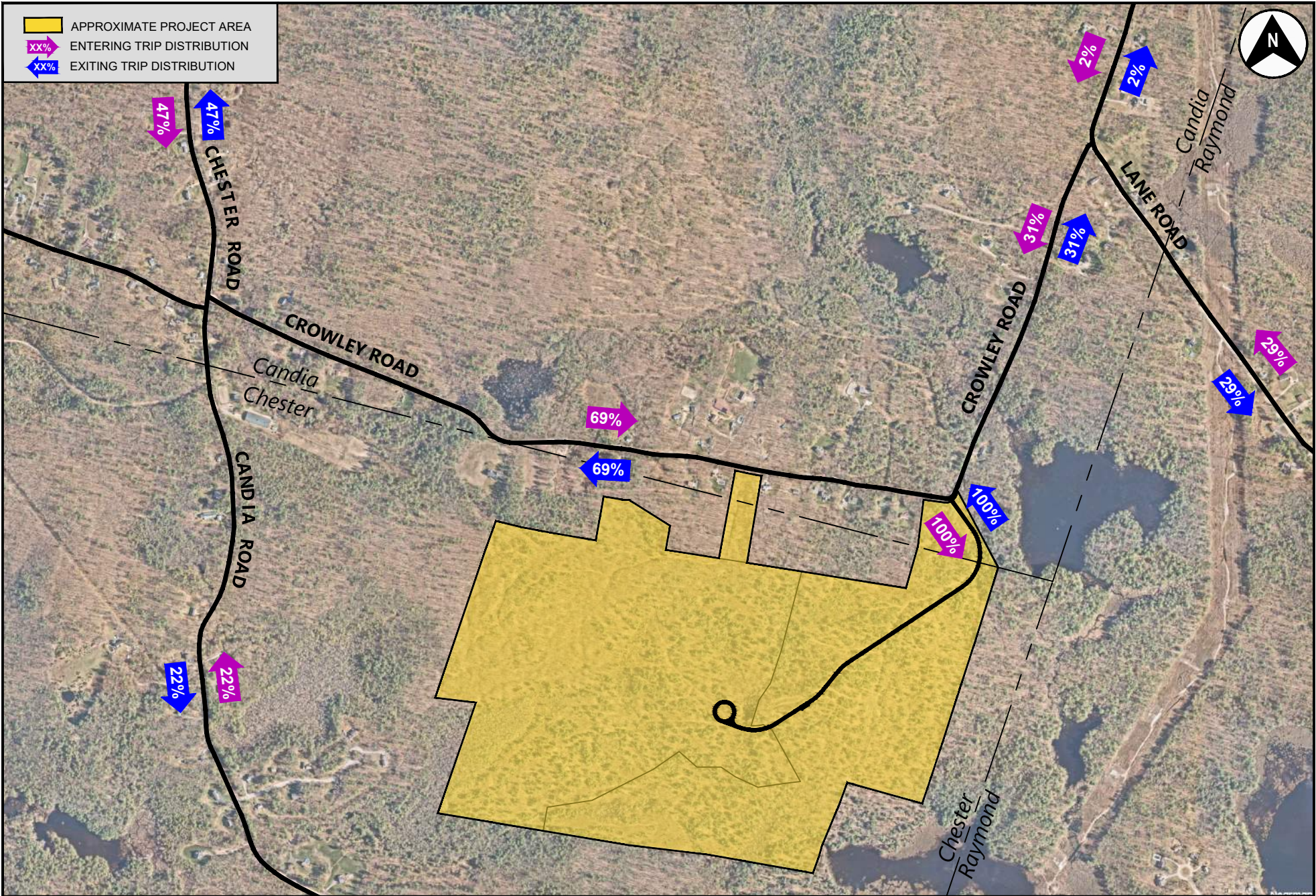
These improvements are needed to address existing deficiencies along Crowley Road. Upon implementation of the proposed site access improvements, the anticipated traffic increases associated with the proposed development can be accommodated at the site driveway and on the surrounding area roadways with no significant impact on the future traffic operations in the vicinity of the site.

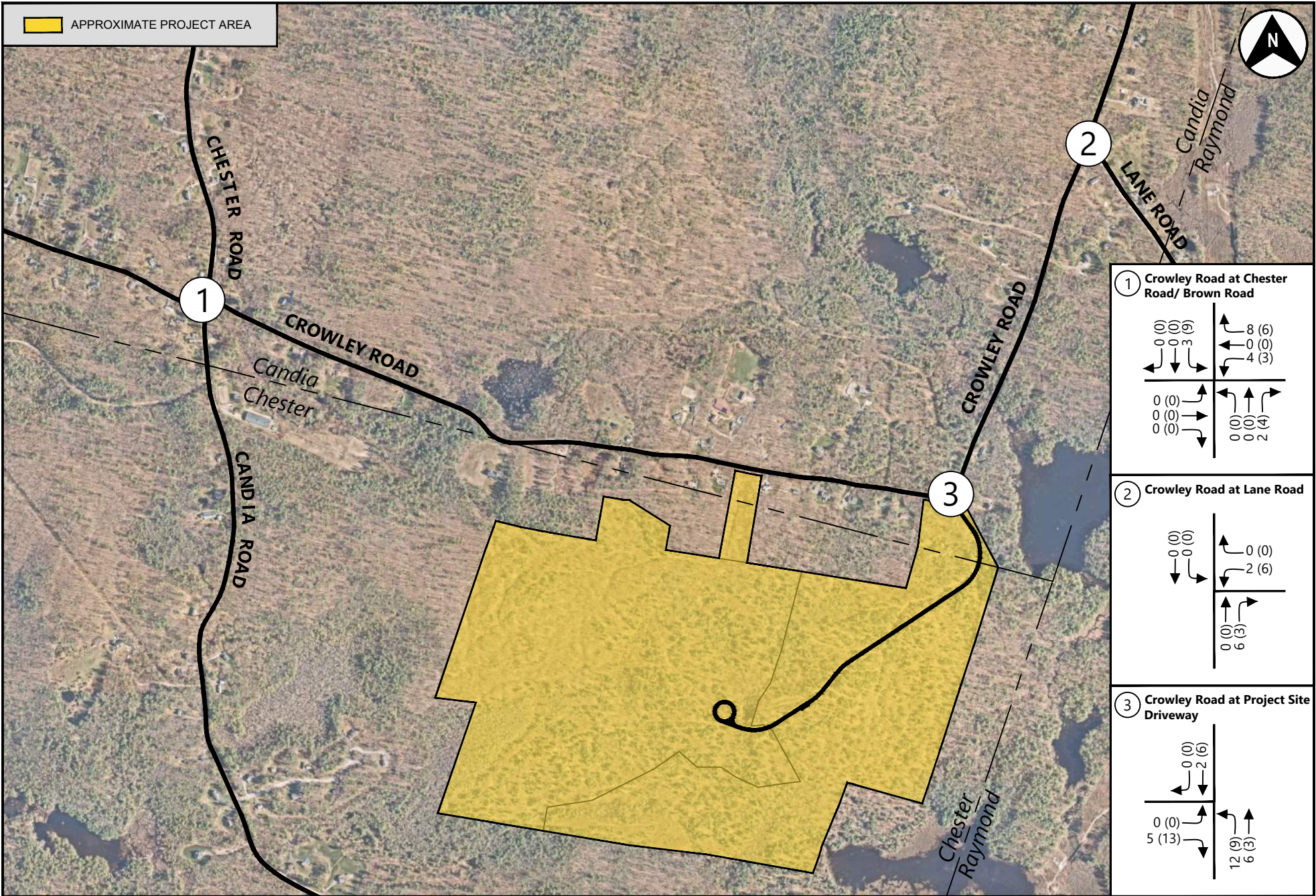


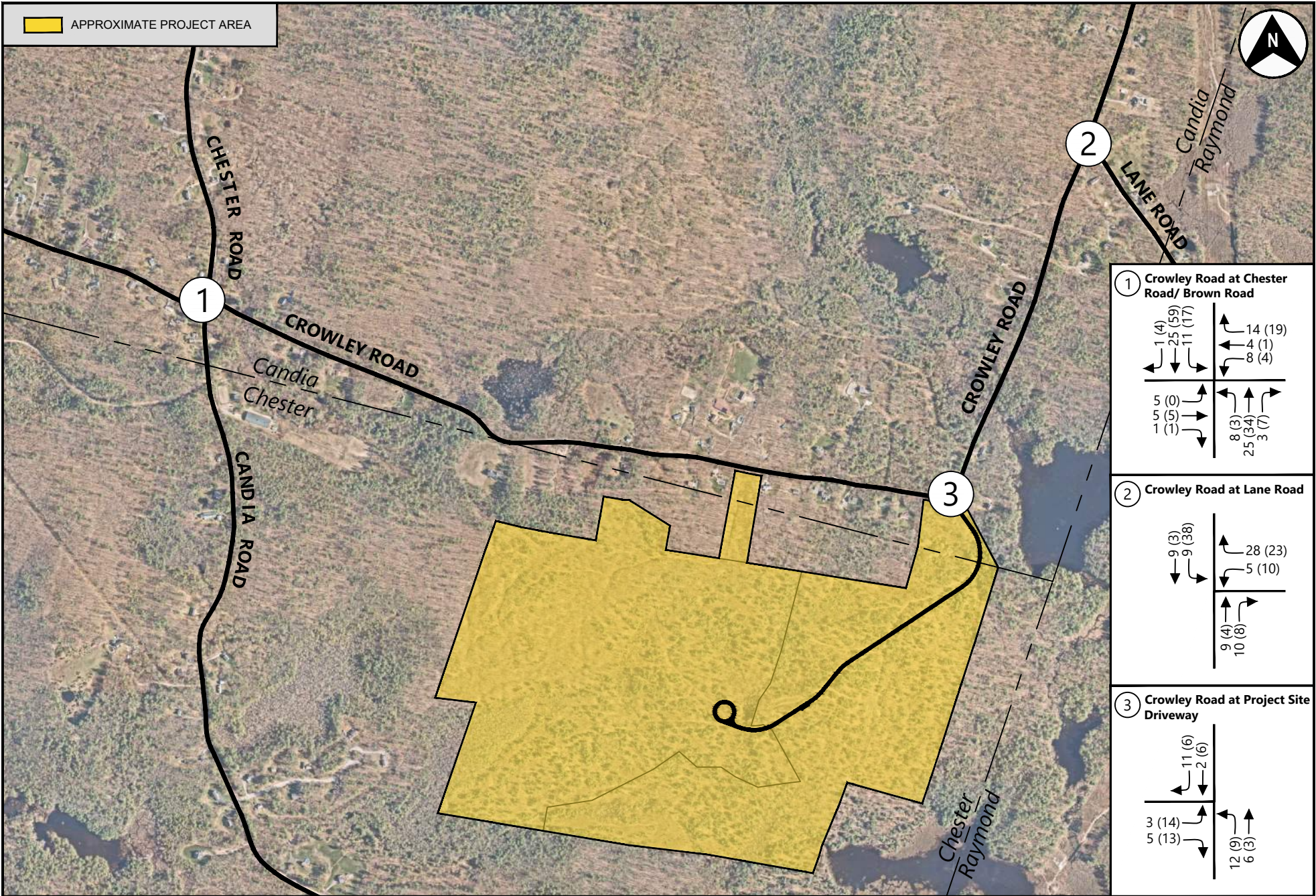




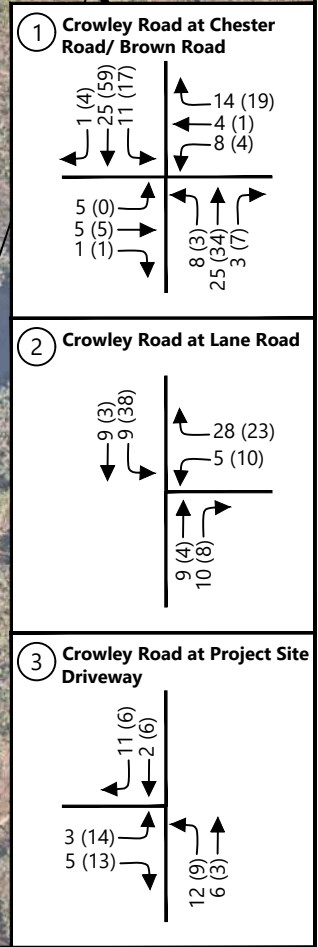






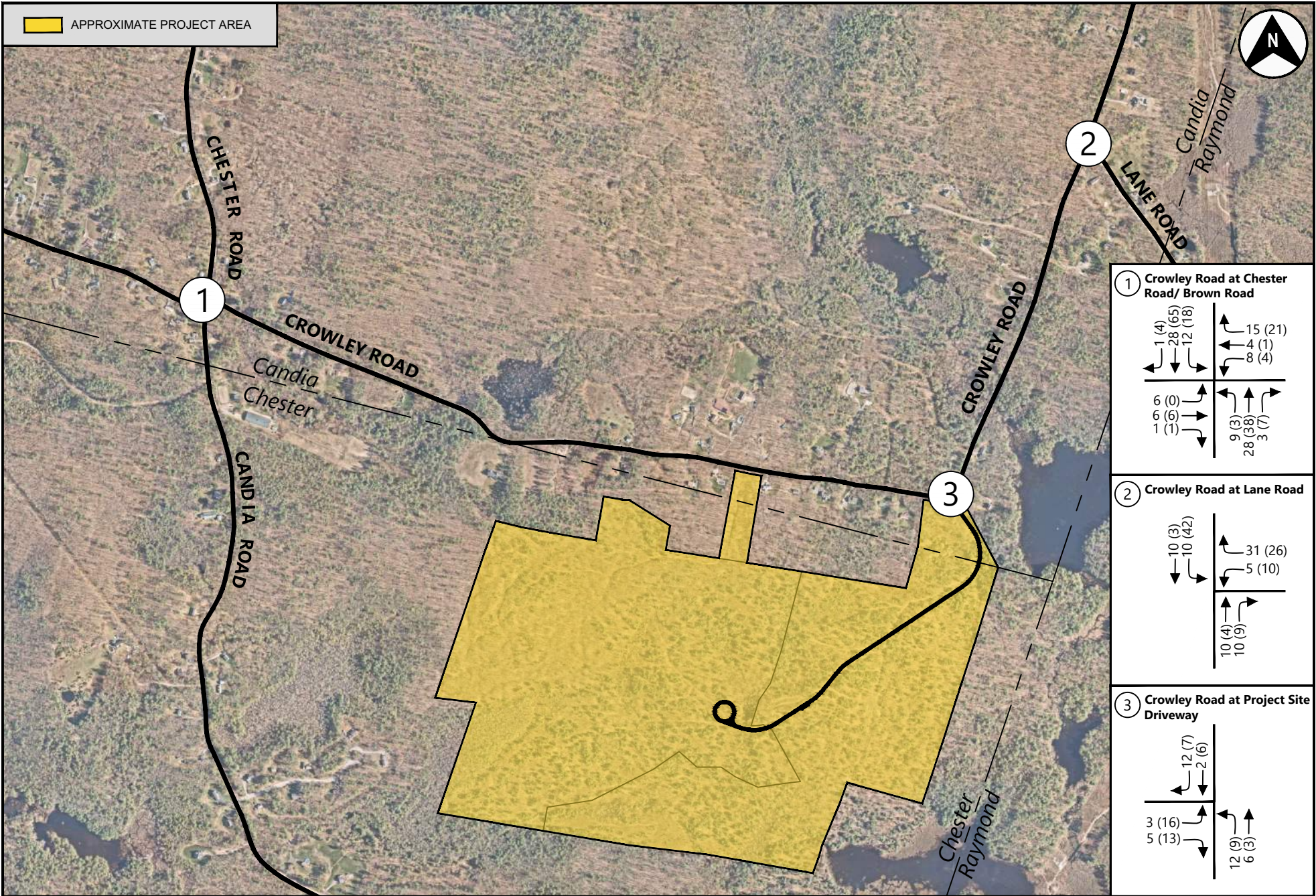


APPROXIMATE PROJECT AREA



Tanglewood Residential Subdivision
Candia/Chester, New Hampshire
2027 BUILD (WITH PROJECT) PEAK HOUR TRAFFIC VOLUMES

FIGURE 7

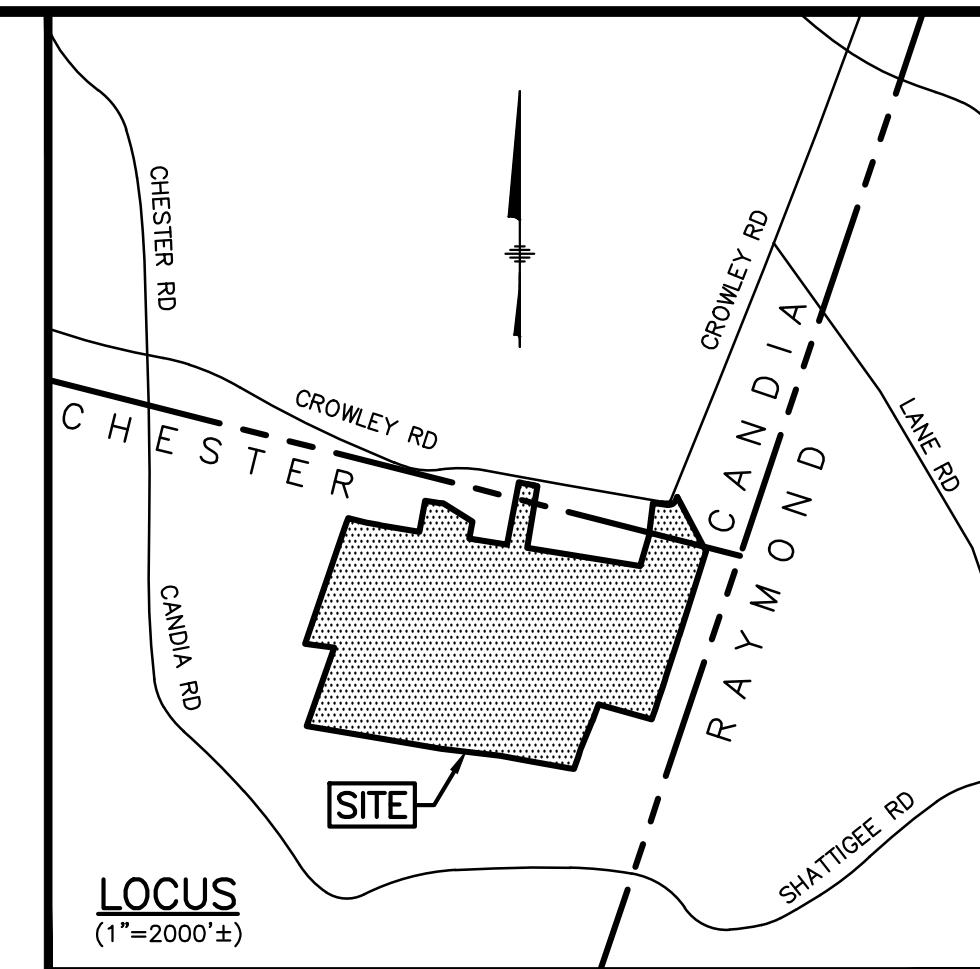


Appendix A
Project Site Plan

RESIDENTIAL SUBDIVISION

TANGLEWOOD

CANDIA & CHESTER, NH

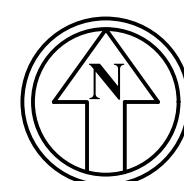
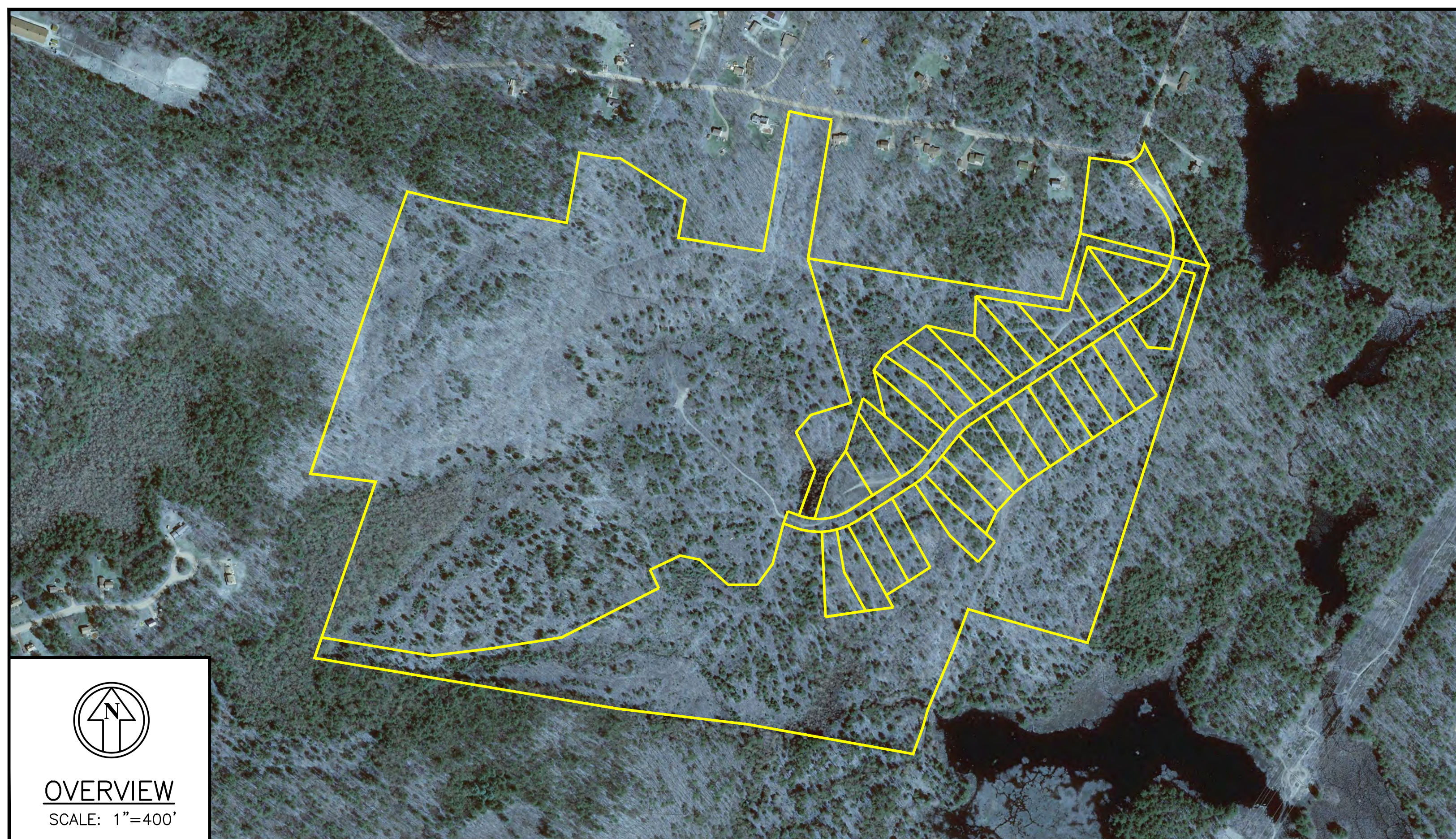


The Dubay Group, Inc.

136 Harvey Rd. Bldg B101
Londonderry, NH 03053
603-458-6462

Engineers
Planners
Surveyors

TheDubayGroup.com



OVERVIEW
SCALE: 1"=400'

SHEET INDEX

1	TITLE SHEET
2	EXISTING CONDITIONS PLAN
3	SITE SPECIFIC SOILS PLAN
4	BOUNDARY PLAN
5-8	SUBDIVISION PLANS
9-12	TOPOGRAPHIC SUBDIVISION PLANS
13	GRADING & DRAINAGE OVERVIEW PLAN
14-16	GRADING, DRAINAGE, & UTILITY PLANS
17-19	ROADWAY LAYOUT PLANS
20-22	PROFILE PLANS
23-25	EROSION CONTROL PLANS
26-32	SITE DETAILS
T1	TRUCK TURNING PLAN
OS1-OS6	OFFSITE IMPROVEMENT PLANS

NOTES

THE SUBDIVISION REGULATIONS OF THE TOWN OF CANDIA AND NOTICE OF ACTION WITHIN 90 DAYS ARE A PART OF THIS PLAT, AND APPROVAL OF THE PLAT REQUIRES THE COMPLETION OF ALL THE REQUIREMENTS OF SAID SUBDIVISION REGULATIONS, ACCEPTING ONLY ANY RELAXATION OF REQUIREMENTS GRANTED IN WRITING BY THE BOARD.

IN CHESTER MAP 11 LOTS 57 & 59 ARE TOWN OWNED LAND & MAP 11 LOT 31 IS CONSERVATION LAND

DATE RECORDED _____ RCRD# _____

APPROVED BY THE CANDIA, NH

PLANNING BOARD ON: _____

CERTIFIED BY: _____

CHAIRMAN _____

SECRETARY _____

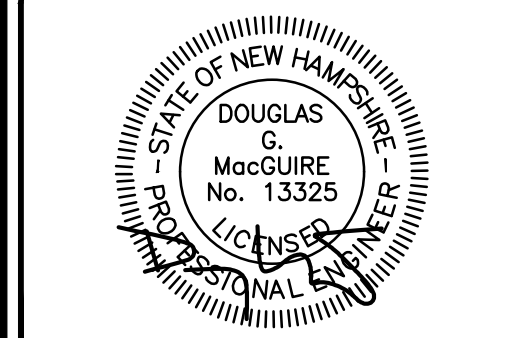
OTHER MEMBER _____

OTHER MEMBER _____

OTHER MEMBER _____

OTHER MEMBER _____

OTHER MEMBER _____



REVISIONS:			
REV.	DATE	COMMENT	BY:
1	7/16/25	TOWN REVIEW	SJK
2	12/11/25	CANDIA PRELIMINARY SUBMISSION	JGC
3	12/17/25	PER CANDIA COMMENTS	JGC
4	3/24/26	OFFSITE IMPROVEMENTS	SJK

DRAWN BY: SJK
CHECKED BY: DGM
DATE: APRIL 30, 2025
SCALE:
FILE: 738-COVER
DEED REF: 5800-2566

PROJECT:
TANGLEWOOD
CANDIA TAX MAP 414
LOTS 152 & 152-10
CHESTER TAX MAP 11
LOTS 30 & 30-7
CROWLEY ROAD
CANDIA & CHESTER NH
FOR/OWNER _____

DAR BUILDERS, LLC
722 E. INDUSTRIAL
PARK DRIVE
UNIT 17
MANCHESTER, NH 03109

SHEET TITLE:
TITLE SHEET

REQUIRED PERMITS	PERMIT #	DATE
1) NHDES SUBDIVISION PERMIT	_____	_____
2) NHDES ALTERATION OF TERRAIN PERMIT	_____	_____
3) NHDES WETLAND PERMIT	_____	_____

OWNER'S SIGNATURE

DAR BUILDERS, LLC
722 EAST INDUSTRIAL PARK DRIVE UNIT 17
MANCHESTER, NH 03109

APPROVED BY THE CHESTER PLANNING BOARD ON

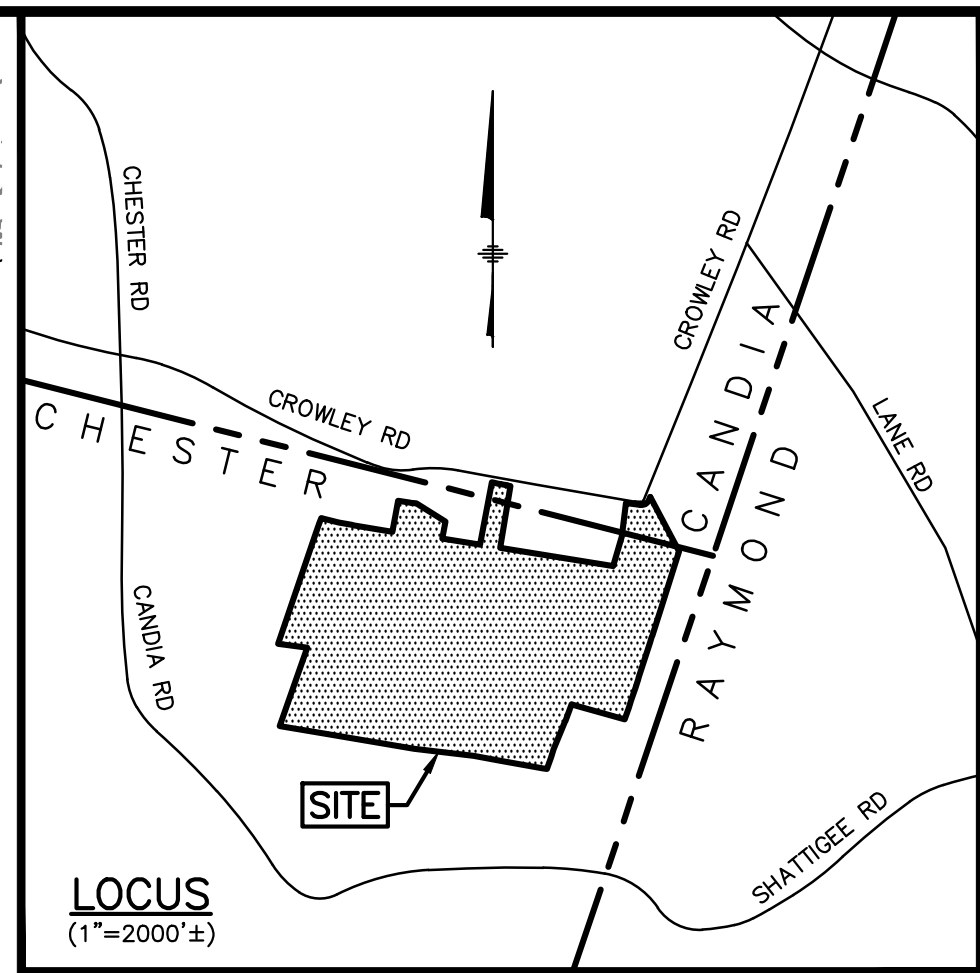
DATE

CHAIRMAN



The Dubai Group, Inc.
136 Harvey Rd. Bldg B101
Londonderry, NH 03053
603-458-6462

Engineers
Planners
Surveyors
TheDubayGroup.com



NOTES:

1. THE INTENT OF THIS PLAN IS TO SHOW THE EXISTING SITE CONDITIONS OF CANDIA MAP 414 LOTS 152 & 152-10 AND CHESTER MAP 11 LOTS 30 & 30-7.
2. EXISTING FEATURES SHOWN HEREON ARE BASED ON A COMBINATION OF INFORMATION TAKEN FROM PLAN REFERENCE #1, LIDAR DATA DOWNLOADED FROM NOAA, OTHER RECORD PLANS, AND A PARTIAL FIELD SURVEY BY THIS OFFICE IN FEBRUARY AND MARCH, 2025.
3. THE BOUNDARY INFORMATION SHOWN HEREON IS BASED ON PLAN REFERENCE #1 AND A PARTIAL FIELD SURVEY PERFORMED BY THIS OFFICE IN FEBRUARY AND MARCH 2025.
4. THE HORIZONTAL DATUM IS BASED ON NAD83 PER GPS OBSERVATIONS PERFORMED BY THIS OFFICE ON MARCH 05, 2025.
5. THE VERTICAL DATUM IS BASED ON NAVD88 PER GPS OBSERVATIONS PERFORMED BY THIS OFFICE ON MARCH 05, 2025.
6. UNDERGROUND UTILITIES SHOWN HEREON ARE BASED ON RECORD DESIGN PLANS, DIG SAFE FLAGGING, AND/OR INFORMATION PROVIDED BY THE TOWN OF CANDIA & CHESTER, NH, AND ABOVE GROUND FEATURES LOCATED BY THIS OFFICE. SAID UNDERGROUND UTILITIES ARE NOT WARRANTED TO BE EXACT OR INCLUSIVE OF ALL EXISTING UTILITIES.
7. CANDIA MAP 414 LOTS 152 & 152-10 AND CHESTER MAP 11 LOT 30-7 ARE NOT LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA (100 YEAR FLOOD) PER FLOOD INSURANCE RATE MAP 33015C0170E, WITH AN EFFECTIVE DATE OF MAY 17, 2005 AND A SMALL PORTION OF CHESTER MAP 11 LOTS 30 IS LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA (100 YEAR FLOOD) PER FLOOD INSURANCE RATE MAP 33015C0170E, WITH AN EFFECTIVE DATE OF MAY 17, 2005.
8. REFER TO "NHEC ABANDONMENT OF RIGHT OF WAY" RECORDED IN BOOK 4693 PAGE 1920 THAT RELEASES EASEMENT RIGHTS ASSOCIATED WITH THE FORMER UTILITY LINE THAT ONCE CROSSED CHESTER MAP 11 LOT 30.
9. CANDIA MAP 414 LOT 152 IS ZONED RESIDENTIAL (R) PER THE TOWN OF CANDIA ZONING MAP:
MIN LOT SIZE: 3 AC.
MIN LOT FRONTAGE: 200 FT
MIN FRONT YARD: 50 FT
MIN SIDE YARD: 25 FT
MIN REAR YARD: 25 FT
CHESTER MAP 11 LOT 30 IS ZONED RESIDENTIAL (R-1) PER THE TOWN OF CHESTER ZONING MAP:
MIN LOT SIZE: 2 AC.
MIN LOT FRONTAGE: 290 FT
MIN FRONT YARD: 40 FT
MIN SIDE YARD: 25 FT
MIN REAR YARD: 25 FT
REFER TO THE TOWNS OF CANDIA & CHESTER ZONING ORDINANCE FOR ADDITIONAL INFORMATION AND RESTRICTIONS.

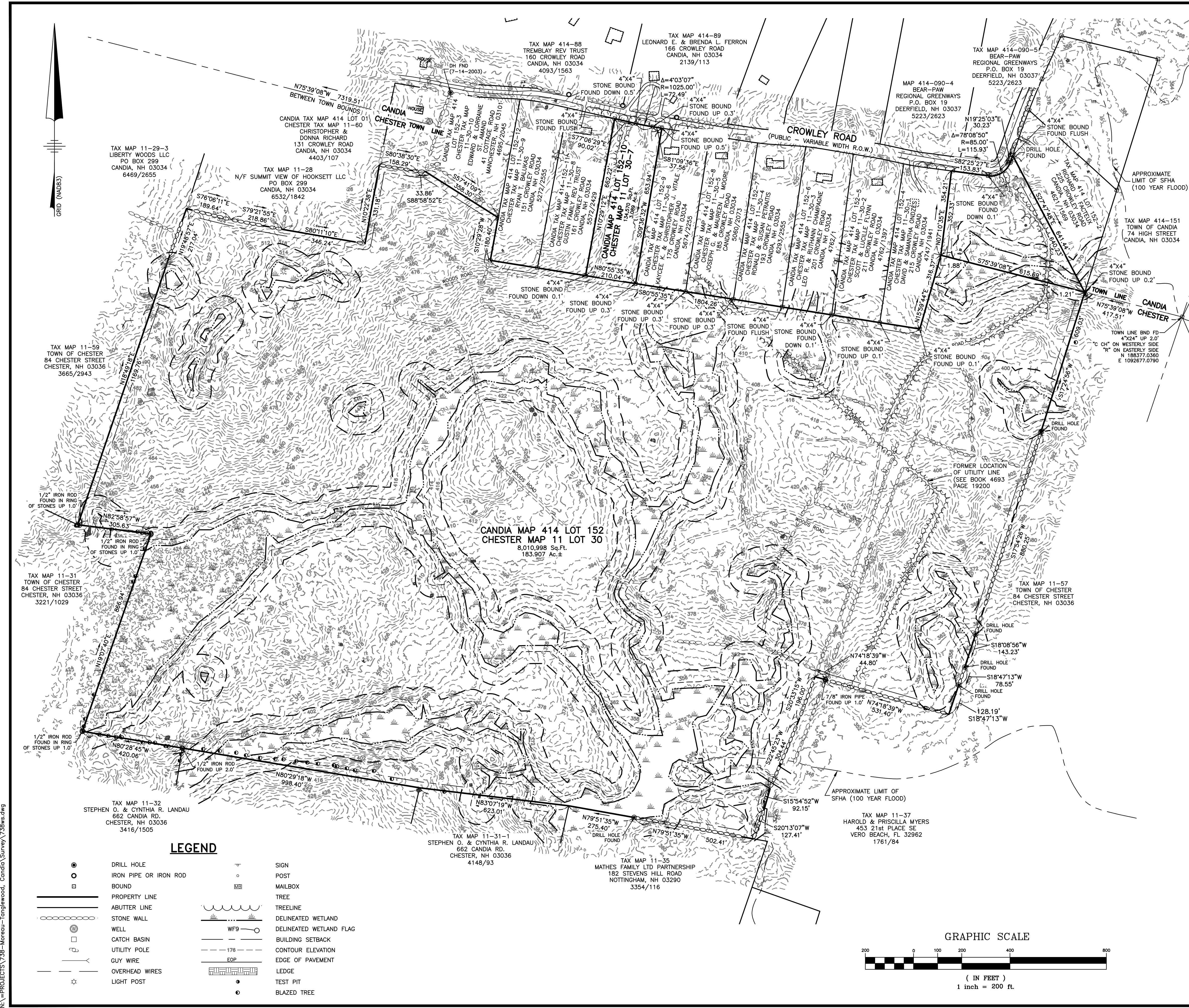
REVISIONS:			
REV.	DATE:	COMMENT:	BY:
1	7/16/25	TOWN REVIEW	SJK

DRAWN BY: DSJ
CHECKED BY: JAC
DATE: APRIL 30, 2025
SCALE: 1"=200'
FILE: 738ws
DEED REF: 5800-2566

PROJECT:
TANGLEWOOD
CANDIA TAX MAP 414
LOTS 152 & 152-10
CHESTER TAX MAP 11
LOTS 30 & 30-7
CROWLEY ROAD
CANDIA & CHESTER NH
FOR/OWNER

DAR BUILDERS, LLC
722 E. INDUSTRIAL
PARK DRIVE
UNIT 17
MANCHESTER, NH 03109

EXISTING CONDITIONS PLAN



REFERENCE PLANS:

1. "SUBDIVISION PLAN TANGLEWOOD CANDIA TAX MAP 414 LOTS 152 & 152-10 CHESTER TAX MAP 11 LOTS 30 & 30-7, CROWLEY ROAD, CANDIA & CHESTER, NH OWNER OF RECORD: DAR BUILDERS LLC, DATED 9/19/24, BY ERIC C. MITCHELL & ASSOC., INC.
2. ROCKINGHAM COUNTY REGISTRY OF DEEDS (R.C.R.D.) PLAN D 27318
3. R.C.R.D. PLAN D-33026

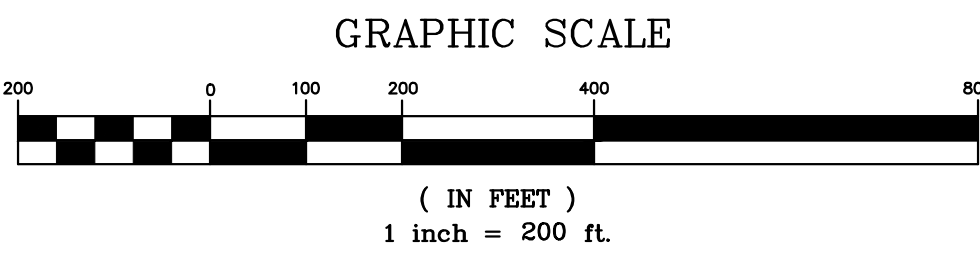
CERTIFICATION:
I CERTIFY THAT THIS SURVEY AND PLAN WAS PREPARED BY ME OR THOSE UNDER MY DIRECT SUPERVISION AND THAT THIS PLAN IS THE RESULT OF A PARTIAL FIELD SURVEY MADE ON THE GROUND DURING FEBRUARY 2025 AND PLAN REFERENCE NO. 3 WITH AN ERROR OF CLOSURE OF NOT MORE THAN ONE PART IN TEN THOUSAND.

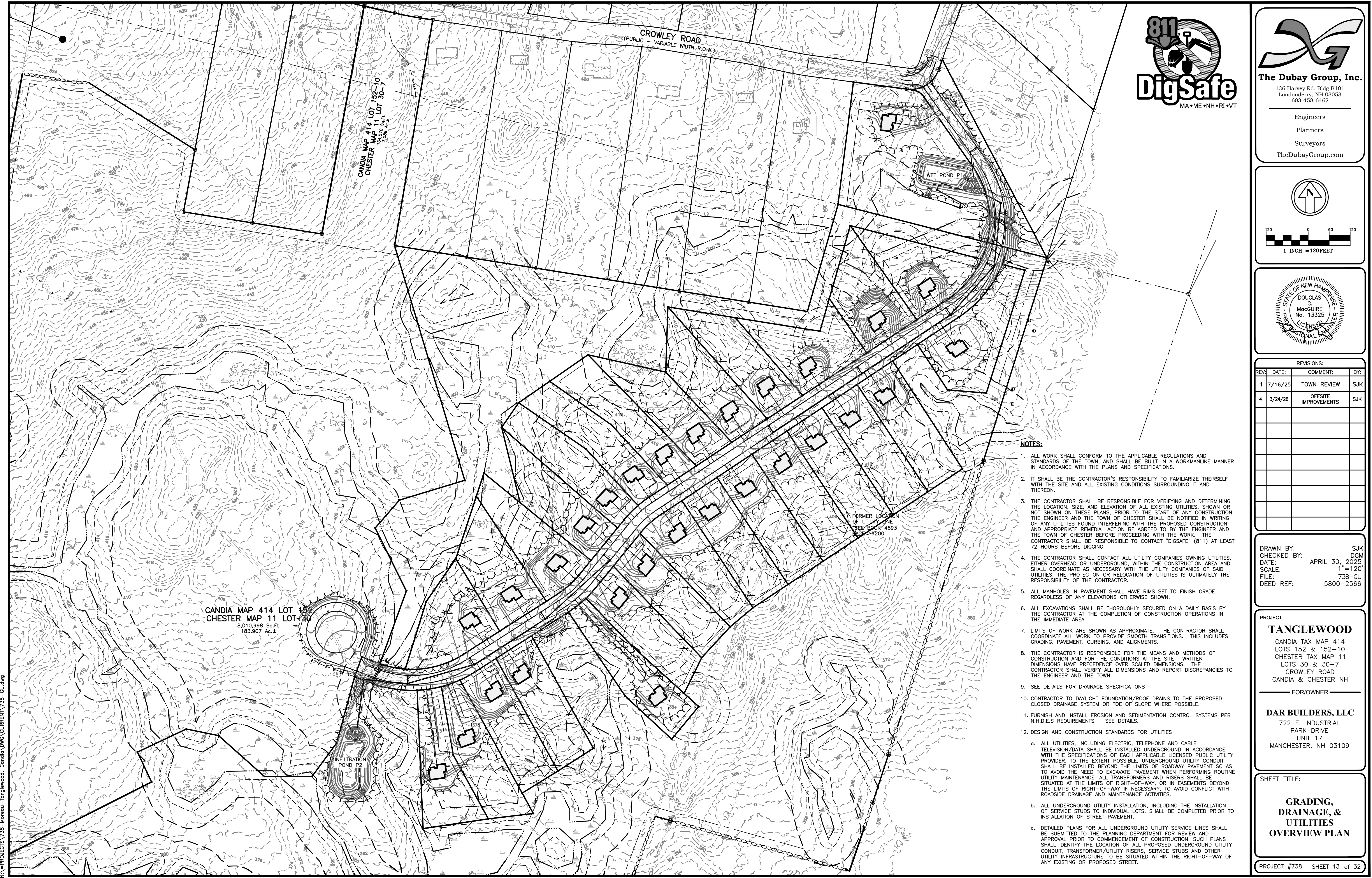
NO. 997
JOEL A. DONNOLLY
REGISTERED LAND SURVEYOR
7/16/2025

DATE

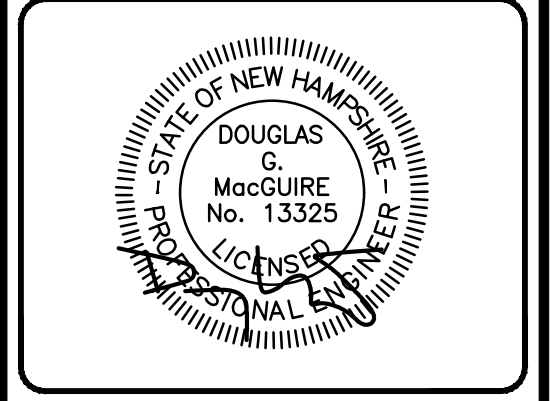
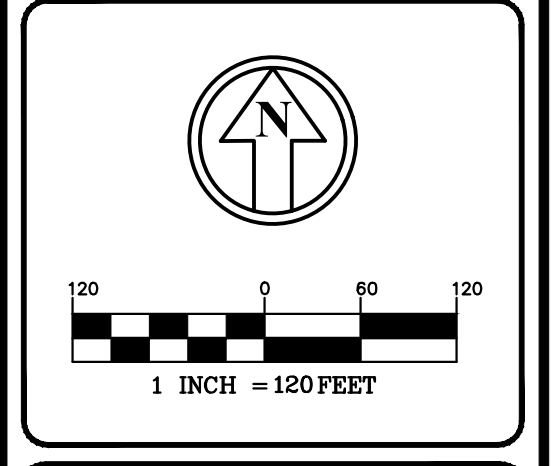
LEGEND

- | | | | |
|---|-----------------------|---|-------------------------|
| ● | DRILL HOLE | ▽ | SIGN |
| ○ | IRON PIPE OR IRON ROD | ○ | POST |
| □ | BOUND | ▣ | MAILBOX |
| — | PROPERTY LINE | — | TREE |
| — | ABUTTER LINE | — | TREELINE |
| — | STONE WALL | — | DELINEATED WETLAND |
| — | WELL | — | DELINEATED WETLAND FLAG |
| — | CATCH BASIN | — | BUILDING SETBACK |
| — | UTILITY POLE | — | CONTOUR ELEVATION |
| — | GUY WIRE | — | EDGE OF PAVEMENT |
| — | OVERHEAD WIRES | — | LEDGE |
| ☆ | LIGHT POST | ● | TEST PIT |
| | | ● | BLAZED TREE |





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Planners
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REVISIONS:			
REV.	DATE	COMMENT	BY
1	7/16/25	TOWN REVIEW	SJK
4	3/24/26	OFFSITE IMPROVEMENTS	SJK

DRAWN BY: SJK
CHECKED BY: DGM
DATE: APRIL 30, 2025
SCALE: 1"=120'
FILE: 738-GU
DEED REF: 5800-2566

PROJECT:
TANGLEWOOD
CANDIA TAX MAP 414
LOTS 152 & 152-10
CHESTER TAX MAP 11
LOTS 30 & 30-7
CROWLEY ROAD
CANDIA & CHESTER NH
FOR/OWNER
DAR BUILDERS, LLC
722 E. INDUSTRIAL
PARK DRIVE
UNIT 17
MANCHESTER, NH 03109

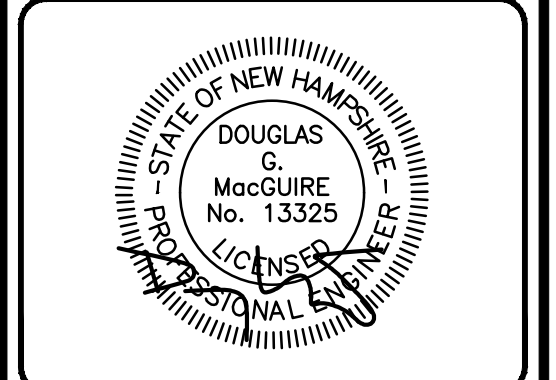
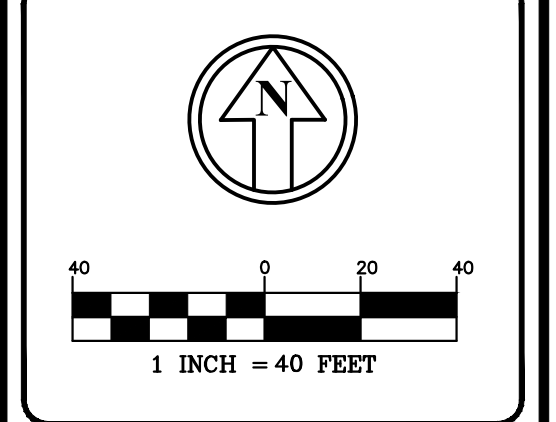
SHEET TITLE:
**GRADING,
DRAINAGE, &
UTILITIES
OVERVIEW PLAN**

- NOTES:**
- ALL WORK SHALL CONFORM TO THE APPLICABLE REGULATIONS AND STANDARDS OF THE TOWN, AND SHALL BE BUILT IN A WORKMANLIKE MANNER IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS.
 - IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FAMILIARIZE THEIRSELF WITH THE SITE AND ALL EXISTING CONDITIONS SURROUNDING IT AND THEREON.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING AND DETERMINING THE LOCATION, SIZE, AND ELEVATION OF ALL EXISTING UTILITIES, SHOWN OR NOT SHOWN ON THESE PLANS. PRIOR TO THE START OF ANY CONSTRUCTION, THE ENGINEER AND THE TOWN OF CHESTER SHALL BE NOTIFIED IN WRITING OF ANY UTILITIES FOUND INTERFERING WITH THE PROPOSED CONSTRUCTION AND APPROPRIATE REMEDIAL ACTION BE AGREED TO BY THE ENGINEER AND THE TOWN OF CHESTER BEFORE PROCEEDING WITH THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE TO CONTACT "DIGSAFE" (811) AT LEAST 72 HOURS BEFORE DIGGING.
 - THE CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES OWNING UTILITIES, EITHER OVERHEAD OR UNDERGROUND, WITHIN THE CONSTRUCTION AREA AND SHALL COORDINATE AS NECESSARY WITH THE UTILITY COMPANIES OF SAID UTILITIES. THE PROTECTION OR RELOCATION OF UTILITIES IS ULTIMATELY THE RESPONSIBILITY OF THE CONTRACTOR.
 - ALL MANHOLES IN PAVEMENT SHALL HAVE RIMS SET TO FINISH GRADE REGARDLESS OF ANY ELEVATIONS OTHERWISE SHOWN.
 - ALL EXCAVATIONS SHALL BE THOROUGHLY SECURED ON A DAILY BASIS BY THE CONTRACTOR AT THE COMPLETION OF CONSTRUCTION OPERATIONS IN THE IMMEDIATE AREA.
 - LIMITS OF WORK ARE SHOWN AS APPROXIMATE. THE CONTRACTOR SHALL COORDINATE ALL WORK TO PROVIDE SMOOTH TRANSITIONS. THIS INCLUDES GRADING, PAVEMENT, CURBING, AND ALIGNMENTS.
 - THE CONTRACTOR IS RESPONSIBLE FOR THE MEANS AND METHODS OF CONSTRUCTION AND FOR THE CONDITIONS AT THE SITE. WRITTEN DIMENSIONS HAVE PRECEDENCE OVER SCALED DIMENSIONS. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND REPORT DISCREPANCIES TO THE ENGINEER AND THE TOWN.
 - SEE DETAILS FOR DRAINAGE SPECIFICATIONS
 - CONTRACTOR TO DAYLIGHT FOUNDATION/ROOF DRAINS TO THE PROPOSED CLOSED DRAINAGE SYSTEM OR TOE OF SLOPE WHERE POSSIBLE.
 - FURNISH AND INSTALL EROSION AND SEDIMENTATION CONTROL SYSTEMS PER N.H.D.E.S REQUIREMENTS - SEE DETAILS.
 - DESIGN AND CONSTRUCTION STANDARDS FOR UTILITIES
 - ALL UTILITIES, INCLUDING ELECTRIC, TELEPHONE AND CABLE TELEVISION/DATA SHALL BE INSTALLED UNDERGROUND IN ACCORDANCE WITH THE SPECIFICATIONS OF EACH APPLICABLE LICENSED PUBLIC UTILITY PROVIDER. TO THE EXTENT POSSIBLE, UNDERGROUND UTILITY CONDUIT SHALL BE INSTALLED BEYOND THE LIMITS OF ROADWAY PAVEMENT SO AS TO AVOID THE NEED TO EXCAVATE PAVEMENT WHEN PERFORMING ROUTINE UTILITY MAINTENANCE. ALL TRANSFORMERS AND RISERS SHALL BE SITUATED AT THE LIMITS OF RIGHT-OF-WAY, OR IN EASEMENTS BEYOND THE LIMITS OF RIGHT-OF-WAY IF NECESSARY, TO AVOID CONFLICT WITH ROADSIDE DRAINAGE AND MAINTENANCE ACTIVITIES.
 - ALL UNDERGROUND UTILITY INSTALLATION, INCLUDING THE INSTALLATION OF SERVICE STUBS TO INDIVIDUAL LOTS, SHALL BE COMPLETED PRIOR TO INSTALLATION OF STREET PAVEMENT.
 - DETAILED PLANS FOR ALL UNDERGROUND UTILITY SERVICE LINES SHALL BE SUBMITTED TO THE PLANNING DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO COMMENCEMENT OF CONSTRUCTION. SUCH PLANS SHALL IDENTIFY THE LOCATION OF ALL PROPOSED UNDERGROUND UTILITY CONDUIT, TRANSFORMER/UTILITY RISERS, SERVICE STUBS AND OTHER UTILITY INFRASTRUCTURE TO BE SITUATED WITHIN THE RIGHT-OF-WAY OF ANY EXISTING OR PROPOSED STREET.



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 Londonderry, NH 03053
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 Planners
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REVISIONS:			
REV.	DATE	COMMENT	BY
1	7/16/25	TOWN REVIEW	SJK
4	3/24/26	OFFSITE IMPROVEMENTS	SJK

DRAWN BY: SJK
 CHECKED BY: DGM
 DATE: APRIL 30, 2025
 SCALE: 1"=40'
 FILE: 738-GU
 DEED REF: 5800-2566

PROJECT:
TANGLEWOOD
 CANDIA TAX MAP 414
 LOTS 152 & 152-10
 CHESTER TAX MAP 11
 LOTS 30 & 30-7
 CROWLEY ROAD
 CANDIA & CHESTER NH
 FOROWNER

DAR BUILDERS, LLC
 722 E. INDUSTRIAL
 PARK DRIVE
 UNIT 17
 MANCHESTER, NH 03109

SHEET TITLE:
**GRADING,
 DRAINAGE, &
 UTILITIES PLAN - A**
 PROJECT #738 SHEET 14 of 32



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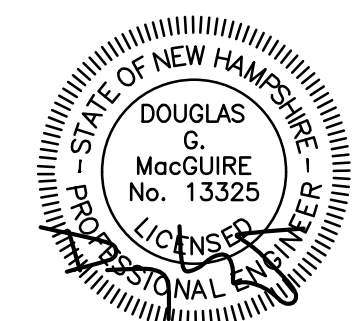
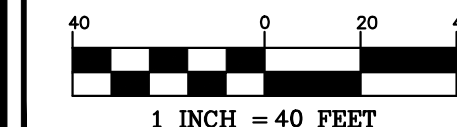
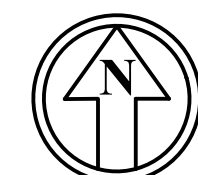
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REVISIONS:

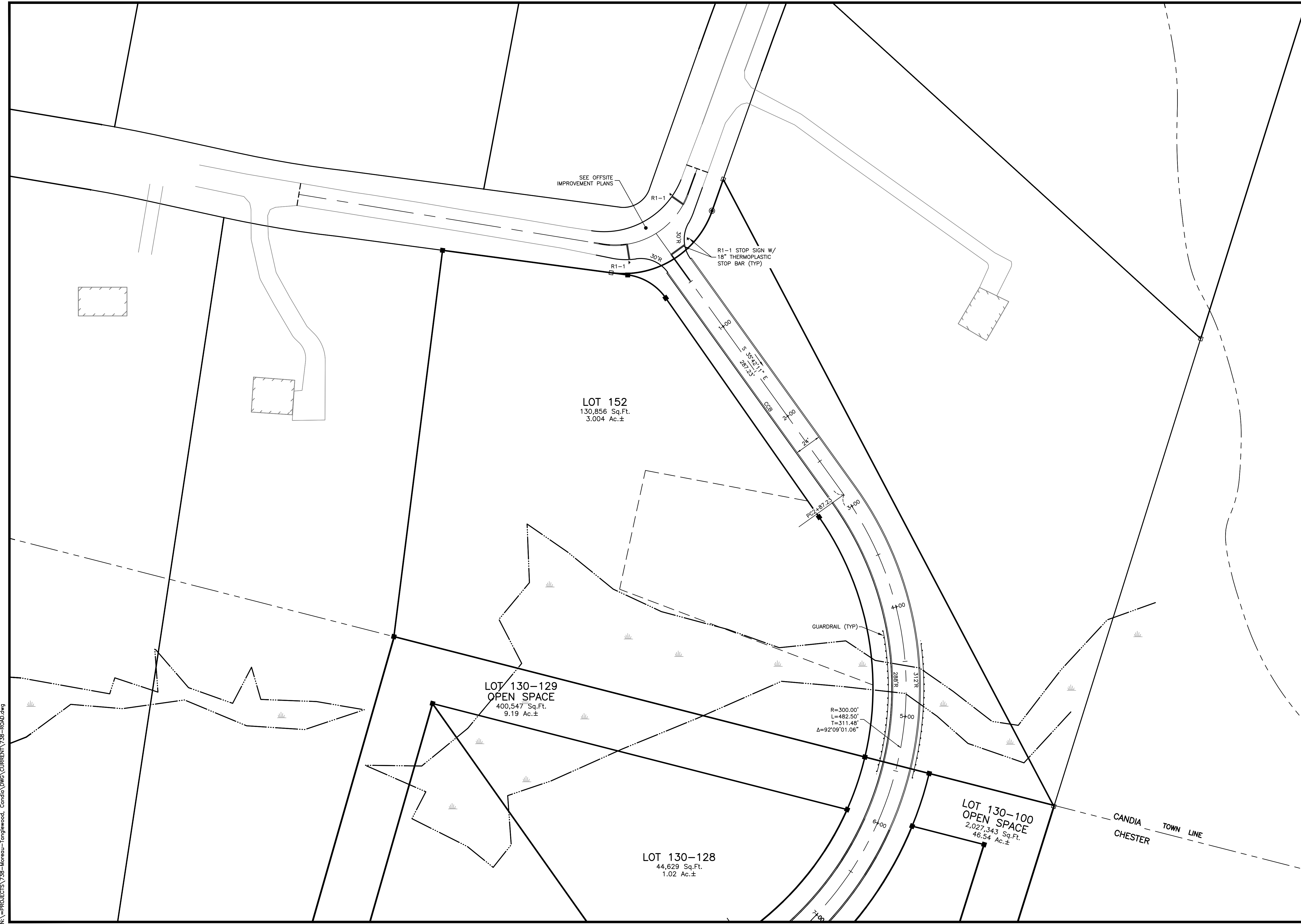
REV.	DATE:	COMMENT:	BY:
4	3/24/26	OFFSITE IMPROVEMENTS	SJK

DRAWN BY: SJK
 CHECKED BY: DGM
 DATE: APRIL 30, 2025
 SCALE: 1"=40'
 FILE: 738-ROAD
 DEED REF: 5800-2566

PROJECT:
TANGLEWOOD
 CANDIA TAX MAP 414
 LOTS 152 & 152-10
 CHESTER TAX MAP 11
 LOTS 30 & 30-7
 CROWLEY ROAD
 CANDIA & CHESTER NH
 FOROWNER

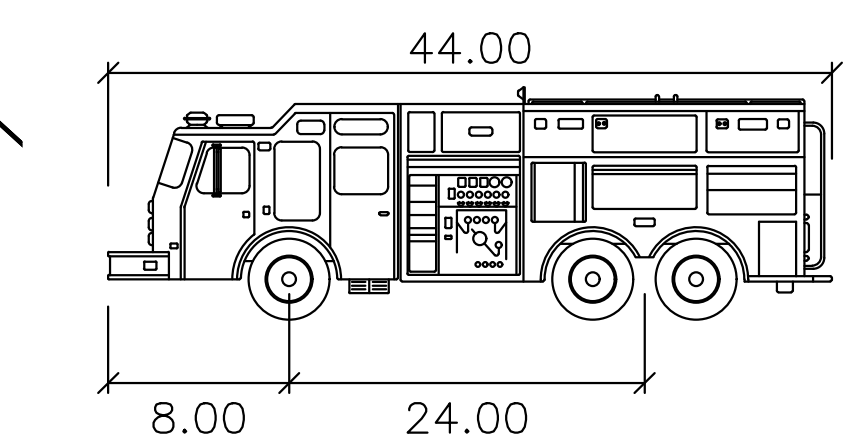
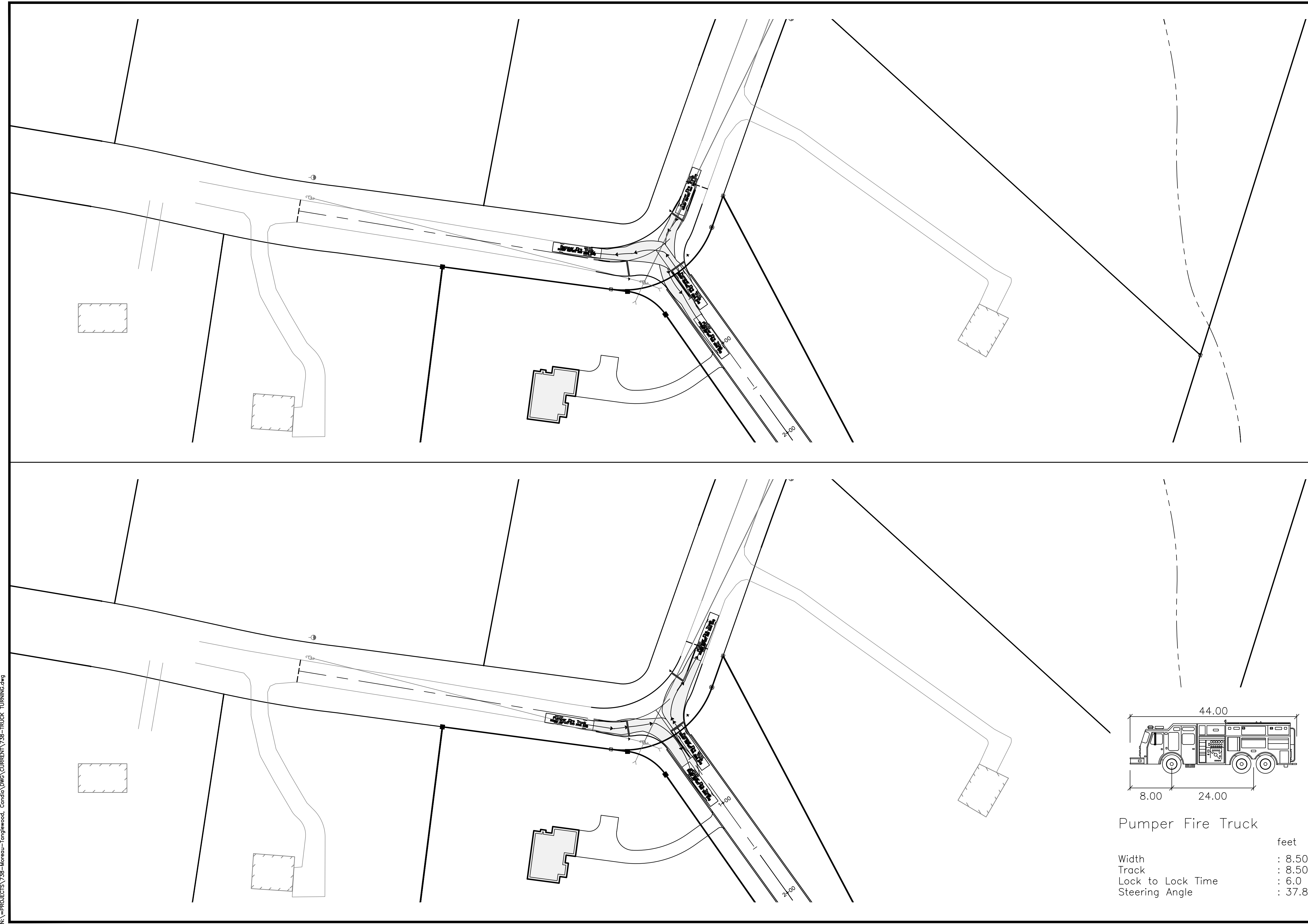
DAR BUILDERS, LLC
 722 E. INDUSTRIAL
 PARK DRIVE
 UNIT 17
 MANCHESTER, NH 03109

SHEET TITLE:
**ROADWAY
 LAYOUT PLAN - A**



N:\PROJECTS\738-Moreau-Tanglewood, Candia\DWG\CURRENT\738-ROAD.dwg

N:\PROJECTS\738-Moreau-Tanglewood_Candia\DWG\CURRENT\738-TRUCK TURNING.dwg



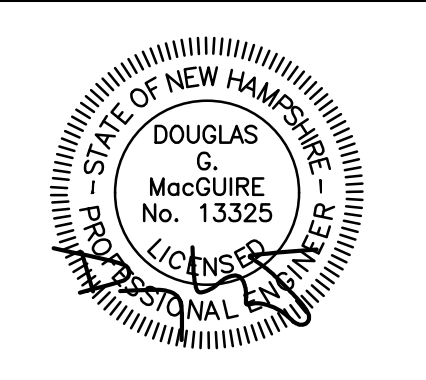
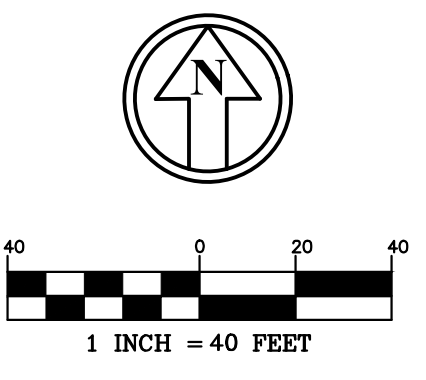
Pumper Fire Truck

	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 37.8



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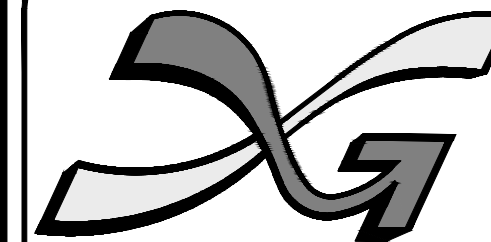


REVISIONS:			
REV.	DATE	COMMENT	BY
4	3/24/26	OFFSITE IMPROVEMENTS	SJK

DRAWN BY: JJC
 CHECKED BY: DGM
 DATE: DECEMBER 17, 2025
 SCALE: 1"=40'
 FILE: 738-TRUCK TURNING
 DEED REF: 5800-2566

PROJECT:
TANGLEWOOD
 CANDIA TAX MAP 414
 LOTS 152 & 152-10
 CHESTER TAX MAP 11
 LOTS 30 & 30-7
 CROWLEY ROAD
 CANDIA & CHESTER NH
 FOR/OWNER
DAR BUILDERS, LLC
 722 E. INDUSTRIAL
 PARK DRIVE
 UNIT 17
 MANCHESTER, NH 03109

SHEET TITLE:
TRUCK TURNING PLAN



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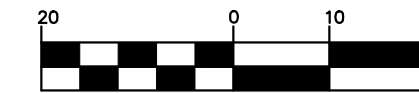
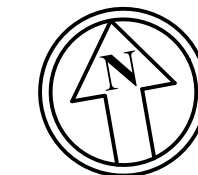
136 Harvey Rd. Bldg B101
Londonderry, NH 03053
603-458-6462

Engineers

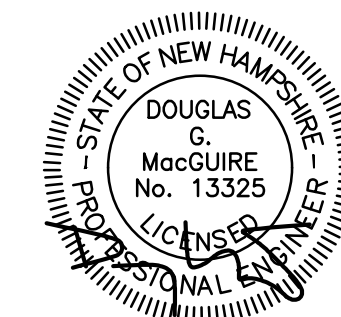
Planners

Surveyors

TheDubayGroup.com



1 INCH = 20 FEET



REVISIONS:

REV.	DATE:	COMMENT:	BY:

DRAWN BY: SJK
 CHECKED BY: DGM
 DATE: MARCH 24, 2026
 SCALE: 1"=20'
 FILE: 738-OFFSITE
 DEED REF: 5800-2566

PROJECT:

TANGLEWOOD

CANDIA TAX MAP 414
 LOTS 152 & 152-10
 CHESTER TAX MAP 11
 LOTS 30 & 30-7
 CROWLEY ROAD
 CANDIA & CHESTER NH

FOR/OWNER

DAR BUILDERS, LLC

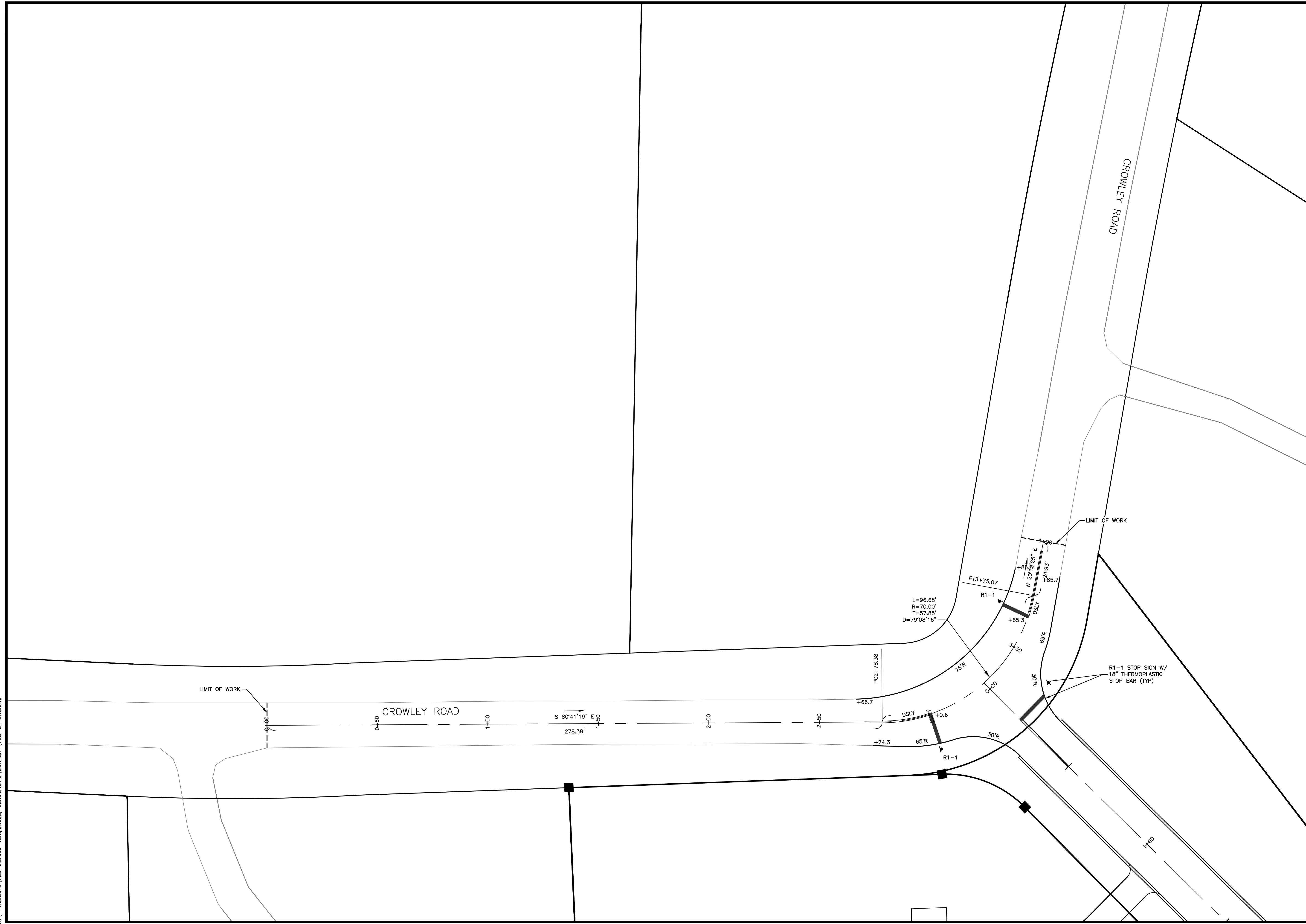
722 E. INDUSTRIAL
 PARK DRIVE
 UNIT 17
 MANCHESTER, NH 03109

SHEET TITLE:

**CROWLEY ROAD
LAYOUT PLAN**

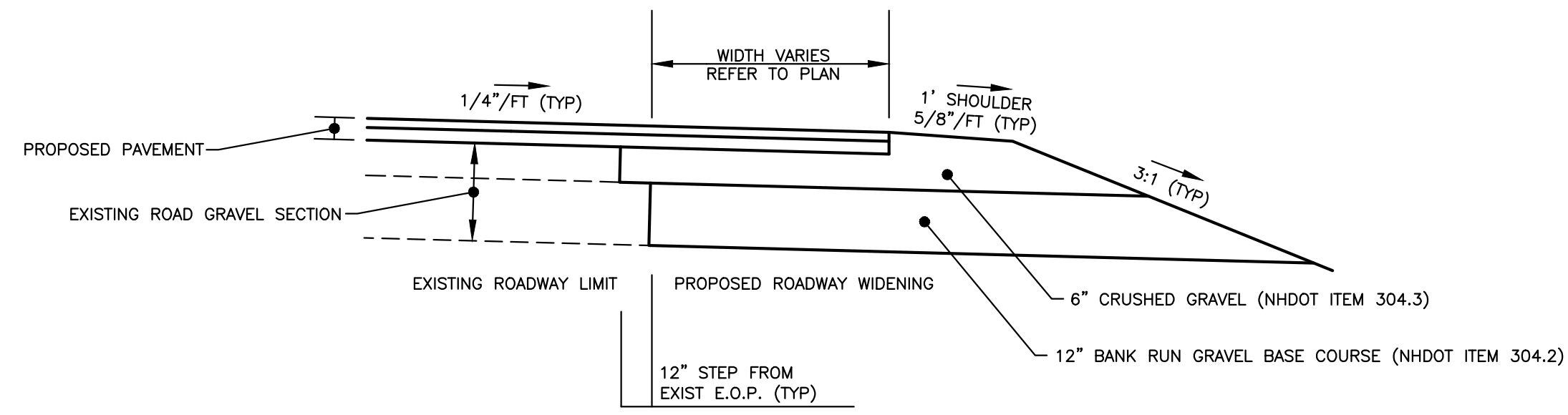
PROJECT #738 SHEET 051 of 056

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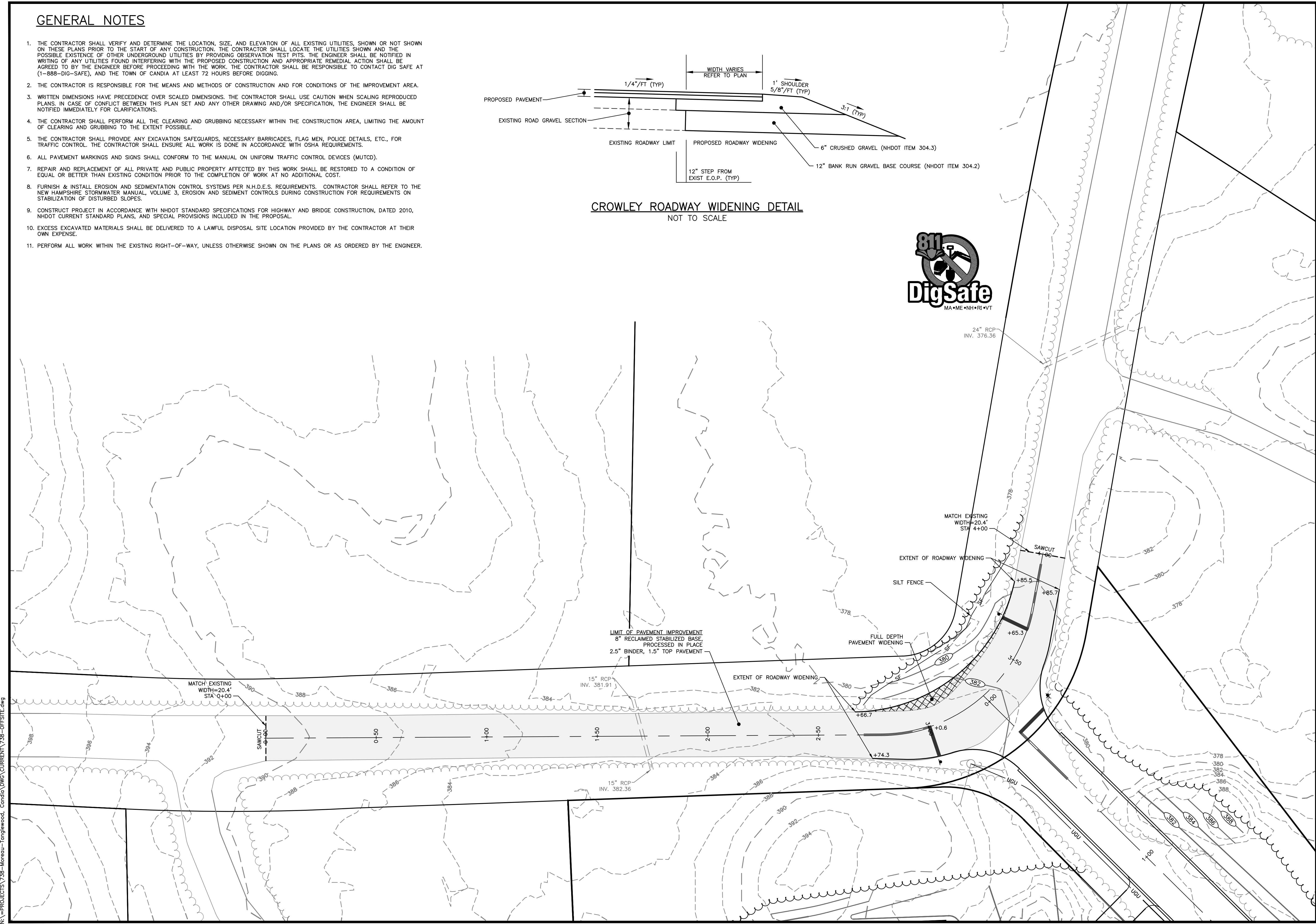


GENERAL NOTES

1. THE CONTRACTOR SHALL VERIFY AND DETERMINE THE LOCATION, SIZE, AND ELEVATION OF ALL EXISTING UTILITIES, SHOWN OR NOT SHOWN ON THESE PLANS PRIOR TO THE START OF ANY CONSTRUCTION. THE CONTRACTOR SHALL LOCATE THE UTILITIES SHOWN AND THE POSSIBLE EXISTENCE OF OTHER UNDERGROUND UTILITIES BY PROVIDING OBSERVATION TEST PITS. THE ENGINEER SHALL BE NOTIFIED IN WRITING OF ANY UTILITIES FOUND INTERFERING WITH THE PROPOSED CONSTRUCTION AND APPROPRIATE REMEDIAL ACTION SHALL BE AGREED TO BY THE ENGINEER BEFORE PROCEEDING WITH THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE TO CONTACT DIG SAFE AT (1-888-DIG-SAFE), AND THE TOWN OF CANDIA AT LEAST 72 HOURS BEFORE DIGGING.
2. THE CONTRACTOR IS RESPONSIBLE FOR THE MEANS AND METHODS OF CONSTRUCTION AND FOR CONDITIONS OF THE IMPROVEMENT AREA.
3. WRITTEN DIMENSIONS HAVE PRECEDENCE OVER SCALED DIMENSIONS. THE CONTRACTOR SHALL USE CAUTION WHEN SCALING REPRODUCED PLANS. IN CASE OF CONFLICT BETWEEN THIS PLAN SET AND ANY OTHER DRAWING AND/OR SPECIFICATION, THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY FOR CLARIFICATIONS.
4. THE CONTRACTOR SHALL PERFORM ALL THE CLEARING AND GRUBBING NECESSARY WITHIN THE CONSTRUCTION AREA, LIMITING THE AMOUNT OF CLEARING AND GRUBBING TO THE EXTENT POSSIBLE.
5. THE CONTRACTOR SHALL PROVIDE ANY EXCAVATION SAFEGUARDS, NECESSARY BARRICADES, FLAG MEN, POLICE DETAILS, ETC., FOR TRAFFIC CONTROL. THE CONTRACTOR SHALL ENSURE ALL WORK IS DONE IN ACCORDANCE WITH OSHA REQUIREMENTS.
6. ALL PAVEMENT MARKINGS AND SIGNS SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
7. REPAIR AND REPLACEMENT OF ALL PRIVATE AND PUBLIC PROPERTY AFFECTED BY THIS WORK SHALL BE RESTORED TO A CONDITION OF EQUAL OR BETTER THAN EXISTING CONDITION PRIOR TO THE COMPLETION OF WORK AT NO ADDITIONAL COST.
8. FURNISH & INSTALL EROSION AND SEDIMENTATION CONTROL SYSTEMS PER N.H.D.E.S. REQUIREMENTS. CONTRACTOR SHALL REFER TO THE NEW HAMPSHIRE STORMWATER MANUAL, VOLUME 3, EROSION AND SEDIMENT CONTROLS DURING CONSTRUCTION FOR REQUIREMENTS ON STABILIZATION OF DISTURBED SLOPES.
9. CONSTRUCT PROJECT IN ACCORDANCE WITH NHDOT STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, DATED 2010, NHDOT CURRENT STANDARD PLANS, AND SPECIAL PROVISIONS INCLUDED IN THE PROPOSAL.
10. EXCESS EXCAVATED MATERIALS SHALL BE DELIVERED TO A LAWFUL DISPOSAL SITE LOCATION PROVIDED BY THE CONTRACTOR AT THEIR OWN EXPENSE.
11. PERFORM ALL WORK WITHIN THE EXISTING RIGHT-OF-WAY, UNLESS OTHERWISE SHOWN ON THE PLANS OR AS ORDERED BY THE ENGINEER.



CROWLEY ROADWAY WIDENING DETAIL
NOT TO SCALE



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1 INCH = 20 FEET

REVISIONS:

REV.	DATE:	COMMENT:	BY:

DRAWN BY: SJK
CHECKED BY: DGM
DATE: MARCH 24, 2026
SCALE: 1"=20'
FILE: 738-OFFSITE
DEED REF: 5800-2566

PROJECT:
TANGLEWOOD
CANDIA TAX MAP 414
LOTS 152 & 152-10
CHESTER TAX MAP 11
LOTS 30 & 30-7
CROWLEY ROAD
CANDIA & CHESTER NH

FOR/OWNER
DAR BUILDERS, LLC
722 E. INDUSTRIAL
PARK DRIVE
UNIT 17
MANCHESTER, NH 03109

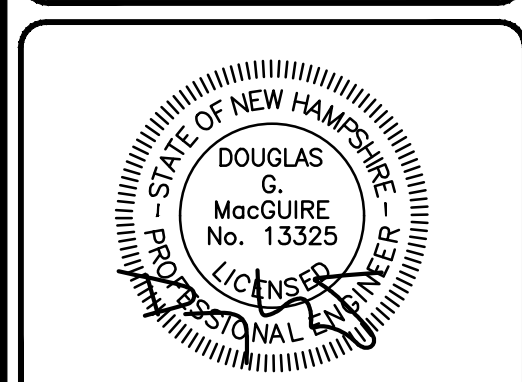
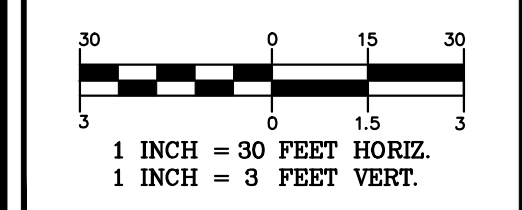
SHEET TITLE:
**CROWLEY ROAD
IMPROVEMENT
PLAN**

N:\PROJECTS\738-Moreau-Tanglewood, Candia\DWG\CURRENT\738-OFFSITE.dwg



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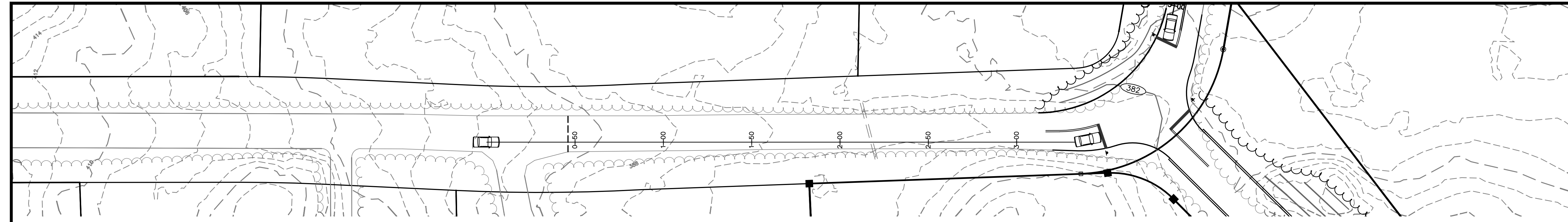


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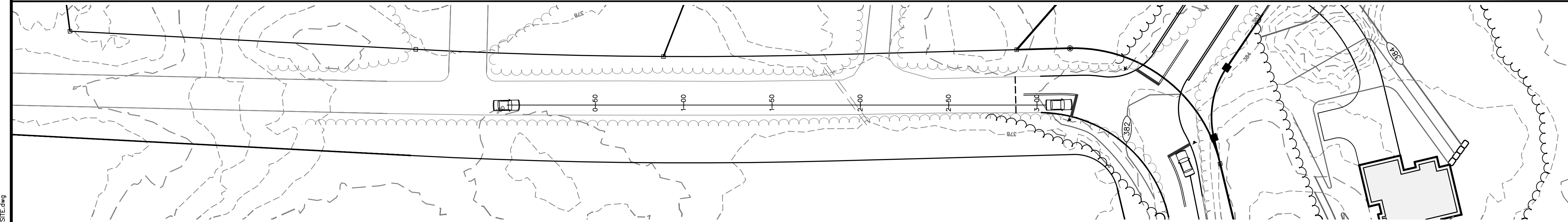
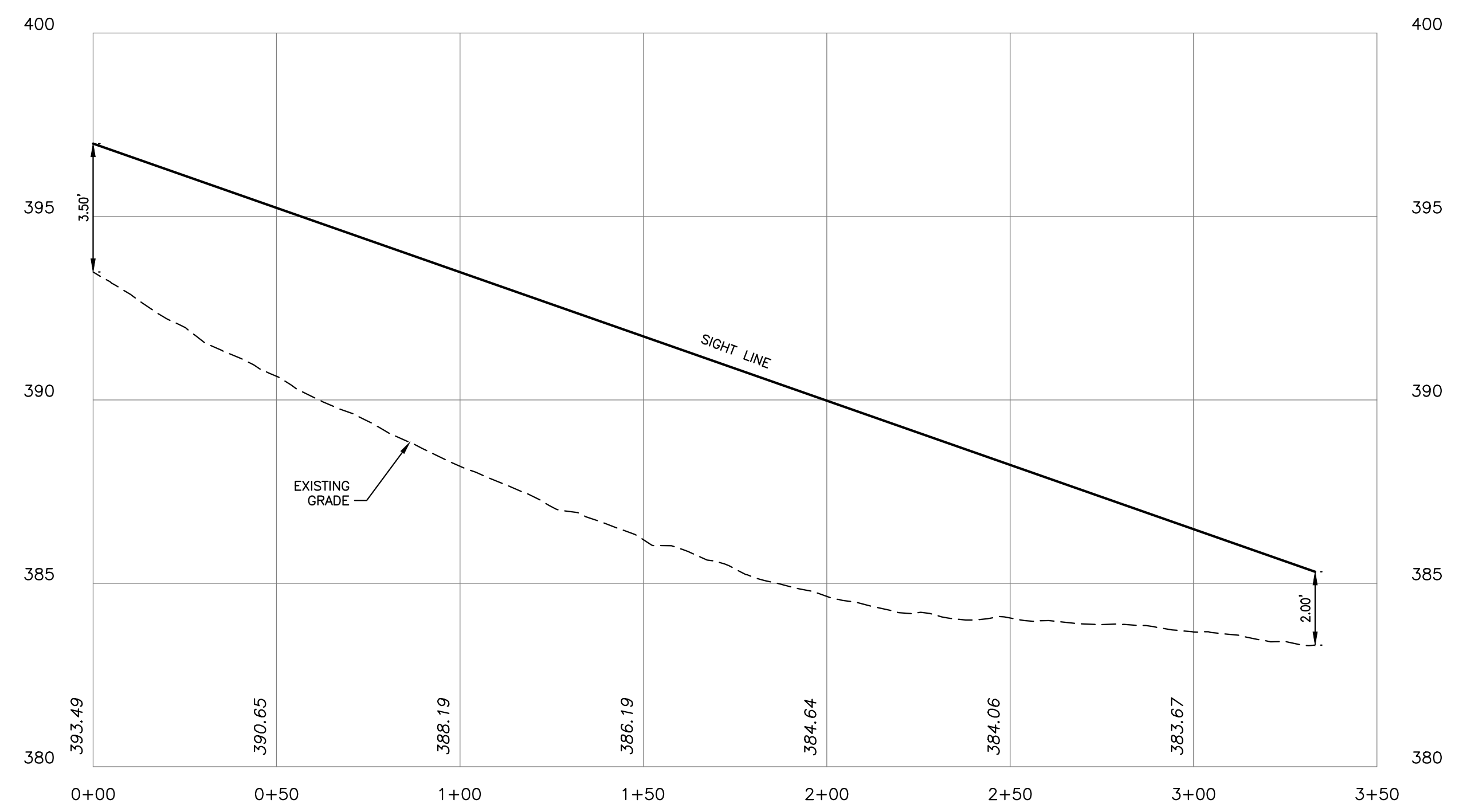
DRAWN BY: SJK
 CHECKED BY: DGM
 DATE: MARCH 24, 2026
 SCALE: H:1"=30', V:1"=3'
 FILE: 738-OFFSITE
 DEED REF: 5800-2566

PROJECT:
TANGLEWOOD
 CANDIA TAX MAP 414
 LOTS 152 & 152-10
 CHESTER TAX MAP 11
 LOTS 30 & 30-7
 CROWLEY ROAD
 CANDIA & CHESTER NH
 FOR/OWNER
DAR BUILDERS, LLC
 722 E. INDUSTRIAL
 PARK DRIVE
 UNIT 17
 MANCHESTER, NH 03109

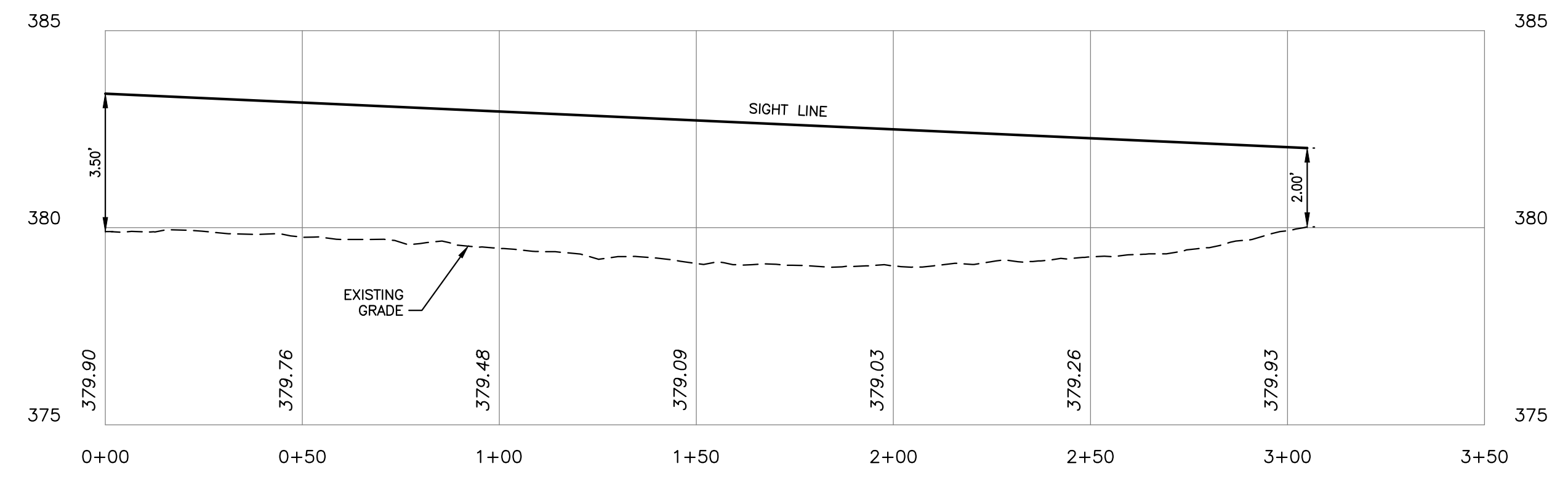
SHEET TITLE:
STOPPING SIGHT DISTANCE PLAN
 PROJECT #738 SHEET 053 of 056



6% DOWNGRADE ROADWAY: 333' STOPPING SIGHT DISTANCE



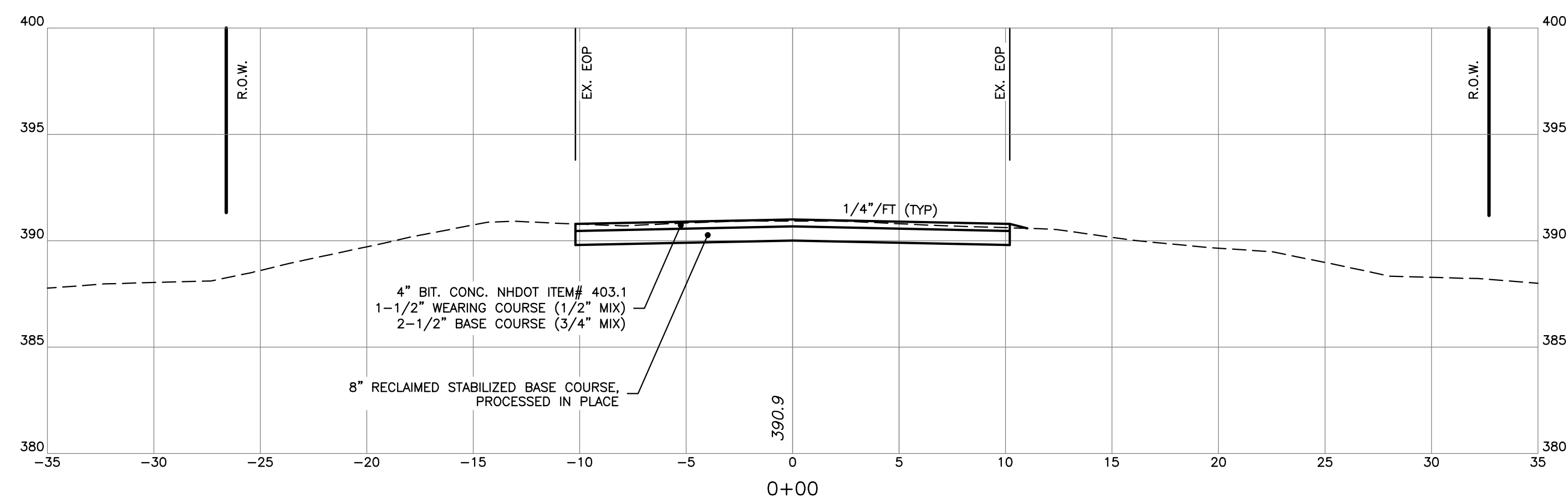
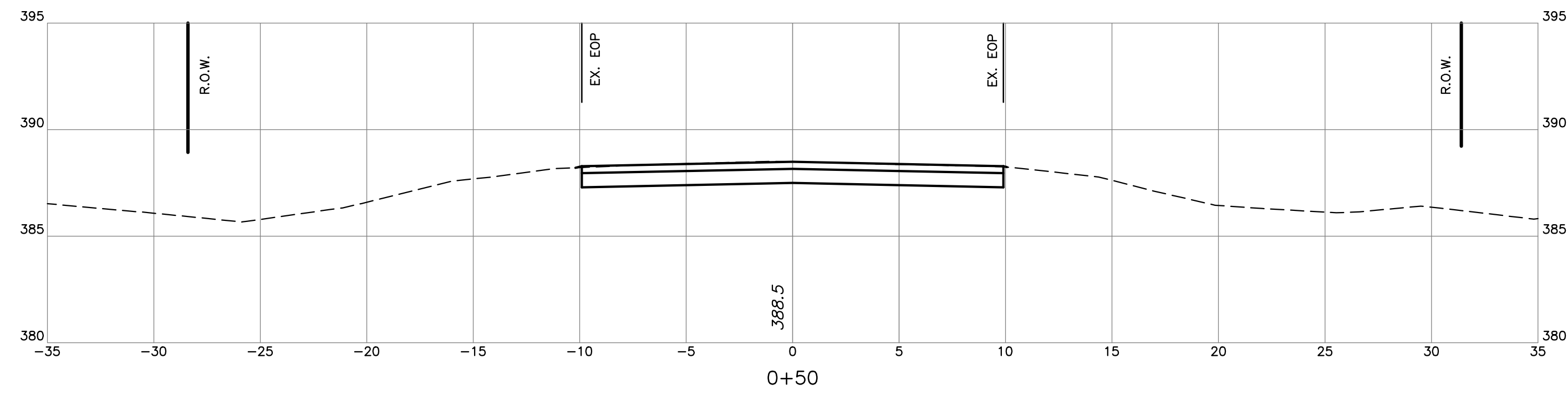
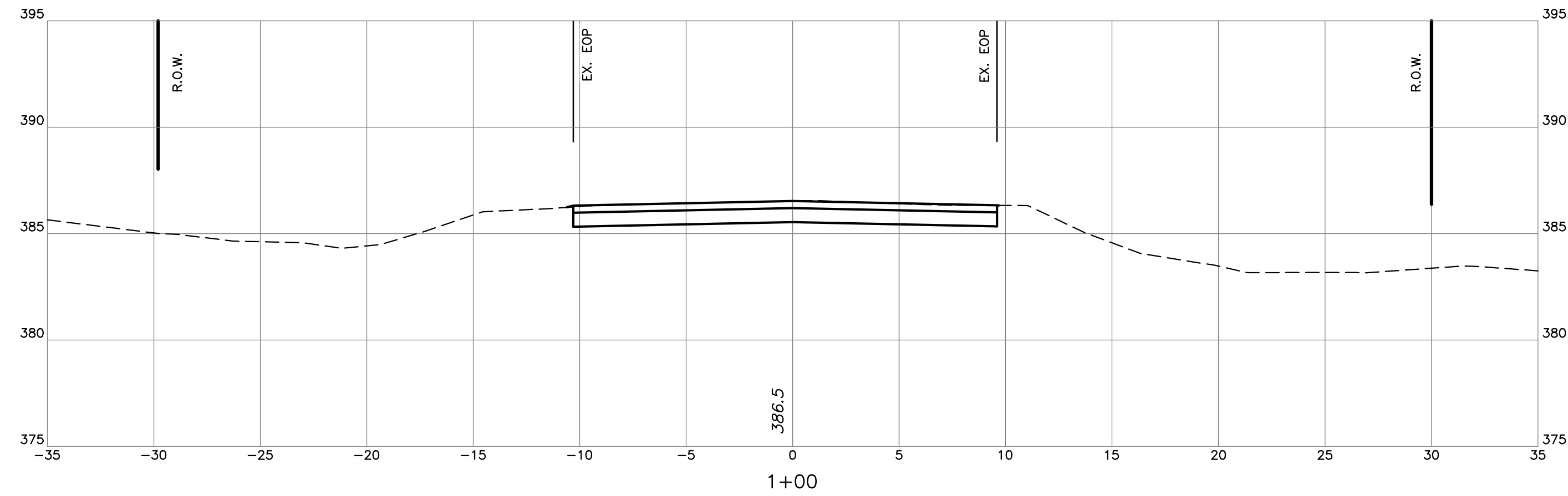
LEVEL ROADWAY: 305' STOPPING SIGHT DISTANCE



- NOTES:**
1. STOPPING SIGHT DISTANCE HAS BEEN DESIGNED IN ACCORDANCE WITH AASHTO STANDARDS.
 2. THE DESIGN SPEED USED FOR CALCULATIONS IS 40 MPH.

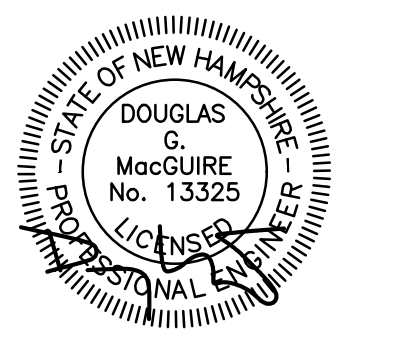
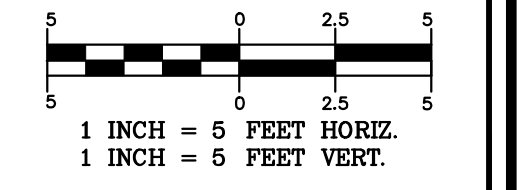
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 603-458-6462

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 Surveyors
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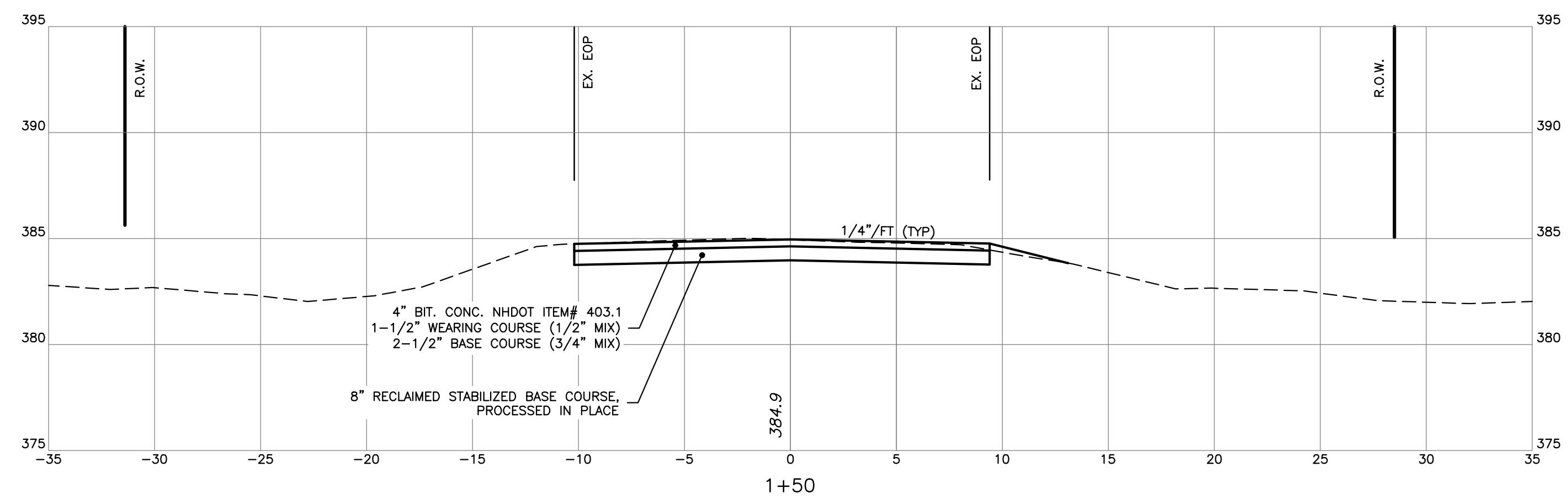
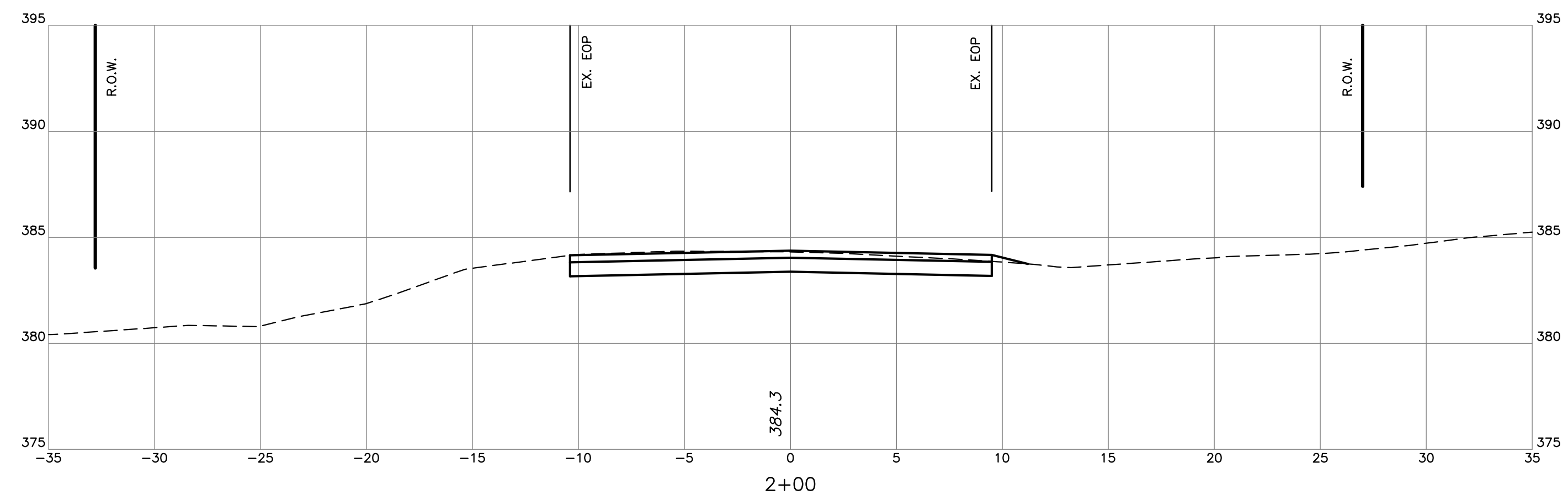
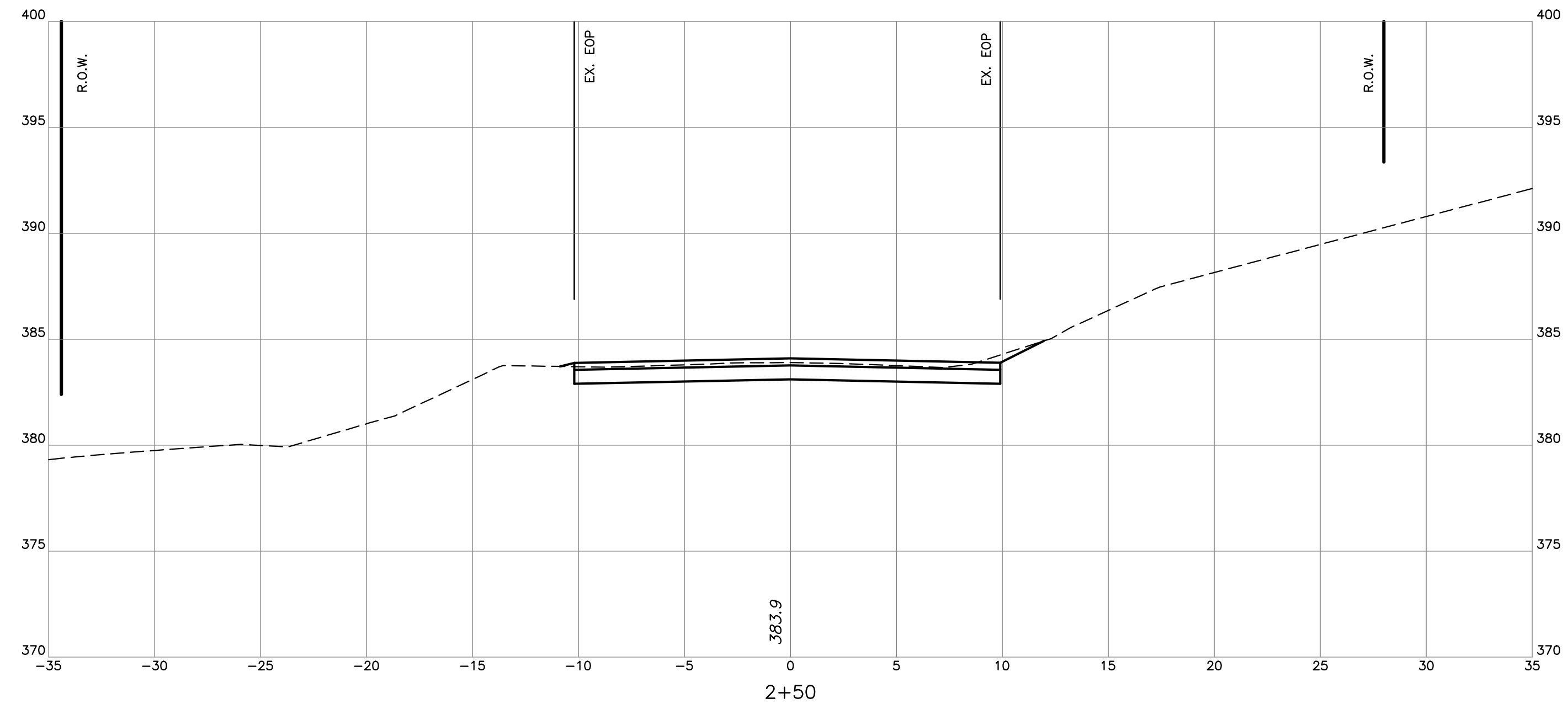
REVISIONS:			
REV.	DATE:	COMMENT:	BY:

DRAWN BY: SJK
 CHECKED BY: DGM
 DATE: MARCH 24, 2026
 SCALE: H:1"=5', V:1"=5'
 FILE: 738-OFFSITE
 DEED REF: 5800-2566

PROJECT:
TANGLEWOOD
 CANDIA TAX MAP 414
 LOTS 152 & 152-10
 CHESTER TAX MAP 11
 LOTS 30 & 30-7
 CROWLEY ROAD
 CANDIA & CHESTER NH
 FOR/OWNER
DAR BUILDERS, LLC
 722 E. INDUSTRIAL
 PARK DRIVE
 UNIT 17
 MANCHESTER, NH 03109

SHEET TITLE:
**CROWLEY ROAD
 CROSS SECTIONS**

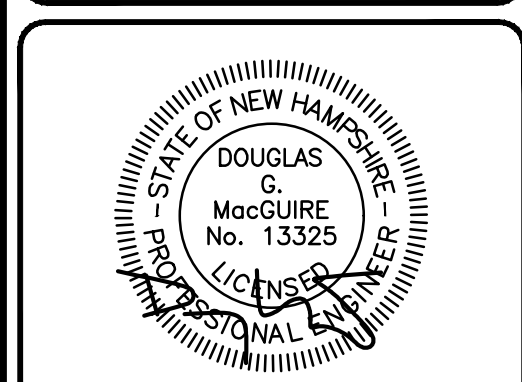
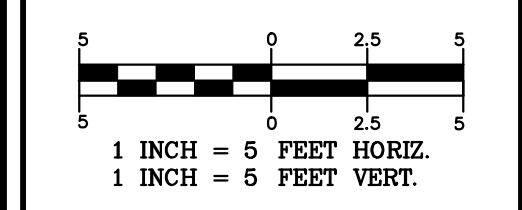
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The Dubai Group, Inc.
 136 Harvey Rd. Bldg B101
 Londonderry, NH 03053
 603-458-6462

Engineers
 Planners
 Surveyors

TheDubayGroup.com



REVISIONS:			
REV.	DATE:	COMMENT:	BY:

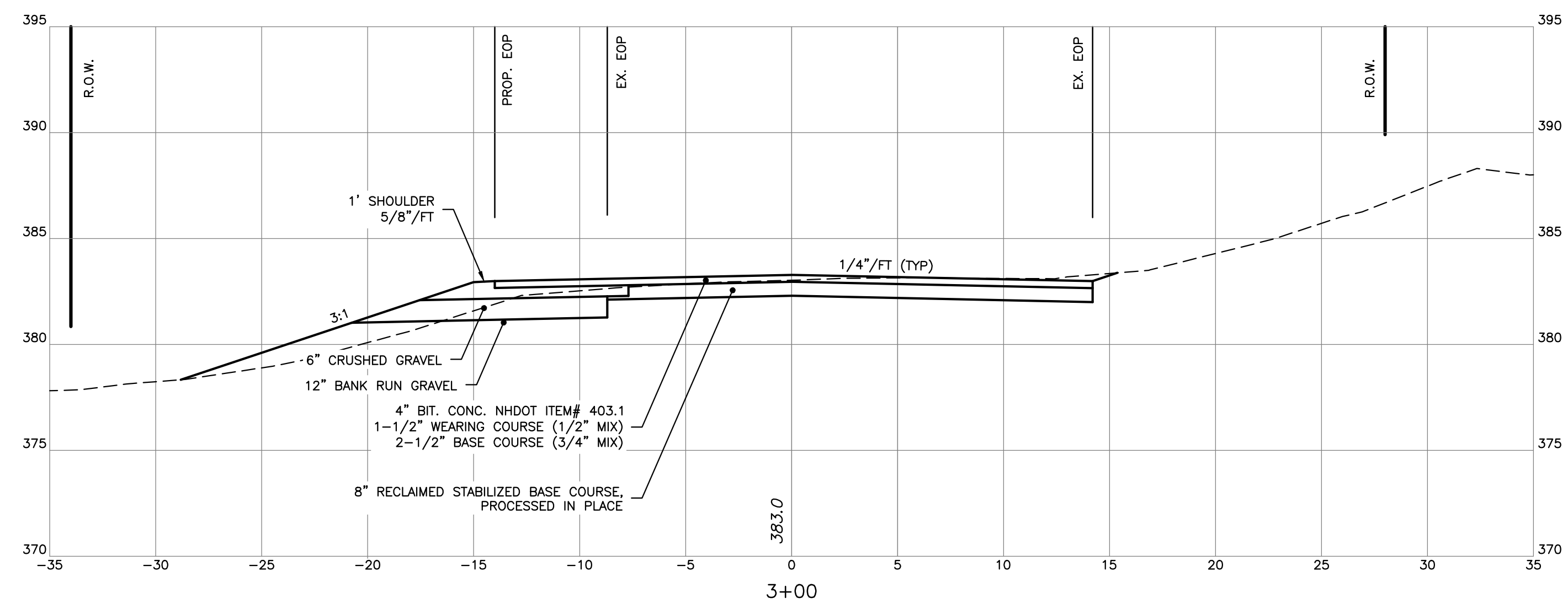
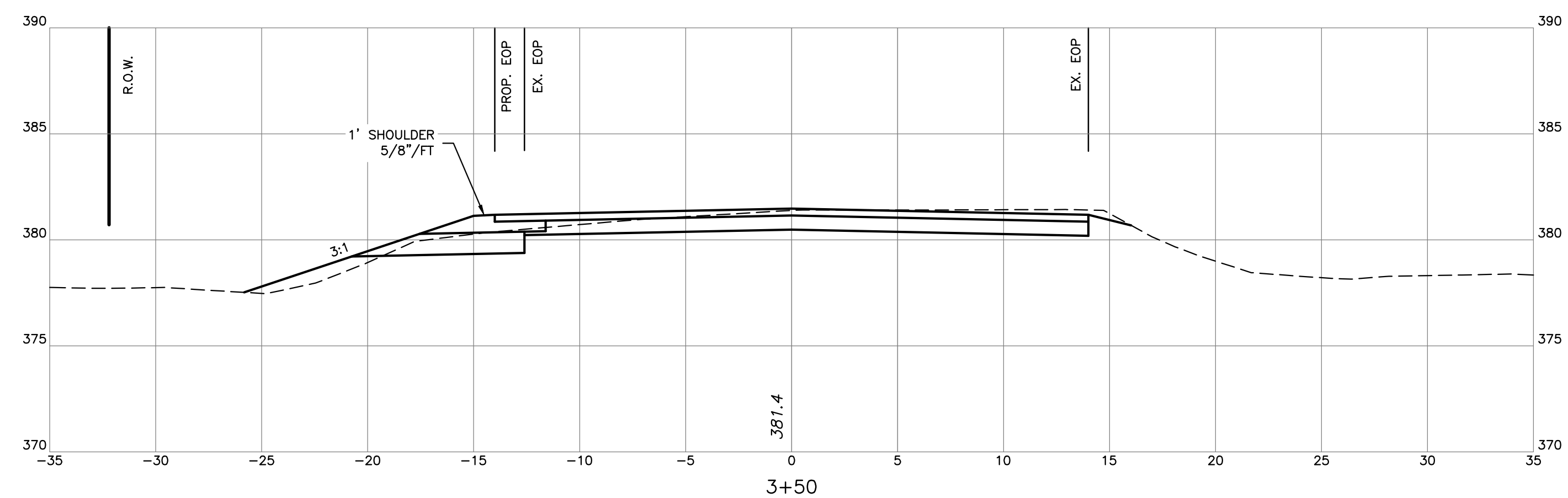
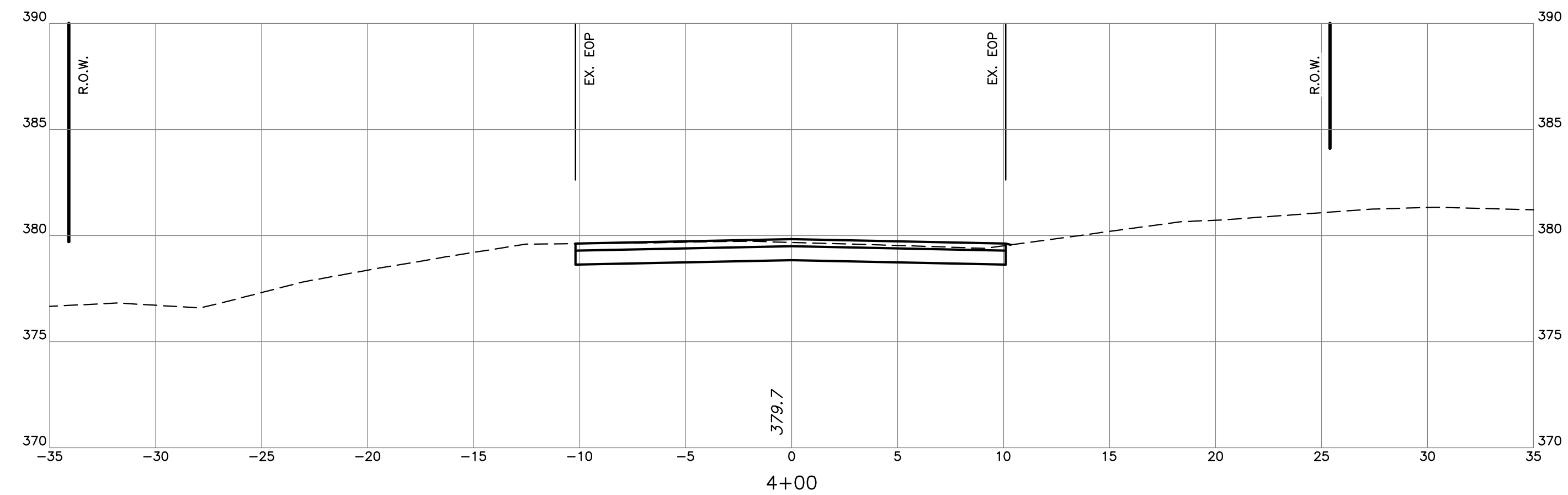
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 CHECKED BY: DGM
 DATE: MARCH 24, 2026
 SCALE: H:1"=5', V:1"=5'
 FILE: 738-OFFSITE
 DEED REF: 5800-2566

PROJECT:
TANGLEWOOD
 CANDIA TAX MAP 414
 LOTS 152 & 152-10
 CHESTER TAX MAP 11
 LOTS 30 & 30-7
 CROWLEY ROAD
 CANDIA & CHESTER NH

FOR/OWNER
DAR BUILDERS, LLC
 722 E. INDUSTRIAL
 PARK DRIVE
 UNIT 17
 MANCHESTER, NH 03109

SHEET TITLE:
**CROWLEY ROAD
 CROSS SECTIONS**

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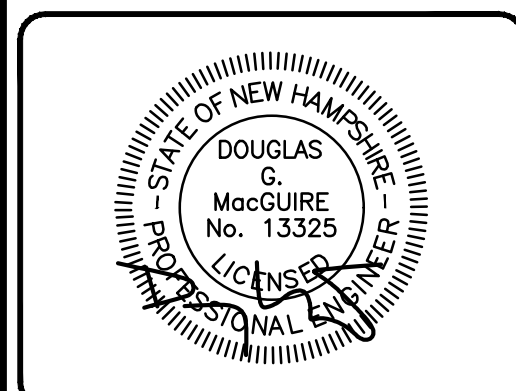
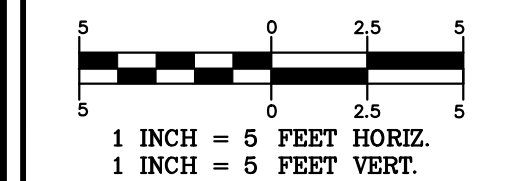
136 Harvey Rd. Bldg B101
Londonderry, NH 03053
603-458-6462

Engineers

Planners

Surveyors

TheDubayGroup.com



REVISIONS:			
REV.	DATE:	COMMENT:	BY:

DRAWN BY: SJK
CHECKED BY: DGM
DATE: MARCH 24, 2026
SCALE: H:1"=5', V:1"=5'
FILE: 738-OFFSITE
DEED REF: 5800-2566

PROJECT:
TANGLEWOOD
CANDIA TAX MAP 414
LOTS 152 & 152-10
CHESTER TAX MAP 11
LOTS 30 & 30-7
CROWLEY ROAD
CANDIA & CHESTER NH

FOR/OWNER:
DAR BUILDERS, LLC
722 E. INDUSTRIAL
PARK DRIVE
UNIT 17
MANCHESTER, NH 03109

SHEET TITLE:
**CROWLEY ROAD
CROSS SECTIONS**

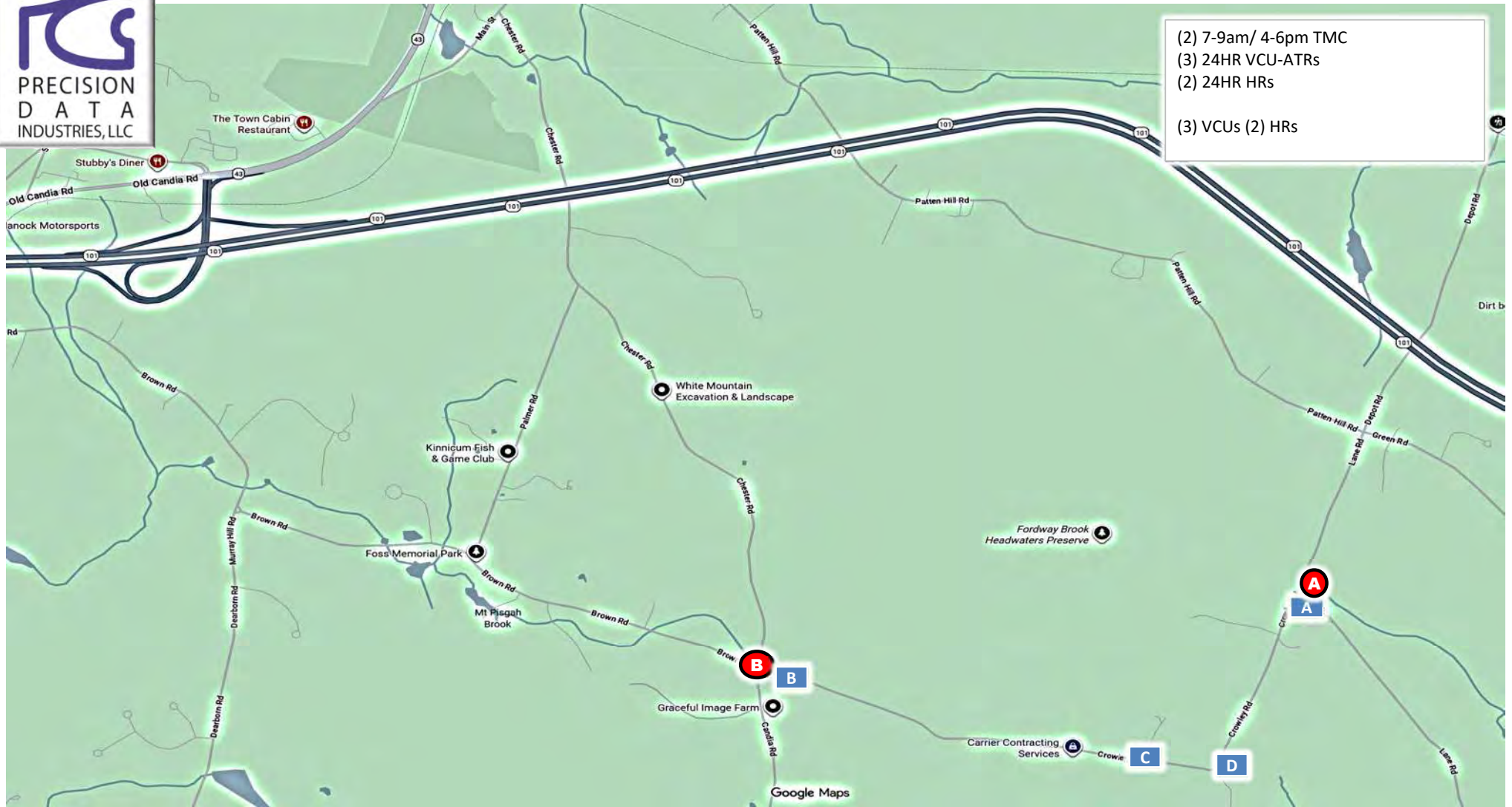
PROJECT #738 SHEET 056 of 056

Appendix B
Traffic Count Data



Location Map: 261055 Candia, NH

Precision Data Industries, LLC 157 Washington Street, Suite 2, Hudson, MA 01749 ph: 508-875-0100 email: datarequests@pdillc.com



Client:
TetraTech

Engineer:
J. Vorosmarti

Site Code:
174371.00

Date:
Wed 3/4 thru Thurs 3/5/2026

PDI Job #
261055

City, State:
Candia, NH

Crowley Road
 south of Lane Road
 City, State: Candia, NH
 Client: TetraTech/J. Vorosmarti
 Site Code: 143-621799-26001



PDI File #: 261055 ATR A

Count Date: Wednesday, March 4, 2026
 Direction: NB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	1	0	1
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	1	0	0	0	1
4:45 AM	0	0	0	0	0	0	0
5:00 AM	0	0	1	0	0	0	1
5:15 AM	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0
6:15 AM	0	0	2	0	0	0	2
6:30 AM	0	0	1	0	0	0	1
6:45 AM	0	0	2	0	0	0	2
7:00 AM	0	0	2	0	0	0	2
7:15 AM	0	0	5	0	0	0	5
7:30 AM	0	0	1	0	0	0	1
7:45 AM	0	0	3	0	0	0	3
8:00 AM	0	0	1	0	0	0	1
8:15 AM	0	0	2	1	0	0	3
8:30 AM	0	0	1	0	0	0	1
8:45 AM	0	0	0	0	0	0	0
9:00 AM	0	0	1	0	0	0	1
9:15 AM	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0
9:45 AM	0	0	2	0	0	0	2
10:00 AM	0	0	3	0	0	0	3
10:15 AM	0	0	2	0	0	0	2
10:30 AM	0	0	4	0	0	0	4
10:45 AM	0	0	2	0	0	0	2
11:00 AM	0	0	2	0	0	0	2
11:15 AM	0	0	0	0	0	0	0
11:30 AM	0	0	1	0	0	0	1
11:45 AM	0	0	1	0	0	0	1

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	0	0	1	0	1
12:15 PM	0	0	0	0	0	0	0
12:30 PM	0	0	1	0	0	0	1
12:45 PM	0	0	1	0	0	0	1
1:00 PM	0	0	0	0	0	0	0
1:15 PM	0	0	1	0	0	0	1
1:30 PM	0	0	0	0	0	0	0
1:45 PM	0	0	1	0	0	0	1
2:00 PM	0	0	0	0	0	0	0
2:15 PM	0	0	1	0	0	0	1
2:30 PM	0	0	1	0	0	0	1
2:45 PM	0	0	0	0	0	0	0
3:00 PM	0	0	1	0	0	0	1
3:15 PM	0	0	0	0	0	0	0
3:30 PM	0	0	3	0	0	0	3
3:45 PM	0	0	0	1	0	0	1
4:00 PM	0	0	2	0	1	0	3
4:15 PM	0	0	2	0	0	0	2
4:30 PM	0	0	4	0	0	0	4
4:45 PM	0	0	2	0	0	0	2
5:00 PM	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	1
5:30 PM	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	1
6:00 PM	0	0	2	0	0	0	2
6:15 PM	0	0	1	0	0	0	1
6:30 PM	0	0	0	0	0	0	0
6:45 PM	0	0	1	0	0	0	1
7:00 PM	0	0	1	0	0	0	1
7:15 PM	0	0	1	0	0	0	1
7:30 PM	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0
8:00 PM	0	0	3	0	0	0	3
8:15 PM	0	0	0	0	1	0	1
8:30 PM	0	0	1	0	0	0	1
8:45 PM	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0

AM Total 0 0 40 1 1 0 42
Percentage 0.00% 0.00% 95.24% 2.38% 2.38% 0.00%

AM Peak 12:00 AM 12:00 AM 7:00 AM 7:30 AM 3:00 AM 12:00 AM 7:00 AM
Volume 0 0 11 1 1 0 11

PM Total 0 0 32 1 3 0 36
Percentage 0.00% 0.00% 88.89% 2.78% 8.33% 0.00%

PM Peak 12:00 PM 12:00 PM 4:00 PM 3:00 PM 12:00 PM 12:00 PM 4:00 PM
Volume 0 0 10 1 1 0 11

Day Total 0 0 72 2 4 0 78
Percentage 0.00% 0.00% 92.31% 2.56% 5.13% 0.00%

Crowley Road
 south of Lane Road
 City, State: Candia, NH
 Client: TetraTech/J. Vorosmarti
 Site Code: 143-621799-26001



PDI File #: 261055 ATR A

Count Date: Wednesday, March 4, 2026
 Direction: SB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	1	0	1
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0
5:45 AM	0	0	1	0	0	0	1
6:00 AM	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0
6:45 AM	0	0	2	0	0	0	2
7:00 AM	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	1
7:45 AM	0	0	1	0	0	0	1
8:00 AM	0	0	6	0	0	0	6
8:15 AM	0	0	1	0	0	0	1
8:30 AM	0	0	0	0	0	0	0
8:45 AM	0	0	1	0	0	0	1
9:00 AM	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0
9:30 AM	0	0	1	0	0	0	1
9:45 AM	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	1	0	1
10:15 AM	0	0	1	0	0	0	1
10:30 AM	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0
11:00 AM	0	0	5	0	0	0	5
11:15 AM	0	0	2	0	0	0	2
11:30 AM	0	0	1	0	0	0	1
11:45 AM	0	0	0	0	0	0	0

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	0	0	0	0	0
12:15 PM	0	0	1	0	0	0	1
12:30 PM	0	0	1	0	0	0	1
12:45 PM	0	0	1	0	0	0	1
1:00 PM	0	0	2	0	0	0	2
1:15 PM	0	0	2	0	0	0	2
1:30 PM	0	0	5	0	0	0	5
1:45 PM	0	0	1	0	0	0	1
2:00 PM	0	0	1	0	0	0	1
2:15 PM	0	0	0	0	0	0	0
2:30 PM	0	0	2	0	0	0	2
2:45 PM	0	0	2	0	0	0	2
3:00 PM	0	0	3	0	0	0	3
3:15 PM	0	0	1	0	0	0	1
3:30 PM	0	0	2	0	0	0	2
3:45 PM	0	0	1	0	1	0	2
4:00 PM	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	1
5:00 PM	0	0	2	0	0	0	2
5:15 PM	0	0	1	0	0	0	1
5:30 PM	0	0	3	0	0	0	3
5:45 PM	0	0	1	0	0	0	1
6:00 PM	0	0	2	0	0	0	2
6:15 PM	0	0	0	0	0	0	0
6:30 PM	0	0	1	0	0	0	1
6:45 PM	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0
8:00 PM	0	0	1	0	0	0	1
8:15 PM	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0
9:30 PM	0	0	1	0	0	0	1
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	1	0	0	0	1
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0

AM Total	0	0	22	0	3	0	25
Percentage	0.00%	0.00%	88.00%	0.00%	12.00%	0.00%	
AM Peak	12:00 AM	12:00 AM	7:30 AM	12:00 AM	3:00 AM	12:00 AM	7:30 AM
Volume	0	0	8	0	1	0	9

PM Total	0	0	39	0	1	0	40
Percentage	0.00%	0.00%	97.50%	0.00%	2.50%	0.00%	
PM Peak	12:00 PM	12:00 PM	12:45 PM	12:00 PM	3:00 PM	12:00 PM	12:45 PM
Volume	0	0	10	0	1	0	10

Day Total	0	0	61	0	4	0	65
Percentage	0.00%	0.00%	93.85%	0.00%	6.15%	0.00%	

Crowley Road
 east of Chester Road
 City, State: Candia, NH
 Client: TetraTech/J. Vorosmarti
 Site Code: 143-621799-26001



PDI File #: 261055 ATR B

Count Date: Wednesday, March 4, 2026
 Direction: EB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	1	0	1
3:30 AM	0	0	0	0	2	0	2
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	1	0	1
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	1	0	1
5:45 AM	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0
6:15 AM	0	0	2	0	0	0	2
6:30 AM	0	0	0	0	0	0	0
6:45 AM	0	0	1	0	0	0	1
7:00 AM	0	0	1	0	0	0	1
7:15 AM	0	0	1	0	0	0	1
7:30 AM	0	0	3	0	0	0	3
7:45 AM	0	0	3	0	0	0	3
8:00 AM	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0
9:45 AM	0	0	1	0	0	0	1
10:00 AM	0	0	3	0	1	0	4
10:15 AM	0	0	1	0	0	0	1
10:30 AM	0	0	1	0	0	0	1
10:45 AM	0	0	1	0	0	0	1
11:00 AM	0	0	1	0	0	0	1
11:15 AM	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0
11:45 AM	0	0	1	0	0	0	1

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	1	0	1	0	2
12:15 PM	0	0	0	0	0	0	0
12:30 PM	0	0	3	0	0	0	3
12:45 PM	0	0	1	0	0	0	1
1:00 PM	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0
1:45 PM	0	0	1	0	0	0	1
2:00 PM	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0
2:45 PM	0	0	3	0	0	0	3
3:00 PM	0	0	1	0	0	0	1
3:15 PM	0	0	1	0	0	0	1
3:30 PM	0	0	2	0	0	0	2
3:45 PM	0	0	2	0	0	0	2
4:00 PM	0	0	2	0	0	0	2
4:15 PM	0	0	0	0	0	0	0
4:30 PM	0	0	5	0	0	0	5
4:45 PM	0	0	1	0	0	0	1
5:00 PM	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	1
5:30 PM	0	0	1	0	0	0	1
5:45 PM	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0
6:15 PM	0	0	1	0	0	0	1
6:30 PM	0	0	0	0	0	0	0
6:45 PM	0	0	1	0	0	0	1
7:00 PM	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0
7:45 PM	0	0	1	0	0	0	1
8:00 PM	0	0	1	0	1	0	2
8:15 PM	0	0	1	0	0	0	1
8:30 PM	0	0	1	0	0	0	1
8:45 PM	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0

AM Total 0 0 20 0 6 0 26
Percentage 0.00% 0.00% 76.92% 0.00% 23.08% 0.00%

AM Peak 12:00 AM 12:00 AM 7:00 AM 12:00 AM 2:45 AM 12:00 AM 7:00 AM
Volume 0 0 8 0 3 0 8

PM Total 0 0 31 0 2 0 33
Percentage 0.00% 0.00% 93.94% 0.00% 6.06% 0.00%

PM Peak 12:00 PM 12:00 PM 3:45 PM 12:00 PM 12:00 PM 12:00 PM 3:45 PM
Volume 0 0 9 0 1 0 9

Day Total 0 0 51 0 8 0 59
Percentage 0.00% 0.00% 86.44% 0.00% 13.56% 0.00%

Crowley Road
east of Chester Road
City, State: Candia, NH
Client: TetraTech/J. Vorosmarti
Site Code: 143-621799-26001



PDI File #: 261055 ATR B

Count Date: Wednesday, March 4, 2026
Direction: WB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	1	0	0	0	1
3:30 AM	0	0	0	0	1	0	1
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0
6:15 AM	0	0	1	0	0	0	1
6:30 AM	0	0	0	0	0	0	0
6:45 AM	0	0	2	0	0	0	2
7:00 AM	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0
7:30 AM	0	0	3	0	1	0	4
7:45 AM	0	0	1	0	0	0	1
8:00 AM	0	0	1	0	0	0	1
8:15 AM	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0
9:00 AM	0	0	2	0	0	0	2
9:15 AM	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0
11:15 AM	0	0	2	0	0	0	2
11:30 AM	0	0	1	0	0	0	1
11:45 AM	0	0	0	0	0	0	0

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	0	0	0	0	0
12:15 PM	0	0	2	0	0	0	2
12:30 PM	0	0	2	0	0	0	2
12:45 PM	0	0	0	0	0	0	0
1:00 PM	0	0	1	0	0	0	1
1:15 PM	0	0	3	0	0	0	3
1:30 PM	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0
3:00 PM	0	0	1	0	0	0	1
3:15 PM	0	0	1	0	0	0	1
3:30 PM	0	0	0	0	0	0	0
3:45 PM	0	0	2	0	0	0	2
4:00 PM	0	0	1	0	0	0	1
4:15 PM	0	0	1	0	0	0	1
4:30 PM	0	0	1	0	0	0	1
4:45 PM	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	0	0	1
5:15 PM	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0
5:45 PM	0	0	3	0	0	0	3
6:00 PM	0	0	1	0	0	0	1
6:15 PM	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0
8:45 PM	1	0	0	0	0	0	1
9:00 PM	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	1	0	0	0	1
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0

AM Total 0 0 14 0 2 0 16
Percentage 0.00% 0.00% 87.50% 0.00% 12.50% 0.00%
AM Peak 12:00 AM 12:00 AM 6:45 AM 12:00 AM 2:45 AM 12:00 AM 6:45 AM
Volume 0 0 5 0 1 0 6

PM Total 1 0 21 0 0 0 22
Percentage 4.55% 0.00% 95.45% 0.00% 0.00% 0.00%
PM Peak 8:00 PM 12:00 PM 12:30 PM 12:00 PM 12:00 PM 12:00 PM 12:30 PM
Volume 1 0 6 0 0 0 6

Day Total 1 0 35 0 2 0 38
Percentage 2.63% 0.00% 92.11% 0.00% 5.26% 0.00%

Crowley Road
 between #201/#211 Driveway
 City, State: Candia, NH
 Client: TetraTech/J. Vorosmarti
 Site Code: 143-621799-26001



PDI File #: 261055 ATR C

Count Date: Wednesday, March 4, 2026
 Direction: EB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	1	0	1
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0
5:00 AM	0	0	1	0	0	0	1
5:15 AM	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0
6:15 AM	0	0	1	0	0	0	1
6:30 AM	0	0	0	0	0	0	0
6:45 AM	0	0	3	0	0	0	3
7:00 AM	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0
8:00 AM	0	0	1	1	0	0	2
8:15 AM	0	0	1	0	0	0	1
8:30 AM	0	0	1	0	0	0	1
8:45 AM	0	0	0	0	0	0	0
9:00 AM	0	0	1	0	0	0	1
9:15 AM	0	0	0	0	0	0	0
9:30 AM	0	0	1	0	0	0	1
9:45 AM	0	0	1	0	0	0	1
10:00 AM	0	0	2	0	0	0	2
10:15 AM	0	0	2	0	0	0	2
10:30 AM	0	0	3	0	0	0	3
10:45 AM	0	0	2	0	0	0	2
11:00 AM	0	0	1	0	0	0	1
11:15 AM	0	0	0	0	0	0	0
11:30 AM	0	0	1	0	0	0	1
11:45 AM	0	0	1	0	0	0	1

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	0	0	1	0	1
12:15 PM	0	0	0	0	0	0	0
12:30 PM	0	0	1	0	0	0	1
12:45 PM	0	0	2	0	0	0	2
1:00 PM	0	0	0	0	0	0	0
1:15 PM	0	0	2	0	0	0	2
1:30 PM	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0
2:15 PM	0	0	1	0	0	0	1
2:30 PM	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0
3:00 PM	0	0	2	0	0	0	2
3:15 PM	0	0	0	0	0	0	0
3:30 PM	0	0	1	0	0	0	1
3:45 PM	0	0	0	1	0	0	1
4:00 PM	0	0	2	0	1	0	3
4:15 PM	0	0	1	0	0	0	1
4:30 PM	0	0	7	0	0	0	7
4:45 PM	0	0	2	0	0	0	2
5:00 PM	0	0	1	0	0	0	1
5:15 PM	0	0	1	0	0	0	1
5:30 PM	0	0	1	0	0	0	1
5:45 PM	0	0	2	0	0	0	2
6:00 PM	0	0	2	0	0	0	2
6:15 PM	0	0	1	0	0	0	1
6:30 PM	0	0	0	0	0	0	0
6:45 PM	0	0	1	0	0	0	1
7:00 PM	0	0	1	0	0	0	1
7:15 PM	0	0	1	0	0	0	1
7:30 PM	0	0	1	0	0	0	1
7:45 PM	0	0	1	0	0	0	1
8:00 PM	0	0	3	0	0	0	3
8:15 PM	0	0	1	0	1	0	2
8:30 PM	0	0	1	0	0	0	1
8:45 PM	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	0	1	0	0	0	1
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0

AM Total 0 0 23 1 1 0 25
 Percentage 0.00% 0.00% 92.00% 4.00% 4.00% 0.00%
 AM Peak 12:00 AM 12:00 AM 10:00 AM 7:15 AM 2:45 AM 12:00 AM 10:00 AM
 Volume 0 0 9 1 1 0 9

PM Total 0 0 40 1 3 0 44
 Percentage 0.00% 0.00% 90.91% 2.27% 6.82% 0.00%
 PM Peak 12:00 PM 12:00 PM 4:00 PM 3:00 PM 12:00 PM 12:00 PM 4:00 PM
 Volume 0 0 12 1 1 0 13

Day Total 0 0 63 2 4 0 69
 Percentage 0.00% 0.00% 91.30% 2.90% 5.80% 0.00%

Crowley Road
between #201/#211 Driveway
City, State: Candia, NH
Client: TetraTech/J. Vorosmarti
Site Code: 143-621799-26001



Count Date: Wednesday, March 4, 2026
Direction: WB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total	PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0	12:00 PM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	12:15 PM	0	0	1	0	0	0	1
12:30 AM	0	0	0	0	0	0	0	12:30 PM	0	0	1	0	0	0	1
12:45 AM	0	0	0	0	0	0	0	12:45 PM	0	0	1	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	1:00 PM	0	0	2	0	0	0	2
1:15 AM	0	0	0	0	0	0	0	1:15 PM	0	0	2	0	0	0	2
1:30 AM	0	0	0	0	0	0	0	1:30 PM	0	0	4	0	0	0	4
1:45 AM	0	0	0	0	0	0	0	1:45 PM	0	0	1	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	2:00 PM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	2:15 PM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	2:30 PM	0	0	2	0	0	0	2
2:45 AM	0	0	0	0	0	0	0	2:45 PM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	3:00 PM	0	0	2	0	0	0	2
3:15 AM	0	0	0	0	0	0	0	3:15 PM	0	0	1	0	0	0	1
3:30 AM	0	0	0	0	0	0	0	3:30 PM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	1	0	1	3:45 PM	0	0	2	0	0	0	2
4:00 AM	0	0	0	0	0	0	0	4:00 PM	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	4:15 PM	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	4:30 PM	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	4:45 PM	0	0	1	0	0	0	1
5:00 AM	0	0	0	0	0	0	0	5:00 PM	0	0	2	0	0	0	2
5:15 AM	0	0	0	0	0	0	0	5:15 PM	0	0	2	0	0	0	2
5:30 AM	0	0	0	0	0	0	0	5:30 PM	0	0	2	0	0	0	2
5:45 AM	0	0	0	0	0	0	0	5:45 PM	0	0	3	0	0	0	3
6:00 AM	0	0	1	0	0	0	1	6:00 PM	0	0	1	0	0	0	1
6:15 AM	0	0	0	0	0	0	0	6:15 PM	0	0	1	0	0	0	1
6:30 AM	0	0	0	0	0	0	0	6:30 PM	0	0	1	0	0	0	1
6:45 AM	0	0	5	0	0	0	5	6:45 PM	0	0	1	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	7:00 PM	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	1	7:15 PM	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	7:30 PM	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	7:45 PM	0	0	0	0	0	0	0
8:00 AM	0	0	8	0	0	0	8	8:00 PM	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	8:15 PM	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	8:30 PM	0	0	0	0	0	0	0
8:45 AM	0	0	1	0	0	0	1	8:45 PM	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	9:00 PM	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	9:15 PM	0	0	0	0	0	0	0
9:30 AM	0	0	1	0	0	0	1	9:30 PM	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	9:45 PM	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	1	0	1	10:00 PM	0	0	0	0	0	0	0
10:15 AM	0	0	1	0	0	0	1	10:15 PM	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	10:30 PM	0	0	1	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	10:45 PM	0	0	0	0	0	0	0
11:00 AM	0	0	3	0	0	0	3	11:00 PM	0	0	0	0	0	0	0
11:15 AM	0	0	2	0	0	0	2	11:15 PM	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	11:30 PM	0	0	0	0	0	0	0
11:45 AM	0	0	1	0	0	0	1	11:45 PM	0	0	0	0	0	0	0

AM Total	0	0	24	0	2	0	26
Percentage	0.00%	0.00%	92.31%	0.00%	7.69%	0.00%	
AM Peak	12:00 AM	12:00 AM	7:15 AM	12:00 AM	3:00 AM	12:00 AM	7:15 AM
Volume	0	0	9	0	1	0	9

PM Total	0	0	34	0	0	0	34
Percentage	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PM Peak	12:00 PM	12:00 PM	12:45 PM	12:00 PM	12:00 PM	12:00 PM	12:45 PM
Volume	0	0	9	0	0	0	9

Day Total	0	0	58	0	2	0	60
Percentage	0.00%	0.00%	96.67%	0.00%	3.33%	0.00%	

Crowley Road
 between #201/#211 Driveway
 City, State: Candia, NH
 Client: TetraTech/J. Vorosmarti
 Site Code: 143-621799-26001



PDI File #: 261055 ATR C (Speed)

Count Date
 Wednesday, March 4, 2026

Speed (60-minute)

WB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
6:00 AM	0	1	2	2	1	0	0	0	0	0	0	0	0	6	28.5	23.8
7:00 AM	1	0	2	0	0	0	0	0	0	0	0	0	0	3	23.1	19.3
8:00 AM	0	0	1	7	1	0	0	0	0	0	0	0	0	9	28.0	26.4
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16.0	16.0
10:00 AM	1	2	0	0	0	0	0	0	0	0	0	0	0	3	18.1	14.0
11:00 AM	0	3	1	2	1	0	0	0	0	0	0	0	0	7	29.1	23.6
12:00 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	3	28.2	24.0
1:00 PM	1	1	4	2	1	0	0	0	0	0	0	0	0	9	27.0	23.1
2:00 PM	0	1	0	1	2	0	0	0	0	0	0	0	0	4	32.6	28.3
3:00 PM	1	1	0	3	1	0	0	0	0	0	0	0	0	6	28.5	23.2
4:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26.0	26.0
5:00 PM	0	3	3	1	1	0	0	0	0	0	0	0	0	8	25.9	22.3
6:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	3	23.4	22.0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
10:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	32.0	32.0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
Total	4	14	17	19	10	0	0	0	0	0	0	0	0	64	29.6	23.4
Percent	6.25%	21.88%	26.56%	29.69%	15.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak	7:00 AM	11:00 AM	6:00 AM	8:00 AM	6:00 AM										8:00 AM
Volume	1	3	2	7	1	0	0	0	0	0	0	0	0	0	9
PM Peak	1:00 PM	5:00 PM	1:00 PM	3:00 PM	2:00 PM										1:00 PM
Volume	1	3	4	3	2	0	0	0	0	0	0	0	0	0	9

15th Percentile:	17.5 MPH	Average Speed:	23.4 MPH	Posted Speed Limit:	25 MPH
50th Percentile:	24.0 MPH	10 MPH Pace:	21 to 30 MPH	Number of Vehicles > 25 MPH:	27
85th Percentile:	29.6 MPH	Number in Pace:	40	Percent of Vehicles > 25 MPH:	42.2%
95th Percentile:	31.9 MPH	Percent in Pace:	62.5%		

Crowley Road
 between #201/#211 Driveway
 City, State: Candia, NH
 Client: TetraTech/J. Vorosmarti
 Site Code: 143-621799-26001



PDI File #: 261055 ATR C (Speed)

Count Date
 Wednesday, March 4, 2026

Speed (60-minute)

EB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
5:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	30.0	30.0
6:00 AM	0	0	1	3	0	0	0	0	0	0	0	0	0	4	27.6	25.3
7:00 AM	0	0	2	4	0	0	1	0	0	0	0	0	0	7	30.2	28.0
8:00 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	3	24.8	23.0
9:00 AM	0	1	1	1	0	0	0	0	0	0	0	0	0	3	26.8	22.3
10:00 AM	0	1	3	2	3	0	0	0	0	0	0	0	0	9	30.8	25.0
11:00 AM	0	0	0	1	2	0	0	0	0	0	0	0	0	3	31.4	30.0
12:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	2	36.5	30.5
1:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	2	41.4	40.0
2:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	27.0	27.0
3:00 PM	0	0	0	2	1	0	0	0	0	0	0	0	0	3	31.1	29.7
4:00 PM	0	0	2	4	6	1	0	0	0	0	0	0	0	13	33.2	29.7
5:00 PM	0	0	1	3	0	1	0	0	0	0	0	0	0	5	32.0	27.8
6:00 PM	0	0	0	1	1	0	1	0	0	0	0	0	0	3	37.0	32.3
7:00 PM	0	0	1	0	1	1	0	0	0	0	0	0	0	3	34.1	29.7
8:00 PM	0	0	1	1	3	1	0	0	0	0	0	0	0	6	34.3	30.7
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
10:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	40.0	40.0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
Total	0	2	15	24	18	6	4	0	0	0	0	0	0	69	33.8	28.6
Percent	0.00%	2.90%	21.74%	34.78%	26.09%	8.70%	5.80%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak	9:00 AM	10:00 AM	7:00 AM	10:00 AM	7:00 AM	10:00 AM
Volume	0	1	3	4	3	0
PM Peak	4:00 PM	4:00 PM	4:00 PM	12:00 PM	1:00 PM	4:00 PM
Volume	0	0	2	4	6	1

15th Percentile:	22.0 MPH	Average Speed:	28.6 MPH	Posted Speed Limit:	25 MPH
50th Percentile:	28.0 MPH	10 MPH Pace:	24 to 33 MPH	Number of Vehicles > 25 MPH:	49
85th Percentile:	33.8 MPH	Number in Pace:	44	Percent of Vehicles > 25 MPH:	71.0%
95th Percentile:	39.6 MPH	Percent in Pace:	63.8%		

Crowley Road
 between #201/#211 Driveway
 City, State: Candia, NH
 Client: TetraTech/J. Vorosmarti
 Site Code: 143-621799-26001



PDI File #: 261055 ATR C (Speed)

Count Date
 Wednesday, March 4, 2026

Speed (60-minute)

Combined WB and EB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
5:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	30.0	30.0
6:00 AM	0	1	3	5	1	0	0	0	0	0	0	0	0	10	28.0	24.4
7:00 AM	1	0	4	4	0	0	1	0	0	0	0	0	0	10	28.7	25.4
8:00 AM	0	0	3	8	1	0	0	0	0	0	0	0	0	12	28.0	25.6
9:00 AM	0	2	1	1	0	0	0	0	0	0	0	0	0	4	26.2	20.8
10:00 AM	1	3	3	2	3	0	0	0	0	0	0	0	0	12	30.4	22.3
11:00 AM	0	3	1	3	3	0	0	0	0	0	0	0	0	10	30.0	25.5
12:00 PM	0	1	2	0	1	1	0	0	0	0	0	0	0	5	33.6	26.6
1:00 PM	1	1	4	2	1	1	1	0	0	0	0	0	0	11	35.0	26.2
2:00 PM	0	1	0	2	2	0	0	0	0	0	0	0	0	5	32.4	28.0
3:00 PM	1	1	0	5	2	0	0	0	0	0	0	0	0	9	29.8	25.3
4:00 PM	0	0	2	5	6	1	0	0	0	0	0	0	0	14	33.1	29.4
5:00 PM	0	3	4	4	1	1	0	0	0	0	0	0	0	13	28.4	24.4
6:00 PM	0	0	3	1	1	0	1	0	0	0	0	0	0	6	32.5	27.2
7:00 PM	0	0	1	0	1	1	0	0	0	0	0	0	0	3	34.1	29.7
8:00 PM	0	0	1	1	3	1	0	0	0	0	0	0	0	6	34.3	30.7
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
10:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	2	38.8	36.0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
Total	4	16	32	43	28	6	4	0	0	0	0	0	0	133	32.0	26.1
Percent	3.01%	12.03%	24.06%	32.33%	21.05%	4.51%	3.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak	7:00 AM	10:00 AM	7:00 AM	8:00 AM	10:00 AM		7:00 AM									8:00 AM
Volume	1	3	4	8	3	0	1	0	0	0	0	0	0	0	0	12
PM Peak	1:00 PM	5:00 PM	1:00 PM	3:00 PM	4:00 PM	12:00 PM	1:00 PM									4:00 PM
Volume	1	3	4	5	6	1	1	0	0	0	0	0	0	0	14	

15th Percentile:	19.8 MPH	Average Speed:	26.1 MPH	Posted Speed Limit:	25 MPH
50th Percentile:	27.0 MPH	10 MPH Pace:	24 to 33 MPH	Number of Vehicles > 25 MPH:	76
85th Percentile:	32.0 MPH	Number in Pace:	82	Percent of Vehicles > 25 MPH:	57.1%
95th Percentile:	38.0 MPH	Percent in Pace:	61.7%		

Crowley Road
at bend in road

City, State: Candia, NH

Client: TetraTech/J. Vorosmarti

Site Code: 143-621799-26001



PDI File #: 261055 ATR D (Speed)

Count Date

Wednesday, March 4, 2026

Speed (60-minute)

WB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
6:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3	26.8	21.3
7:00 AM	1	1	1	0	0	0	0	0	0	0	0	0	0	3	20.1	17.3
8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	17.7	17.0
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	18.0	18.0
10:00 AM	2	3	1	0	0	0	0	0	0	0	0	0	0	6	18.5	15.7
11:00 AM	0	2	1	1	0	0	0	0	0	0	0	0	0	4	25.3	21.3
12:00 PM	1	0	2	0	0	0	0	0	0	0	0	0	0	3	21.4	18.7
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
3:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	18.7	17.7
4:00 PM	2	4	2	0	0	0	0	0	0	0	0	0	0	8	22.8	17.3
5:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	21.2	18.5
6:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2	22.8	20.0
7:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2	22.1	20.0
8:00 PM	0	4	0	1	0	0	0	0	0	0	0	0	0	5	23.0	19.6
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
Total	6	27	10	2	1	0	0	0	0	0	0	0	0	46	23.0	18.4
Percent	13.04%	58.70%	21.74%	4.35%	2.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak	10:00 AM	10:00 AM	7:00 AM	11:00 AM	6:00 AM										10:00 AM
Volume	2	3	1	1	1	0	0	0	0	0	0	0	0	0	6

PM Peak	4:00 PM	4:00 PM	12:00 PM	8:00 PM											4:00 PM
Volume	2	4	2	1	0	0	0	0	0	0	0	0	0	0	8

15th Percentile:	15.0 MPH	Average Speed:	18.4 MPH	Posted Speed Limit:	25 MPH
50th Percentile:	18.0 MPH	10 MPH Pace:	14 to 23 MPH	Number of Vehicles > 25 MPH:	3
85th Percentile:	23.0 MPH	Number in Pace:	38	Percent of Vehicles > 25 MPH:	6.5%
95th Percentile:	27.0 MPH	Percent in Pace:	82.6%		

Crowley Road
 at bend in road
 City, State: Candia, NH
 Client: TetraTech/J. Vorosmarti
 Site Code: 143-621799-26001



PDI File #: 261055 ATR D (Speed)

Count Date
 Wednesday, March 4, 2026

Speed (60-minute)

EB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
3:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	8.0	8.0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
6:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7	20.0	18.9
7:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2	22.4	21.0
8:00 AM	0	3	6	0	0	0	0	0	0	0	0	0	0	9	23.4	20.8
9:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	14.0	14.0
10:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	19.1	17.3
11:00 AM	1	5	1	2	0	0	0	0	0	0	0	0	0	9	25.2	19.7
12:00 PM	2	1	0	0	0	0	0	0	0	0	0	0	0	3	16.9	14.0
1:00 PM	2	4	2	3	0	0	0	0	0	0	0	0	0	11	25.5	19.3
2:00 PM	0	2	1	1	1	0	0	0	0	0	0	0	0	5	28.6	22.8
3:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	5	21.4	19.0
4:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2	23.3	21.5
5:00 PM	0	4	6	1	0	0	0	0	0	0	0	0	0	11	24.0	20.5
6:00 PM	0	2	3	0	0	0	0	0	0	0	0	0	0	5	22.0	19.8
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
10:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	25.0	25.0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
Total	7	34	26	8	1	0	0	0	0	0	0	0	0	76	24.0	19.5
Percent	9.21%	44.74%	34.21%	10.53%	1.32%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak	3:00 AM	6:00 AM	8:00 AM	11:00 AM											8:00 AM
Volume	1	5	6	2	0	0	0	0	0	0	0	0	0	0	9
PM Peak	12:00 PM	1:00 PM	5:00 PM	1:00 PM	2:00 PM										1:00 PM
Volume	2	4	6	3	1	0	0	0	0	0	0	0	0	11	

15th Percentile:	16.0 MPH	Average Speed:	19.5 MPH	Posted Speed Limit:	25 MPH
50th Percentile:	19.0 MPH	10 MPH Pace:	15 to 24 MPH	Number of Vehicles > 25 MPH:	7
85th Percentile:	24.0 MPH	Number in Pace:	60	Percent of Vehicles > 25 MPH:	9.2%
95th Percentile:	27.0 MPH	Percent in Pace:	78.9%		

Crowley Road
at bend in road

City, State: Candia, NH

Client: TetraTech/J. Vorosmarti

Site Code: 143-621799-26001



PDI File #: 261055 ATR D (Speed)

Count Date

Wednesday, March 4, 2026

Speed (60-minute)

Combined WB and EB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
3:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	8.0	8.0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
6:00 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	10	20.0	19.6
7:00 AM	1	2	2	0	0	0	0	0	0	0	0	0	0	5	21.8	18.8
8:00 AM	0	5	6	0	0	0	0	0	0	0	0	0	0	11	22.5	20.1
9:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	2	17.4	16.0
10:00 AM	2	6	2	0	0	0	0	0	0	0	0	0	0	10	19.3	16.3
11:00 AM	1	7	2	3	0	0	0	0	0	0	0	0	0	13	26.4	20.2
12:00 PM	3	1	2	0	0	0	0	0	0	0	0	0	0	6	20.5	16.3
1:00 PM	2	4	2	3	0	0	0	0	0	0	0	0	0	11	25.5	19.3
2:00 PM	0	2	1	1	1	0	0	0	0	0	0	0	0	5	28.6	22.8
3:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	8	20.9	18.5
4:00 PM	2	5	3	0	0	0	0	0	0	0	0	0	0	10	23.0	18.1
5:00 PM	0	7	7	1	0	0	0	0	0	0	0	0	0	15	23.9	20.0
6:00 PM	0	3	4	0	0	0	0	0	0	0	0	0	0	7	22.2	19.9
7:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2	22.1	20.0
8:00 PM	0	4	0	1	0	0	0	0	0	0	0	0	0	5	23.0	19.6
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
10:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	25.0	25.0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
Total	13	61	36	10	2	0	0	0	0	0	0	0	0	122	23.0	19.1
Percent	10.66%	50.00%	29.51%	8.20%	1.64%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak	10:00 AM	6:00 AM	8:00 AM	11:00 AM	6:00 AM										11:00 AM
Volume	2	7	6	3	1	0	0	0	0	0	0	0	0	0	13

PM Peak	12:00 PM	5:00 PM	5:00 PM	1:00 PM	2:00 PM										5:00 PM
Volume	3	7	7	3	1	0	0	0	0	0	0	0	0	0	15

15th Percentile:	15.0 MPH	Average Speed:	19.1 MPH	Posted Speed Limit:	25 MPH
50th Percentile:	19.0 MPH	10 MPH Pace:	15 to 24 MPH	Number of Vehicles > 25 MPH:	10
85th Percentile:	23.0 MPH	Number in Pace:	97	Percent of Vehicles > 25 MPH:	8.2%
95th Percentile:	27.0 MPH	Percent in Pace:	79.5%		

PDI File #: **261055 A**
 Location: **N: Lane Road S: Crowley Road**
 Location: **E: Lane Road**
 City, State: **Candia, NH**
 Client: **TetraTech/J. Vorosmarti**
 Site Code: **143-621799-26001**
 Count Date: **Wednesday, March 4, 2026**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Cars and Heavy Vehicles (Combined)

	Lane Road				Lane Road				Crowley Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	0	0	0	0	3	0	0	3	2	0	0	2	5
7:15 AM	0	2	0	2	8	0	0	8	1	4	0	5	15
7:30 AM	1	2	0	3	6	0	0	6	0	1	0	1	10
7:45 AM	0	2	0	2	5	1	0	6	1	2	0	3	11
Total	1	6	0	7	22	1	0	23	4	7	0	11	41
8:00 AM	6	1	0	7	3	1	0	4	1	0	0	1	12
8:15 AM	1	1	0	2	9	0	0	9	2	1	0	3	14
8:30 AM	0	1	0	1	2	0	0	2	1	0	0	1	4
8:45 AM	1	0	0	1	1	0	0	1	0	0	0	0	2
Total	8	3	0	11	15	1	0	16	4	1	0	5	32
Grand Total	9	9	0	18	37	2	0	39	8	8	0	16	73
Approach %	50.0	50.0	0.0		94.9	5.1	0.0		50.0	50.0	0.0		
Total %	12.3	12.3	0.0	24.7	50.7	2.7	0.0	53.4	11.0	11.0	0.0	21.9	
Exiting Leg Total				45				17				11	73
Cars	9	9	0	18	37	2	0	39	8	7	0	15	72
% Cars	100.0	100.0	0.0	100.0	100.0	100.0	0.0	100.0	100.0	87.5	0.0	93.8	98.6
Exiting Leg Total				44				17				11	72
Heavy Vehicles	0	0	0	0	0	0	0	0	0	1	0	1	1
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	6.3	1.4
Exiting Leg Total				1				0				0	1

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Lane Road				Lane Road				Crowley Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:15 AM	0	2	0	2	8	0	0	8	1	4	0	5	15
7:30 AM	1	2	0	3	6	0	0	6	0	1	0	1	10
7:45 AM	0	2	0	2	5	1	0	6	1	2	0	3	11
8:00 AM	6	1	0	7	3	1	0	4	1	0	0	1	12
Total Volume	7	7	0	14	22	2	0	24	3	7	0	10	48
% Approach Total	50.0	50.0	0.0		91.7	8.3	0.0		30.0	70.0	0.0		
PHF	0.292	0.875	0.000	0.500	0.688	0.500	0.000	0.750	0.750	0.438	0.000	0.500	0.800
Cars	7	7	0	14	22	2	0	24	3	7	0	10	48
Cars %	100.0	100.0	0.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	0.0	100.0	100.0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cars Enter Leg	7	7	0	14	22	2	0	24	3	7	0	10	48
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	7	7	0	14	22	2	0	24	3	7	0	10	48
Cars Exiting Leg				29				10				9	48
Heavy Exiting Leg				0				0				0	0
Total Exiting Leg				29				10				9	48

PDI File #: **261055 A**
 Location: **N: Lane Road S: Crowley Road**
 Location: **E: Lane Road**
 City, State: **Candia, NH**
 Client: **TetraTech/J. Vorosmarti**
 Site Code: **143-621799-26001**
 Count Date: **Wednesday, March 4, 2026**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Lane Road				Lane Road				Crowley Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	0	0	0	0	3	0	0	3	2	0	0	2	5
7:15 AM	0	2	0	2	8	0	0	8	1	4	0	5	15
7:30 AM	1	2	0	3	6	0	0	6	0	1	0	1	10
7:45 AM	0	2	0	2	5	1	0	6	1	2	0	3	11
Total	1	6	0	7	22	1	0	23	4	7	0	11	41
8:00 AM	6	1	0	7	3	1	0	4	1	0	0	1	12
8:15 AM	1	1	0	2	9	0	0	9	2	0	0	2	13
8:30 AM	0	1	0	1	2	0	0	2	1	0	0	1	4
8:45 AM	1	0	0	1	1	0	0	1	0	0	0	0	2
Total	8	3	0	11	15	1	0	16	4	0	0	4	31
Grand Total	9	9	0	18	37	2	0	39	8	7	0	15	72
Approach %	50.0	50.0	0.0		94.9	5.1	0.0		53.3	46.7	0.0		
Total %	12.5	12.5	0.0	25.0	51.4	2.8	0.0	54.2	11.1	9.7	0.0	20.8	
Exiting Leg Total				44				17				11	72

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Lane Road				Lane Road				Crowley Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:15 AM	0	2	0	2	8	0	0	8	1	4	0	5	15
7:30 AM	1	2	0	3	6	0	0	6	0	1	0	1	10
7:45 AM	0	2	0	2	5	1	0	6	1	2	0	3	11
8:00 AM	6	1	0	7	3	1	0	4	1	0	0	1	12
Total Volume	7	7	0	14	22	2	0	24	3	7	0	10	48
% Approach Total	50.0	50.0	0.0		91.7	8.3	0.0		30.0	70.0	0.0		
PHF	0.292	0.875	0.000	0.500	0.688	0.500	0.000	0.750	0.750	0.438	0.000	0.500	0.800
Entering Leg	7	7	0	14	22	2	0	24	3	7	0	10	48
Exiting Leg				29				10				9	48
Total				43				34				19	96

PDI File #: **261055 A**
 Location: **N: Lane Road S: Crowley Road**
 Location: **E: Lane Road**
 City, State: **Candia, NH**
 Client: **TetraTech/J. Vorosmarti**
 Site Code: **143-621799-26001**
 Count Date: **Wednesday, March 4, 2026**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Class: Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Lane Road				Lane Road				Crowley Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	1
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	
Exiting Leg Total				1				0				0	1
Buses	0	0	0	0	0	0	0	0	0	1	0	1	1
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0
Exiting Leg Total				1				0				0	1
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total				0				0				0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total				0				0				0	0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Lane Road				Lane Road				Crowley Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250
Buses	0	0	0	0	0	0	0	0	0	1	0	1	1
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	0	0	0	0	1	0	1	1
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	0	0	0	0	0	0	0	1	0	1	1
Buses				1				0				0	1
Single-Unit Trucks				0				0				0	0
Articulated Trucks				0				0				0	0
Total Exiting Leg				1				0				0	1

PDI File #: **261055 A**
 Location: **N: Lane Road S: Crowley Road**
 Location: **E: Lane Road**
 City, State: **Candia, NH**
 Client: **TetraTech/J. Vorosmarti**
 Site Code: **143-621799-26001**
 Count Date: **Wednesday, March 4, 2026**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Lane Road				Lane Road				Crowley Road				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	1	1
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	1	1
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0		
Exiting Leg Total				1				0					0	1

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Lane Road				Lane Road				Crowley Road				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	1
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	1	1
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	1	0	1	1	1
Exiting Leg				1				0				0	1	1
Total				1				0				1	1	2

PDI File #: **261055 A**
 Location: **N: Lane Road S: Crowley Road**
 Location: **E: Lane Road**
 City, State: **Candia, NH**
 Client: **TetraTech/J. Vorosmarti**
 Site Code: **143-621799-26001**
 Count Date: **Wednesday, March 4, 2026**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Lane Road				Lane Road				Crowley Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0				0				0				0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Lane Road				Lane Road				Crowley Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0				0				0				0
Total	0				0				0				0

PDI File #: **261055 A**
 Location: **N: Lane Road S: Crowley Road**
 Location: **E: Lane Road**
 City, State: **Candia, NH**
 Client: **TetraTech/J. Vorosmarti**
 Site Code: **143-621799-26001**
 Count Date: **Wednesday, March 4, 2026**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Lane Road				Lane Road				Crowley Road				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0				0				0				0	

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Lane Road				Lane Road				Crowley Road				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0				0				0				0	
Total	0				0				0				0	

PDI File #: **261055 A**
 Location: **N: Lane Road S: Crowley Road**
 Location: **E: Lane Road**
 City, State: **Candia, NH**
 Client: **TetraTech/J. Vorosmarti**
 Site Code: **143-621799-26001**
 Count Date: **Wednesday, March 4, 2026**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Lane Road						Lane Road						Crowley Road						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Lane Road						Lane Road						Crowley Road						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **261055 A**
 Location: **N: Lane Road S: Crowley Road**
 Location: **E: Lane Road**
 City, State: **Candia, NH**
 Client: **TetraTech/J. Vorosmarti**
 Site Code: **143-621799-26001**
 Count Date: **Wednesday, March 4, 2026**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Lane Road						Lane Road						Crowley Road						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Lane Road						Lane Road						Crowley Road						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: 261055 A
 Location: N: Lane Road S: Crowley Road
 Location: E: Lane Road
 City, State: Candia, NH
 Client: TetraTech/J. Vorosmarti
 Site Code: 143-621799-26001
 Count Date: Wednesday, March 4, 2026
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Cars and Heavy Vehicles (Combined)

	Lane Road				Lane Road				Crowley Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	4	0	0	4	1	2	0	3	7
4:15 PM	0	3	0	3	3	0	0	3	0	2	0	2	8
4:30 PM	0	6	0	6	4	0	0	4	2	2	0	4	14
4:45 PM	1	9	0	10	1	1	0	2	2	0	0	2	14
Total	1	18	0	19	12	1	0	13	5	6	0	11	43
5:00 PM	0	8	0	8	7	2	0	9	0	0	0	0	17
5:15 PM	1	7	0	8	6	0	0	6	0	1	0	1	15
5:30 PM	0	6	0	6	4	3	0	7	0	0	0	0	13
5:45 PM	0	3	0	3	2	1	0	3	0	1	0	1	7
Total	1	24	0	25	19	6	0	25	0	2	0	2	52
Grand Total	2	42	0	44	31	7	0	38	5	8	0	13	95
Approach %	4.5	95.5	0.0		81.6	18.4	0.0		38.5	61.5	0.0		
Total %	2.1	44.2	0.0	46.3	32.6	7.4	0.0	40.0	5.3	8.4	0.0	13.7	
Exiting Leg Total				39				47				9	95
Cars	2	42	0	44	31	7	0	38	5	7	0	12	94
% Cars	100.0	100.0	0.0	100.0	100.0	100.0	0.0	100.0	100.0	87.5	0.0	92.3	98.9
Exiting Leg Total				38				47				9	94
Heavy Vehicles	0	0	0	0	0	0	0	0	0	1	0	1	1
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	7.7	1.1
Exiting Leg Total				1				0				0	1

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Lane Road				Lane Road				Crowley Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:30 PM	0	6	0	6	4	0	0	4	2	2	0	4	14
4:45 PM	1	9	0	10	1	1	0	2	2	0	0	2	14
5:00 PM	0	8	0	8	7	2	0	9	0	0	0	0	17
5:15 PM	1	7	0	8	6	0	0	6	0	1	0	1	15
Total Volume	2	30	0	32	18	3	0	21	4	3	0	7	60
% Approach Total	6.3	93.8	0.0		85.7	14.3	0.0		57.1	42.9	0.0		
PHF	0.500	0.833	0.000	0.800	0.643	0.375	0.000	0.583	0.500	0.375	0.000	0.438	0.882
Cars	2	30	0	32	18	3	0	21	4	3	0	7	60
Cars %	100.0	100.0	0.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	0.0	100.0	100.0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cars Enter Leg	2	30	0	32	18	3	0	21	4	3	0	7	60
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	2	30	0	32	18	3	0	21	4	3	0	7	60
Cars Exiting Leg				21				34				5	60
Heavy Exiting Leg				0				0				0	0
Total Exiting Leg				21				34				5	60

PDI File #: **261055 A**
 Location: **N: Lane Road S: Crowley Road**
 Location: **E: Lane Road**
 City, State: **Candia, NH**
 Client: **TetraTech/J. Vorosmarti**
 Site Code: **143-621799-26001**
 Count Date: **Wednesday, March 4, 2026**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Lane Road				Lane Road				Crowley Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	4	0	0	4	1	1	0	2	6
4:15 PM	0	3	0	3	3	0	0	3	0	2	0	2	8
4:30 PM	0	6	0	6	4	0	0	4	2	2	0	4	14
4:45 PM	1	9	0	10	1	1	0	2	2	0	0	2	14
Total	1	18	0	19	12	1	0	13	5	5	0	10	42
5:00 PM	0	8	0	8	7	2	0	9	0	0	0	0	17
5:15 PM	1	7	0	8	6	0	0	6	0	1	0	1	15
5:30 PM	0	6	0	6	4	3	0	7	0	0	0	0	13
5:45 PM	0	3	0	3	2	1	0	3	0	1	0	1	7
Total	1	24	0	25	19	6	0	25	0	2	0	2	52
Grand Total	2	42	0	44	31	7	0	38	5	7	0	12	94
Approach %	4.5	95.5	0.0		81.6	18.4	0.0		41.7	58.3	0.0		
Total %	2.1	44.7	0.0	46.8	33.0	7.4	0.0	40.4	5.3	7.4	0.0	12.8	
Exiting Leg Total				38				47				9	94

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Lane Road				Lane Road				Crowley Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:30 PM	0	6	0	6	4	0	0	4	2	2	0	4	14
4:45 PM	1	9	0	10	1	1	0	2	2	0	0	2	14
5:00 PM	0	8	0	8	7	2	0	9	0	0	0	0	17
5:15 PM	1	7	0	8	6	0	0	6	0	1	0	1	15
Total Volume	2	30	0	32	18	3	0	21	4	3	0	7	60
% Approach Total	6.3	93.8	0.0		85.7	14.3	0.0		57.1	42.9	0.0		
PHF	0.500	0.833	0.000	0.800	0.643	0.375	0.000	0.583	0.500	0.375	0.000	0.438	0.882
Entering Leg	2	30	0	32	18	3	0	21	4	3	0	7	60
Exiting Leg				21				34				5	60
Total				53				55				12	120

PDI File #: **261055 A**
 Location: **N: Lane Road S: Crowley Road**
 Location: **E: Lane Road**
 City, State: **Candia, NH**
 Client: **TetraTech/J. Vorosmarti**
 Site Code: **143-621799-26001**
 Count Date: **Wednesday, March 4, 2026**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Lane Road				Lane Road				Crowley Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	1
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	
Exiting Leg Total				1				0				0	1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total				0				0				0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	1	0	1	1
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0
Exiting Leg Total				1				0				0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total				0				0				0	0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Lane Road				Lane Road				Crowley Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	1	0	1	1
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	0	0	0	0	0	0	0	1	0	1	1
Buses				0				0				0	0
Single-Unit Trucks				1				0				0	1
Articulated Trucks				0				0				0	0
Total Exiting Leg				1				0				0	1

PDI File #: **261055 A**
 Location: **N: Lane Road S: Crowley Road**
 Location: **E: Lane Road**
 City, State: **Candia, NH**
 Client: **TetraTech/J. Vorosmarti**
 Site Code: **143-621799-26001**
 Count Date: **Wednesday, March 4, 2026**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Lane Road				Lane Road				Crowley Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total				0				0					0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Lane Road				Lane Road				Crowley Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg				0				0					0
Total				0				0					0

PDI File #: **261055 A**
 Location: **N: Lane Road S: Crowley Road**
 Location: **E: Lane Road**
 City, State: **Candia, NH**
 Client: **TetraTech/J. Vorosmarti**
 Site Code: **143-621799-26001**
 Count Date: **Wednesday, March 4, 2026**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Lane Road				Lane Road				Crowley Road				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0		
Exiting Leg Total				1				0					0	1

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Lane Road				Lane Road				Crowley Road				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250		0.250
Entering Leg	0	0	0	0	0	0	0	0	0	1	0	1	1	1
Exiting Leg				1				0				0	1	1
Total				1				0				1	1	2

PDI File #: **261055 A**
 Location: **N: Lane Road S: Crowley Road**
 Location: **E: Lane Road**
 City, State: **Candia, NH**
 Client: **TetraTech/J. Vorosmarti**
 Site Code: **143-621799-26001**
 Count Date: **Wednesday, March 4, 2026**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Lane Road				Lane Road				Crowley Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0								0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Lane Road				Lane Road				Crowley Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0				0				0				0
Exiting Leg	0				0				0				0
Total	0				0				0				0

PDI File #: **261055 A**
 Location: **N: Lane Road S: Crowley Road**
 Location: **E: Lane Road**
 City, State: **Candia, NH**
 Client: **TetraTech/J. Vorosmarti**
 Site Code: **143-621799-26001**
 Count Date: **Wednesday, March 4, 2026**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Bicycles (on Roadway and Crosswalks)

	Lane Road						Lane Road						Crowley Road						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Lane Road						Lane Road						Crowley Road						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **261055 A**
 Location: **N: Lane Road S: Crowley Road**
 Location: **E: Lane Road**
 City, State: **Candia, NH**
 Client: **TetraTech/J. Vorosmarti**
 Site Code: **143-621799-26001**
 Count Date: **Wednesday, March 4, 2026**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Lane Road						Lane Road						Crowley Road						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Lane Road						Lane Road						Crowley Road						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.000
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **261055 B**
 Location: **N: Chester Road S: Chester Road**
 Location: **E: Crowley Road W: Brown Road**
 City, State: **Candia, NH**
 Client: **TetraTech/J. Vorosmarti**
 Site Code: **143-621799-26001**
 Count Date: **Wednesday, March 4, 2026**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Chester Road					Crowley Road					Chester Road					Brown Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	0	0	1	1	0	0	0	1	0	14	0	0	14	0	1	0	0	1	17
7:15 AM	0	3	2	0	5	1	0	0	0	1	0	10	1	0	11	0	1	2	0	3	20
7:30 AM	0	3	2	0	5	4	2	2	0	8	0	13	0	0	13	0	1	2	0	3	29
7:45 AM	0	9	1	0	10	0	1	0	0	1	0	4	0	0	4	1	2	0	0	3	18
Total	0	16	5	0	21	6	3	2	0	11	0	41	1	0	42	1	5	4	0	10	84
8:00 AM	1	5	1	0	7	0	0	1	0	1	0	10	0	0	10	0	0	0	0	0	18
8:15 AM	0	3	1	0	4	1	0	1	0	2	1	9	0	0	10	0	0	1	0	1	17
8:30 AM	0	4	1	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
8:45 AM	0	5	0	0	5	1	0	0	0	1	0	10	0	0	10	0	0	0	0	0	16
Total	1	17	3	0	21	2	0	2	0	4	1	33	0	0	34	0	0	1	0	1	60
Grand Total	1	33	8	0	42	8	3	4	0	15	1	74	1	0	76	1	5	5	0	11	144
Approach %	2.4	78.6	19.0	0.0		53.3	20.0	26.7	0.0		1.3	97.4	1.3	0.0		9.1	45.5	45.5	0.0		
Total %	0.7	22.9	5.6	0.0	29.2	5.6	2.1	2.8	0.0	10.4	0.7	51.4	0.7	0.0	52.8	0.7	3.5	3.5	0.0	7.6	
Exiting Leg Total	87					14					38					5					144
Cars	0	33	7	0	40	8	2	3	0	13	0	73	1	0	74	1	5	4	0	10	137
% Cars	0.0	100.0	87.5	0.0	95.2	100.0	66.7	75.0	0.0	86.7	0.0	98.6	100.0	0.0	97.4	100.0	100.0	80.0	0.0	90.9	95.1
Exiting Leg Total	85					12					37					3					137
Heavy Vehicles	1	0	1	0	2	0	1	1	0	2	1	1	0	0	2	0	0	1	0	1	7
% Heavy Vehicles	100.0	0.0	12.5	0.0	4.8	0.0	33.3	25.0	0.0	13.3	100.0	1.4	0.0	0.0	2.6	0.0	0.0	20.0	0.0	9.1	4.9
Exiting Leg Total	2					2					1					2					7

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Chester Road					Crowley Road					Chester Road					Brown Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	0	3	2	0	5	1	0	0	0	1	0	10	1	0	11	0	1	2	0	3	20
7:30 AM	0	3	2	0	5	4	2	2	0	8	0	13	0	0	13	0	1	2	0	3	29
7:45 AM	0	9	1	0	10	0	1	0	0	1	0	4	0	0	4	1	2	0	0	3	18
8:00 AM	1	5	1	0	7	0	0	1	0	1	0	10	0	0	10	0	0	0	0	0	18
Total Volume	1	20	6	0	27	5	3	3	0	11	0	37	1	0	38	1	4	4	0	9	85
% Approach Total	3.7	74.1	22.2	0.0		45.5	27.3	27.3	0.0		0.0	97.4	2.6	0.0		11.1	44.4	44.4	0.0		
PHF	0.250	0.556	0.750	0.000	0.675	0.313	0.375	0.375	0.000	0.344	0.000	0.712	0.250	0.000	0.731	0.250	0.500	0.500	0.000	0.750	0.733
Cars	0	20	5	0	25	5	2	3	0	10	0	37	1	0	38	1	4	3	0	8	81
Cars %	0.0	100.0	83.3	0.0	92.6	100.0	66.7	100.0	0.0	90.9	0.0	100.0	100.0	0.0	100.0	100.0	100.0	75.0	0.0	88.9	95.3
Heavy Vehicles	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	4
Heavy Vehicles %	100.0	0.0	16.7	0.0	7.4	0.0	33.3	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	11.1	4.7
Cars Enter Leg	0	20	5	0	25	5	2	3	0	10	0	37	1	0	38	1	4	3	0	8	81
Heavy Enter Leg	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	4
Total Entering Leg	1	20	6	0	27	5	3	3	0	11	0	37	1	0	38	1	4	4	0	9	85
Cars Exiting Leg	45					9					24					3					81
Heavy Exiting Leg	1					1					0					2					4
Total Exiting Leg	46					10					24					5					85

PDI File #: **261055 B**
 Location: **N: Chester Road S: Chester Road**
 Location: **E: Crowley Road W: Brown Road**
 City, State: **Candia, NH**
 Client: **TetraTech/J. Vorosmarti**
 Site Code: **143-621799-26001**
 Count Date: **Wednesday, March 4, 2026**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Chester Road					Crowley Road					Chester Road					Brown Road					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	1	0	0	1	1	0	0	0	1	0	14	0	0	14	0	1	0	0	1	17	
7:15 AM	0	3	2	0	5	1	0	0	0	1	0	10	1	0	11	0	1	2	0	3	20	
7:30 AM	0	3	2	0	5	4	1	2	0	7	0	13	0	0	13	0	1	1	0	2	27	
7:45 AM	0	9	1	0	10	0	1	0	0	1	0	4	0	0	4	1	2	0	0	3	18	
Total	0	16	5	0	21	6	2	2	0	10	0	41	1	0	42	1	5	3	0	9	82	
8:00 AM	0	5	0	0	5	0	0	1	0	1	0	10	0	0	10	0	0	0	0	0	16	
8:15 AM	0	3	1	0	4	1	0	0	0	1	0	9	0	0	9	0	0	1	0	1	15	
8:30 AM	0	4	1	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8	
8:45 AM	0	5	0	0	5	1	0	0	0	1	0	10	0	0	10	0	0	0	0	0	16	
Total	0	17	2	0	19	2	0	1	0	3	0	32	0	0	32	0	0	1	0	1	55	
Grand Total	0	33	7	0	40	8	2	3	0	13	0	73	1	0	74	1	5	4	0	10	137	
Approach %	0.0	82.5	17.5	0.0		61.5	15.4	23.1	0.0		0.0	98.6	1.4	0.0		10.0	50.0	40.0	0.0			
Total %	0.0	24.1	5.1	0.0	29.2	5.8	1.5	2.2	0.0	9.5	0.0	53.3	0.7	0.0	54.0	0.7	3.6	2.9	0.0	7.3		
Exiting Leg Total						85					12					37					3	137

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Chester Road					Crowley Road					Chester Road					Brown Road					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	1	0	0	1	1	0	0	0	1	0	14	0	0	14	0	1	0	0	1	17	
7:15 AM	0	3	2	0	5	1	0	0	0	1	0	10	1	0	11	0	1	2	0	3	20	
7:30 AM	0	3	2	0	5	4	1	2	0	7	0	13	0	0	13	0	1	1	0	2	27	
7:45 AM	0	9	1	0	10	0	1	0	0	1	0	4	0	0	4	1	2	0	0	3	18	
Total Volume	0	16	5	0	21	6	2	2	0	10	0	41	1	0	42	1	5	3	0	9	82	
% Approach Total	0.0	76.2	23.8	0.0		60.0	20.0	20.0	0.0		0.0	97.6	2.4	0.0		11.1	55.6	33.3	0.0			
PHF	0.000	0.444	0.625	0.000	0.525	0.375	0.500	0.250	0.000	0.357	0.000	0.732	0.250	0.000	0.750	0.250	0.625	0.375	0.000	0.750	0.759	
Entering Leg	0	16	5	0	21	6	2	2	0	10	0	41	1	0	42	1	5	3	0	9	82	
Exiting Leg						50					10					19					3	82
Total						71					20					61					12	164

PDI File #: **261055 B**
 Location: **N: Chester Road S: Chester Road**
 Location: **E: Crowley Road W: Brown Road**
 City, State: **Candia, NH**
 Client: **TetraTech/J. Vorosmarti**
 Site Code: **143-621799-26001**
 Count Date: **Wednesday, March 4, 2026**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Chester Road					Crowley Road					Chester Road					Brown Road					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	1				
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	1				
8:00 AM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
8:15 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	2				
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1				
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	1	0	1	0	2	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	5				
Grand Total	1	0	1	0	2	0	1	1	0	2	1	1	0	0	2	0	0	1	0	1	0	7				
Approach %	50.0	0.0	50.0	0.0		0.0	50.0	50.0	0.0		50.0	50.0	0.0	0.0		0.0	0.0	100.0	0.0							
Total %	14.3	0.0	14.3	0.0	28.6	0.0	14.3	14.3	0.0	28.6	14.3	14.3	0.0	0.0	28.6	0.0	0.0	14.3	0.0		14.3					
Exiting Leg Total						2					2					1					2					7
Buses	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
% Buses	0.0	0.0	100.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3				
Exiting Leg Total						0					1					0										1
Single-Unit Trucks	1	0	0	0	1	0	1	1	0	2	1	1	0	0	2	0	0	1	0	1	0	6				
% Single-Unit	100.0	0.0	0.0	0.0	50.0	0.0	100.0	100.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	0.0	85.7				
Exiting Leg Total						2					1					1					2					6
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Exiting Leg Total						0					0					0					0					0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Chester Road					Crowley Road					Chester Road					Brown Road					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	2				
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:00 AM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
8:15 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	2				
Total Volume	1	0	1	0	2	0	1	1	0	2	1	0	0	0	1	0	0	1	0	1	0	6				
% Approach Total	50.0	0.0	50.0	0.0		0.0	50.0	50.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0							
PHF	0.250	0.000	0.250	0.000	0.250	0.000	0.250	0.250	0.000	0.500	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.250		0.750				
Buses	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
Buses %	0.0	0.0	100.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7				
Single-Unit Trucks	1	0	0	0	1	0	1	1	0	2	1	0	0	0	1	0	0	1	0	1	0	5				
Single-Unit %	100.0	0.0	0.0	0.0	50.0	0.0	100.0	100.0	0.0	100.0	100.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	83.3				
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Buses	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
Single-Unit Trucks	1	0	0	0	1	0	1	1	0	2	1	0	0	0	1	0	0	1	0	1	0	5				
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total Entering Leg	1	0	1	0	2	0	1	1	0	2	1	0	0	0	1	0	0	1	0	1	0	6				
Buses						0					1					0					0					1
Single-Unit Trucks						1					1					1					2					5
Articulated Trucks						0					0					0					0					0
Total Exiting Leg						1					2					1					2					6

PDI File #: **261055 B**
 Location: **N: Chester Road S: Chester Road**
 Location: **E: Crowley Road W: Brown Road**
 City, State: **Candia, NH**
 Client: **TetraTech/J. Vorosmarti**
 Site Code: **143-621799-26001**
 Count Date: **Wednesday, March 4, 2026**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Chester Road					Crowley Road					Chester Road					Brown Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					1					0					0					1

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Chester Road					Crowley Road					Chester Road					Brown Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	0					1					0					0					1
Total	1					1					0					0					2

PDI File #: **261055 B**
 Location: **N: Chester Road S: Chester Road**
 Location: **E: Crowley Road W: Brown Road**
 City, State: **Candia, NH**
 Client: **TetraTech/J. Vorosmarti**
 Site Code: **143-621799-26001**
 Count Date: **Wednesday, March 4, 2026**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Chester Road					Crowley Road					Chester Road					Brown Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
8:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	4
Grand Total	1	0	0	0	1	0	1	1	0	2	1	1	0	0	2	0	0	1	0	1	6
Approach %	100.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0		50.0	50.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	16.7	0.0	0.0	0.0	16.7	0.0	16.7	16.7	0.0	33.3	16.7	16.7	0.0	0.0	33.3	0.0	0.0	16.7	0.0	16.7	
Exiting Leg Total	2					1					1					2					6

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Chester Road					Crowley Road					Chester Road					Brown Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
Total Volume	1	0	0	0	1	0	1	1	0	2	1	0	0	0	1	0	0	1	0	1	5
% Approach Total	100.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.250	0.000	0.500	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.625
Entering Leg	1	0	0	0	1	0	1	1	0	2	1	0	0	0	1	0	0	1	0	1	5
Exiting Leg	1					1					1					2					5
Total	2					3					2					3					10

PDI File #: **261055 B**
 Location: **N: Chester Road S: Chester Road**
 Location: **E: Crowley Road W: Brown Road**
 City, State: **Candia, NH**
 Client: **TetraTech/J. Vorosmarti**
 Site Code: **143-621799-26001**
 Count Date: **Wednesday, March 4, 2026**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Chester Road					Crowley Road					Chester Road					Brown Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Chester Road					Crowley Road					Chester Road					Brown Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					0

PDI File #: 261055 B
 Location: N: Chester Road S: Chester Road
 Location: E: Crowley Road W: Brown Road
 City, State: Candia, NH
 Client: TetraTech/J. Vorosmarti
 Site Code: 143-621799-26001
 Count Date: Wednesday, March 4, 2026
 Start Time: 7:00 AM
 End Time: 9:00 AM



Bicycles (on Roadway and Crosswalks)

	Chester Road								Crowley Road								Chester Road								Brown Road							
	from North								from East								from South								from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total							0								0															0		

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Chester Road								Crowley Road								Chester Road								Brown Road							
	from North								from East								from South								from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg							0								0														0	0		
Total							0								0														0	0		

PDI File #: **261055 B**
 Location: **N: Chester Road S: Chester Road**
 Location: **E: Crowley Road W: Brown Road**
 City, State: **Candia, NH**
 Client: **TetraTech/J. Vorosmarti**
 Site Code: **143-621799-26001**
 Count Date: **Wednesday, March 4, 2026**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Chester Road								Crowley Road								Chester Road								Brown Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg Total	0								0								0								0								

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Chester Road								Crowley Road								Chester Road								Brown Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000			
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg	0								0								0								0								
Total	0								0								0								0								

PDI File #: **261055 B**
 Location: **N: Chester Road S: Chester Road**
 Location: **E: Crowley Road W: Brown Road**
 City, State: **Candia, NH**
 Client: **TetraTech/J. Vorosmarti**
 Site Code: **143-621799-26001**
 Count Date: **Wednesday, March 4, 2026**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Chester Road					Crowley Road					Chester Road					Brown Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	6	3	0	10	2	0	1	0	3	0	1	0	0	1	1	1	3	0	5	19
4:15 PM	0	9	0	0	9	1	1	0	0	2	0	10	2	0	12	0	0	2	0	2	25
4:30 PM	1	13	3	0	17	2	0	1	0	3	1	8	0	0	9	0	3	0	0	3	32
4:45 PM	0	10	1	0	11	2	0	0	0	2	1	5	0	0	6	0	0	0	0	0	19
Total	2	38	7	0	47	7	1	2	0	10	2	24	2	0	28	1	4	5	0	10	95
5:00 PM	0	11	1	0	12	3	1	0	0	4	0	5	1	0	6	1	0	0	0	1	23
5:15 PM	2	12	1	0	15	3	0	0	0	3	0	9	1	0	10	0	1	0	0	1	29
5:30 PM	1	5	2	0	8	2	0	0	0	2	2	6	2	0	10	1	0	0	0	1	21
5:45 PM	2	8	1	0	11	1	3	0	0	4	0	4	0	0	4	1	0	1	0	2	21
Total	5	36	5	0	46	9	4	0	0	13	2	24	4	0	30	3	1	1	0	5	94
Grand Total	7	74	12	0	93	16	5	2	0	23	4	48	6	0	58	4	5	6	0	15	189
Approach %	7.5	79.6	12.9	0.0		69.6	21.7	8.7	0.0		6.9	82.8	10.3	0.0		26.7	33.3	40.0	0.0		
Total %	3.7	39.2	6.3	0.0	49.2	8.5	2.6	1.1	0.0	12.2	2.1	25.4	3.2	0.0	30.7	2.1	2.6	3.2	0.0	7.9	
Exiting Leg Total	70					21					80					18					189
Cars	7	74	12	0	93	15	5	2	0	22	4	48	6	0	58	4	5	6	0	15	188
% Cars	100.0	100.0	100.0	0.0	100.0	93.8	100.0	100.0	0.0	95.7	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	99.5
Exiting Leg Total	69					21					80					18					188
Heavy Vehicles	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Exiting Leg Total	1					0					0					0					1

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Chester Road					Crowley Road					Chester Road					Brown Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	1	13	3	0	17	2	0	1	0	3	1	8	0	0	9	0	3	0	0	3	32
4:45 PM	0	10	1	0	11	2	0	0	0	2	1	5	0	0	6	0	0	0	0	0	19
5:00 PM	0	11	1	0	12	3	1	0	0	4	0	5	1	0	6	1	0	0	0	1	23
5:15 PM	2	12	1	0	15	3	0	0	0	3	0	9	1	0	10	0	1	0	0	1	29
Total Volume	3	46	6	0	55	10	1	1	0	12	2	27	2	0	31	1	4	0	0	5	103
% Approach Total	5.5	83.6	10.9	0.0		83.3	8.3	8.3	0.0		6.5	87.1	6.5	0.0		20.0	80.0	0.0	0.0		
PHF	0.375	0.885	0.500	0.000	0.809	0.833	0.250	0.250	0.000	0.750	0.500	0.750	0.500	0.000	0.775	0.250	0.333	0.000	0.000	0.417	0.805
Cars	3	46	6	0	55	10	1	1	0	12	2	27	2	0	31	1	4	0	0	5	103
Cars %	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	100.0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cars Enter Leg	3	46	6	0	55	10	1	1	0	12	2	27	2	0	31	1	4	0	0	5	103
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	3	46	6	0	55	10	1	1	0	12	2	27	2	0	31	1	4	0	0	5	103
Cars Exiting Leg	37					12					48					6					103
Heavy Exiting Leg	0					0					0					0					0
Total Exiting Leg	37					12					48					6					103

PDI File #: **261055 B**
 Location: **N: Chester Road S: Chester Road**
 Location: **E: Crowley Road W: Brown Road**
 City, State: **Candia, NH**
 Client: **TetraTech/J. Vorosmarti**
 Site Code: **143-621799-26001**
 Count Date: **Wednesday, March 4, 2026**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Chester Road					Crowley Road					Chester Road					Brown Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	6	3	0	10	1	0	1	0	2	0	1	0	0	1	1	1	3	0	5	18
4:15 PM	0	9	0	0	9	1	1	0	0	2	0	10	2	0	12	0	0	2	0	2	25
4:30 PM	1	13	3	0	17	2	0	1	0	3	1	8	0	0	9	0	3	0	0	3	32
4:45 PM	0	10	1	0	11	2	0	0	0	2	1	5	0	0	6	0	0	0	0	0	19
Total	2	38	7	0	47	6	1	2	0	9	2	24	2	0	28	1	4	5	0	10	94
5:00 PM	0	11	1	0	12	3	1	0	0	4	0	5	1	0	6	1	0	0	0	1	23
5:15 PM	2	12	1	0	15	3	0	0	0	3	0	9	1	0	10	0	1	0	0	1	29
5:30 PM	1	5	2	0	8	2	0	0	0	2	2	6	2	0	10	1	0	0	0	1	21
5:45 PM	2	8	1	0	11	1	3	0	0	4	0	4	0	0	4	1	0	1	0	2	21
Total	5	36	5	0	46	9	4	0	0	13	2	24	4	0	30	3	1	1	0	5	94
Grand Total	7	74	12	0	93	15	5	2	0	22	4	48	6	0	58	4	5	6	0	15	188
Approach %	7.5	79.6	12.9	0.0		68.2	22.7	9.1	0.0		6.9	82.8	10.3	0.0		26.7	33.3	40.0	0.0		
Total %	3.7	39.4	6.4	0.0	49.5	8.0	2.7	1.1	0.0	11.7	2.1	25.5	3.2	0.0	30.9	2.1	2.7	3.2	0.0	8.0	
Exiting Leg Total	69					21					80					18					188

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Chester Road					Crowley Road					Chester Road					Brown Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	1	13	3	0	17	2	0	1	0	3	1	8	0	0	9	0	3	0	0	3	32
4:45 PM	0	10	1	0	11	2	0	0	0	2	1	5	0	0	6	0	0	0	0	0	19
5:00 PM	0	11	1	0	12	3	1	0	0	4	0	5	1	0	6	1	0	0	0	1	23
5:15 PM	2	12	1	0	15	3	0	0	0	3	0	9	1	0	10	0	1	0	0	1	29
Total Volume	3	46	6	0	55	10	1	1	0	12	2	27	2	0	31	1	4	0	0	5	103
% Approach Total	5.5	83.6	10.9	0.0		83.3	8.3	8.3	0.0		6.5	87.1	6.5	0.0		20.0	80.0	0.0	0.0		
PHF	0.375	0.885	0.500	0.000	0.809	0.833	0.250	0.250	0.000	0.750	0.500	0.750	0.500	0.000	0.775	0.250	0.333	0.000	0.000	0.417	0.805
Entering Leg	3	46	6	0	55	10	1	1	0	12	2	27	2	0	31	1	4	0	0	5	103
Exiting Leg	37					12					48					6					103
Total	92					24					79					11					206

PDI File #: 261055 B
 Location: N: Chester Road S: Chester Road
 Location: E: Crowley Road W: Brown Road
 City, State: Candia, NH
 Client: TetraTech/J. Vorosmarti
 Site Code: 143-621799-26001
 Count Date: Wednesday, March 4, 2026
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Chester Road					Crowley Road					Chester Road					Brown Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1					0					0					0					1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0
Single-Unit Trucks	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Single-Unit	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
Exiting Leg Total	1					0					0					0					1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Chester Road					Crowley Road					Chester Road					Brown Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Single-Unit %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Buses	0					0					0					0					0
Single-Unit Trucks	1					0					0					0					1
Articulated Trucks	0					0					0					0					0
Total Exiting Leg	1					0					0					0					1

PDI File #: **261055 B**
 Location: **N: Chester Road S: Chester Road**
 Location: **E: Crowley Road W: Brown Road**
 City, State: **Candia, NH**
 Client: **TetraTech/J. Vorosmarti**
 Site Code: **143-621799-26001**
 Count Date: **Wednesday, March 4, 2026**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Chester Road					Crowley Road					Chester Road					Brown Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Chester Road					Crowley Road					Chester Road					Brown Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					0

PDI File #: **261055 B**
 Location: **N: Chester Road S: Chester Road**
 Location: **E: Crowley Road W: Brown Road**
 City, State: **Candia, NH**
 Client: **TetraTech/J. Vorosmarti**
 Site Code: **143-621799-26001**
 Count Date: **Wednesday, March 4, 2026**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Chester Road					Crowley Road					Chester Road					Brown Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total						1						0						0	1		

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Chester Road					Crowley Road					Chester Road					Brown Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg						1						0						0			
Total						1						1						0	2		

PDI File #: **261055 B**
 Location: **N: Chester Road S: Chester Road**
 Location: **E: Crowley Road W: Brown Road**
 City, State: **Candia, NH**
 Client: **TetraTech/J. Vorosmarti**
 Site Code: **143-621799-26001**
 Count Date: **Wednesday, March 4, 2026**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Chester Road					Crowley Road					Chester Road					Brown Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Chester Road					Crowley Road					Chester Road					Brown Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					0

PDI File #: 261055 B
 Location: N: Chester Road S: Chester Road
 Location: E: Crowley Road W: Brown Road
 City, State: Candia, NH
 Client: TetraTech/J. Vorosmarti
 Site Code: 143-621799-26001
 Count Date: Wednesday, March 4, 2026
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Bicycles (on Roadway and Crosswalks)

	Chester Road								Crowley Road								Chester Road								Brown Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	0								0								0								0								

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Chester Road								Crowley Road								Chester Road								Brown Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0								0								0								0								
Total	0								0								0								0								

PDI File #: **261055 B**
 Location: **N: Chester Road S: Chester Road**
 Location: **E: Crowley Road W: Brown Road**
 City, State: **Candia, NH**
 Client: **TetraTech/J. Vorosmarti**
 Site Code: **143-621799-26001**
 Count Date: **Wednesday, March 4, 2026**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Chester Road								Crowley Road								Chester Road								Brown Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg Total	0								0								0								0								

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Chester Road								Crowley Road								Chester Road								Brown Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.000		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg	0								0								0								0								
Total	0								0								0								0								

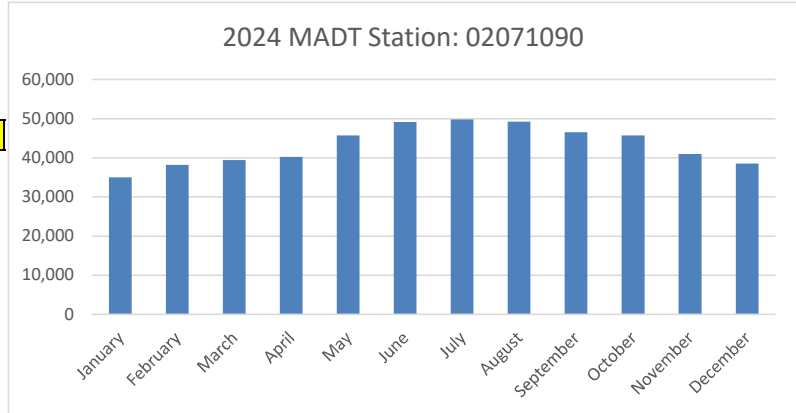
Appendix C
Seasonal Adjustment Factor

NHDOT Seasonal Adjustment Factor

Proposed Residential Subdivision Candia/Chester, New Hampshire

Vehicle Volume By Month	Station Finder	Select The Year, Town, and Location
Year: 2024	1) Year:	2024
Town: Candia	2) Town:	Candia
Location: NH 101 at Raymond TL (Exit 3-4)	3) Location:	NH 101 at Raymond TL (Exit 3-4)
Station: 02071090	Station:	02071090
Group: 3	Manual Station:	

Month	MADT	Adjustment to Average	Adjustment to Peak
January	35,027	1.23	1.42
February	38,220	1.13	1.30
March	39,427	1.10	1.26
April	40,241	1.07	1.24
May	45,709	0.95	1.09
June	49,184	0.88	1.01
July	49,813	0.87	1.00
August	49,284	0.88	1.01
September	46,547	0.93	1.07
October	45,768	0.94	1.09
November	40,970	1.06	1.22
December	38,558	1.12	1.29



AADT: 43,229
 Peak Month: 49,813

Data Notes:

Appendix D
Crash Data

Accident
Data

Tanglewood
Residential
Subdivision

Source



Reference Number	Crash Number	City/Town Name	Crash Date	Crash Severity	Crash Time	Crash Year	Number of Vehicles	Light Conditions	Manner of Collision	Road Surface Condition	Approximate Crash Location	Total Fatalities	Total Non-Fatal Injuries	Vehicle Actions Prior to Crash (All Vehicles)	Apparent Contributing Factors (All Vehicles)	Weather Conditions	Most Harmful Event (All Vehicles)	Non Motorist Type	Latitude	Longitude
1	PDAR174629	Candia, NH	12/09/2017	No Apparent Injury	10:00 PM	2017	1	Dark-No Street Light	Single Vehicle Crash	Snow	Crowley Road - 0.28 Miles west of sharp bend	0	0	Making Right Turn	No Improper Driving	Snow	Collision With Tree	None	43.0595259	-71.3095158
2	PDAR209494	Candia, NH	10/08/2018	Suspected Serious Injury	1:57 AM	2018	1	Dark-No Street Light	Single Vehicle Crash	Wet	Crowley Road at Lane Road	0	1	Following Roadway	Physical Impairment	Cloudy	Collision With Tree	None	43.0595259	-71.3095158
3	PDAR232608	Candia, NH	06/28/2019	Suspected Minor Injury	7:10 PM	2019	1	Daylight	Single Vehicle Crash	Dry	Crowley Road - 0.48 miles east of Chester Road	0	1	Following Roadway	Unknown	Clear	Collision With Tree	None	43.0595259	-71.3095158
4	PDAR280196	Candia, NH	02/21/2021	No Apparent Injury	9:40 PM	2021	1	Dark-No Street Light	Single Vehicle Crash	Snow	Crowley Road - 0.5 miles east of Chester Road	0	0	Following Roadway	Driver Inattention/Distracted	Clear	Collision With Ditch/Embankment	None	43.0595259	-71.3095158
5	PDAR309902	Candia, NH	02/08/2022	No Apparent Injury	3:36 AM	2022	1	Dark-No Street Light	Single Vehicle Crash	Snow	Data Unavailable	0	0	Data Unavailable	Data Unavailable	Rain	Collision With Tree	None	Data Unavailable	
6	PDAR329635	Candia, NH	09/30/2022	Suspected Minor Injury	10:02 PM	2022	1	Dark-No Street Light	Single Vehicle Crash	Dry	Crowley Road - 0.22 Miles west of sharp bend	0	1	Following Roadway	Driver Inattention/Distracted	Clear	Collision With Utility Pole	None	43.0595259	-71.3095158
7	PDAR340014	Candia, NH	01/14/2023	No Apparent Injury	11:03 AM	2023	1	Daylight	Single Vehicle Crash	Wet	Crowley Road - 0.12 Miles west of sharp bend	0	0	Following Roadway	Driver Inattention/Distracted	Cloudy	Collision With Culvert	None	43.0595259	-71.3095158

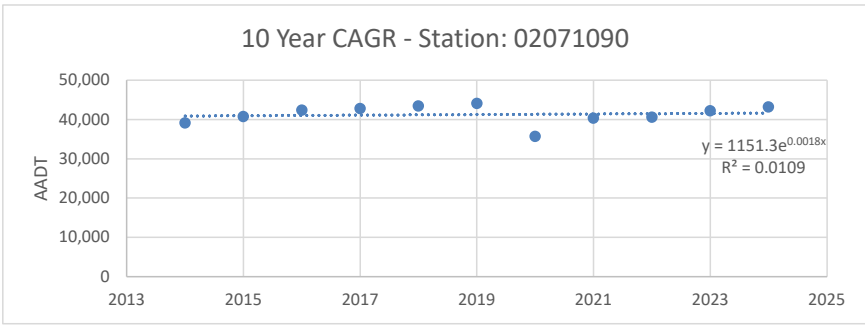
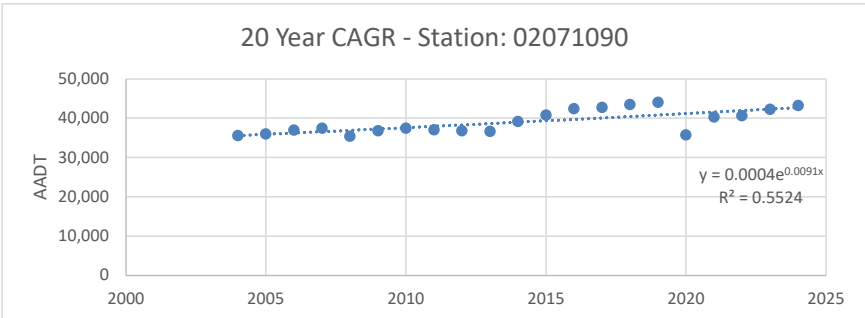
Appendix E
Growth Rate Calculations

NHDOT Traffic Volume Growth Rate

Proposed Residential Subdivision Candia/Chester, New Hampshire

10 and 20 Year Growth Rates	Station Finder	Select The Year, Town, and Location
Town: Candia	1) Town:	Candia
Location: NH 101 at Raymond TL (Exit 3-4)	2) Location:	NH 101 at Raymond TL (Exit 3-4)
Station: 02071090	Station:	02071090
Group: 3	Manual Station:	
FC: 2		
Region: E		

Year	AADT	Annual Change
2004	35,570	
2005	36,000	1.21%
2006	36,947	2.63%
2007	37,436	1.32%
2008	35,372	-5.51%
2009	36,780	3.98%
2010	37,433	1.78%
2011	36,990	-1.18%
2012	36,818	-0.46%
2013	36,628	-0.52%
2014	39,124	6.81%
2015	40,767	4.20%
2016	42,413	4.04%
2017	42,751	0.80%
2018	43,429	1.59%
2019	44,064	1.46%
2020	35,726	-18.92%
2021	40,325	12.87%
2022	40,585	0.64%
2023	42,223	4.04%
2024	43,229	2.38%



20 Year CAGR:	0.98%	10 Year CAGR:	1.00%
20 Year EXP:	0.91%	10 Year EXP:	0.18%
20-Average:	0.95%	10-Average:	0.59%

Data Notes:

Appendix F
Traffic Projection Model

Traffic Projection Model

Tanglewood Residential Subdivision

Weekday Morning Commuter Peak Hour

Intersection	Vehicle Movement	Existing Conditions			No Build (Without Project)				Proposed Project 29 Single-Family Homes ⁵					Build (With Project)	
		Existing As Counted ¹	Seasonally Adjusted ²	2026 Existing Volumes	Traffic Growth 1 Year at 1%	2027 No Build Volumes ³	Traffic Growth 11 Years at 1%	2037 No Build Volumes ⁴	Entering Distribution	Exiting Distribution	Entering Project Trips	Existing Project Trips	Total Project Trips	2027 Opening Year Traffic Volumes ⁶	2037 Opening Year Plus 10 Traffic Volumes ⁷
		1.26													
Chester Road & Crowley Road & Brown Road															
	NBL	6	2	8	0	8	1	9			0	0	0	8	9
	NBT	20	5	25	0	25	3	28			0	0	0	25	28
	NBR	1	0	1	0	1	0	1	22%		2	0	2	3	3
	SBL	6	2	8	0	8	1	9	47%		3	0	3	11	12
	SBT	20	5	25	0	25	3	28			0	0	0	25	28
	SBR	1	0	1	0	1	0	1			0	0	0	1	1
	EBL	4	1	5	0	5	1	6			0	0	0	5	6
	EBT	4	1	5	0	5	1	6		22%	0	0	0	5	6
	EBR	1	0	1	0	1	0	1			0	0	0	1	1
	WBL	3	1	4	0	4	0	4			0	4	4	8	8
	WBT	3	1	4	0	4	0	4			0	0	0	4	4
	WBR	5	1	6	0	6	1	7		47%	0	8	8	14	15
Crowley Road & Lane Road															
	NBT	7	2	9	0	9	1	10		2%	0	0	0	9	10
	NBR	3	1	4	0	4	0	4		29%	0	6	6	10	10
	SBL	7	2	9	0	9	1	10			0	0	0	9	10
	SBT	7	2	9	0	9	1	10	2%		0	0	0	9	10
	WBL	2	1	3	0	3	0	3	29%		2	0	2	5	5
	WBR	22	6	28	0	28	3	31			0	0	0	28	31
Crowley Road & Project Site Driveway															
	NBL	0	0	0	0	0	0	0		69%	0	12	12	12	12
	NBT	0	0	0	0	0	0	0		31%	0	6	6	6	6
	SBT	0	0	0	0	0	0	0	31%		2	0	2	2	2
	SBR	9	2	11	0	11	1	12			0	0	0	11	12
	EBL	2	1	3	0	3	0	3			0	0	0	3	3
	EBR	0	0	0	0	0	0	0	69%		5	0	5	5	5

Source: Tetra Tech

Notes:

- 1) Based on Turning Movements counts Collected by Tetra Tech on Wednesday, March 4th, 2026.
- 2) NHDOT Seasonal Adjustment Factor of 1.26 applied to as counted traffic volumes.
- 3) 2027 No Build Traffic Volumes developed assuming a 1% annual growth rate for 1 year.
- 4) 2037 No Build Traffic Volumes developed assuming a 1% annual growth rate for 11 years.
- 5) Vehicle Trip Generation based on ITE Trip Generation, 12th Edition, Land Use Code 210 (Single-Family Detached Housing) assuming 29 units.
- 6) 2027 Opening Year Traffic Volumes include No Build Traffic, and Proposed Site Generated Traffic.
- 7) 2037 Opening Year plus 10 Traffic Volumes include No Build Traffic, and Proposed Site Generated Traffic.

Traffic Projection Model

Tanglewood Residential Subdivision

Weekday Morning Commuter Peak Hour

Intersection	Vehicle Movement	Existing Conditions			No Build (Without Project)				Proposed Project 29 Single-Family Homes ⁵					Build (With Project)	
		Existing As Counted ¹	Seasonally Adjusted ² 1.26	2026 Existing Volumes	Traffic Growth 1 Year at 1%	2027 No Build Volumes ³	Traffic Growth 11 Years at 1%	2037 No Build Volumes ⁴	Entering Distribution	Exiting Distribution	Entering Project Trips	Existing Project Trips	Total Project Trips	2027 Opening Year Traffic Volumes ⁶	2037 Opening Year Plus 10 Traffic Volumes ⁷
Chester Road & Crowley Road & Brown Road															
	NBL	2	1	3	0	3	0	3			0	0	0	3	3
	NBT	27	7	34	0	34	4	38			0	0	0	34	38
	NBR	2	1	3	0	3	0	3	22%		4	0	4	7	7
	SBL	6	2	8	0	8	1	9	47%		9	0	9	17	18
	SBT	46	12	58	1	59	7	65			0	0	0	59	65
	SBR	3	1	4	0	4	0	4			0	0	0	4	4
	EBL	0	0	0	0	0	0	0			0	0	0	0	0
	EBT	4	1	5	0	5	1	6			0	0	0	5	6
	EBR	1	0	1	0	1	0	1			0	0	0	1	1
	WBL	1	0	1	0	1	0	1		22%	0	3	3	4	4
	WBT	1	0	1	0	1	0	1			0	0	0	1	1
	WBR	10	3	13	0	13	2	15		47%	0	6	6	19	21
Crowley Road & Lane Road															
	NBT	3	1	4	0	4	0	4		2%	0	0	0	4	4
	NBR	4	1	5	0	5	1	6		29%	0	3	3	8	9
	SBL	30	8	38	0	38	4	42			0	0	0	38	42
	SBT	2	1	3	0	3	0	3	2%		0	0	0	3	3
	WBL	3	1	4	0	4	0	4	29%		6	0	6	10	10
	WBR	18	5	23	0	23	3	26			0	0	0	23	26
Crowley Road & Project Site Driveway															
	NBL	0	0	0	0	0	0	0		69%	0	9	9	9	9
	NBT	0	0	0	0	0	0	0		31%	0	3	3	3	3
	SBT	0	0	0	0	0	0	0	31%		6	0	6	6	6
	SBR	5	1	6	0	6	1	7			0	0	0	6	7
	EBL	11	3	14	0	14	2	16			0	0	0	14	16
	EBR	0	0	0	0	0	0	0	69%		13	0	13	13	13

Source: Tetra Tech

Notes:

- 1) Based on Turning Movements counts collected by Tetra Tech on Wednesday, March 4th, 2026.
- 2) NHDOT Seasonal Adjustment Factor of 1.26 applied to as counted traffic volumes.
- 3) 2027 No Build Traffic Volumes developed assuming a 1% annual growth rate for 1 year.
- 4) 2037 No Build Traffic Volumes developed assuming a 1% annual growth rate for 11 years.
- 5) Vehicle Trip Generation based on ITE Trip Generation, 12th Edition, Land Use Code 210 (Single-Family Detached Housing) assuming 29 units.
- 6) 2027 Opening Year Traffic Volumes include No Build Traffic, and Proposed Site Generated Traffic.
- 7) 2037 Opening Year plus 10 Traffic Volumes include No Build Traffic, and Proposed Site Generated Traffic.

Appendix G
Project Trip Generation Summary

Trip Generation Summary

Tanglewood Residential Subdivision

Chester/Candia New Hampshire

Land Use Code 210 Single-Family Detached Housing						Size:	29	DWELLINGS
Time Period	R ² Value	Use Equation or Rate?	Equation	Rate	Percent Enter	In	Out	Total
Weekday Daily	0.94	Rate	$T = 8.07(X) + 265.45$	9.09	50%	132	132	264
AM Street Peak Hour	0.89	Equation	$T = 0.67(X) + 5.59$	0.70	27%	7	18	25
PM Street Peak Hour	0.90	Equation	$\ln(T) = 0.92\ln(X) + 0.33$	0.93	62%	19	12	31

Source: *Trip Generation, Twelfth Edition*, (Institute of Transportation Engineers, 2025).

Appendix H
Project Trip Distribution Summary

Residential Trip Distribution Model

Tanglewood Residential Subdivision

Chester, New Hampshire

			REGIONAL TRAVEL ROUTES						
			To/From North		To/From South	To/From East	To/From West		
Workplace of Chester Residents	Workers in Commuting Flow	Percent of Workers in Commuting Flow	Lane Road	Chester Road	Chester Road	Lane Road	Brown Road	100% CHECK	Total
Chester town	359	14.77%			60%	40%		100%	14.8%
Londonderry town	305	12.55%		75%	25%			100%	12.5%
Salem town	148	6.09%		75%	25%			100%	6.1%
Manchester city	136	5.59%		100%				100%	5.6%
Derry town	116	4.77%			100%			100%	4.8%
Andover town	81	3.33%		75%	25%			100%	3.3%
Concord city	60	2.47%		100%				100%	2.5%
Hampstead town	59	2.43%			25%	75%		100%	2.4%
Boston city	57	2.34%		50%		50%		100%	2.3%
Haverhill city	55	2.26%			50%	50%		100%	2.3%
Portsmouth city	55	2.26%				100%		100%	2.3%
Nashua city	46	1.89%		100%				100%	1.9%
Beverly city	41	1.69%				100%		100%	1.7%
Exeter town	41	1.69%				100%		100%	1.7%
Amherst town	38	1.56%		100%				100%	1.6%
Raymond town	37	1.52%	50%			50%		100%	1.5%
Georgetown town	36	1.48%				100%		100%	1.5%
Lexington town	36	1.48%		100%				100%	1.5%
Dover city	36	1.48%				100%		100%	1.5%
Lawrence city	35	1.44%		100%				100%	1.4%
Hudson town	34	1.40%		75%	25%			100%	1.4%
Hooksett town	32	1.32%		100%				100%	1.3%
Seabrook town	32	1.32%				100%		100%	1.3%
Plaistow town	31	1.28%			50%	50%		100%	1.3%
Merrimack town	30	1.23%		100%				100%	1.2%
Cambridge city	24	0.99%		50%		50%		100%	1.0%
Methuen Town city	21	0.86%		100%				100%	0.9%
Bedford town	21	0.86%		100%				100%	0.9%
Epping town	21	0.86%	50%			50%		100%	0.9%
Stratham town	21	0.86%				100%		100%	0.9%
Durham town	20	0.82%	25%			75%		100%	0.8%
North Andover town	19	0.78%		100%				100%	0.8%
Bedford town	18	0.74%		100%				100%	0.7%
Brentwood town	18	0.74%				100%		100%	0.7%
Ware town	17	0.70%		100%				100%	0.7%
Wilmington town	17	0.70%		100%				100%	0.7%
Lynn city	15	0.62%				100%		100%	0.6%
Tewksbury town	15	0.62%		100%				100%	0.6%
Meredith town	14	0.58%		100%				100%	0.6%
Hampton town	14	0.58%				100%		100%	0.6%
Amherst town	12	0.49%		100%				100%	0.5%
Chelmsford town	11	0.45%		75%	25%			100%	0.5%
Hopkinton town	11	0.45%		100%				100%	0.5%
Auburn town	11	0.45%		50%			50%	100%	0.5%
Hampton Falls town	11	0.45%				100%		100%	0.5%
Newburyport city	10	0.41%				100%		100%	0.4%
Salem city	10	0.41%		25%		75%		100%	0.4%
Chelsea city	10	0.41%		50%		50%		100%	0.4%
Litchfield town	10	0.41%		100%				100%	0.4%
Rochester city	10	0.41%	50%			50%		100%	0.4%
Burlington town	9	0.37%		75%	25%			100%	0.4%
Melrose city	9	0.37%		75%	25%			100%	0.4%
Waltham city	9	0.37%		100%				100%	0.4%
Woburn city	9	0.37%		75%	25%			100%	0.4%
Milford town	9	0.37%		100%				100%	0.4%
Atkinson town	9	0.37%			50%	50%		100%	0.4%
Fremont town	9	0.37%	50%			50%		100%	0.4%
Kingston town	8	0.33%	25%			75%		100%	0.3%
Newton town	8	0.33%				100%		100%	0.3%
South Portland city	7	0.29%				100%		100%	0.3%
Concord town	7	0.29%		100%				100%	0.3%
Malden city	7	0.29%		75%		25%		100%	0.3%
Allenstown town	7	0.29%		100%				100%	0.3%
Epsom town	7	0.29%	50%	50%				100%	0.3%
Total	2,431	100.00%	2.02%	46.76%	22.42%	28.57%	0.23%	100.00%	100.0%
Rounded			2.0%	47.0%	22.0%	29.0%	0.0%	100.00%	

Source: Tetra Tech based on the 2011-2015 American Community Survey Journey to Work Data by Town/City.

Note: Residents of Chester, New Hampshire who are employed in the following locations were excluded from this analysis. Albany New York, South Fayette Township Pennsylvania, and Fort Worth Texas.

Appendix I
Intersection Capacity Analysis Worksheets

HCM 6th TWSC
2: Crowley Road & Lane Road

2026 Existing Conditions
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	3.5					
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	9	4	9	9	3	28
Future Vol, veh/h	9	4	9	9	3	28
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	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	11	5	11	11	4	35

Major/Minor	Minor2	Major2	
Conflicting Flow All	33	11	0
Stage 1	33	-	-
Stage 2	0	-	-
Critical Hdwy	6.5	6.2	4.1
Critical Hdwy Stg 1	5.5	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	4	3.3	2.2
Pot Cap-1 Maneuver	864	1076	-
Stage 1	872	-	-
Stage 2	-	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	0	1076	-
Mov Cap-2 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-

Approach	NB	SB
HCM Control Delay, s	8.4	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	1076	-	-
HCM Lane V/C Ratio	0.015	-	-
HCM Control Delay (s)	8.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

HCM 6th TWSC
 10: Chester Road & Brown Road/Crowley Road

2026 Existing Conditions
 Weekday Morning Peak Hour

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	5	1	4	4	0	8	25	1	0	25	1
Future Vol, veh/h	5	5	1	4	4	0	8	25	1	0	25	1
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	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	20	0	0	0	25	0	0	0	0	0	2	100
Mvmt Flow	7	7	1	5	5	0	11	34	1	0	34	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	94	92	35	96	92	-	35	0	0	-	-	0
Stage 1	35	35	-	57	57	-	-	-	-	-	-	-
Stage 2	59	57	-	39	35	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.1	6.75	-	4.1	-	-	-	-	-
Critical Hdwy Stg 1	6.3	5.5	-	6.1	5.75	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.5	-	6.1	5.75	-	-	-	-	-	-	-
Follow-up Hdwy	3.68	4	3.3	3.5	4.225	-	2.2	-	-	-	-	-
Pot Cap-1 Maneuver	848	802	1044	891	756	0	1589	-	-	0	-	-
Stage 1	937	870	-	960	804	0	-	-	-	0	-	-
Stage 2	909	851	-	981	822	0	-	-	-	0	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	839	796	1044	879	751	-	1589	-	-	-	-	-
Mov Cap-2 Maneuver	839	796	-	879	751	-	-	-	-	-	-	-
Stage 1	930	870	-	953	798	-	-	-	-	-	-	-
Stage 2	896	845	-	972	822	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	9.4		9.5		1.7		0			
HCM LOS	A		A							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1589	-	-	833	810	-	-
HCM Lane V/C Ratio	0.007	-	-	0.018	0.014	-	-
HCM Control Delay (s)	7.3	0	-	9.4	9.5	-	-
HCM Lane LOS	A	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	-	-

Intersection						
Int Delay, s/veh	1.6					
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑			↑		↑
Traffic Vol, veh/h	30	0	8	26	0	6
Future Vol, veh/h	30	0	8	26	0	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	73	73	73	73	73	73
Heavy Vehicles, %	3	0	0	4	0	0
Mvmt Flow	41	0	11	36	0	8

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3	
Conflicting Flow All	0	-	41	0	-	41
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	0	1581	-	0	1036
Stage 1	-	0	-	-	0	-
Stage 2	-	0	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1581	-	-	1036
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	NB	SB	NW
HCM Control Delay, s	0	1.7	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBTNWLn1	SBL	SBT
Capacity (veh/h)	-	1036	1581
HCM Lane V/C Ratio	-	0.008	0.007
HCM Control Delay (s)	-	8.5	7.3
HCM Lane LOS	-	A	A
HCM 95th %tile Q(veh)	-	0	0

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	6	8	6	8	0
Future Vol, veh/h	0	6	8	6	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	13	0	0	0
Mvmt Flow	0	8	11	8	11	0





Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	23
Stage 1	-	-	-	-	15
Stage 2	-	-	-	-	8
Critical Hdwy	-	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	-	-	3.5
Pot Cap-1 Maneuver	0	-	-	-	998
Stage 1	0	-	-	-	1013
Stage 2	0	-	-	-	1020
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	998
Mov Cap-2 Maneuver	-	-	-	-	998
Stage 1	-	-	-	-	1013
Stage 2	-	-	-	-	1020

Approach	EB	WB	SE
HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SELn1
Capacity (veh/h)	-	-	-	998
HCM Lane V/C Ratio	-	-	-	0.011
HCM Control Delay (s)	-	-	-	8.6
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

HCM 6th TWSC
2: Crowley Road & Lane Road

2026 Existing Conditions
Weekday Afternoon Peak Hour

Intersection						
Int Delay, s/veh	1.5					
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	4	5	38	3	4	23
Future Vol, veh/h	4	5	38	3	4	23
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	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	6	48	4	5	29

Major/Minor	Minor2	Major2	
Conflicting Flow All	100	4	0
Stage 1	100	-	-
Stage 2	0	-	-
Critical Hdwy	6.5	6.2	4.1
Critical Hdwy Stg 1	5.5	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	4	3.3	2.2
Pot Cap-1 Maneuver	794	1085	-
Stage 1	816	-	-
Stage 2	-	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	0	1085	-
Mov Cap-2 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-

Approach	NB	SB
HCM Control Delay, s	8.4	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	1085	-	-
HCM Lane V/C Ratio	0.01	-	-
HCM Control Delay (s)	8.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

HCM 6th TWSC
 10: Chester Road & Brown Road/Crowley Road

2026 Existing Conditions
 Weekday Afternoon Peak Hour

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	5	1	1	1	0	3	34	3	0	58	4
Future Vol, veh/h	0	5	1	1	1	0	3	34	3	0	58	4
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	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	20	0	0	0	25	0	0	0	0	0	2	100
Mvmt Flow	0	7	1	1	1	0	4	47	4	0	79	5

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	140	141	82	143	141	-	84	0	0	-	-	0
Stage 1	82	82	-	57	57	-	-	-	-	-	-	-
Stage 2	58	59	-	86	84	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.1	6.75	-	4.1	-	-	-	-	-
Critical Hdwy Stg 1	6.3	5.5	-	6.1	5.75	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.5	-	6.1	5.75	-	-	-	-	-	-	-
Follow-up Hdwy	3.68	4	3.3	3.5	4.225	-	2.2	-	-	-	-	-
Pot Cap-1 Maneuver	790	754	983	831	710	0	1526	-	-	0	-	-
Stage 1	884	831	-	960	804	0	-	-	-	0	-	-
Stage 2	910	850	-	927	782	0	-	-	-	0	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	787	752	983	822	708	-	1526	-	-	-	-	-
Mov Cap-2 Maneuver	787	752	-	822	708	-	-	-	-	-	-	-
Stage 1	881	831	-	957	802	-	-	-	-	-	-	-
Stage 2	906	847	-	918	782	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	9.6		9.7			0.6			0		
HCM LOS	A		A								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1526	-	-	783	761	-	-
HCM Lane V/C Ratio	0.003	-	-	0.01	0.004	-	-
HCM Control Delay (s)	7.4	0	-	9.6	9.7	-	-
HCM Lane LOS	A	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	-	-

Intersection						
Int Delay, s/veh	1.4					
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑			↑		↑
Traffic Vol, veh/h	34	0	8	62	0	13
Future Vol, veh/h	34	0	8	62	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	3	0	0	4	0	0
Mvmt Flow	47	0	11	85	0	18

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3	
Conflicting Flow All	0	-	47	0	-	47
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	0	1573	-	0	1028
Stage 1	-	0	-	-	0	-
Stage 2	-	0	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1573	-	-	1028
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	NB	SB	NW
HCM Control Delay, s	0	0.8	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBTNWLn1	SBL	SBT
Capacity (veh/h)	-	1028	1573
HCM Lane V/C Ratio	-	0.017	0.007
HCM Control Delay (s)	-	8.6	7.3
HCM Lane LOS	-	A	A
HCM 95th %tile Q(veh)	-	0.1	0

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	8	2	13	8	0
Future Vol, veh/h	0	8	2	13	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	13	0	0	0
Mvmt Flow	0	11	3	18	11	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	23	-
Stage 1	-	-	-	-	12	-
Stage 2	-	-	-	-	11	-
Critical Hdwy	-	-	-	-	6.4	-
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.5	-
Pot Cap-1 Maneuver	0	-	-	-	998	0
Stage 1	0	-	-	-	1016	0
Stage 2	0	-	-	-	1017	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	998	-
Mov Cap-2 Maneuver	-	-	-	-	998	-
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1017	-
Approach	EB	WB	SE			
HCM Control Delay, s	0	0	8.6			
HCM LOS				A		
Minor Lane/Major Mvmt	EBT	WBT	WBR	SELn1		
Capacity (veh/h)	-	-	-	998		
HCM Lane V/C Ratio	-	-	-	0.011		
HCM Control Delay (s)	-	-	-	8.6		
HCM Lane LOS	-	-	-	A		
HCM 95th %tile Q(veh)	-	-	-	0		

Intersection						
Int Delay, s/veh	3.5					
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	9	4	9	9	3	28
Future Vol, veh/h	9	4	9	9	3	28
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	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	11	5	11	11	4	35

Major/Minor	Minor2	Major2	
Conflicting Flow All	33	11	0
Stage 1	33	-	-
Stage 2	0	-	-
Critical Hdwy	6.5	6.2	4.1
Critical Hdwy Stg 1	5.5	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	4	3.3	2.2
Pot Cap-1 Maneuver	864	1076	-
Stage 1	872	-	-
Stage 2	-	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	0	1076	-
Mov Cap-2 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-

Approach	NB	SB
HCM Control Delay, s	8.4	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	1076	-	-
HCM Lane V/C Ratio	0.015	-	-
HCM Control Delay (s)	8.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

HCM 6th TWSC
 10: Chester Road & Brown Road/Crowley Road

2027 No Build Conditions
 Weekday Morning Peak Hour

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	5	1	4	4	0	8	25	1	0	25	1
Future Vol, veh/h	5	5	1	4	4	0	8	25	1	0	25	1
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	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	20	0	0	0	25	0	0	0	0	0	2	100
Mvmt Flow	7	7	1	5	5	0	11	34	1	0	34	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	94	92	35	96	92	-	35	0	0	-	-	0
Stage 1	35	35	-	57	57	-	-	-	-	-	-	-
Stage 2	59	57	-	39	35	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.1	6.75	-	4.1	-	-	-	-	-
Critical Hdwy Stg 1	6.3	5.5	-	6.1	5.75	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.5	-	6.1	5.75	-	-	-	-	-	-	-
Follow-up Hdwy	3.68	4	3.3	3.5	4.225	-	2.2	-	-	-	-	-
Pot Cap-1 Maneuver	848	802	1044	891	756	0	1589	-	-	0	-	-
Stage 1	937	870	-	960	804	0	-	-	-	0	-	-
Stage 2	909	851	-	981	822	0	-	-	-	0	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	839	796	1044	879	751	-	1589	-	-	-	-	-
Mov Cap-2 Maneuver	839	796	-	879	751	-	-	-	-	-	-	-
Stage 1	930	870	-	953	798	-	-	-	-	-	-	-
Stage 2	896	845	-	972	822	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.4		9.5		1.7		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1589	-	-	833	810	-	-
HCM Lane V/C Ratio	0.007	-	-	0.018	0.014	-	-
HCM Control Delay (s)	7.3	0	-	9.4	9.5	-	-
HCM Lane LOS	A	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	-	-

Intersection						
Int Delay, s/veh	1.6					
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑			↑		↑
Traffic Vol, veh/h	30	0	8	26	0	6
Future Vol, veh/h	30	0	8	26	0	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	73	73	73	73	73	73
Heavy Vehicles, %	3	0	0	4	0	0
Mvmt Flow	41	0	11	36	0	8

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3	
Conflicting Flow All	0	-	41	0	-	41
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	0	1581	-	0	1036
Stage 1	-	0	-	-	0	-
Stage 2	-	0	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1581	-	-	1036
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	NB	SB	NW
HCM Control Delay, s	0	1.7	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBTNWLn1	SBL	SBT
Capacity (veh/h)	-	1036	1581
HCM Lane V/C Ratio	-	0.008	0.007
HCM Control Delay (s)	-	8.5	7.3
HCM Lane LOS	-	A	A
HCM 95th %tile Q(veh)	-	0	0

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	6	8	6	8	0
Future Vol, veh/h	0	6	8	6	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	13	0	0	0
Mvmt Flow	0	8	11	8	11	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	23
Stage 1	-	-	-	-	15
Stage 2	-	-	-	-	8
Critical Hdwy	-	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	-	-	3.5
Pot Cap-1 Maneuver	0	-	-	-	998
Stage 1	0	-	-	-	1013
Stage 2	0	-	-	-	1020
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	998
Mov Cap-2 Maneuver	-	-	-	-	998
Stage 1	-	-	-	-	1013
Stage 2	-	-	-	-	1020

Approach	EB	WB	SE
HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SELn1
Capacity (veh/h)	-	-	-	998
HCM Lane V/C Ratio	-	-	-	0.011
HCM Control Delay (s)	-	-	-	8.6
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection						
Int Delay, s/veh	1.5					
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	4	5	38	3	4	23
Future Vol, veh/h	4	5	38	3	4	23
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	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	6	48	4	5	29

Major/Minor	Minor2	Major2	
Conflicting Flow All	100	4	0
Stage 1	100	-	-
Stage 2	0	-	-
Critical Hdwy	6.5	6.2	4.1
Critical Hdwy Stg 1	5.5	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	4	3.3	2.2
Pot Cap-1 Maneuver	794	1085	-
Stage 1	816	-	-
Stage 2	-	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	0	1085	-
Mov Cap-2 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-

Approach	NB	SB
HCM Control Delay, s	8.4	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	1085	-	-
HCM Lane V/C Ratio	0.01	-	-
HCM Control Delay (s)	8.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

HCM 6th TWSC
 10: Chester Road & Brown Road/Crowley Road

2027 No Build Conditions
 Weekday Afternoon Peak Hour

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	5	1	1	1	0	3	34	3	0	59	4
Future Vol, veh/h	0	5	1	1	1	0	3	34	3	0	59	4
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	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	20	0	0	0	25	0	0	0	0	0	2	100
Mvmt Flow	0	7	1	1	1	0	4	47	4	0	81	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	142	143	84	145	143	-	86	0	0	-	-	0
Stage 1	84	84	-	57	57	-	-	-	-	-	-	-
Stage 2	58	59	-	88	86	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.1	6.75	-	4.1	-	-	-	-	-
Critical Hdwy Stg 1	6.3	5.5	-	6.1	5.75	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.5	-	6.1	5.75	-	-	-	-	-	-	-
Follow-up Hdwy	3.68	4	3.3	3.5	4.225	-	2.2	-	-	-	-	-
Pot Cap-1 Maneuver	788	752	981	828	708	0	1523	-	-	0	-	-
Stage 1	881	829	-	960	804	0	-	-	-	0	-	-
Stage 2	910	850	-	925	781	0	-	-	-	0	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	785	750	981	819	706	-	1523	-	-	-	-	-
Mov Cap-2 Maneuver	785	750	-	819	706	-	-	-	-	-	-	-
Stage 1	878	829	-	957	802	-	-	-	-	-	-	-
Stage 2	906	847	-	916	781	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	9.7		9.8		0.6		0			
HCM LOS	A		A							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1523	-	-	781	758	-	-
HCM Lane V/C Ratio	0.003	-	-	0.011	0.004	-	-
HCM Control Delay (s)	7.4	0	-	9.7	9.8	-	-
HCM Lane LOS	A	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	-	-

Intersection						
Int Delay, s/veh	1.4					
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑			↑		↑
Traffic Vol, veh/h	34	0	8	63	0	13
Future Vol, veh/h	34	0	8	63	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	3	0	0	4	0	0
Mvmt Flow	47	0	11	86	0	18

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	-	47	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-
Pot Cap-1 Maneuver	-	0	1573	-	0
Stage 1	-	0	-	-	0
Stage 2	-	0	-	-	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1573	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	NB	SB	NW
HCM Control Delay, s	0	0.8	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBTNWLn1	SBL	SBT
Capacity (veh/h)	-	1028	1573
HCM Lane V/C Ratio	-	0.017	0.007
HCM Control Delay (s)	-	8.6	7.3
HCM Lane LOS	-	A	A
HCM 95th %tile Q(veh)	-	0.1	0

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	8	2	13	8	0
Future Vol, veh/h	0	8	2	13	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	13	0	0	0
Mvmt Flow	0	11	3	18	11	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	23	-
Stage 1	-	-	-	-	12	-
Stage 2	-	-	-	-	11	-
Critical Hdwy	-	-	-	-	6.4	-
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.5	-
Pot Cap-1 Maneuver	0	-	-	-	998	0
Stage 1	0	-	-	-	1016	0
Stage 2	0	-	-	-	1017	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	998	-
Mov Cap-2 Maneuver	-	-	-	-	998	-
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1017	-
Approach	EB	WB	SE			
HCM Control Delay, s	0	0	8.6			
HCM LOS						A
Minor Lane/Major Mvmt	EBT	WBT	WBR	SELn1		
Capacity (veh/h)	-	-	-	998		
HCM Lane V/C Ratio	-	-	-	0.011		
HCM Control Delay (s)	-	-	-	8.6		
HCM Lane LOS	-	-	-	A		
HCM 95th %tile Q(veh)	-	-	-	0		

Intersection						
Int Delay, s/veh	3.5					
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	10	4	10	10	3	31
Future Vol, veh/h	10	4	10	10	3	31
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	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	13	5	13	13	4	39

Major/Minor	Minor2	Major2	
Conflicting Flow All	39	13	0
Stage 1	39	-	-
Stage 2	0	-	-
Critical Hdwy	6.5	6.2	4.1
Critical Hdwy Stg 1	5.5	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	4	3.3	2.2
Pot Cap-1 Maneuver	857	1073	-
Stage 1	866	-	-
Stage 2	-	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	0	1073	-
Mov Cap-2 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-

Approach	NB	SB
HCM Control Delay, s	8.4	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	1073	-	-
HCM Lane V/C Ratio	0.016	-	-
HCM Control Delay (s)	8.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

HCM 6th TWSC
 10: Chester Road & Brown Road/Crowley Road

2037 No Build Conditions
 Weekday Morning Peak Hour

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	6	6	1	4	4	0	9	28	1	0	28	1
Future Vol, veh/h	6	6	1	4	4	0	9	28	1	0	28	1
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	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	20	0	0	0	25	0	0	0	0	0	2	100
Mvmt Flow	8	8	1	5	5	0	12	38	1	0	38	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	104	102	39	106	102	-	39	0	0	-	-	0
Stage 1	39	39	-	63	63	-	-	-	-	-	-	-
Stage 2	65	63	-	43	39	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.1	6.75	-	4.1	-	-	-	-	-
Critical Hdwy Stg 1	6.3	5.5	-	6.1	5.75	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.5	-	6.1	5.75	-	-	-	-	-	-	-
Follow-up Hdwy	3.68	4	3.3	3.5	4.225	-	2.2	-	-	-	-	-
Pot Cap-1 Maneuver	835	792	1038	878	747	0	1584	-	-	0	-	-
Stage 1	932	866	-	953	799	0	-	-	-	0	-	-
Stage 2	902	846	-	976	819	0	-	-	-	0	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	825	786	1038	865	741	-	1584	-	-	-	-	-
Mov Cap-2 Maneuver	825	786	-	865	741	-	-	-	-	-	-	-
Stage 1	925	866	-	945	793	-	-	-	-	-	-	-
Stage 2	889	839	-	965	819	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	9.5		9.6		1.7		0			
HCM LOS	A		A							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBT	SBR
Capacity (veh/h)	1584	-	-	819	798	-
HCM Lane V/C Ratio	0.008	-	-	0.022	0.014	-
HCM Control Delay (s)	7.3	0	-	9.5	9.6	-
HCM Lane LOS	A	A	-	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	-

Intersection						
Int Delay, s/veh	1.6					
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑			↑		↑
Traffic Vol, veh/h	34	0	9	29	0	7
Future Vol, veh/h	34	0	9	29	0	7
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	73	73	73	73	73	73
Heavy Vehicles, %	3	0	0	4	0	0
Mvmt Flow	47	0	12	40	0	10

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3	
Conflicting Flow All	0	-	47	0	-	47
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	0	1573	-	0	1028
Stage 1	-	0	-	-	0	-
Stage 2	-	0	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1573	-	-	1028
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	NB	SB	NW
HCM Control Delay, s	0	1.7	8.5
HCM LOS			A




Minor Lane/Major Mvmt	NBTNWLn1	SBL	SBT
Capacity (veh/h)	-	1028	1573
HCM Lane V/C Ratio	-	0.009	0.008
HCM Control Delay (s)	-	8.5	7.3
HCM Lane LOS	-	A	A
HCM 95th %tile Q(veh)	-	0	0

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	7	8	7	9	0
Future Vol, veh/h	0	7	8	7	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	13	0	0	0
Mvmt Flow	0	10	11	10	12	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 26
Stage 1	-	-	16
Stage 2	-	-	10
Critical Hdwy	-	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	-	3.5
Pot Cap-1 Maneuver	0	-	995 0
Stage 1	0	-	1012 0
Stage 2	0	-	1018 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	995
Mov Cap-2 Maneuver	-	-	995
Stage 1	-	-	1012
Stage 2	-	-	1018

Approach	EB	WB	SE
HCM Control Delay, s	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SELn1
Capacity (veh/h)	-	-	-	995
HCM Lane V/C Ratio	-	-	-	0.012
HCM Control Delay (s)	-	-	-	8.7
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection						
Int Delay, s/veh	1.5					
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	4	6	42	3	4	26
Future Vol, veh/h	4	6	42	3	4	26
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	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	8	53	4	5	33

Major/Minor	Minor2	Major2	
Conflicting Flow All	110	4	0
Stage 1	110	-	-
Stage 2	0	-	-
Critical Hdwy	6.5	6.2	4.1
Critical Hdwy Stg 1	5.5	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	4	3.3	2.2
Pot Cap-1 Maneuver	784	1085	-
Stage 1	808	-	-
Stage 2	-	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	0	1085	-
Mov Cap-2 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-

Approach	NB	SB
HCM Control Delay, s	8.4	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	1085	-	-
HCM Lane V/C Ratio	0.012	-	-
HCM Control Delay (s)	8.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

HCM 6th TWSC
 10: Chester Road & Brown Road/Crowley Road

2037 No Build Conditions
 Weekday Afternoon Peak Hour

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	6	1	1	1	0	3	38	3	0	65	4
Future Vol, veh/h	0	6	1	1	1	0	3	38	3	0	65	4
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	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	20	0	0	0	25	0	0	0	0	0	2	100
Mvmt Flow	0	8	1	1	1	0	4	52	4	0	89	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	155	156	92	158	156	-	94	0	0	-	-	0
Stage 1	92	92	-	62	62	-	-	-	-	-	-	-
Stage 2	63	64	-	96	94	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.1	6.75	-	4.1	-	-	-	-	-
Critical Hdwy Stg 1	6.3	5.5	-	6.1	5.75	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.5	-	6.1	5.75	-	-	-	-	-	-	-
Follow-up Hdwy	3.68	4	3.3	3.5	4.225	-	2.2	-	-	-	-	-
Pot Cap-1 Maneuver	773	740	971	813	696	0	1513	-	-	0	-	-
Stage 1	873	823	-	954	800	0	-	-	-	0	-	-
Stage 2	905	846	-	916	774	0	-	-	-	0	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	770	738	971	803	694	-	1513	-	-	-	-	-
Mov Cap-2 Maneuver	770	738	-	803	694	-	-	-	-	-	-	-
Stage 1	870	823	-	951	798	-	-	-	-	-	-	-
Stage 2	901	843	-	906	774	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	9.8		9.9		0.5		0			
HCM LOS	A		A							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1513	-	-	764	745	-	-
HCM Lane V/C Ratio	0.003	-	-	0.013	0.004	-	-
HCM Control Delay (s)	7.4	0	-	9.8	9.9	-	-
HCM Lane LOS	A	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	-	-

Intersection						
Int Delay, s/veh	1.5					
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑			↓		↑
Traffic Vol, veh/h	38	0	9	69	0	15
Future Vol, veh/h	38	0	9	69	0	15
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	73	73	73	73	73	73
Heavy Vehicles, %	3	0	0	4	0	0
Mvmt Flow	52	0	12	95	0	21

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	-	52	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-
Pot Cap-1 Maneuver	-	0	1567	-	0
Stage 1	-	0	-	-	0
Stage 2	-	0	-	-	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1567	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	NB	SB	NW
HCM Control Delay, s	0	0.8	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBTNWLn1	SBL	SBT
Capacity (veh/h)	-	1021	1567
HCM Lane V/C Ratio	-	0.02	0.008
HCM Control Delay (s)	-	8.6	7.3
HCM Lane LOS	-	A	A
HCM 95th %tile Q(veh)	-	0.1	0

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	9	2	15	9	0
Future Vol, veh/h	0	9	2	15	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	13	0	0	0
Mvmt Flow	0	12	3	21	12	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	26
Stage 1	-	-	-	-	14
Stage 2	-	-	-	-	12
Critical Hdwy	-	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	-	-	3.5
Pot Cap-1 Maneuver	0	-	-	-	995
Stage 1	0	-	-	-	1014
Stage 2	0	-	-	-	1016
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	995
Mov Cap-2 Maneuver	-	-	-	-	995
Stage 1	-	-	-	-	1014
Stage 2	-	-	-	-	1016

Approach	EB	WB	SE
HCM Control Delay, s	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SELn1
Capacity (veh/h)	-	-	-	995
HCM Lane V/C Ratio	-	-	-	0.012
HCM Control Delay (s)	-	-	-	8.7
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0




Intersection						
Int Delay, s/veh	4.3					
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	9	10	9	9	5	28
Future Vol, veh/h	9	10	9	9	5	28
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	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	11	13	11	11	6	35

Major/Minor	Minor2	Major2	
Conflicting Flow All	33	11	0
Stage 1	33	-	-
Stage 2	0	-	-
Critical Hdwy	6.5	6.2	4.1
Critical Hdwy Stg 1	5.5	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	4	3.3	2.2
Pot Cap-1 Maneuver	864	1076	-
Stage 1	872	-	-
Stage 2	-	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	0	1076	-
Mov Cap-2 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-

Approach	NB	SB
HCM Control Delay, s	8.4	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	1076	-	-
HCM Lane V/C Ratio	0.022	-	-
HCM Control Delay (s)	8.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	5	12	6	2	11
Future Vol, veh/h	3	5	12	6	2	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	5	13	7	2	12
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	6.7	7.2	6.5
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	67%	38%	0%
Vol Thru, %	33%	0%	15%
Vol Right, %	0%	62%	85%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	18	8	13
LT Vol	12	3	0
Through Vol	6	0	2
RT Vol	0	5	11
Lane Flow Rate	20	9	14
Geometry Grp	1	1	1
Degree of Util (X)	0.022	0.009	0.014
Departure Headway (Hd)	4.094	3.692	3.456
Convergence, Y/N	Yes	Yes	Yes
Cap	879	972	1040
Service Time	2.097	1.704	1.462
HCM Lane V/C Ratio	0.023	0.009	0.013
HCM Control Delay	7.2	6.7	6.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0	0

HCM 6th TWSC
 10: Chester Road & Brown Road/Crowley Road

2027 Build Conditions
 Weekday Morning Peak Hour

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	5	1	8	4	0	8	25	3	0	25	1
Future Vol, veh/h	5	5	1	8	4	0	8	25	3	0	25	1
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	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	20	0	0	0	25	0	0	0	0	0	2	100
Mvmt Flow	7	7	1	11	5	0	11	34	4	0	34	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	96	95	35	97	93	-	35	0	0	-	-	0
Stage 1	35	35	-	58	58	-	-	-	-	-	-	-
Stage 2	61	60	-	39	35	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.1	6.75	-	4.1	-	-	-	-	-
Critical Hdwy Stg 1	6.3	5.5	-	6.1	5.75	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.5	-	6.1	5.75	-	-	-	-	-	-	-
Follow-up Hdwy	3.68	4	3.3	3.5	4.225	-	2.2	-	-	-	-	-
Pot Cap-1 Maneuver	845	799	1044	890	755	0	1589	-	-	0	-	-
Stage 1	937	870	-	959	803	0	-	-	-	0	-	-
Stage 2	907	849	-	981	822	0	-	-	-	0	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	836	793	1044	878	750	-	1589	-	-	-	-	-
Mov Cap-2 Maneuver	836	793	-	878	750	-	-	-	-	-	-	-
Stage 1	930	870	-	952	797	-	-	-	-	-	-	-
Stage 2	894	843	-	972	822	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	9.4		9.4		1.6		0			
HCM LOS	A		A							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1589	-	-	831	831	-	-
HCM Lane V/C Ratio	0.007	-	-	0.018	0.02	-	-
HCM Control Delay (s)	7.3	0	-	9.4	9.4	-	-
HCM Lane LOS	A	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	-	-




Intersection						
Int Delay, s/veh	2.5					
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑			↑		↑
Traffic Vol, veh/h	30	0	11	26	0	14
Future Vol, veh/h	30	0	11	26	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	3	0	0	4	0	0
Mvmt Flow	41	0	15	36	0	19

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	-	41	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-
Pot Cap-1 Maneuver	-	0	1581	-	0
Stage 1	-	0	-	-	0
Stage 2	-	0	-	-	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1581	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	NB	SB	NW
HCM Control Delay, s	0	2.2	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBTNWLn1	SBL	SBT
Capacity (veh/h)	-	1036	1581
HCM Lane V/C Ratio	-	0.019	0.01
HCM Control Delay (s)	-	8.5	7.3
HCM Lane LOS	-	A	A
HCM 95th %tile Q(veh)	-	0.1	0

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	8	12	14	11	0
Future Vol, veh/h	0	8	12	14	11	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	13	0	0	0
Mvmt Flow	0	11	16	19	15	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	37	-
Stage 1	-	-	-	-	26	-
Stage 2	-	-	-	-	11	-
Critical Hdwy	-	-	-	-	6.4	-
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.5	-
Pot Cap-1 Maneuver	0	-	-	-	981	0
Stage 1	0	-	-	-	1002	0
Stage 2	0	-	-	-	1017	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	981	-
Mov Cap-2 Maneuver	-	-	-	-	981	-
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	1017	-
Approach	EB	WB	SE			
HCM Control Delay, s	0	0	8.7			
HCM LOS				A		
Minor Lane/Major Mvmt	EBT	WBT	WBR	SELn1		
Capacity (veh/h)	-	-	-	981		
HCM Lane V/C Ratio	-	-	-	0.015		
HCM Control Delay (s)	-	-	-	8.7		
HCM Lane LOS	-	-	-	A		
HCM 95th %tile Q(veh)	-	-	-	0		

Intersection						
Int Delay, s/veh	1.9					
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	4	8	38	3	10	23
Future Vol, veh/h	4	8	38	3	10	23
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	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	10	48	4	13	29

Major/Minor	Minor2	Major2	
Conflicting Flow All	100	4	0
Stage 1	100	-	-
Stage 2	0	-	-
Critical Hdwy	6.5	6.2	4.1
Critical Hdwy Stg 1	5.5	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	4	3.3	2.2
Pot Cap-1 Maneuver	794	1085	-
Stage 1	816	-	-
Stage 2	-	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	0	1085	-
Mov Cap-2 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-

Approach	NB	SB
HCM Control Delay, s	8.4	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	1085	-	-
HCM Lane V/C Ratio	0.014	-	-
HCM Control Delay (s)	8.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	13	9	3	6	6
Future Vol, veh/h	14	13	9	3	6	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	14	10	3	7	7
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	6.9	7.2	6.8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	75%	52%	0%
Vol Thru, %	25%	0%	50%
Vol Right, %	0%	48%	50%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	12	27	12
LT Vol	9	14	0
Through Vol	3	0	6
RT Vol	0	13	6
Lane Flow Rate	13	29	13
Geometry Grp	1	1	1
Degree of Util (X)	0.015	0.031	0.013
Departure Headway (Hd)	4.146	3.796	3.695
Convergence, Y/N	Yes	Yes	Yes
Cap	866	947	971
Service Time	2.156	1.803	1.708
HCM Lane V/C Ratio	0.015	0.031	0.013
HCM Control Delay	7.2	6.9	6.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.1	0

HCM 6th TWSC
 10: Chester Road & Brown Road/Crowley Road

2027 Build Conditions
 Weekday Afternoon Peak Hour

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	5	1	4	1	0	3	34	7	0	59	4
Future Vol, veh/h	0	5	1	4	1	0	3	34	7	0	59	4
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	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	20	0	0	0	25	0	0	0	0	0	2	100
Mvmt Flow	0	7	1	5	1	0	4	47	10	0	81	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	145	149	84	148	146	-	86	0	0	-	-	0
Stage 1	84	84	-	60	60	-	-	-	-	-	-	-
Stage 2	61	65	-	88	86	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.1	6.75	-	4.1	-	-	-	-	-
Critical Hdwy Stg 1	6.3	5.5	-	6.1	5.75	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.5	-	6.1	5.75	-	-	-	-	-	-	-
Follow-up Hdwy	3.68	4	3.3	3.5	4.225	-	2.2	-	-	-	-	-
Pot Cap-1 Maneuver	784	746	981	825	705	0	1523	-	-	0	-	-
Stage 1	881	829	-	957	802	0	-	-	-	0	-	-
Stage 2	907	845	-	925	781	0	-	-	-	0	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	781	744	981	816	703	-	1523	-	-	-	-	-
Mov Cap-2 Maneuver	781	744	-	816	703	-	-	-	-	-	-	-
Stage 1	878	829	-	954	800	-	-	-	-	-	-	-
Stage 2	903	842	-	916	781	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	9.7		9.6		0.5		0			
HCM LOS	A		A							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1523	-	-	775	791	-	-
HCM Lane V/C Ratio	0.003	-	-	0.011	0.009	-	-
HCM Control Delay (s)	7.4	0	-	9.7	9.6	-	-
HCM Lane LOS	A	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	-	-

Intersection						
Int Delay, s/veh	2.2					
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑			↑		↑
Traffic Vol, veh/h	34	0	17	63	0	19
Future Vol, veh/h	34	0	17	63	0	19
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	73	73	73	73	73	73
Heavy Vehicles, %	3	0	0	4	0	0
Mvmt Flow	47	0	23	86	0	26

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3	
Conflicting Flow All	0	-	47	0	-	47
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	0	1573	-	0	1028
Stage 1	-	0	-	-	0	-
Stage 2	-	0	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1573	-	-	1028
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	NB	SB	NW
HCM Control Delay, s	0	1.6	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBTNWLn1	SBL	SBT
Capacity (veh/h)	-	1028	1573
HCM Lane V/C Ratio	-	0.025	0.015
HCM Control Delay (s)	-	8.6	7.3
HCM Lane LOS	-	A	A
HCM 95th %tile Q(veh)	-	0.1	0

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	12	5	19	17	0
Future Vol, veh/h	0	12	5	19	17	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	13	0	0	0
Mvmt Flow	0	16	7	26	23	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 36
Stage 1	-	-	- 20
Stage 2	-	-	- 16
Critical Hdwy	-	-	- 6.4
Critical Hdwy Stg 1	-	-	- 5.4
Critical Hdwy Stg 2	-	-	- 5.4
Follow-up Hdwy	-	-	- 3.5
Pot Cap-1 Maneuver	0	-	- 982 0
Stage 1	0	-	- 1008 0
Stage 2	0	-	- 1012 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- 982
Mov Cap-2 Maneuver	-	-	- 982
Stage 1	-	-	- 1008
Stage 2	-	-	- 1012

Approach	EB	WB	SE
HCM Control Delay, s	0	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SELn1
Capacity (veh/h)	-	-	-	982
HCM Lane V/C Ratio	-	-	-	0.024
HCM Control Delay (s)	-	-	-	8.8
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection						
Int Delay, s/veh	4.2					
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	10	10	10	10	5	31
Future Vol, veh/h	10	10	10	10	5	31
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	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	13	13	13	13	6	39

Major/Minor	Minor2	Major2	
Conflicting Flow All	39	13	0
Stage 1	39	-	-
Stage 2	0	-	-
Critical Hdwy	6.5	6.2	4.1
Critical Hdwy Stg 1	5.5	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	4	3.3	2.2
Pot Cap-1 Maneuver	857	1073	-
Stage 1	866	-	-
Stage 2	-	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	0	1073	-
Mov Cap-2 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-

Approach	NB	SB
HCM Control Delay, s	8.4	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	1073	-	-
HCM Lane V/C Ratio	0.023	-	-
HCM Control Delay (s)	8.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	5	12	6	2	12
Future Vol, veh/h	3	5	12	6	2	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	5	13	7	2	13
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	6.7	7.2	6.5
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	67%	38%	0%
Vol Thru, %	33%	0%	14%
Vol Right, %	0%	62%	86%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	18	8	14
LT Vol	12	3	0
Through Vol	6	0	2
RT Vol	0	5	12
Lane Flow Rate	20	9	15
Geometry Grp	1	1	1
Degree of Util (X)	0.022	0.009	0.015
Departure Headway (Hd)	4.095	3.694	3.45
Convergence, Y/N	Yes	Yes	Yes
Cap	879	972	1042
Service Time	2.098	1.706	1.456
HCM Lane V/C Ratio	0.023	0.009	0.014
HCM Control Delay	7.2	6.7	6.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0	0

HCM 6th TWSC
 10: Chester Road & Brown Road/Crowley Road

2037 Build Conditions
 Weekday Morning Peak Hour

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	6	1	8	4	0	9	28	3	0	28	1
Future Vol, veh/h	6	6	1	8	4	0	9	28	3	0	28	1
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	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	20	0	0	0	25	0	0	0	0	0	2	100
Mvmt Flow	8	8	1	11	5	0	12	38	4	0	38	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	106	105	39	107	103	-	39	0	0	-	-	0
Stage 1	39	39	-	64	64	-	-	-	-	-	-	-
Stage 2	67	66	-	43	39	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.1	6.75	-	4.1	-	-	-	-	-
Critical Hdwy Stg 1	6.3	5.5	-	6.1	5.75	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.5	-	6.1	5.75	-	-	-	-	-	-	-
Follow-up Hdwy	3.68	4	3.3	3.5	4.225	-	2.2	-	-	-	-	-
Pot Cap-1 Maneuver	833	789	1038	877	746	0	1584	-	-	0	-	-
Stage 1	932	866	-	952	799	0	-	-	-	0	-	-
Stage 2	900	844	-	976	819	0	-	-	-	0	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	823	783	1038	864	740	-	1584	-	-	-	-	-
Mov Cap-2 Maneuver	823	783	-	864	740	-	-	-	-	-	-	-
Stage 1	925	866	-	944	793	-	-	-	-	-	-	-
Stage 2	887	837	-	965	819	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	9.5		9.5		1.6		0			
HCM LOS	A		A							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBT	SBR
Capacity (veh/h)	1584	-	-	817	818	-
HCM Lane V/C Ratio	0.008	-	-	0.022	0.02	-
HCM Control Delay (s)	7.3	0	-	9.5	9.5	-
HCM Lane LOS	A	A	-	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	-

Intersection						
Int Delay, s/veh	2.4					
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑			↑		↑
Traffic Vol, veh/h	34	0	12	29	0	15
Future Vol, veh/h	34	0	12	29	0	15
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	73	73	73	73	73	73
Heavy Vehicles, %	3	0	0	4	0	0
Mvmt Flow	47	0	16	40	0	21

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	-	47	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-
Pot Cap-1 Maneuver	-	0	1573	-	0
Stage 1	-	0	-	-	0
Stage 2	-	0	-	-	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1573	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	NB	SB	NW
HCM Control Delay, s	0	2.1	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBTNWLn1	SBL	SBT
Capacity (veh/h)	-	1028	1573
HCM Lane V/C Ratio	-	0.02	0.01
HCM Control Delay (s)	-	8.6	7.3
HCM Lane LOS	-	A	A
HCM 95th %tile Q(veh)	-	0.1	0

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	9	12	15	12	0
Future Vol, veh/h	0	9	12	15	12	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	13	0	0	0
Mvmt Flow	0	12	16	21	16	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	39
Stage 1	-	-	-	-	27
Stage 2	-	-	-	-	12
Critical Hdwy	-	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	-	-	3.5
Pot Cap-1 Maneuver	0	-	-	-	978
Stage 1	0	-	-	-	1001
Stage 2	0	-	-	-	1016
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	978
Mov Cap-2 Maneuver	-	-	-	-	978
Stage 1	-	-	-	-	1001
Stage 2	-	-	-	-	1016

Approach	EB	WB	SE
HCM Control Delay, s	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SELn1
Capacity (veh/h)	-	-	-	978
HCM Lane V/C Ratio	-	-	-	0.017
HCM Control Delay (s)	-	-	-	8.7
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection						
Int Delay, s/veh	1.9					
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	4	9	42	3	10	26
Future Vol, veh/h	4	9	42	3	10	26
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	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	11	53	4	13	33

Major/Minor	Minor2	Major2	
Conflicting Flow All	110	4	0
Stage 1	110	-	-
Stage 2	0	-	-
Critical Hdwy	6.5	6.2	4.1
Critical Hdwy Stg 1	5.5	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	4	3.3	2.2
Pot Cap-1 Maneuver	784	1085	-
Stage 1	808	-	-
Stage 2	-	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	0	1085	-
Mov Cap-2 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-

Approach	NB	SB
HCM Control Delay, s	8.4	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	1085	-	-
HCM Lane V/C Ratio	0.015	-	-
HCM Control Delay (s)	8.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			↑	↑	
Traffic Vol, veh/h	16	13	9	3	6	7
Future Vol, veh/h	16	13	9	3	6	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	14	10	3	7	8
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7	7.2	6.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	75%	55%	0%
Vol Thru, %	25%	0%	46%
Vol Right, %	0%	45%	54%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	12	29	13
LT Vol	9	16	0
Through Vol	3	0	6
RT Vol	0	13	7
Lane Flow Rate	13	32	14
Geometry Grp	1	1	1
Degree of Util (X)	0.015	0.033	0.014
Departure Headway (Hd)	4.15	3.824	3.676
Convergence, Y/N	Yes	Yes	Yes
Cap	865	940	976
Service Time	2.161	1.832	1.688
HCM Lane V/C Ratio	0.015	0.034	0.014
HCM Control Delay	7.2	7	6.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.1	0

HCM 6th TWSC
 10: Chester Road & Brown Road/Crowley Road

2037 Build Conditions
 Weekday Afternoon Peak Hour

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	6	1	4	1	0	3	38	7	0	65	4
Future Vol, veh/h	0	6	1	4	1	0	3	38	7	0	65	4
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	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	20	0	0	0	25	0	0	0	0	0	2	100
Mvmt Flow	0	8	1	5	1	0	4	52	10	0	89	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	158	162	92	161	159	-	94	0	0	-	-	0
Stage 1	92	92	-	65	65	-	-	-	-	-	-	-
Stage 2	66	70	-	96	94	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.1	6.75	-	4.1	-	-	-	-	-
Critical Hdwy Stg 1	6.3	5.5	-	6.1	5.75	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.5	-	6.1	5.75	-	-	-	-	-	-	-
Follow-up Hdwy	3.68	4	3.3	3.5	4.225	-	2.2	-	-	-	-	-
Pot Cap-1 Maneuver	769	734	971	809	693	0	1513	-	-	0	-	-
Stage 1	873	823	-	951	798	0	-	-	-	0	-	-
Stage 2	901	841	-	916	774	0	-	-	-	0	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	766	732	971	799	691	-	1513	-	-	-	-	-
Mov Cap-2 Maneuver	766	732	-	799	691	-	-	-	-	-	-	-
Stage 1	870	823	-	948	796	-	-	-	-	-	-	-
Stage 2	897	838	-	906	774	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	9.8		9.7		0.5		0			
HCM LOS	A		A							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1513	-	-	759	775	-	-
HCM Lane V/C Ratio	0.003	-	-	0.013	0.009	-	-
HCM Control Delay (s)	7.4	0	-	9.8	9.7	-	-
HCM Lane LOS	A	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	-	-

Intersection						
Int Delay, s/veh	2.1					
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑			↑		↑
Traffic Vol, veh/h	38	0	18	69	0	21
Future Vol, veh/h	38	0	18	69	0	21
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	73	73	73	73	73	73
Heavy Vehicles, %	3	0	0	4	0	0
Mvmt Flow	52	0	25	95	0	29

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	-	52	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-
Pot Cap-1 Maneuver	-	0	1567	-	0
Stage 1	-	0	-	-	0
Stage 2	-	0	-	-	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1567	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	NB	SB	NW
HCM Control Delay, s	0	1.5	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBTNWLn1	SBL	SBT
Capacity (veh/h)	-	1021	1567
HCM Lane V/C Ratio	-	0.028	0.016
HCM Control Delay (s)	-	8.6	7.3
HCM Lane LOS	-	A	A
HCM 95th %tile Q(veh)	-	0.1	0

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	13	5	21	18	0
Future Vol, veh/h	0	13	5	21	18	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	13	0	0	0
Mvmt Flow	0	18	7	29	25	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	40	-
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	-	-	-	-	6.4	-
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.5	-
Pot Cap-1 Maneuver	0	-	-	-	977	0
Stage 1	0	-	-	-	1006	0
Stage 2	0	-	-	-	1010	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	977	-
Mov Cap-2 Maneuver	-	-	-	-	977	-
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	1010	-
Approach	EB	WB	SE			
HCM Control Delay, s	0	0	8.8			
HCM LOS						A
Minor Lane/Major Mvmt	EBT	WBT	WBR	SELn1		
Capacity (veh/h)	-	-	-	977		
HCM Lane V/C Ratio	-	-	-	0.025		
HCM Control Delay (s)	-	-	-	8.8		
HCM Lane LOS	-	-	-	A		
HCM 95th %tile Q(veh)	-	-	-	0.1		

Appendix J
Roadway Segment Capacity Analysis Worksheets

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2026 Existing Conditions
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Morning Peak Hour
Project Description	Crowley Road Eastbound - East of Chester Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1800
Lane Width, ft	10	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	19	Opposing Demand Flow Rate, veh/h	19
Peak Hour Factor	0.73	Total Trucks, %	7.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	22.9
Speed Slope Coefficient (m)	1.40066	Speed Power Coefficient (p)	0.62833
PF Slope Coefficient (m)	-1.08122	PF Power Coefficient (p)	0.67627
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1800	-	-	22.9

Vehicle Results

Average Speed, mi/h	22.9	Percent Followers, %	7.2
Segment Travel Time, minutes	0.89	Adj. Follower Density, followers/mi/ln	0.1
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

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Agency		Analysis Year	2026 Existing Condition
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Morning Peak Hour
Project Description	Crowley Road Westbound - East of Chester Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1800
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	19	Opposing Demand Flow Rate, veh/h	19
Peak Hour Factor	0.73	Total Trucks, %	7.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	22.3
Speed Slope Coefficient (m)	1.36814	Speed Power Coefficient (p)	0.62833
PF Slope Coefficient (m)	-1.07316	PF Power Coefficient (p)	0.67380
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1800	-	-	22.3

Vehicle Results

Average Speed, mi/h	22.3	Percent Followers, %	7.2
Segment Travel Time, minutes	0.92	Adj. Follower Density, followers/mi/ln	0.1
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2026 Existing Conditions
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Morning Peak Hour
Project Description	Crowley Road Northbound - South of Lane Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	2000
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	16	Opposing Demand Flow Rate, veh/h	15
Peak Hour Factor	0.80	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	22.5
Speed Slope Coefficient (m)	1.37878	Speed Power Coefficient (p)	0.63358
PF Slope Coefficient (m)	-1.06611	PF Power Coefficient (p)	0.67909
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2000	-	-	22.5

Vehicle Results

Average Speed, mi/h	22.5	Percent Followers, %	6.3
Segment Travel Time, minutes	1.01	Adj. Follower Density, followers/mi/ln	0.0
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2026 Existing Conditions
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Morning Peak Hour
Project Description	Crowley Road Southbound - South of Lane Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	2800
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	15	Opposing Demand Flow Rate, veh/h	16
Peak Hour Factor	0.80	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	22.5
Speed Slope Coefficient (m)	1.39202	Speed Power Coefficient (p)	0.63193
PF Slope Coefficient (m)	-1.04754	PF Power Coefficient (p)	0.68977
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2800	-	-	22.5

Vehicle Results

Average Speed, mi/h	22.5	Percent Followers, %	5.6
Segment Travel Time, minutes	1.41	Adj. Follower Density, followers/mi/ln	0.0
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2026 Existing Conditions
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Afternoon Peak Hour
Project Description	Crowley Road Eastbound - East of Chester Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1800
Lane Width, ft	10	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	20	Opposing Demand Flow Rate, veh/h	19
Peak Hour Factor	0.81	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	23.1
Speed Slope Coefficient (m)	1.41251	Speed Power Coefficient (p)	0.62911
PF Slope Coefficient (m)	-1.08435	PF Power Coefficient (p)	0.67641
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1800	-	-	23.1

Vehicle Results

Average Speed, mi/h	23.1	Percent Followers, %	7.3
Segment Travel Time, minutes	0.89	Adj. Follower Density, followers/mi/ln	0.1
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2026 Existing Condition
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Afternoon Peak Hour
Project Description	Crowley Road Westbound - East of Chester Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1800
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	19	Opposing Demand Flow Rate, veh/h	20
Peak Hour Factor	0.81	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	22.5
Speed Slope Coefficient (m)	1.38145	Speed Power Coefficient (p)	0.62766
PF Slope Coefficient (m)	-1.07764	PF Power Coefficient (p)	0.67348
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1800	-	-	22.5

Vehicle Results

Average Speed, mi/h	22.5	Percent Followers, %	7.1
Segment Travel Time, minutes	0.91	Adj. Follower Density, followers/mi/ln	0.1
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2026 Existing Conditions
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Afternoon Peak Hour
Project Description	Crowley Road Northbound - South of Lane Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	2000
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	10	Opposing Demand Flow Rate, veh/h	8
Peak Hour Factor	0.88	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	22.5
Speed Slope Coefficient (m)	1.36787	Speed Power Coefficient (p)	0.64468
PF Slope Coefficient (m)	-1.05690	PF Power Coefficient (p)	0.68251
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2000	-	-	22.5

Vehicle Results

Average Speed, mi/h	22.5	Percent Followers, %	4.5
Segment Travel Time, minutes	1.01	Adj. Follower Density, followers/mi/ln	0.0
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2026 Existing Conditions
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Afternoon Peak Hour
Project Description	Crowley Road Southbound - South of Lane Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	2800
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	8	Opposing Demand Flow Rate, veh/h	10
Peak Hour Factor	0.88	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	22.5
Speed Slope Coefficient (m)	1.38338	Speed Power Coefficient (p)	0.64067
PF Slope Coefficient (m)	-1.04038	PF Power Coefficient (p)	0.69255
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2800	-	-	22.5

Vehicle Results

Average Speed, mi/h	22.5	Percent Followers, %	3.6
Segment Travel Time, minutes	1.41	Adj. Follower Density, followers/mi/ln	0.0
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2027 No Conditions
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Morning Peak Hour
Project Description	Crowley Road Eastbound - East of Chester Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1800
Lane Width, ft	10	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	19	Opposing Demand Flow Rate, veh/h	19
Peak Hour Factor	0.73	Total Trucks, %	7.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	22.9
Speed Slope Coefficient (m)	1.40066	Speed Power Coefficient (p)	0.62833
PF Slope Coefficient (m)	-1.08122	PF Power Coefficient (p)	0.67627
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1800	-	-	22.9

Vehicle Results

Average Speed, mi/h	22.9	Percent Followers, %	7.2
Segment Travel Time, minutes	0.89	Adj. Follower Density, followers/mi/ln	0.1
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2027 No Build Condition
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Morning Peak Hour
Project Description	Crowley Road Westbound - East of Chester Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1800
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	19	Opposing Demand Flow Rate, veh/h	19
Peak Hour Factor	0.73	Total Trucks, %	7.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	22.3
Speed Slope Coefficient (m)	1.36814	Speed Power Coefficient (p)	0.62833
PF Slope Coefficient (m)	-1.07316	PF Power Coefficient (p)	0.67380
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1800	-	-	22.3

Vehicle Results

Average Speed, mi/h	22.3	Percent Followers, %	7.2
Segment Travel Time, minutes	0.92	Adj. Follower Density, followers/mi/ln	0.1
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2027 No Build Conditions
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Morning Peak Hour
Project Description	Crowley Road Northbound - South of Lane Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	2000
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	16	Opposing Demand Flow Rate, veh/h	15
Peak Hour Factor	0.80	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	22.5
Speed Slope Coefficient (m)	1.37878	Speed Power Coefficient (p)	0.63358
PF Slope Coefficient (m)	-1.06611	PF Power Coefficient (p)	0.67909
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2000	-	-	22.5

Vehicle Results

Average Speed, mi/h	22.5	Percent Followers, %	6.3
Segment Travel Time, minutes	1.01	Adj. Follower Density, followers/mi/ln	0.0
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2026 Existing Condition
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Morning Peak Hour
Project Description	Crowley Road Westbound - East of Chester Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1800
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	19	Opposing Demand Flow Rate, veh/h	19
Peak Hour Factor	0.73	Total Trucks, %	7.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	22.3
Speed Slope Coefficient (m)	1.36814	Speed Power Coefficient (p)	0.62833
PF Slope Coefficient (m)	-1.07316	PF Power Coefficient (p)	0.67380
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1800	-	-	22.3

Vehicle Results

Average Speed, mi/h	22.3	Percent Followers, %	7.2
Segment Travel Time, minutes	0.92	Adj. Follower Density, followers/mi/ln	0.1
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2027 No Build Conditions
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Afternoon Peak Hour
Project Description	Crowley Road Eastbound - East of Chester Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1800
Lane Width, ft	10	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	20	Opposing Demand Flow Rate, veh/h	19
Peak Hour Factor	0.81	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	23.1
Speed Slope Coefficient (m)	1.41251	Speed Power Coefficient (p)	0.62911
PF Slope Coefficient (m)	-1.08435	PF Power Coefficient (p)	0.67641
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1800	-	-	23.1

Vehicle Results

Average Speed, mi/h	23.1	Percent Followers, %	7.3
Segment Travel Time, minutes	0.89	Adj. Follower Density, followers/mi/ln	0.1
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2027 No Build Condition
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Afternoon Peak Hour
Project Description	Crowley Road Westbound - East of Chester Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1800
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	19	Opposing Demand Flow Rate, veh/h	20
Peak Hour Factor	0.81	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	22.5
Speed Slope Coefficient (m)	1.38145	Speed Power Coefficient (p)	0.62766
PF Slope Coefficient (m)	-1.07764	PF Power Coefficient (p)	0.67348
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1800	-	-	22.5

Vehicle Results

Average Speed, mi/h	22.5	Percent Followers, %	7.1
Segment Travel Time, minutes	0.91	Adj. Follower Density, followers/mi/ln	0.1
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2027 No Build Conditions
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Afternoon Peak Hour
Project Description	Crowley Road Northbound - South of Lane Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	2000
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	10	Opposing Demand Flow Rate, veh/h	8
Peak Hour Factor	0.88	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	22.5
Speed Slope Coefficient (m)	1.36787	Speed Power Coefficient (p)	0.64468
PF Slope Coefficient (m)	-1.05690	PF Power Coefficient (p)	0.68251
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2000	-	-	22.5

Vehicle Results

Average Speed, mi/h	22.5	Percent Followers, %	4.5
Segment Travel Time, minutes	1.01	Adj. Follower Density, followers/mi/ln	0.0
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2027 No Build Conditions
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Afternoon Peak Hour
Project Description	Crowley Road Southbound - South of Lane Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	2800
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	8	Opposing Demand Flow Rate, veh/h	10
Peak Hour Factor	0.88	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	22.5
Speed Slope Coefficient (m)	1.38338	Speed Power Coefficient (p)	0.64067
PF Slope Coefficient (m)	-1.04038	PF Power Coefficient (p)	0.69255
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2800	-	-	22.5

Vehicle Results

Average Speed, mi/h	22.5	Percent Followers, %	3.6
Segment Travel Time, minutes	1.41	Adj. Follower Density, followers/mi/ln	0.0
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2037 No Build Conditions
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Morning Peak Hour
Project Description	Crowley Road Eastbound - East of Chester Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1800
Lane Width, ft	10	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	22	Opposing Demand Flow Rate, veh/h	21
Peak Hour Factor	0.73	Total Trucks, %	7.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	22.9
Speed Slope Coefficient (m)	1.40226	Speed Power Coefficient (p)	0.62675
PF Slope Coefficient (m)	-1.08258	PF Power Coefficient (p)	0.67579
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1800	-	-	22.9

Vehicle Results

Average Speed, mi/h	22.9	Percent Followers, %	7.9
Segment Travel Time, minutes	0.89	Adj. Follower Density, followers/mi/ln	0.1
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2037 No Build Condition
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Morning Peak Hour
Project Description	Crowley Road Westbound - East of Chester Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1800
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	21	Opposing Demand Flow Rate, veh/h	22
Peak Hour Factor	0.73	Total Trucks, %	7.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	22.3
Speed Slope Coefficient (m)	1.37128	Speed Power Coefficient (p)	0.62523
PF Slope Coefficient (m)	-1.07581	PF Power Coefficient (p)	0.67284
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1800	-	-	22.3

Vehicle Results

Average Speed, mi/h	22.3	Percent Followers, %	7.6
Segment Travel Time, minutes	0.92	Adj. Follower Density, followers/mi/ln	0.1
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2037 No Build Conditions
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Morning Peak Hour
Project Description	Crowley Road Northbound - South of Lane Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	2000
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	18	Opposing Demand Flow Rate, veh/h	16
Peak Hour Factor	0.80	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	22.5
Speed Slope Coefficient (m)	1.38042	Speed Power Coefficient (p)	0.63193
PF Slope Coefficient (m)	-1.06750	PF Power Coefficient (p)	0.67858
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2000	-	-	22.5

Vehicle Results

Average Speed, mi/h	22.5	Percent Followers, %	6.6
Segment Travel Time, minutes	1.01	Adj. Follower Density, followers/mi/ln	0.1
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2037 No Build Conditions
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Morning Peak Hour
Project Description	Crowley Road Southbound - South of Lane Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	2800
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	16	Opposing Demand Flow Rate, veh/h	18
Peak Hour Factor	0.80	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	22.5
Speed Slope Coefficient (m)	1.39360	Speed Power Coefficient (p)	0.63035
PF Slope Coefficient (m)	-1.04884	PF Power Coefficient (p)	0.68927
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2800	-	-	22.5

Vehicle Results

Average Speed, mi/h	22.5	Percent Followers, %	5.9
Segment Travel Time, minutes	1.41	Adj. Follower Density, followers/mi/ln	0.0
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2037 No Build Conditions
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Afternoon Peak Hour
Project Description	Crowley Road Eastbound - East of Chester Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1800
Lane Width, ft	10	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	22	Opposing Demand Flow Rate, veh/h	21
Peak Hour Factor	0.81	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	23.1
Speed Slope Coefficient (m)	1.41539	Speed Power Coefficient (p)	0.62625
PF Slope Coefficient (m)	-1.08681	PF Power Coefficient (p)	0.67554
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1800	-	-	23.1

Vehicle Results

Average Speed, mi/h	23.1	Percent Followers, %	8.0
Segment Travel Time, minutes	0.89	Adj. Follower Density, followers/mi/ln	0.1
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2037 No Build Condition
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Afternoon Peak Hour
Project Description	Crowley Road Westbound - East of Chester Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1800
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	21	Opposing Demand Flow Rate, veh/h	22
Peak Hour Factor	0.81	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	22.5
Speed Slope Coefficient (m)	1.38425	Speed Power Coefficient (p)	0.62490
PF Slope Coefficient (m)	-1.08001	PF Power Coefficient (p)	0.67263
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1800	-	-	22.5

Vehicle Results

Average Speed, mi/h	22.5	Percent Followers, %	7.7
Segment Travel Time, minutes	0.91	Adj. Follower Density, followers/mi/ln	0.1
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2037 No Build Conditions
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Afternoon Peak Hour
Project Description	Crowley Road Northbound - South of Lane Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	2000
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	13	Opposing Demand Flow Rate, veh/h	13
Peak Hour Factor	0.88	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	22.5
Speed Slope Coefficient (m)	1.37528	Speed Power Coefficient (p)	0.63711
PF Slope Coefficient (m)	-1.06316	PF Power Coefficient (p)	0.68018
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2000	-	-	22.5

Vehicle Results

Average Speed, mi/h	22.5	Percent Followers, %	5.3
Segment Travel Time, minutes	1.01	Adj. Follower Density, followers/mi/ln	0.0
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2037 No Build Conditions
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Afternoon Peak Hour
Project Description	Crowley Road Southbound - South of Lane Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	2800
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	13	Opposing Demand Flow Rate, veh/h	13
Peak Hour Factor	0.88	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	22.5
Speed Slope Coefficient (m)	1.38688	Speed Power Coefficient (p)	0.63711
PF Slope Coefficient (m)	-1.04328	PF Power Coefficient (p)	0.69142
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2800	-	-	22.5

Vehicle Results

Average Speed, mi/h	22.5	Percent Followers, %	4.9
Segment Travel Time, minutes	1.41	Adj. Follower Density, followers/mi/ln	0.0
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2027 Build Conditions
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Morning Peak Hour
Project Description	Crowley Road Eastbound - East of Chester Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1800
Lane Width, ft	10	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	26	Opposing Demand Flow Rate, veh/h	36
Peak Hour Factor	0.73	Total Trucks, %	7.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	22.9
Speed Slope Coefficient (m)	1.41713	Speed Power Coefficient (p)	0.61227
PF Slope Coefficient (m)	-1.09521	PF Power Coefficient (p)	0.67136
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1800	-	-	22.9

Vehicle Results

Average Speed, mi/h	22.9	Percent Followers, %	9.0
Segment Travel Time, minutes	0.89	Adj. Follower Density, followers/mi/ln	0.1
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2027 Build Condition
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Morning Peak Hour
Project Description	Crowley Road Westbound - East of Chester Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1800
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	36	Opposing Demand Flow Rate, veh/h	26
Peak Hour Factor	0.73	Total Trucks, %	7.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	22.3
Speed Slope Coefficient (m)	1.37563	Speed Power Coefficient (p)	0.62095
PF Slope Coefficient (m)	-1.07949	PF Power Coefficient (p)	0.67152
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1800	-	-	22.3

Vehicle Results

Average Speed, mi/h	22.3	Percent Followers, %	10.9
Segment Travel Time, minutes	0.92	Adj. Follower Density, followers/mi/ln	0.2
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2027 Build Conditions
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Morning Peak Hour
Project Description	Crowley Road Northbound - South of Lane Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	2000
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	24	Opposing Demand Flow Rate, veh/h	18
Peak Hour Factor	0.80	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	22.5
Speed Slope Coefficient (m)	1.38199	Speed Power Coefficient (p)	0.63035
PF Slope Coefficient (m)	-1.06883	PF Power Coefficient (p)	0.67809
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2000	-	-	22.5

Vehicle Results

Average Speed, mi/h	22.5	Percent Followers, %	8.1
Segment Travel Time, minutes	1.01	Adj. Follower Density, followers/mi/ln	0.1
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2027 Build Conditions
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Morning Peak Hour
Project Description	Crowley Road Southbound - South of Lane Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	2800
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	18	Opposing Demand Flow Rate, veh/h	24
Peak Hour Factor	0.80	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	22.5
Speed Slope Coefficient (m)	1.40075	Speed Power Coefficient (p)	0.62327
PF Slope Coefficient (m)	-1.05476	PF Power Coefficient (p)	0.68700
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2800	-	-	22.5

Vehicle Results

Average Speed, mi/h	22.5	Percent Followers, %	6.3
Segment Travel Time, minutes	1.41	Adj. Follower Density, followers/mi/ln	0.0
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2027 Build Conditions
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Afternoon Peak Hour
Project Description	Crowley Road Eastbound - East of Chester Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1800
Lane Width, ft	10	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	36	Opposing Demand Flow Rate, veh/h	33
Peak Hour Factor	0.81	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	23.1
Speed Slope Coefficient (m)	1.42775	Speed Power Coefficient (p)	0.61420
PF Slope Coefficient (m)	-1.09735	PF Power Coefficient (p)	0.67188
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1800	-	-	23.1

Vehicle Results

Average Speed, mi/h	23.1	Percent Followers, %	11.1
Segment Travel Time, minutes	0.89	Adj. Follower Density, followers/mi/ln	0.2
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2027 Build Condition
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Afternoon Peak Hour
Project Description	Crowley Road Westbound - East of Chester Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1800
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	33	Opposing Demand Flow Rate, veh/h	36
Peak Hour Factor	0.81	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	22.5
Speed Slope Coefficient (m)	1.39741	Speed Power Coefficient (p)	0.61211
PF Slope Coefficient (m)	-1.09115	PF Power Coefficient (p)	0.66869
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1800	-	-	22.5

Vehicle Results

Average Speed, mi/h	22.5	Percent Followers, %	10.6
Segment Travel Time, minutes	0.91	Adj. Follower Density, followers/mi/ln	0.2
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2027 Build Conditions
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Afternoon Peak Hour
Project Description	Crowley Road Northbound - South of Lane Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	2000
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	14	Opposing Demand Flow Rate, veh/h	15
Peak Hour Factor	0.88	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	22.5
Speed Slope Coefficient (m)	1.37847	Speed Power Coefficient (p)	0.63388
PF Slope Coefficient (m)	-1.06586	PF Power Coefficient (p)	0.67918
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2000	-	-	22.5

Vehicle Results

Average Speed, mi/h	22.5	Percent Followers, %	5.6
Segment Travel Time, minutes	1.01	Adj. Follower Density, followers/mi/ln	0.0
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2027 Build Conditions
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Afternoon Peak Hour
Project Description	Crowley Road Southbound - South of Lane Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	2800
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	15	Opposing Demand Flow Rate, veh/h	14
Peak Hour Factor	0.88	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	22.5
Speed Slope Coefficient (m)	1.38851	Speed Power Coefficient (p)	0.63546
PF Slope Coefficient (m)	-1.04463	PF Power Coefficient (p)	0.69090
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2800	-	-	22.5

Vehicle Results

Average Speed, mi/h	22.5	Percent Followers, %	5.5
Segment Travel Time, minutes	1.41	Adj. Follower Density, followers/mi/ln	0.0
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2037 Build Conditions
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Morning Peak Hour
Project Description	Crowley Road Eastbound - East of Chester Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1800
Lane Width, ft	10	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	29	Opposing Demand Flow Rate, veh/h	37
Peak Hour Factor	0.73	Total Trucks, %	7.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	22.9
Speed Slope Coefficient (m)	1.41831	Speed Power Coefficient (p)	0.61114
PF Slope Coefficient (m)	-1.09621	PF Power Coefficient (p)	0.67101
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1800	-	-	22.9

Vehicle Results

Average Speed, mi/h	22.9	Percent Followers, %	9.6
Segment Travel Time, minutes	0.89	Adj. Follower Density, followers/mi/ln	0.1
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2037 Build Condition
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Morning Peak Hour
Project Description	Crowley Road Westbound - East of Chester Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1800
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	37	Opposing Demand Flow Rate, veh/h	29
Peak Hour Factor	0.73	Total Trucks, %	7.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	22.3
Speed Slope Coefficient (m)	1.37834	Speed Power Coefficient (p)	0.61831
PF Slope Coefficient (m)	-1.08178	PF Power Coefficient (p)	0.67070
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1800	-	-	22.3

Vehicle Results

Average Speed, mi/h	22.3	Percent Followers, %	11.2
Segment Travel Time, minutes	0.92	Adj. Follower Density, followers/mi/ln	0.2
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2037 Build Conditions
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Morning Peak Hour
Project Description	Crowley Road Northbound - South of Lane Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	2000
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	25	Opposing Demand Flow Rate, veh/h	19
Peak Hour Factor	0.80	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	22.5
Speed Slope Coefficient (m)	1.38352	Speed Power Coefficient (p)	0.62884
PF Slope Coefficient (m)	-1.07011	PF Power Coefficient (p)	0.67762
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2000	-	-	22.5

Vehicle Results

Average Speed, mi/h	22.5	Percent Followers, %	8.4
Segment Travel Time, minutes	1.01	Adj. Follower Density, followers/mi/ln	0.1
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2037 Build Conditions
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Morning Peak Hour
Project Description	Crowley Road Southbound - South of Lane Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	2800
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	19	Opposing Demand Flow Rate, veh/h	25
Peak Hour Factor	0.80	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	22.5
Speed Slope Coefficient (m)	1.40206	Speed Power Coefficient (p)	0.62198
PF Slope Coefficient (m)	-1.05585	PF Power Coefficient (p)	0.68659
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2800	-	-	22.5

Vehicle Results

Average Speed, mi/h	22.5	Percent Followers, %	6.7
Segment Travel Time, minutes	1.41	Adj. Follower Density, followers/mi/ln	0.1
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2037 Build Conditions
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Afternoon Peak Hour
Project Description	Crowley Road Eastbound - East of Chester Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1800
Lane Width, ft	10	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	38	Opposing Demand Flow Rate, veh/h	36
Peak Hour Factor	0.81	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	23.1
Speed Slope Coefficient (m)	1.42993	Speed Power Coefficient (p)	0.61211
PF Slope Coefficient (m)	-1.09920	PF Power Coefficient (p)	0.67124
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1800	-	-	23.1

Vehicle Results

Average Speed, mi/h	23.1	Percent Followers, %	11.6
Segment Travel Time, minutes	0.89	Adj. Follower Density, followers/mi/ln	0.2
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2037 Build Condition
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Afternoon Peak Hour
Project Description	Crowley Road Westbound - East of Chester Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1800
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	36	Opposing Demand Flow Rate, veh/h	33
Peak Hour Factor	0.81	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	22.5
Speed Slope Coefficient (m)	1.39523	Speed Power Coefficient (p)	0.61420
PF Slope Coefficient (m)	-1.08931	PF Power Coefficient (p)	0.66934
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1800	-	-	22.5

Vehicle Results

Average Speed, mi/h	22.5	Percent Followers, %	11.1
Segment Travel Time, minutes	0.91	Adj. Follower Density, followers/mi/ln	0.2
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2037 Build Conditions
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Afternoon Peak Hour
Project Description	Crowley Road Northbound - South of Lane Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	2000
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	16	Opposing Demand Flow Rate, veh/h	19
Peak Hour Factor	0.88	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	22.5
Speed Slope Coefficient (m)	1.38419	Speed Power Coefficient (p)	0.62817
PF Slope Coefficient (m)	-1.07068	PF Power Coefficient (p)	0.67742
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2000	-	-	22.5

Vehicle Results

Average Speed, mi/h	22.5	Percent Followers, %	6.3
Segment Travel Time, minutes	1.01	Adj. Follower Density, followers/mi/ln	0.0
Vehicle LOS	A		

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	2/27/2026
Agency		Analysis Year	2037 Build Conditions
Jurisdiction	Town of Candia, NH	Time Analyzed	Weekday Afternoon Peak Hour
Project Description	Crowley Road Southbound - South of Lane Road	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	2800
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	25	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	19	Opposing Demand Flow Rate, veh/h	16
Peak Hour Factor	0.88	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	22.5
Speed Slope Coefficient (m)	1.39158	Speed Power Coefficient (p)	0.63237
PF Slope Coefficient (m)	-1.04717	PF Power Coefficient (p)	0.68991
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2800	-	-	22.5

Vehicle Results

Average Speed, mi/h	22.5	Percent Followers, %	6.6
Segment Travel Time, minutes	1.41	Adj. Follower Density, followers/mi/ln	0.1
Vehicle LOS	A		

Appendix K
Crowley Road Photo Log

Crowley Road Photo Log

Collected March 10th, 2026



Crowley Road – Eastbound Location 1



Crowley Road – Eastbound Location 1A



Crowley Road – Eastbound Location 2



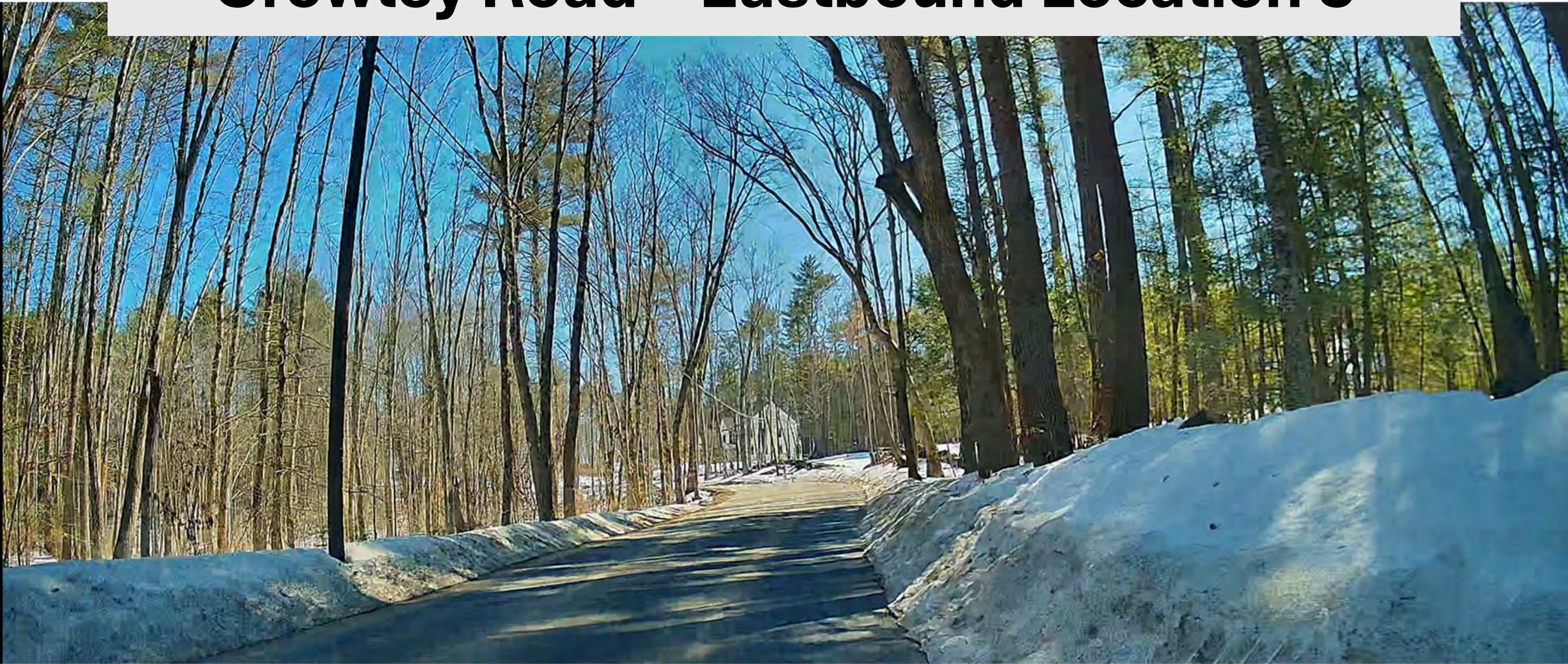
Crowley Road – Eastbound Location 3



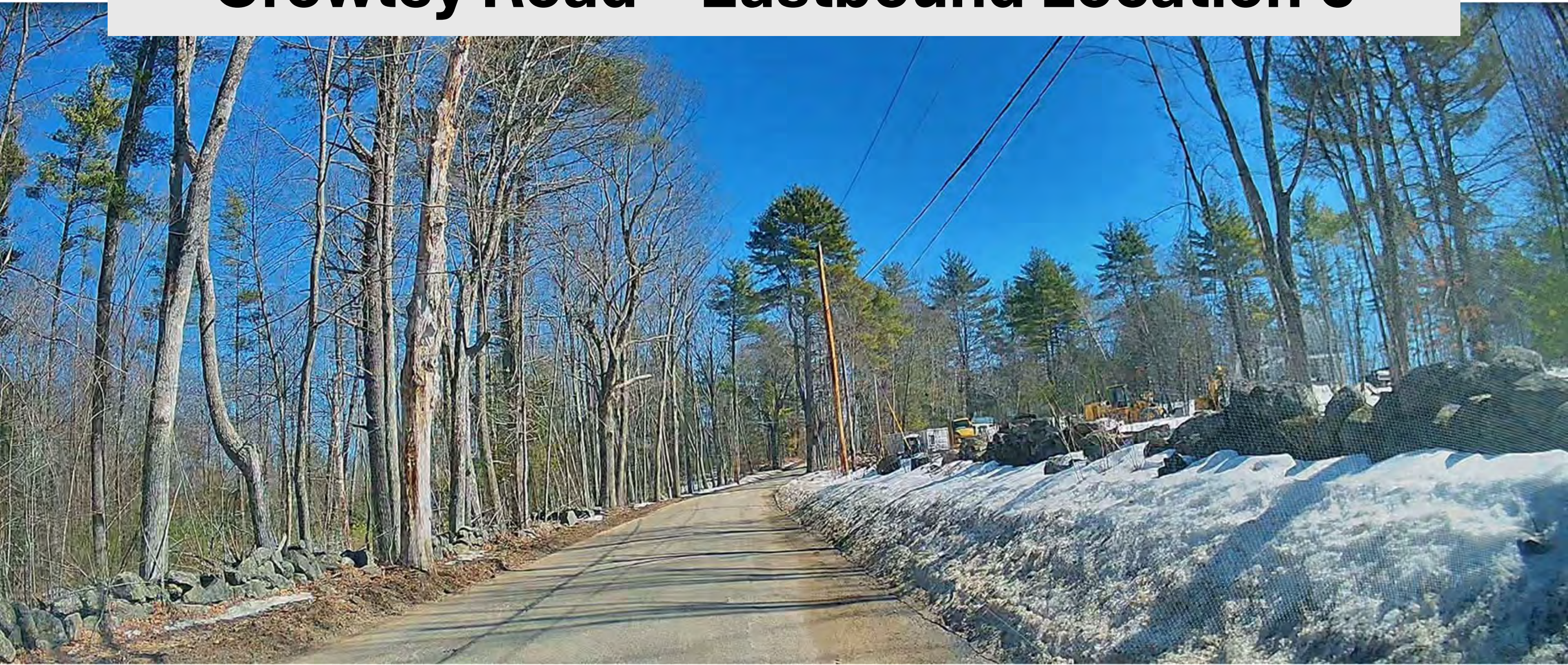
Crowley Road – Eastbound Location 4



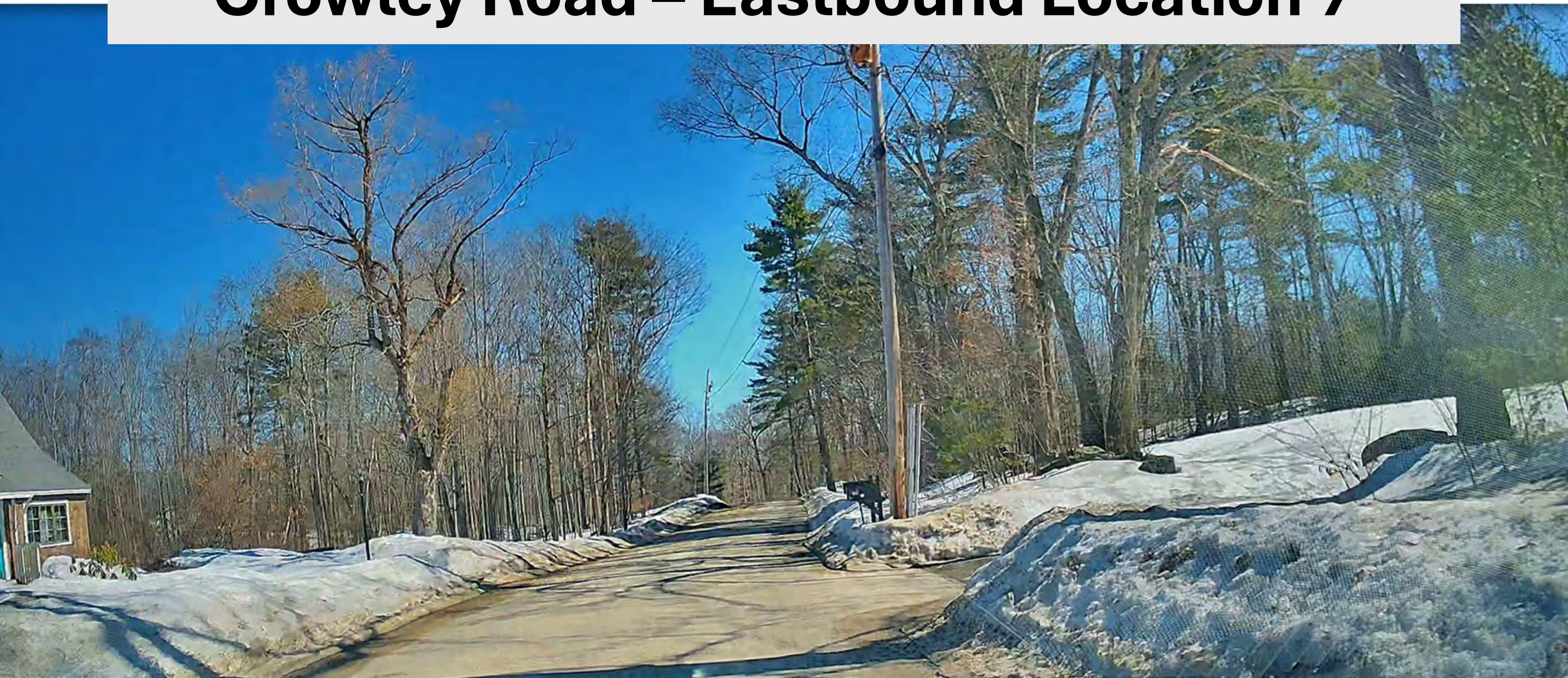
Crowley Road – Eastbound Location 5



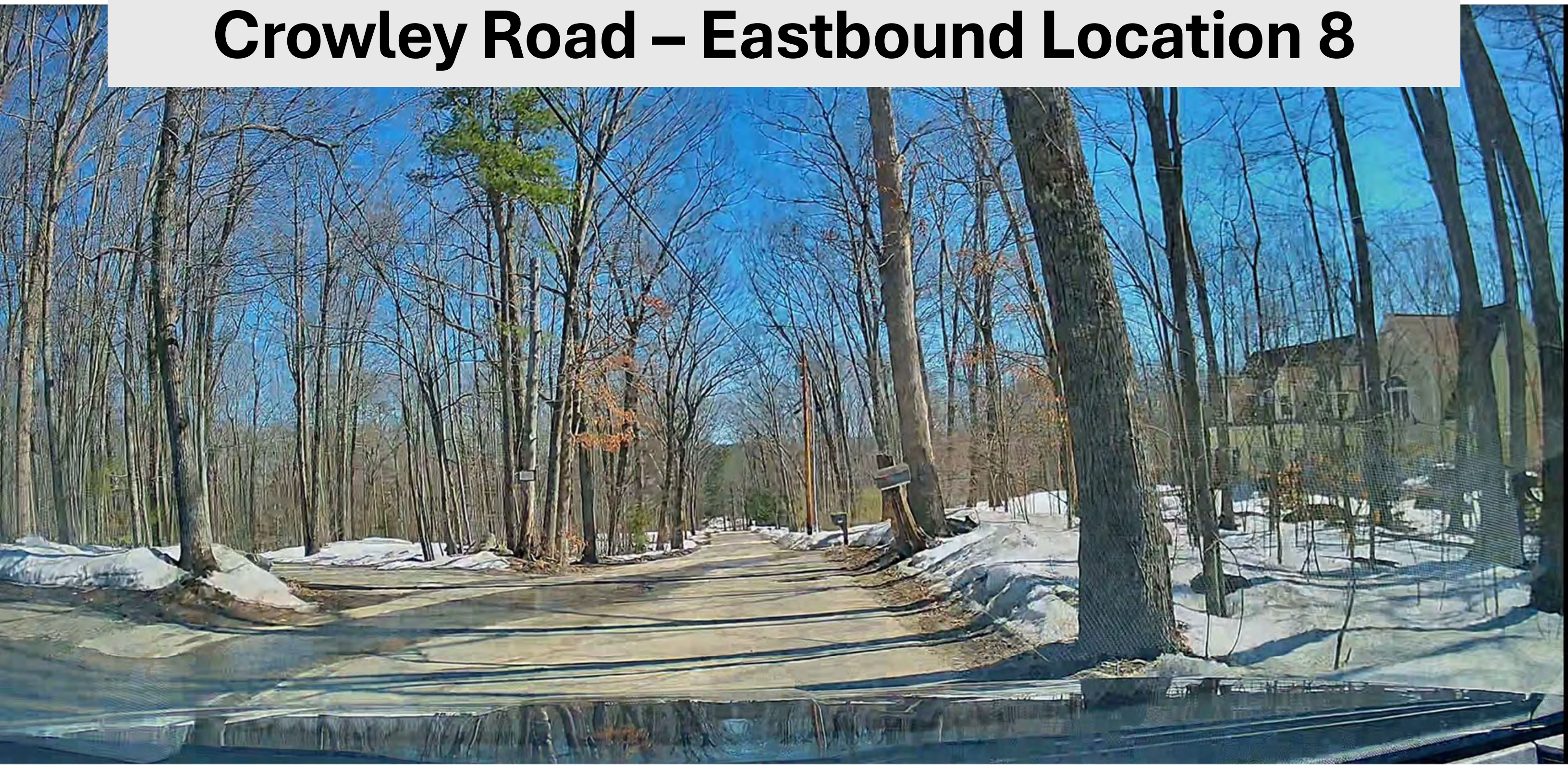
Crowley Road – Eastbound Location 6



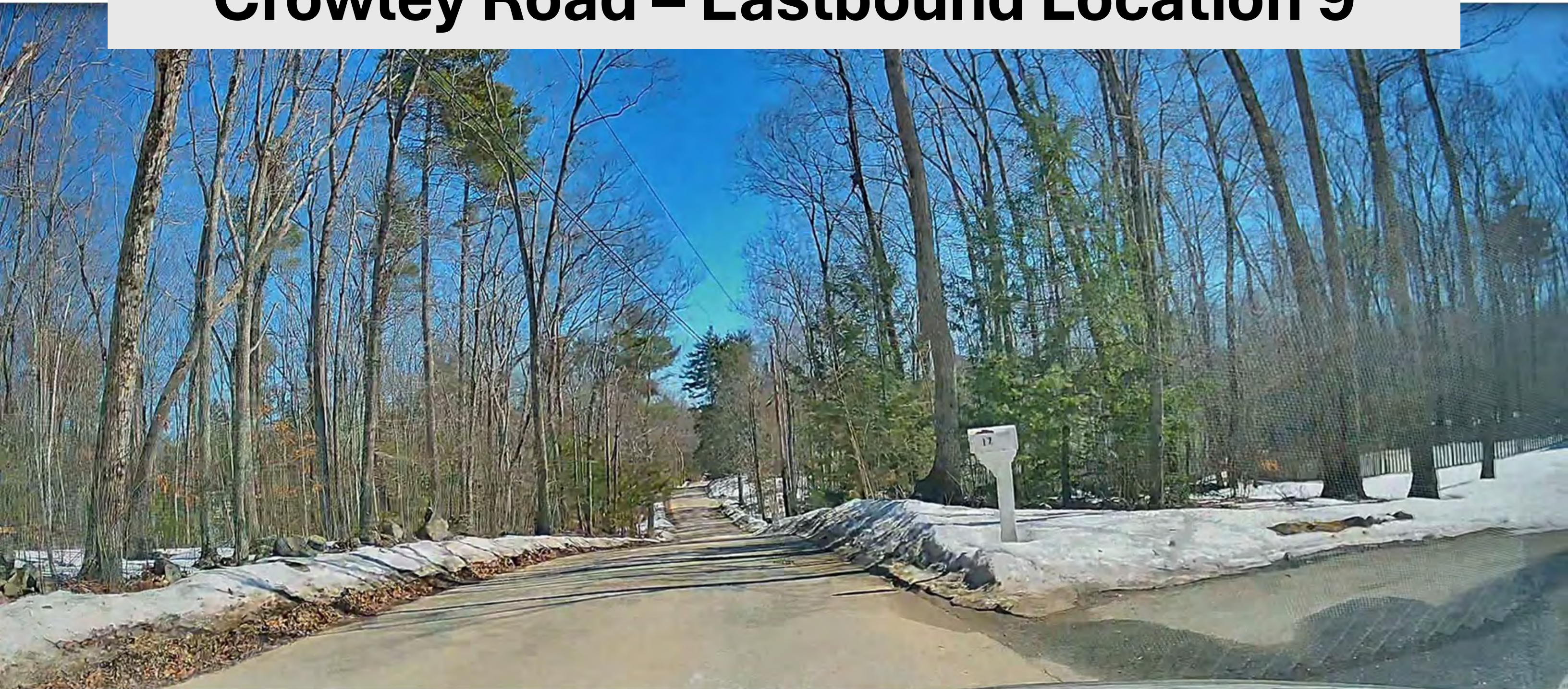
Crowley Road – Eastbound Location 7



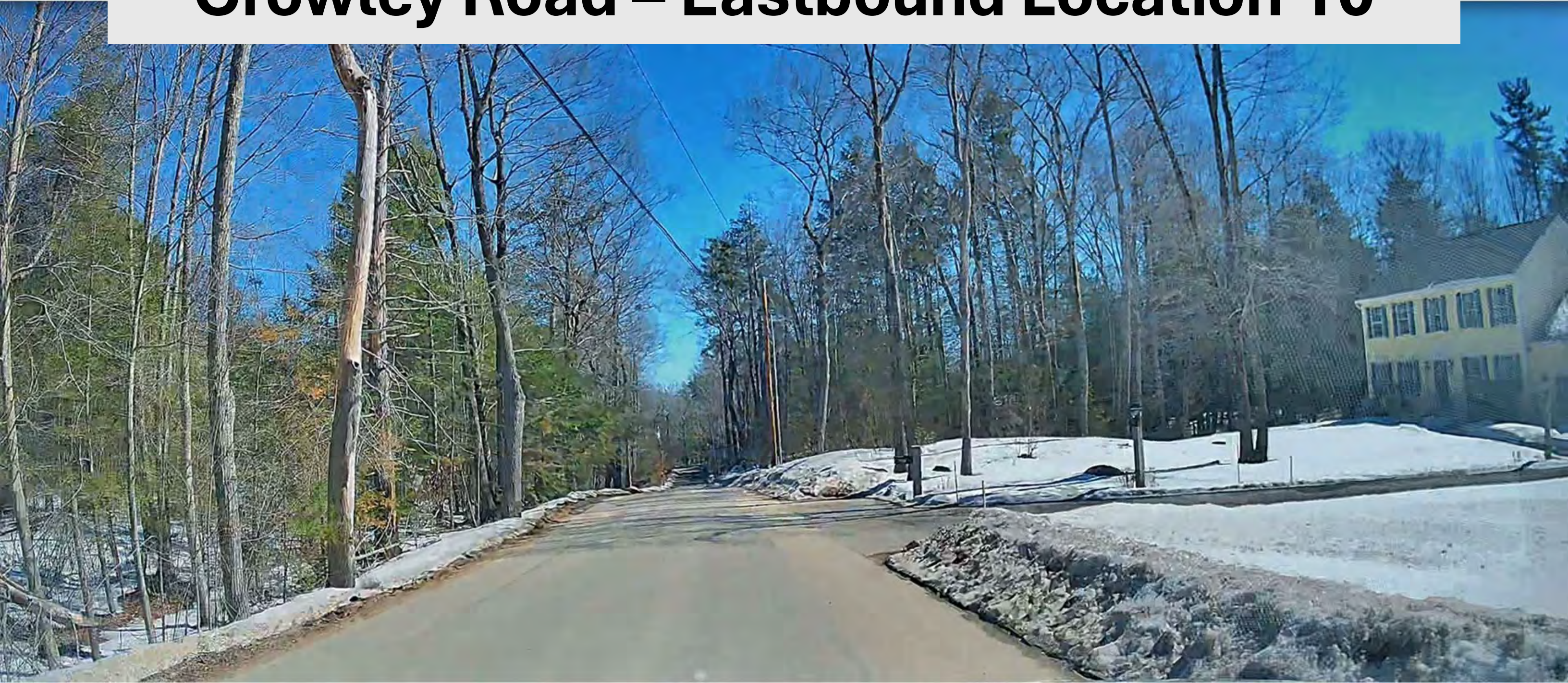
Crowley Road – Eastbound Location 8



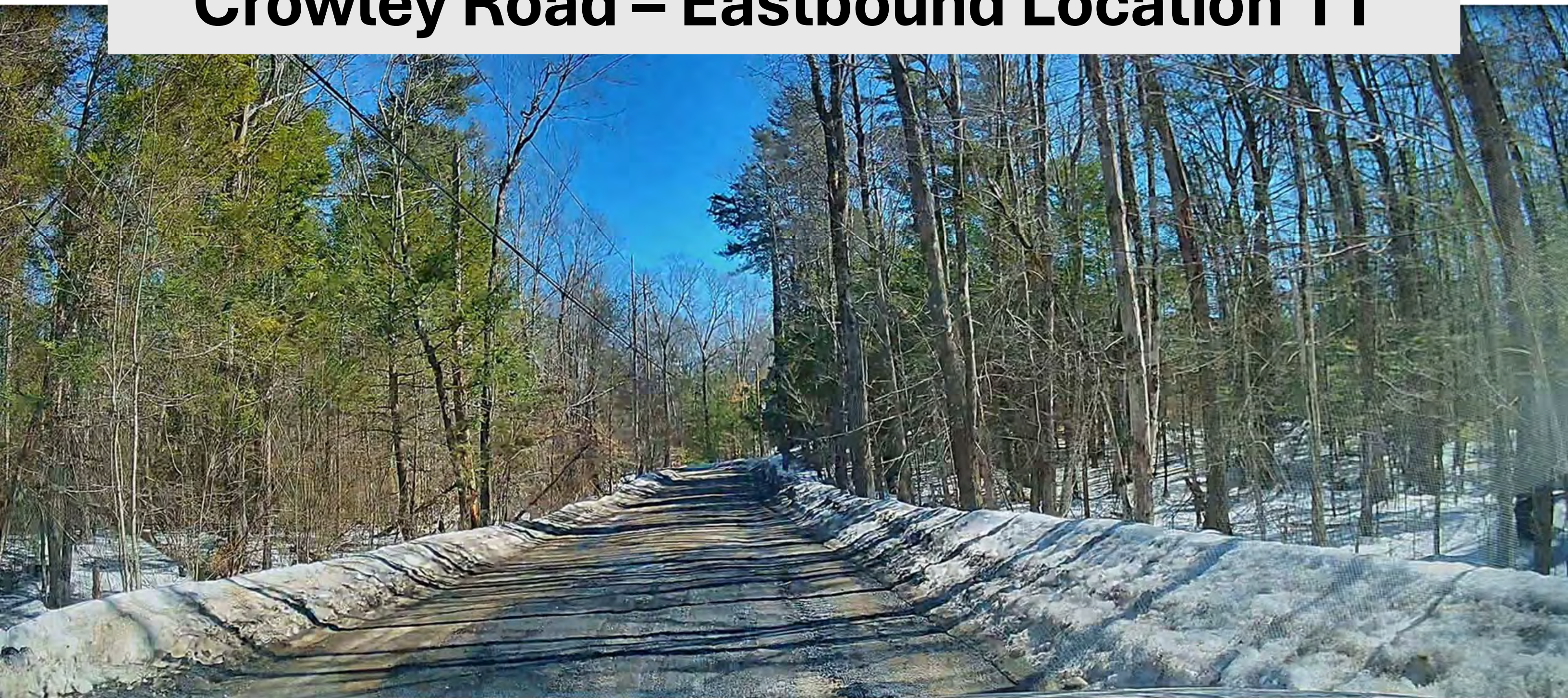
Crowley Road – Eastbound Location 9



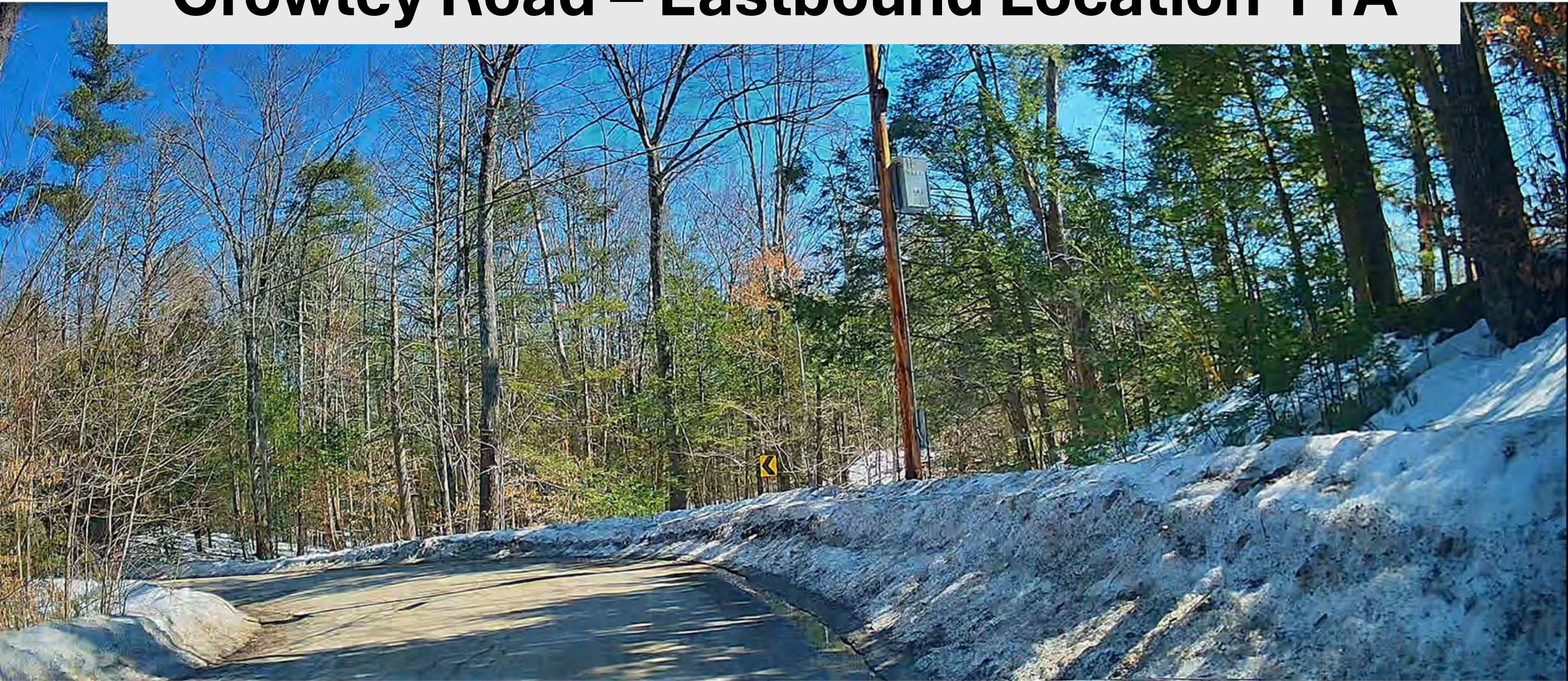
Crowley Road – Eastbound Location 10



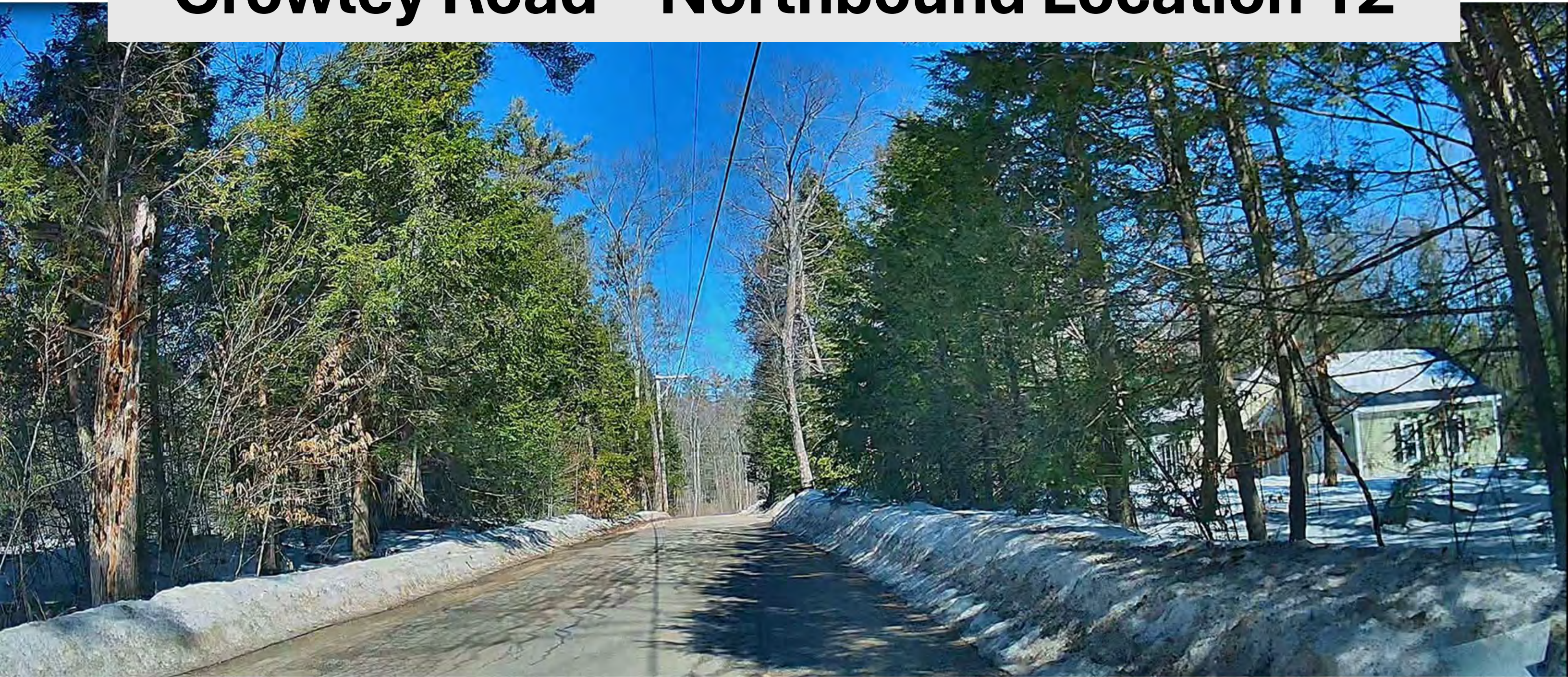
Crowley Road – Eastbound Location 11



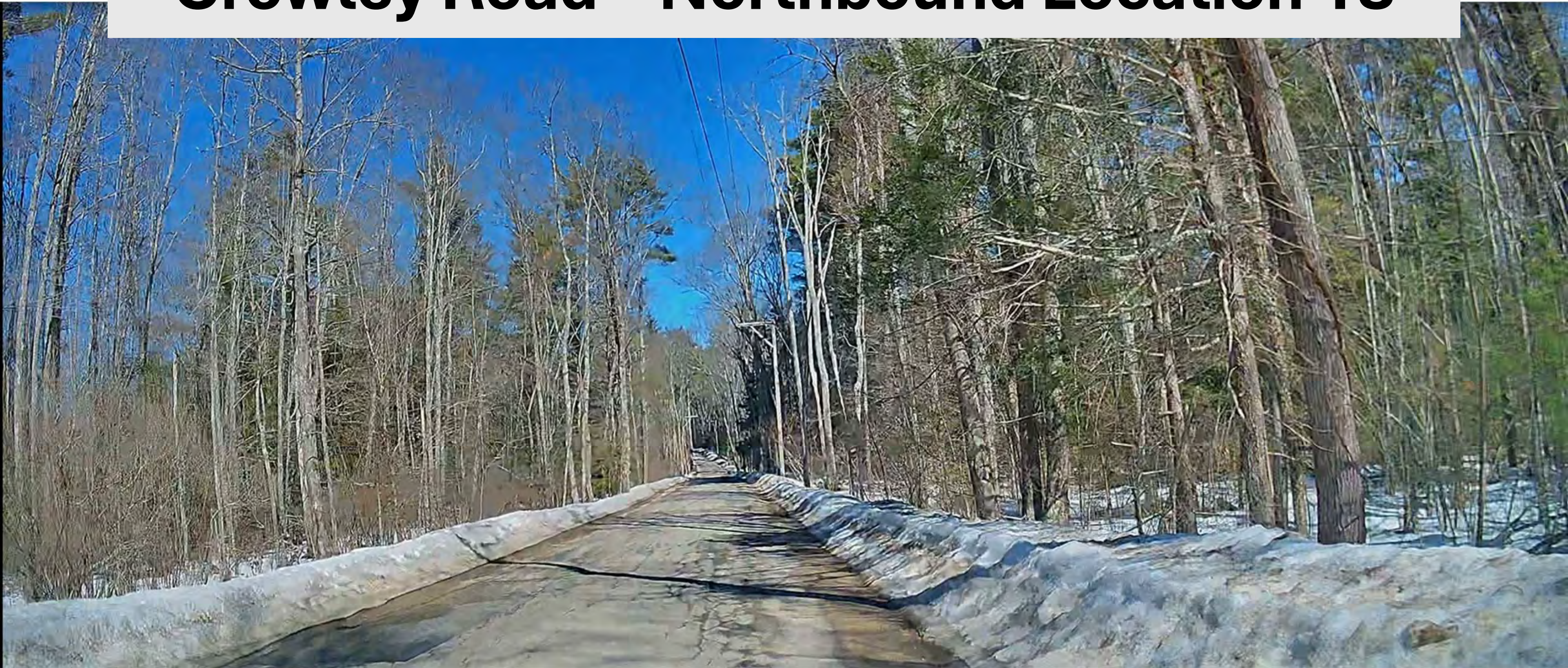
Crowley Road – Eastbound Location 11A



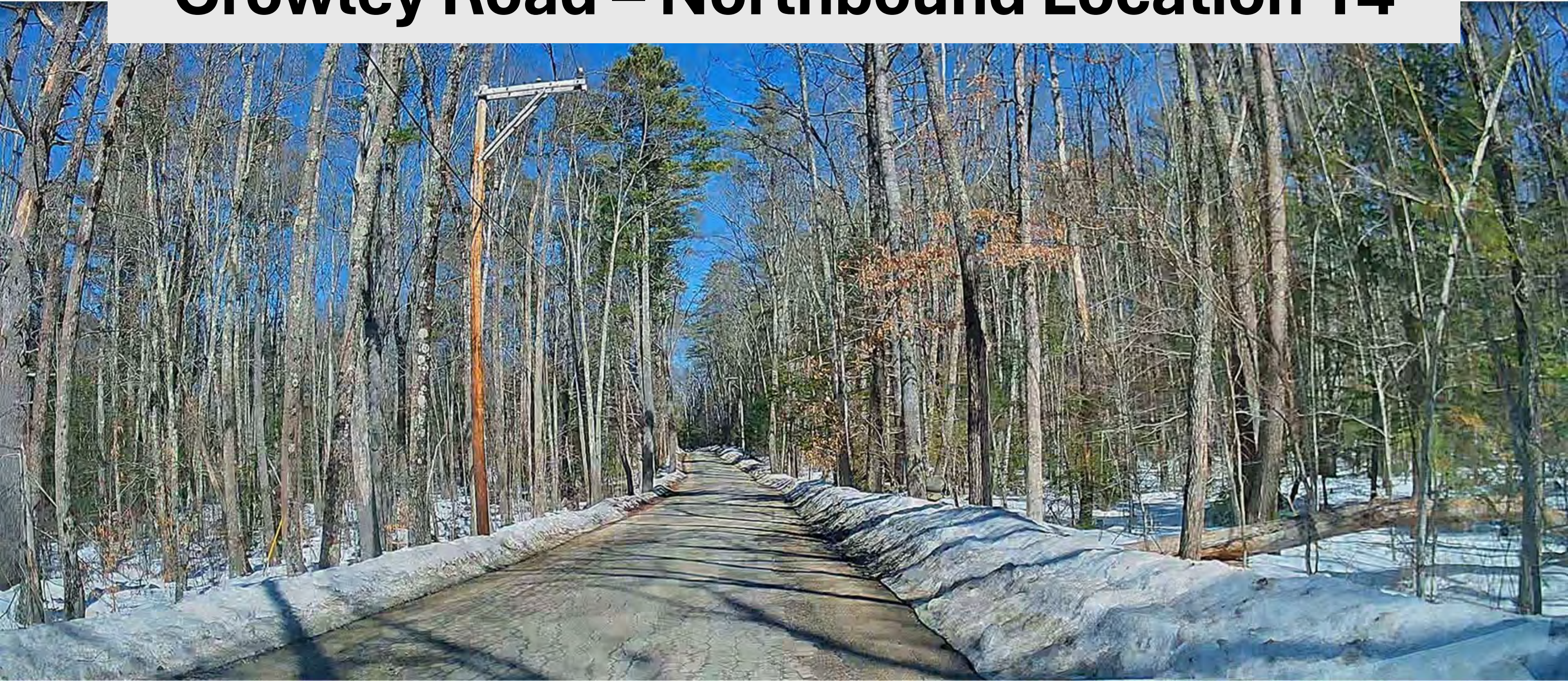
Crowley Road – Northbound Location 12



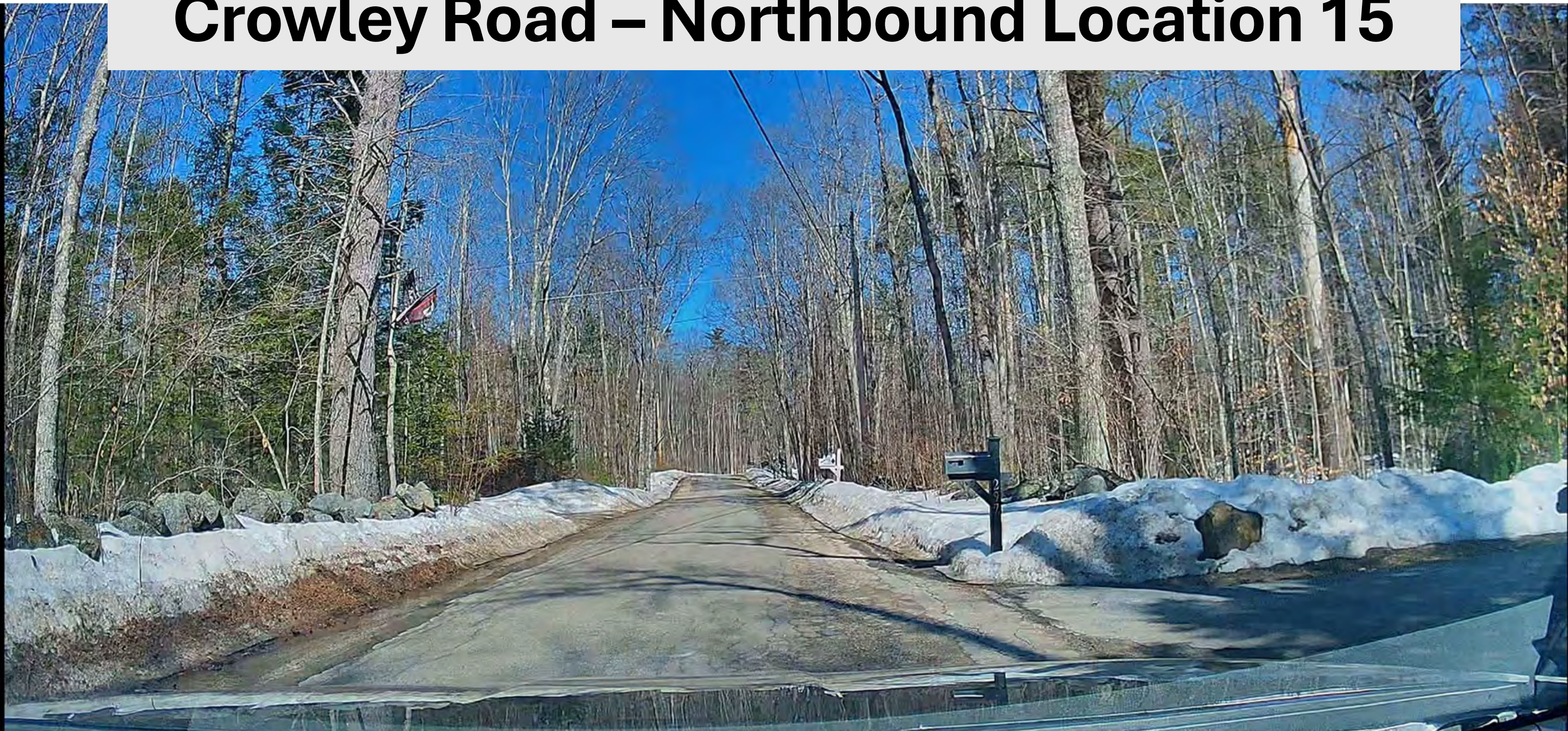
Crowley Road – Northbound Location 13



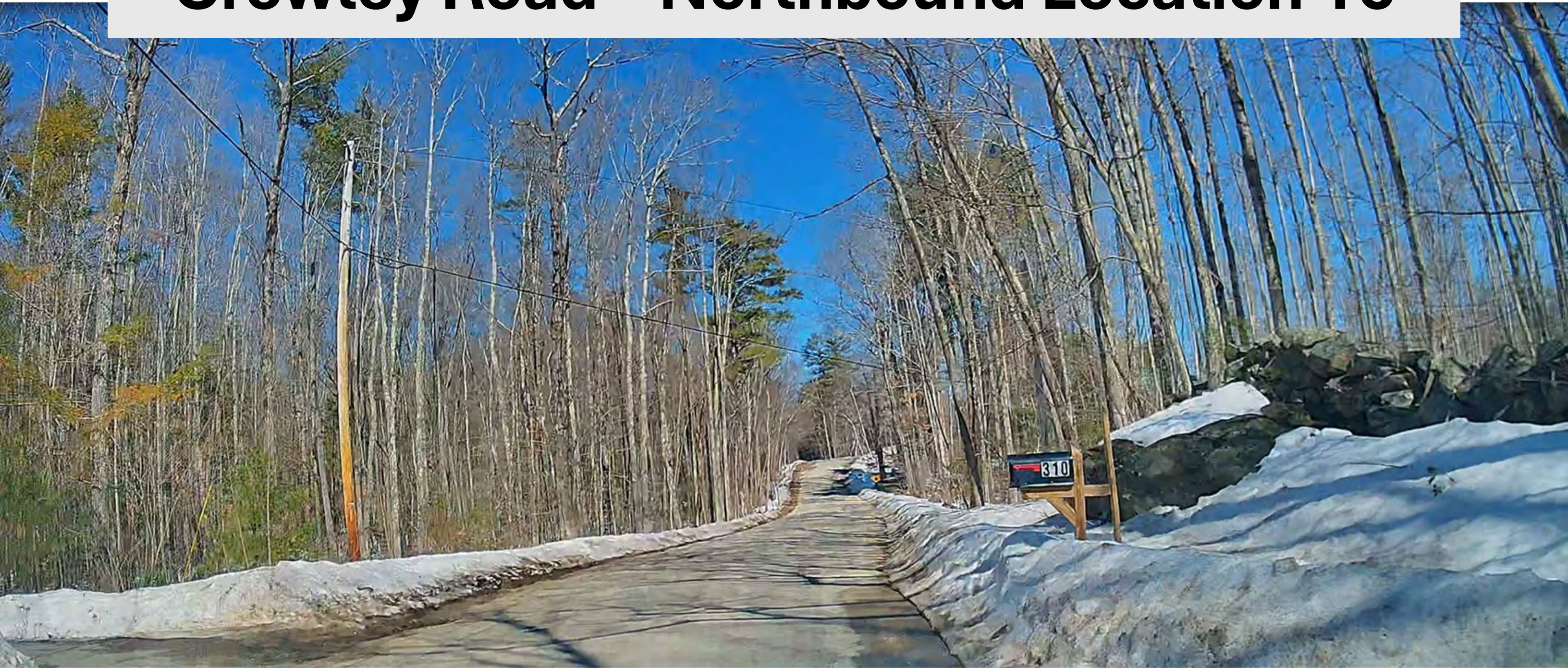
Crowley Road – Northbound Location 14



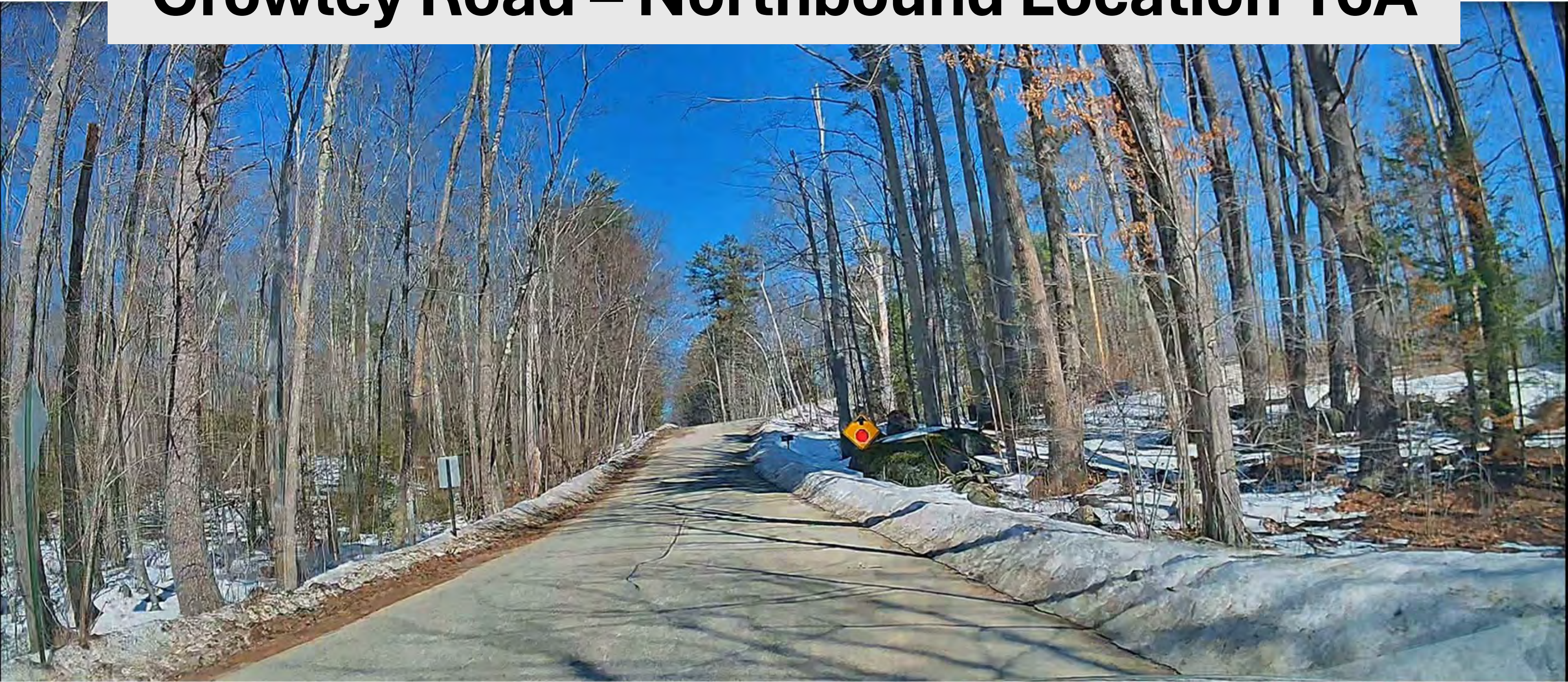
Crowley Road – Northbound Location 15



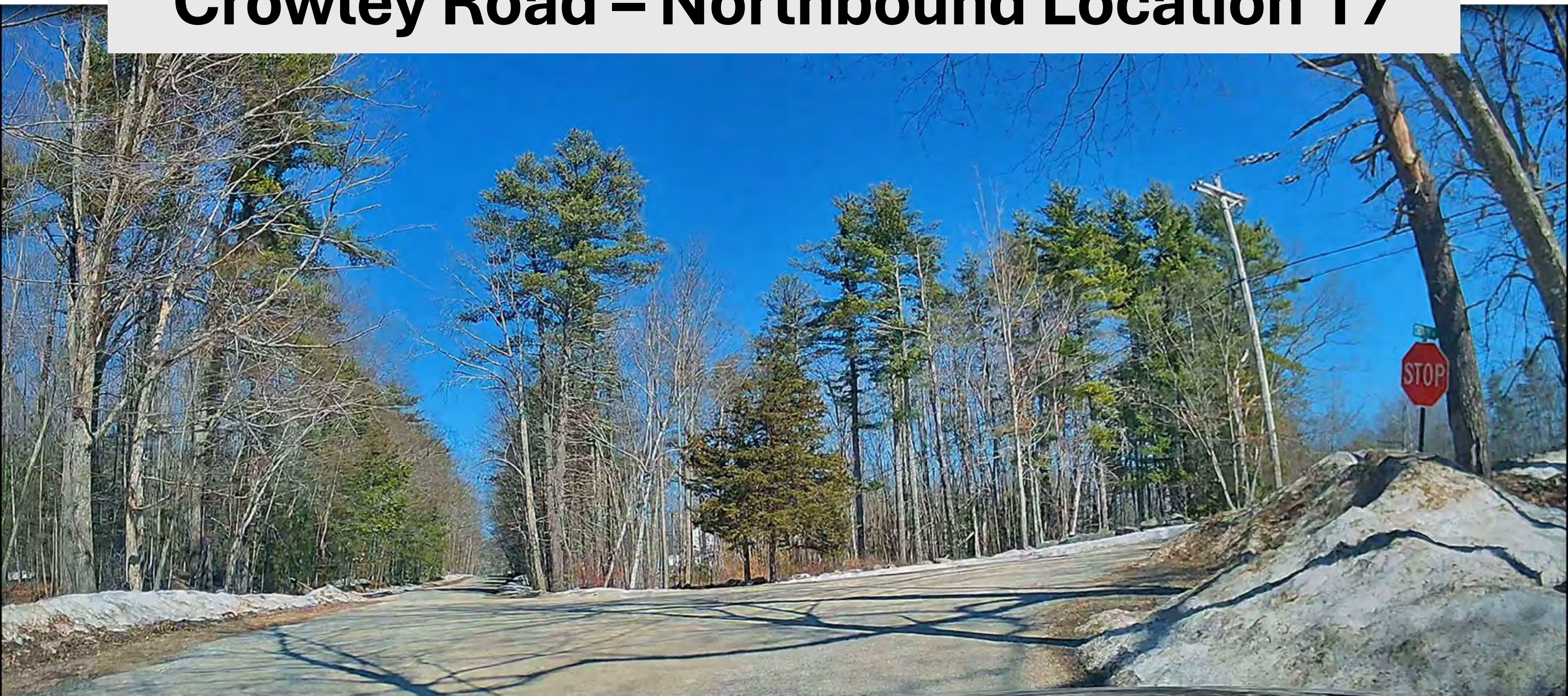
Crowley Road – Northbound Location 16



Crowley Road – Northbound Location 16A



Crowley Road – Northbound Location 17



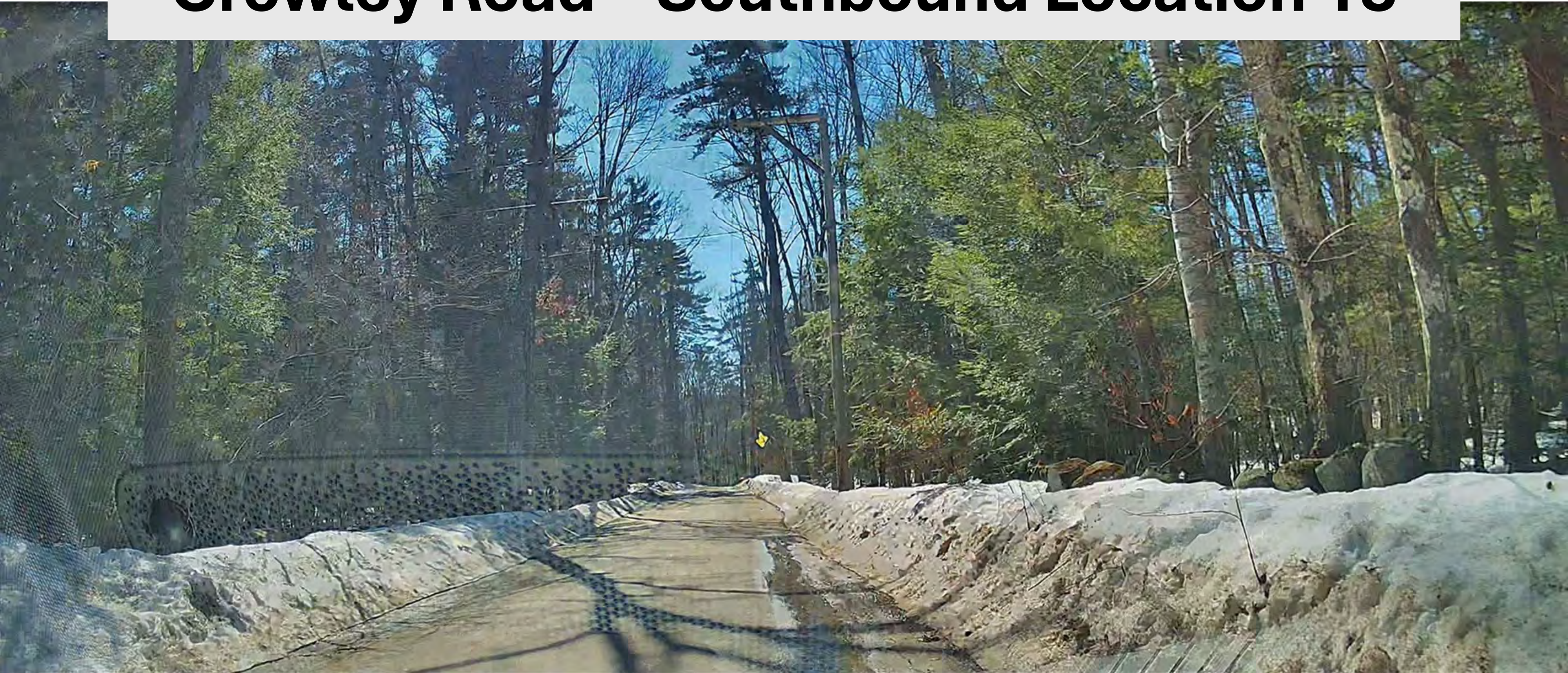
Crowley Road – Southbound Location 17



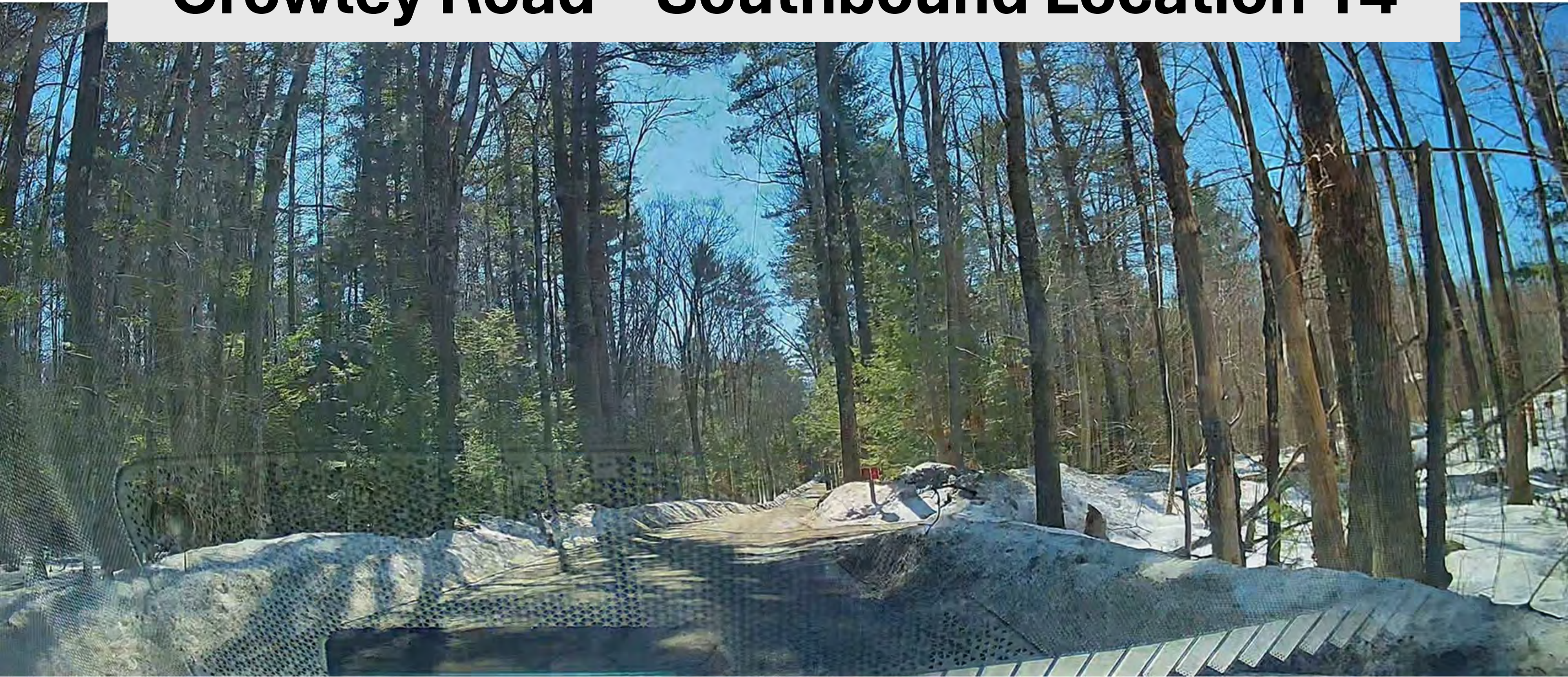
Crowley Road – Southbound Location 16



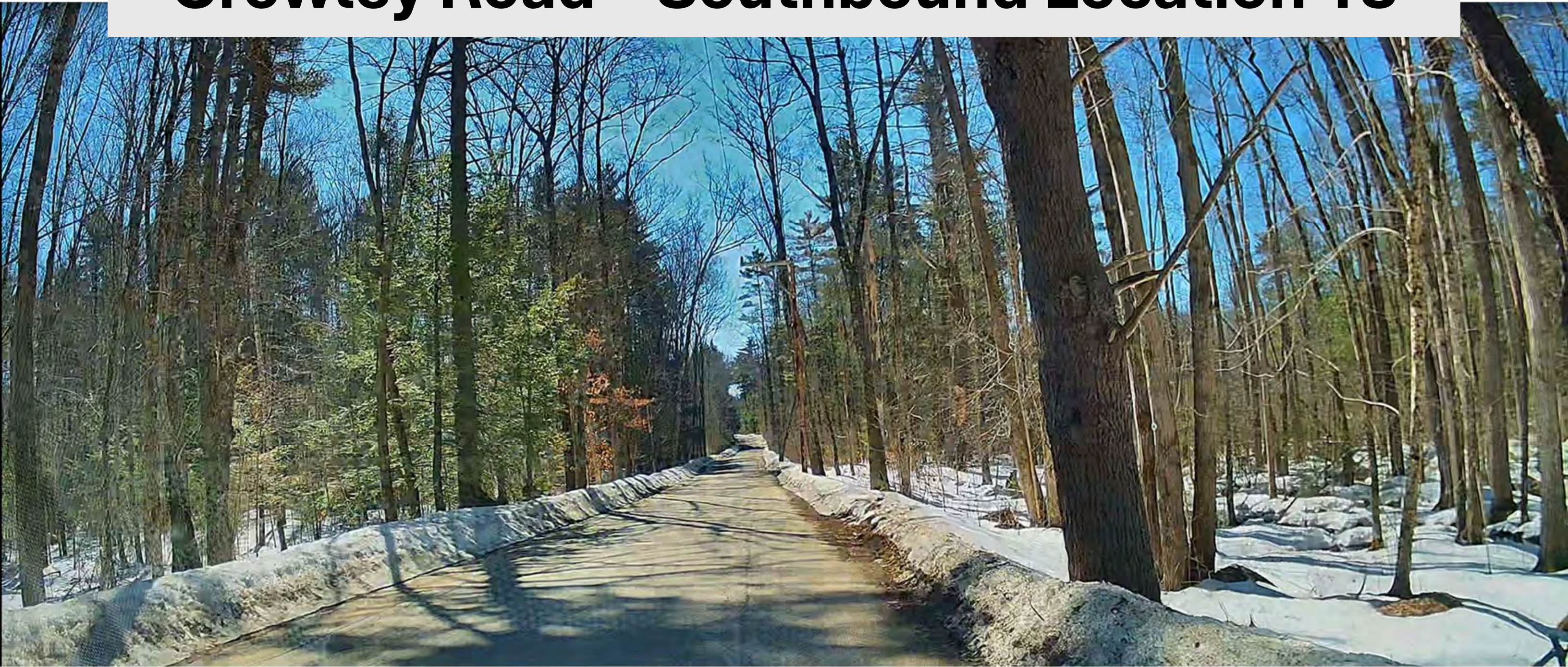
Crowley Road – Southbound Location 15



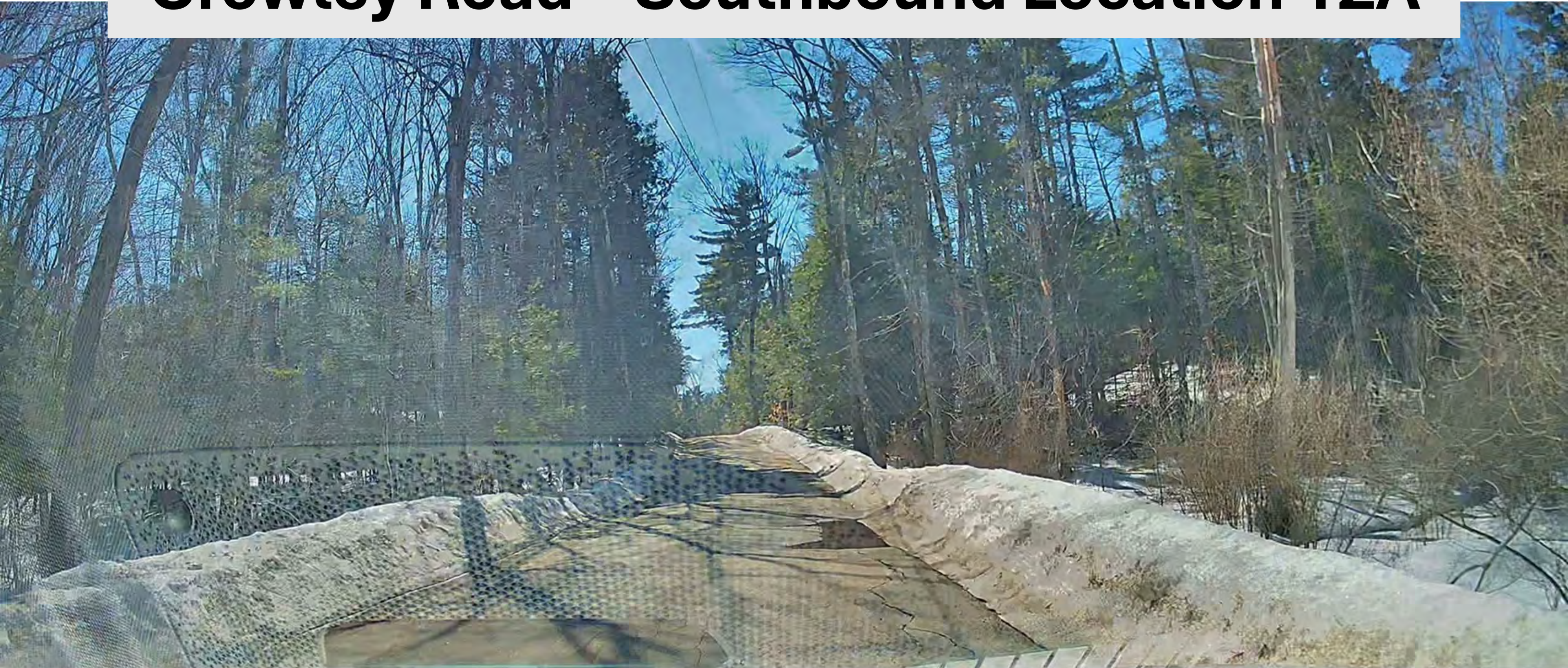
Crowley Road – Southbound Location 14



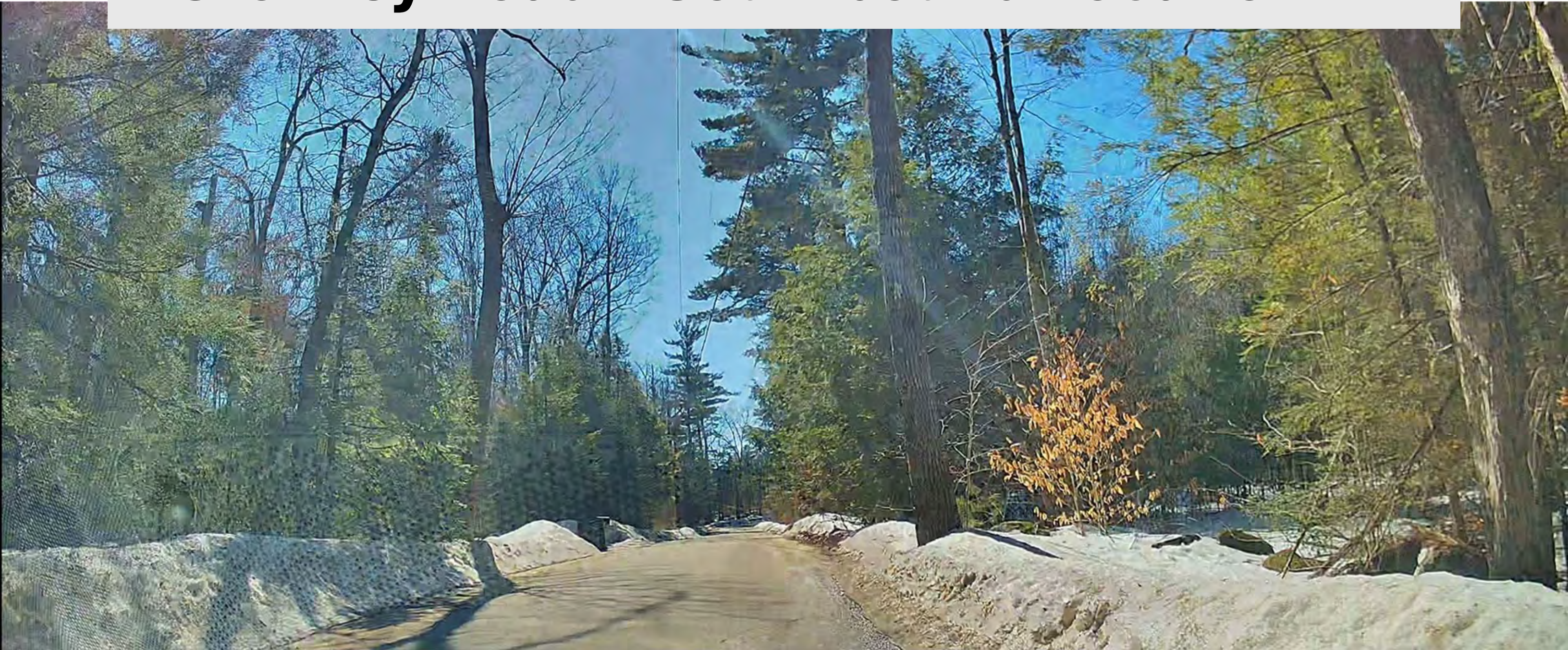
Crowley Road – Southbound Location 13



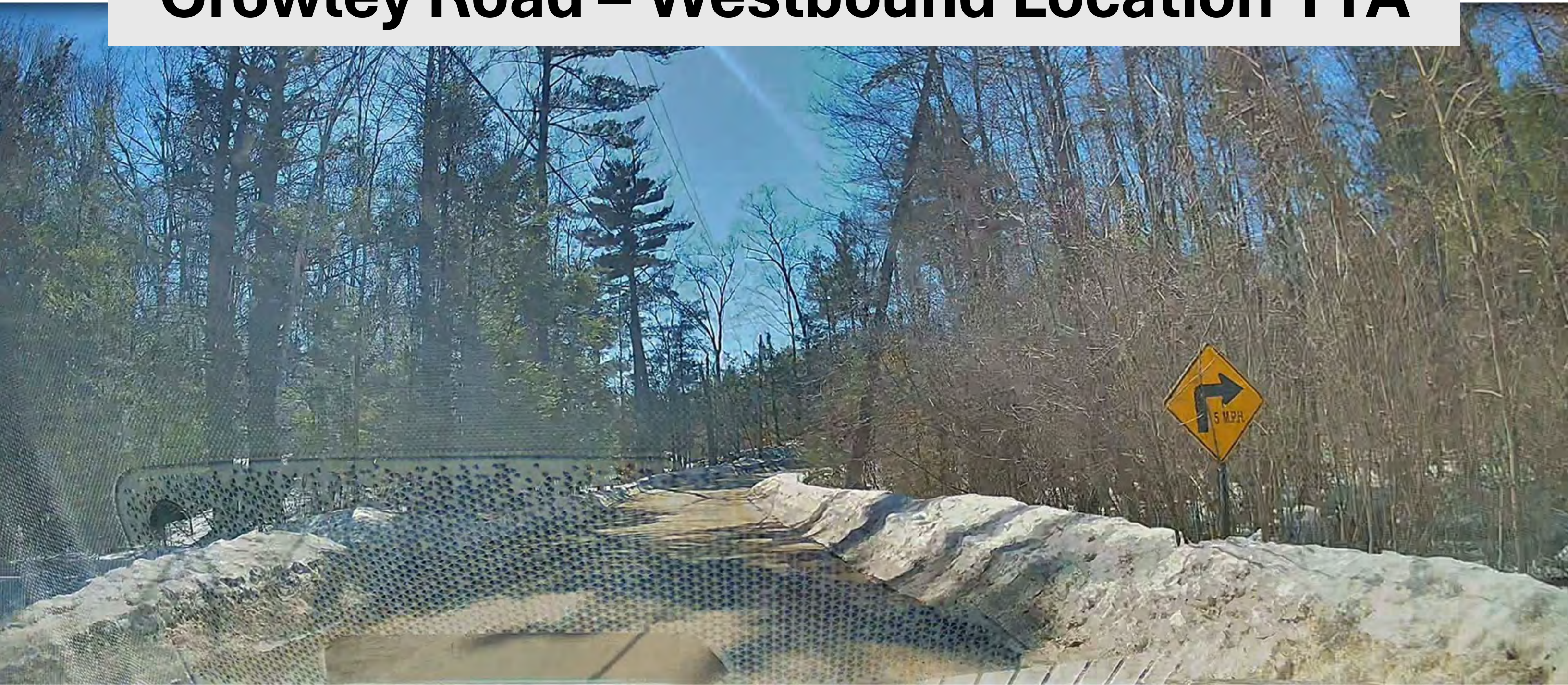
Crowley Road – Southbound Location 12A



Crowley Road – Southbound Location 12



Crowley Road – Westbound Location 11A



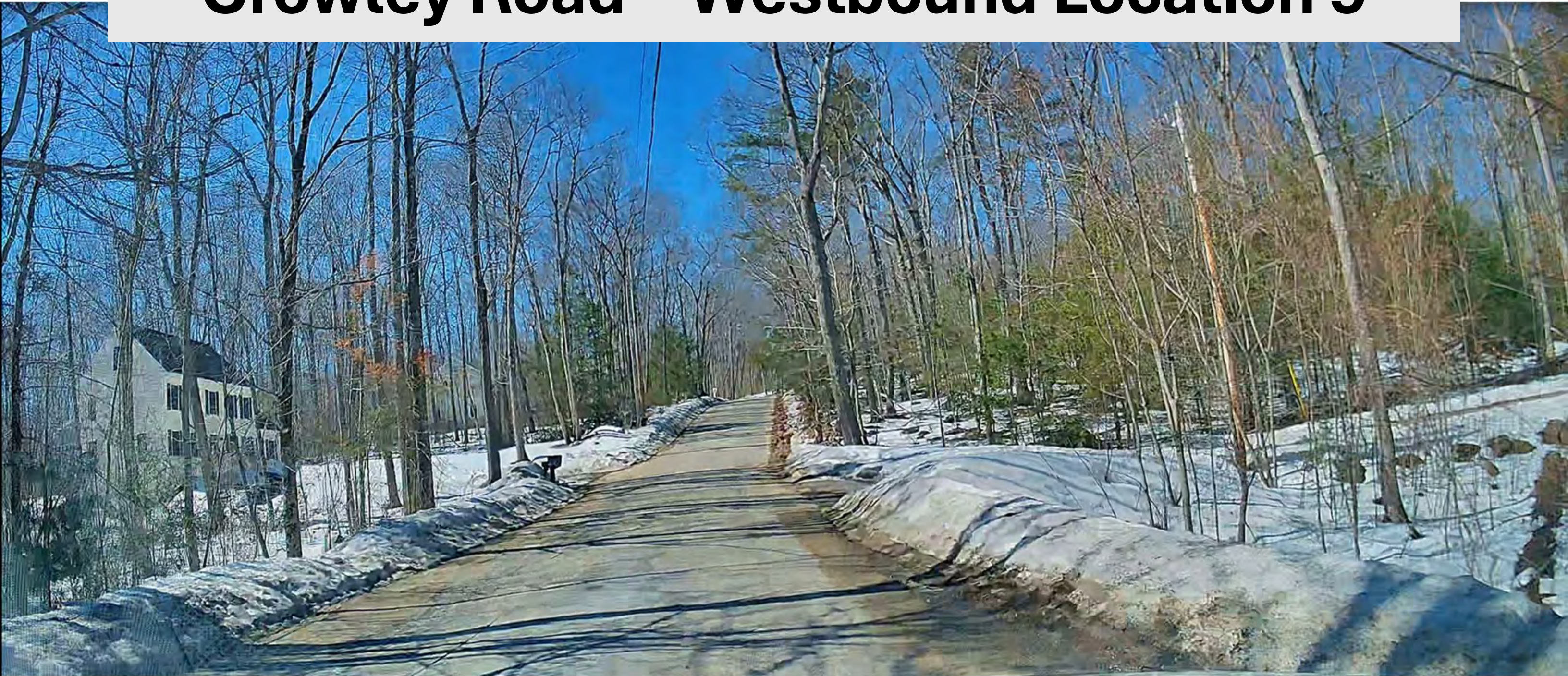
Crowley Road – Westbound Location 11



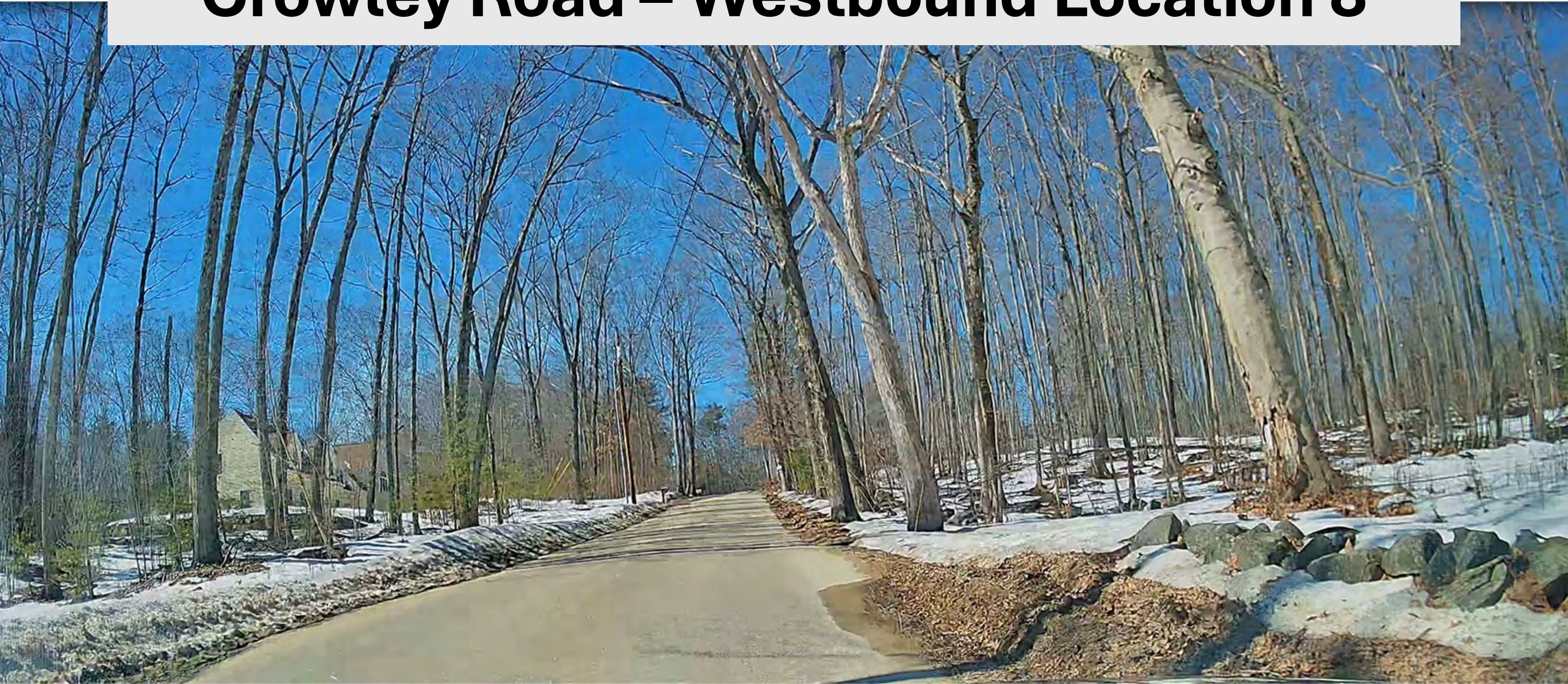
Crowley Road – Westbound Location 10



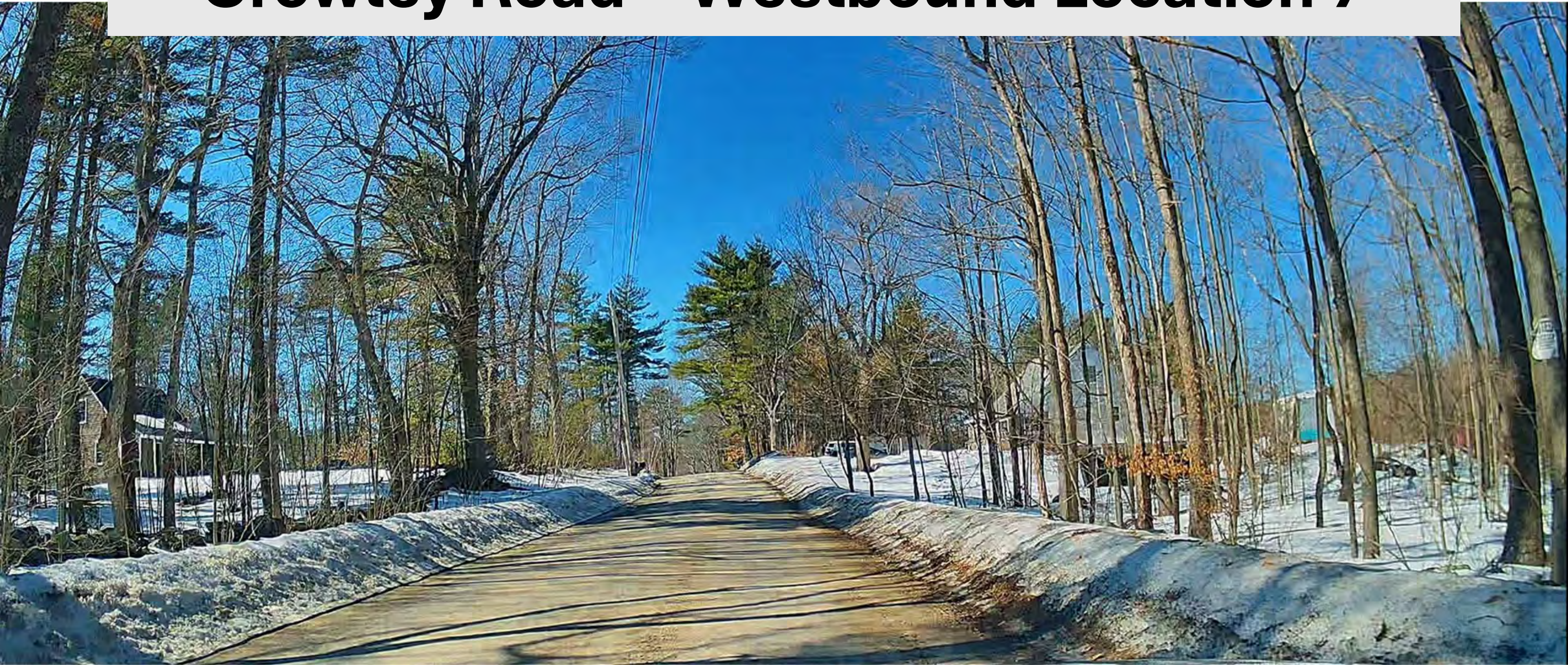
Crowley Road – Westbound Location 9



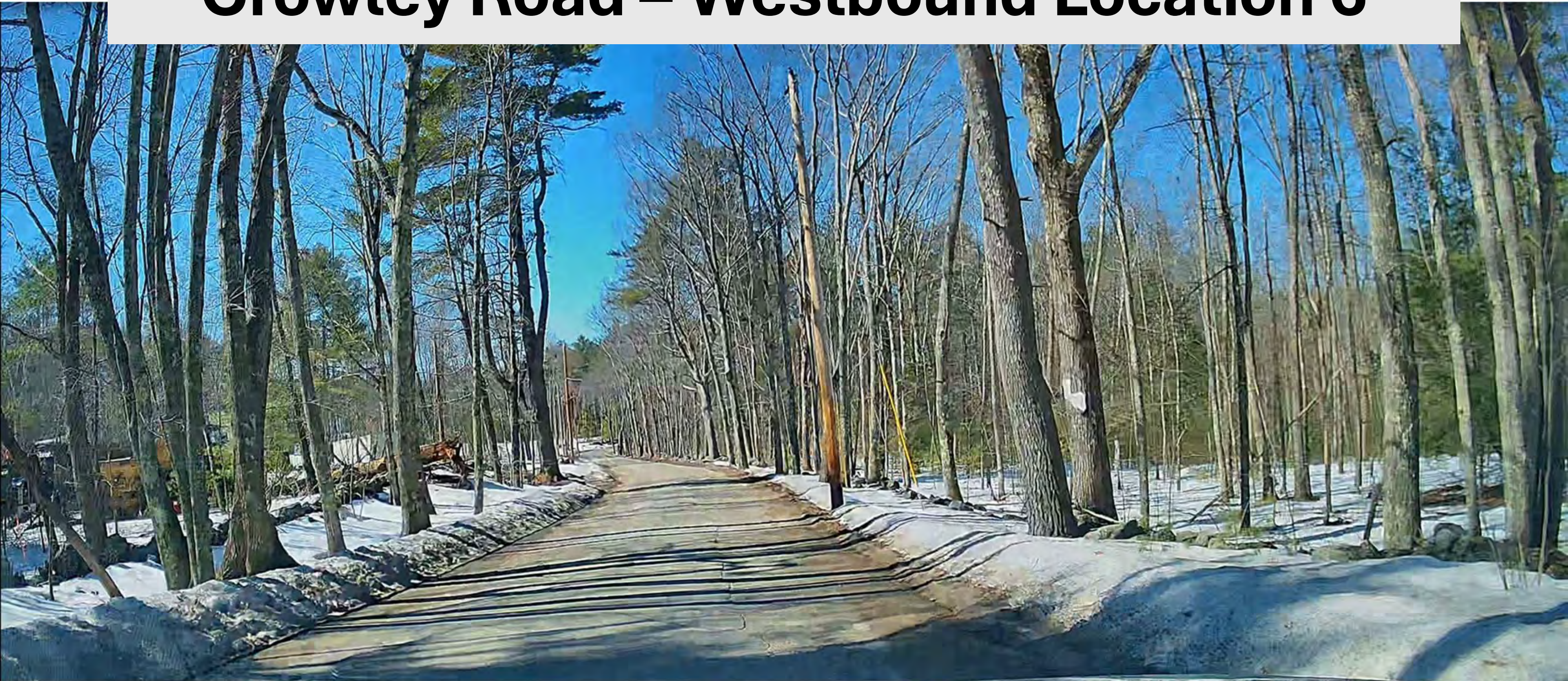
Crowley Road – Westbound Location 8



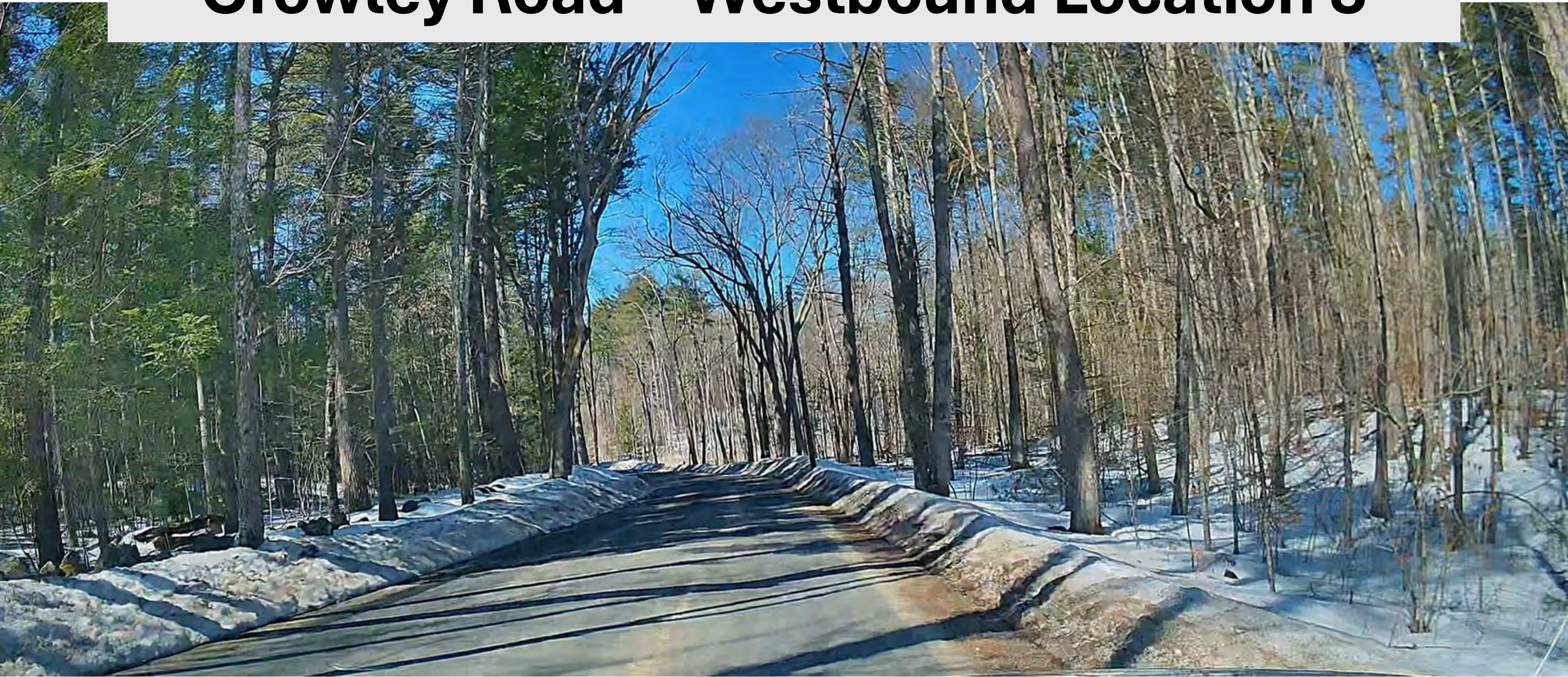
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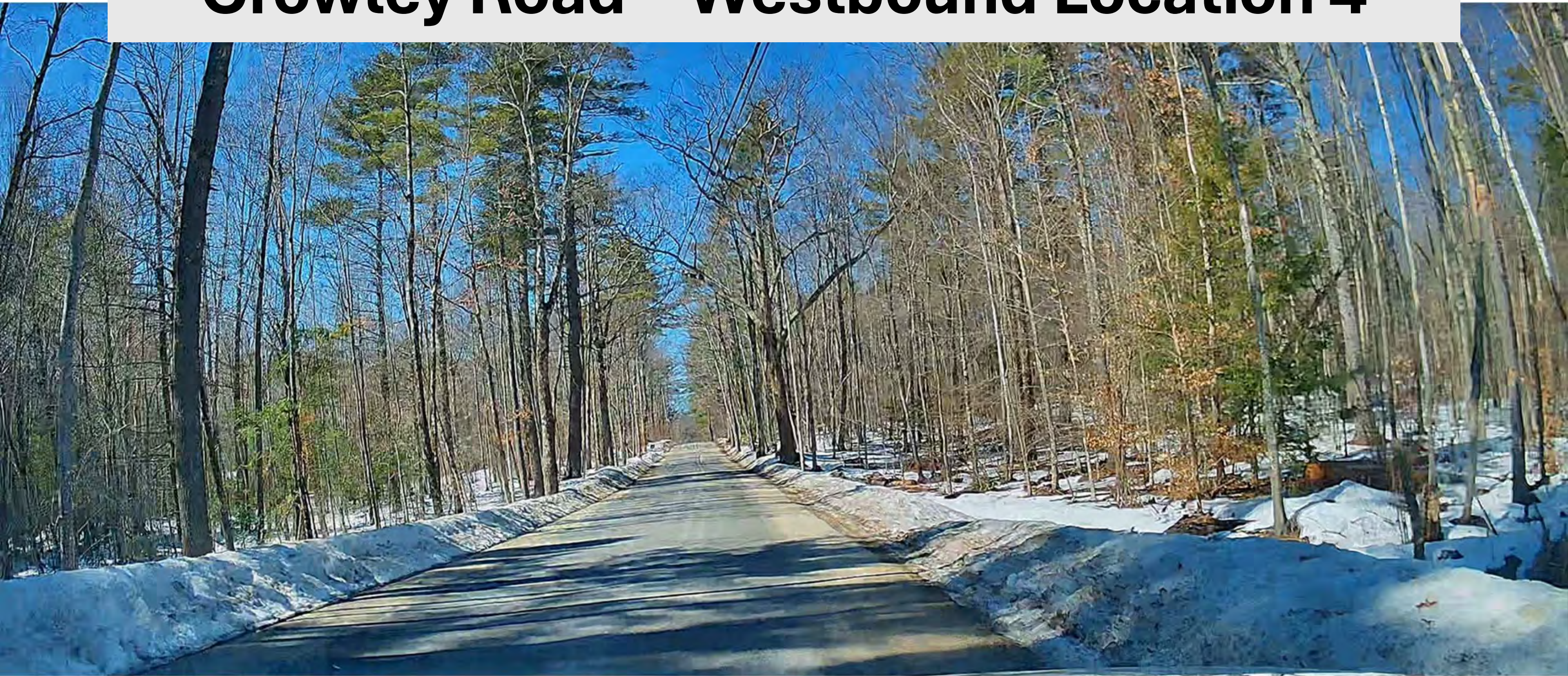
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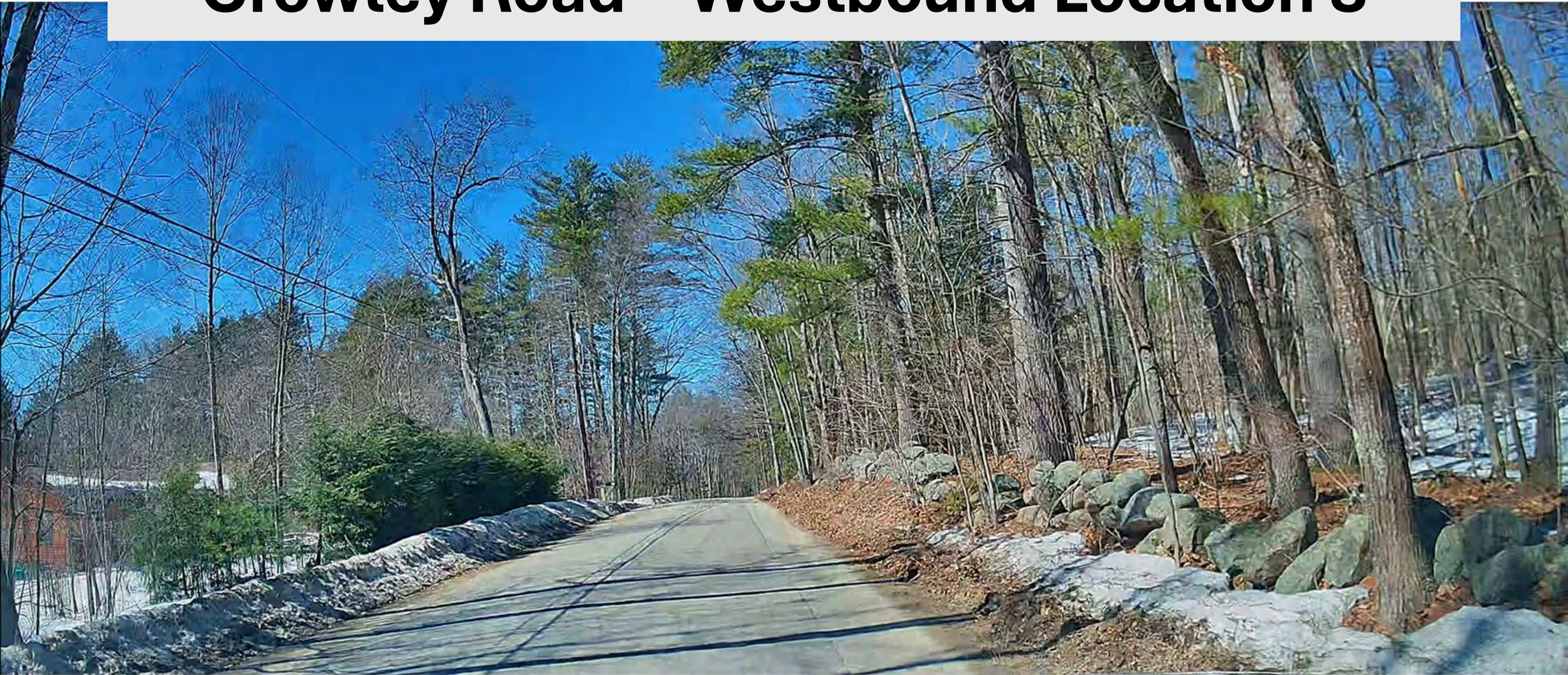
Crowley Road – Westbound Location 5



Crowley Road – Westbound Location 4



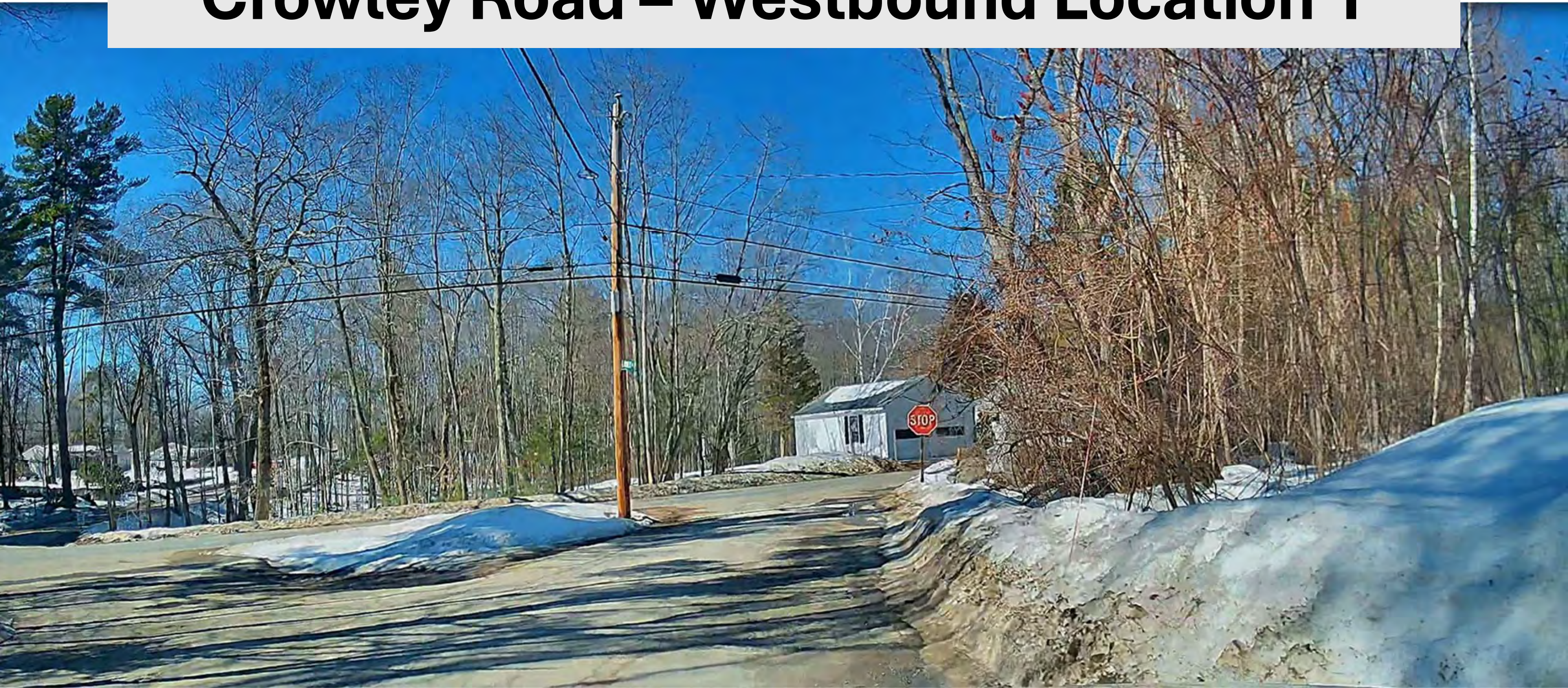
Crowley Road – Westbound Location 3



Crowley Road – Westbound Location 2



Crowley Road – Westbound Location 1





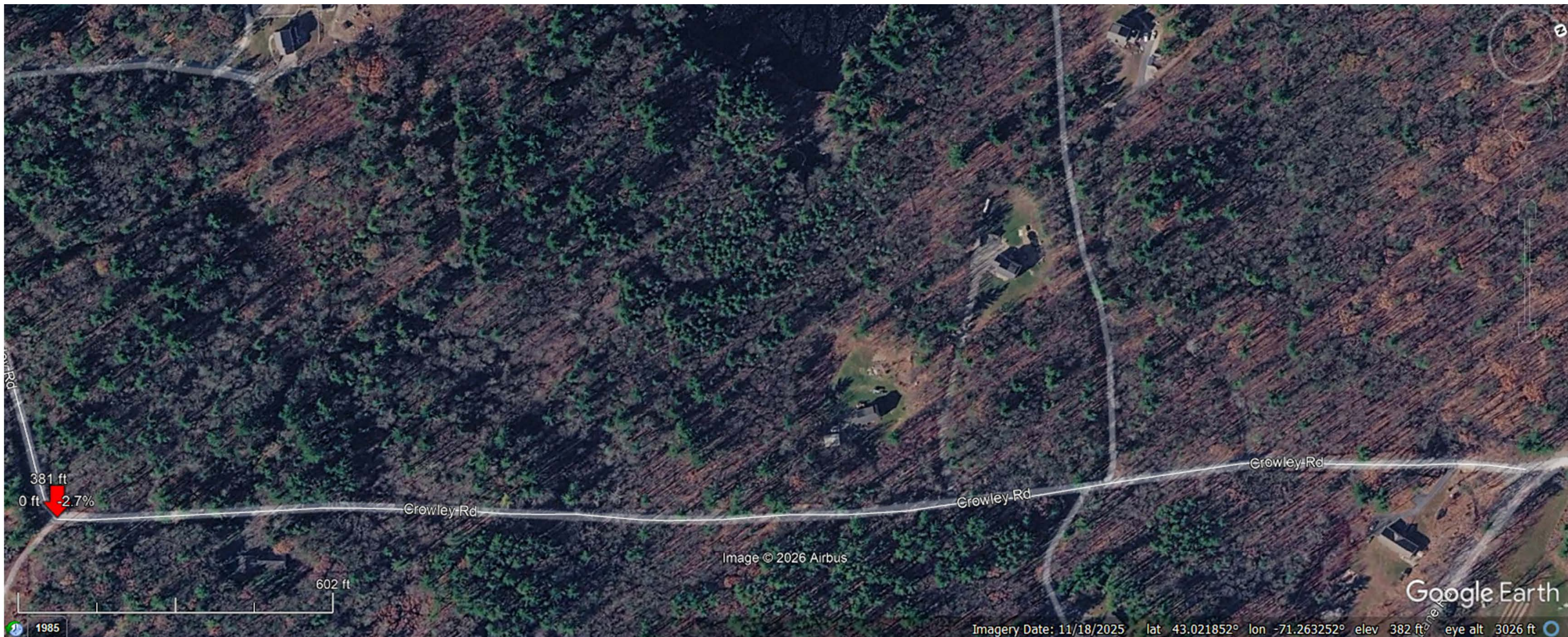


Image © 2026 Airbus

Google Earth

Imagery Date: 11/18/2025 lat 43.021852° lon -71.263252° elev 382 ft eye alt 3026 ft

Graph: Min, Avg, Max Elevation: 369, 396, 453 ft
Range Totals: Distance: 0.53 mi Elev Gain/Loss: 88.8 ft, -17 ft Max Slope: 15.5%, -9.7% Avg Slope: 3.7%, -2.5%



Appendix L
Sight Distance Summary

Location: Crowley Road at Project Site Driveway

STOPPING SIGHT DISTANCE:

STOPPING SIGHT DISTANCE FROM WEST

Inputs

V=	speed, mph	V=	35	(Posted Speed Limit)
G=	percent of grade	G=	-5.1	(%)
t=	brake reaction time	t=	2.5	
a=	deceleration rate, ft/sec ²	a=	11.2	

Calculations

Brake Reaction Distance	$1.47Vt$	129 feet
Braking Distance	$\frac{V^2}{30(a/32.2)+G}$	137.6 feet

Stopping Sight Distance =	$1.47Vt + \frac{V^2}{30(a/32.2)+G}$	270 feet
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STOPPING SIGHT DISTANCE FROM NORTH

Inputs

V=	speed, mph	V=	35	(Posted Speed Limit)
G=	percent of grade	G=	0.2	(%)
t=	brake reaction time	t=	2.5	
a=	deceleration rate, ft/sec ²	a=	11.2	

Calculations

Brake Reaction Distance	$1.47Vt$	129 feet
Braking Distance	$\frac{V^2}{30(a/32.2)+G}$	116.7 feet

Stopping Sight Distance =	$1.47Vt + \frac{V^2}{30(a/32.2)+G}$	250 feet
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Source: *A Policy on Geometric Design of Highways and Streets, 2018, Seventh Edition*, prepared by AASHTO, p. 3-4 to 3-5.

INTERSECTION SIGHT DISTANCE:

INTERSECTION SIGHT DISTANCE - LEFT FROM MINOR APPROACH - TO THE NORTHEAST

Inputs

V=	design speed, mph	V=	35	(Assumed Regulatory Speed Limit based on home density)
t=	time gap for minor road vehicle to enter the major road	t=	7.50	(choose value based on Table 1)

Calculations

Int. Sight Distance =	$1.47Vt$	390 feet
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Design Vehicle	Time Gap ¹ , t (sec) for Grades $\leq 3\%$	Grade of Minor Approach	Number of Additional Lanes to Cross	Adjusted Time Gap, t (sec)
passenger car	7.5	1%	0	7.50
single-unit truck	9.5	1%	0	9.50
combination truck	11.5	1%	0	11.50

Notes:

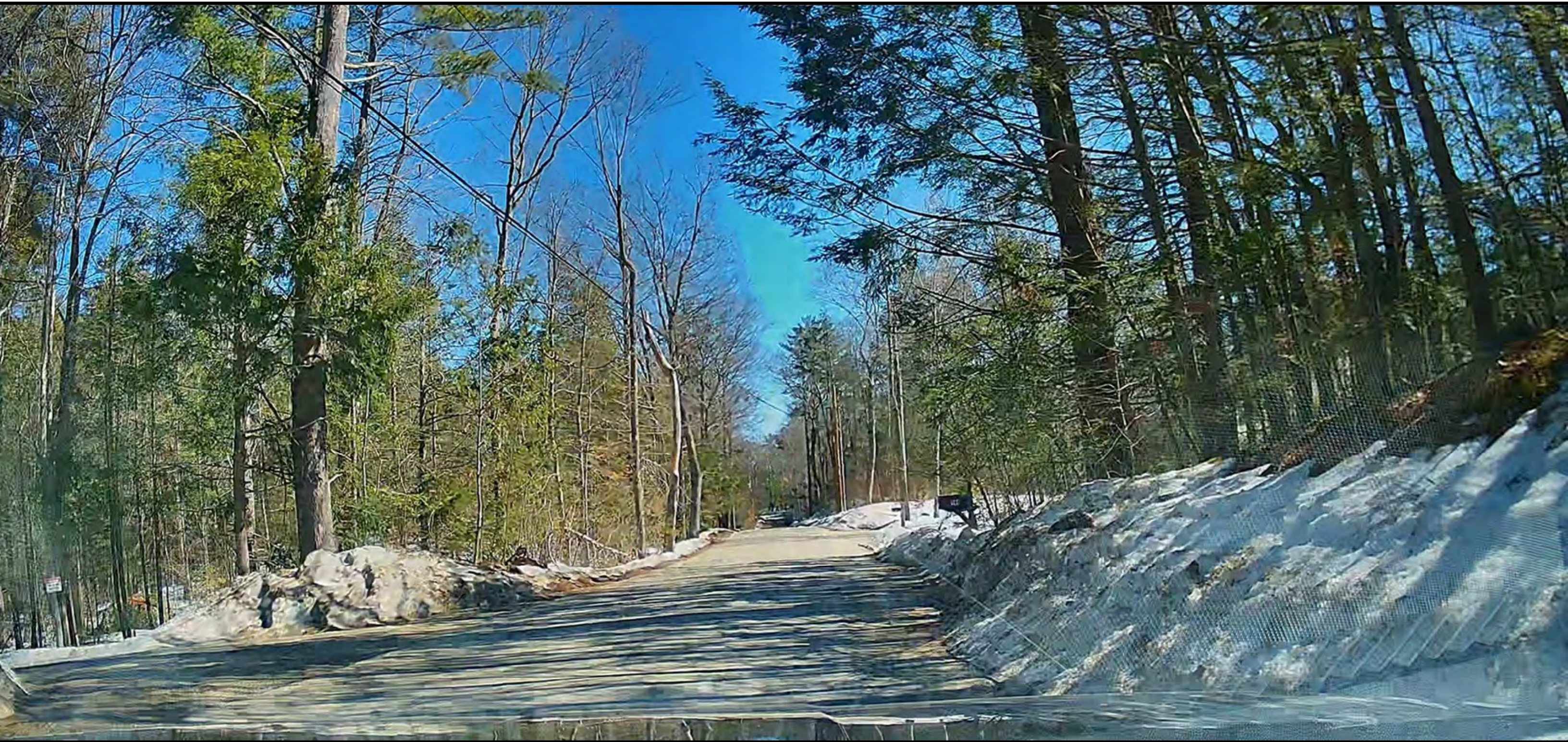
1. Time Gap values are applicable for major roads with grades 3 percent or less and no median and a minor street approach with a grade of 3 percent or less. Otherwise, the table values should be adjusted as follows:

**If the minor street has an upward grade of more than 3 percent then add 0.2 sec. to t for each percent grade (including the first 3 percent).

***Increase t by 0.5 seconds (for passenger cars) or 0.7 seconds (for trucks) for every additional lane from the left, in excess of one, to be crossed by the turning vehicle.

***If the major approach is a divided highway with a median not wide enough to store the design vehicle, then the median width should be converted to equivalent lanes.

Source: *A Policy on Geometric Design of Highways and Streets, 2018, Seventh Edition*, prepared by AASHTO, p. 9-42 to 9-47.



Crowley Road – Looking eastbound. Approximately 800’ west of proposed driveway.



Crowley Road – Looking southbound. Approximately 405' north of proposed driveway.



Crowley Road at the proposed Site driveway – looking west.



Crowley Road at the proposed Site driveway – looking north.