

TRAFFIC IMPACT AND ACCESS STUDY

BEAVER BROOK MILL REDEVELOPMENT DRACUT, MASSACHUSETTS



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SUBMITTED TO:

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May 2025

(GPI Project No.: NEX-2021147.00)

***Beaver Brook Holdings, LLC
Beaver Brook Mill Redevelopment
Traffic Impact and Access Study
May 19, 2025***

TECHNICAL MEMORANDUM

REF: NEX-2021147.00

DATE: May 19, 2025

TO: Mr. Brian McGowan
Beaver Brook Holdings, LLC
P.O. Box 895
Dracut, Massachusetts 01826

FROM: Mr. Robert E. Bollinger, Assistant Vice President / Traffic Engineering Department Head
Ms. Susannah E. Theriault, P.E., Senior Engineer
Ms. Cecilia Donaldson, Designer

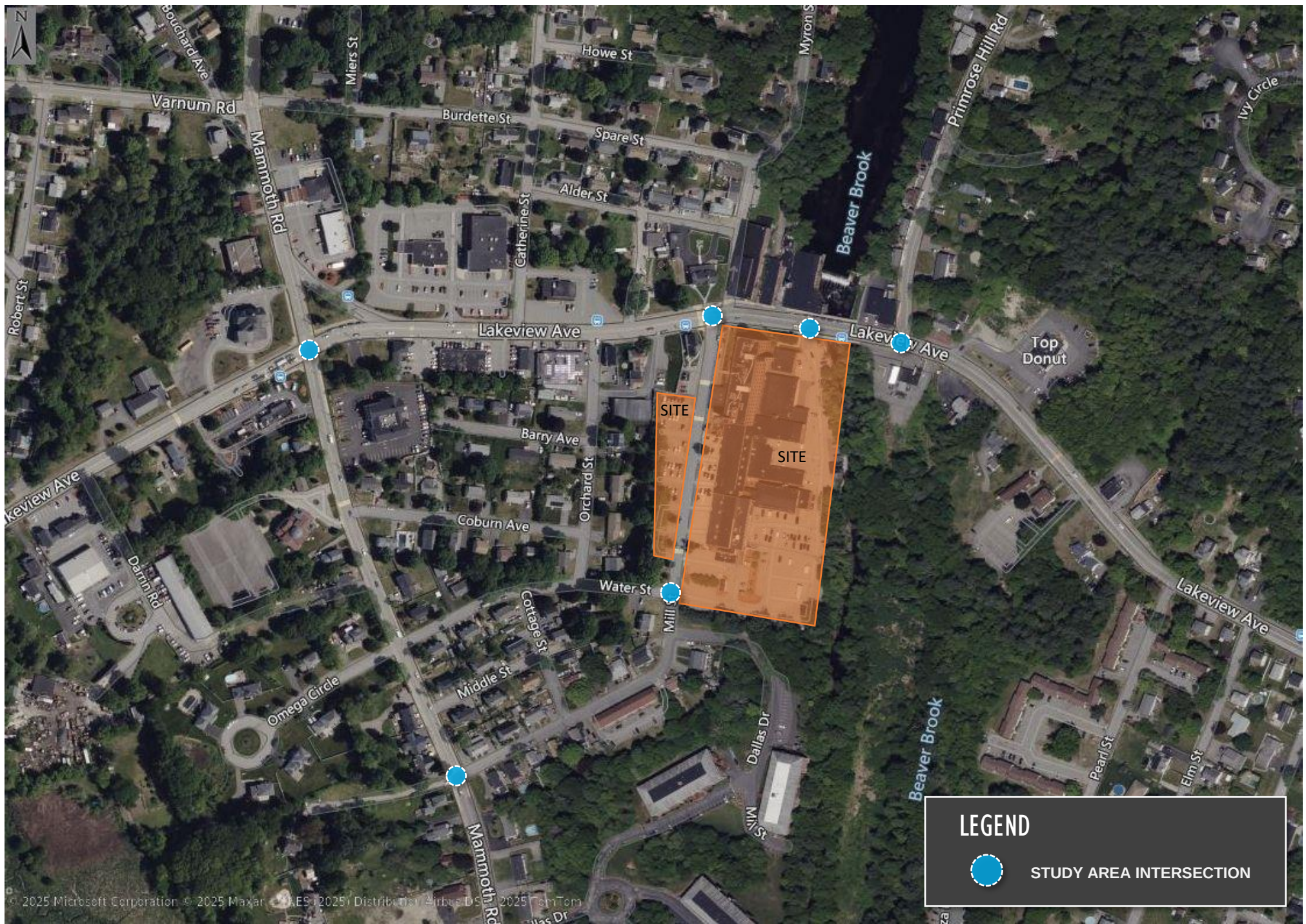
RE: Traffic Impact and Access Study
Beaver Brook Mill Redevelopment
91-101 Mill Street
Dracut, Massachusetts

INTRODUCTION

Greenman-Pedersen, Inc. (GPI) has prepared this *Traffic Impact and Access Study* (TIAS) for a proposed redevelopment of Beaver Brook Mill located at 91-101 Mill Street in Dracut, Massachusetts. The existing uses within Beaver Brook Village include 74,500 square feet (SF) of commercial space and 47 residential units. The proposed redevelopment includes the construction of a new residential building along with the redevelopment and expansion of the existing buildings. The remaining uses include 61,500 SF of commercial space (a reduction of 13,000 SF) and 173 residential units (47 units existing to remain and 126 additional units).

Access and egress to the existing site is provided via one full access/egress driveway on Lakeview Avenue and seven (7) full access/egress curb-cuts on the east side of Mill Street. Additional parking is provided on the west side of Mill Street with another 7 curb cuts. As part of the redevelopment of the project, access and egress is proposed to remain the same, with slight modifications to the two southern driveways on the east side of Mill Street.

This TIAS evaluates the traffic impacts and access/egress requirements for the proposed redevelopment. The site location in relation to the surrounding roadways is shown on the map on Figure 1.



EXISTING CONDITIONS

Study Area

Evaluation of the traffic impacts associated with the proposed project requires an evaluation of existing and projected traffic volumes on the adjacent streets, the volume of traffic expected to be generated by the project, and the impact that this traffic will have on the adjacent streets. In preparing the TIAS for the proposed site, the following intersections have been analyzed and evaluated:

- Lakeview Avenue at Mammoth Road
- Lakeview Avenue at Mill Street and Myron Street
- Lakeview Avenue at Site Driveway
- Lakeview Avenue at Primrose Hill Road
- Mill Street at Water Street and Site Driveway
- Mammoth Road at Mill Street

Lakeview Avenue

Lakeview Avenue is under the jurisdiction of the Town of Dracut and is classified as a minor arterial. In the eastbound direction, Lakeview Avenue has a posted speed limit of 25 miles per hour (mph) from Mammoth Road to Pearl Street where it increases to 35 mph. In the westbound direction, the posted speed limit is 30 mph at Elm Street and drops to 25 mph just after Primrose Hill Road. Lakeview Avenue is an east-west roadway and provides one lane in each direction separated by a double-yellow centerline, with turn lanes at major intersections. In the vicinity of the project site, a sidewalk is provided on both sides of the roadway with no bicycle accommodations. Land uses along Lakeview Avenue consist of commercial and residential uses.

Mill Street

Mill Street is under the jurisdiction of the Town of Dracut and is classified as a local road. The speed limit is posted at 30 mph in both directions. Mill Street is generally a north-south roadway and provides one lane in each direction with no pavement markings delineating directional travel. A sidewalk is provided on both sides of the roadway from Lakeview Avenue to Water Street with no sidewalk from Water Street to Mammoth Road. No bicycle accommodations are provided on Mill Street. Land uses along Mill Street consist of commercial and residential uses.

Lakeview Avenue at Mammoth Road

Mammoth Road intersects Lakeview Avenue from the north and south to form a four-way signalized intersection. The Lakeview Avenue eastbound approach consists of an exclusive left-turn lane, a through lane, and an exclusive right-turn lane. The Lakeview Avenue westbound approach consists of an exclusive left-turn lane, a through lane, and a channelized right-turn lane. The Mammoth Road northbound approach consists of one general purpose lane. The Mammoth Road southbound approach consists of an exclusive left-turn lane and a shared through/right-turn lane. Crosswalks are provided on all four legs of the intersection with no formal bicycle accommodations. The intersection is signalized and provides three phases: the southbound approach on Mammoth Road, the northbound and southbound approaches on Mammoth Road, and the eastbound and westbound approaches on Lakeview Avenue. An exclusive pedestrian phase is provided after the Mammoth Road phases. No Turn on Red signs are provided for the Lakeview Avenue eastbound approach and the Mammoth Road northbound approach. It should be noted that the Lakeview Avenue westbound channelized right-turn operates under STOP control and is not part of the traffic signal.

Lakeview Avenue at Mill Street and Myron Street

Mill Street and Myron Street intersect Lakeview Avenue from the south and north, respectively. The Lakeview Avenue eastbound and westbound approaches consist of one general purpose lane operating under flashing yellow control. The Mill Street northbound approach consists of one general purpose lane operating under flashing red STOP control. Myron Street is a one-way roadway in the northbound direction. Crosswalks are provided on the west, north, and south legs of the intersection with no signalized crossing.

Lakeview Avenue at Site Driveway

The Beaver Brook Mill site driveway intersects Lakeview Avenue from the south to form a T-type unsignalized intersection. The Lakeview Avenue eastbound and westbound approaches consist of one general purpose lane. The site driveway northbound approach consists of one general purpose lane operating under STOP control.

Lakeview Avenue at Primrose Hill Road

Primrose Hill Road and the Carvalho & Sons Realty driveway intersect Lakeview Avenue from the north and south, respectively, to form a four-way unsignalized intersection. The Lakeview Avenue eastbound and westbound approaches consist of one general purpose lane. The Primrose Hill Road and Carvalho & Sons Realty driveway approaches consist of one general purpose lane operating under STOP control. A crosswalk is provided on the west leg of the intersection with no signalized crossing.

Mill Street at Water Street and Site Driveway

Water Street and the Beaver Brook Mill site driveway intersect Mill Street from the west and east, respectively, to form a four-way unsignalized intersection. The Mill Street northbound and southbound approaches consist of one general purpose lane. The Water Street and site driveway approaches consist of one general purpose lane operating under STOP control.

Mammoth Road at Mill Street

Mill Street and a private driveway intersect Mammoth Road from the east and west, respectively, to form a four-way unsignalized intersection. The Mill Street northbound and southbound approaches consist of one general purpose lane. The Mill Street approach consists of one general purpose lane operating under STOP control. A crosswalk is provided on the north leg of the intersection with no signalized crossing.

Public Transportation

The Lowell Regional Transit Authority (LRTA) provides bus line 10 within walking distance of the site, with stops located at the intersection of Lakeview Avenue at Mill Street and Lakeview Avenue at the Beaver Brook driveway. Route 10 is a suburban route that runs from downtown Lowell, through Dracut, to the New Hampshire state line. This line provides stops at Kennedy Center, Market Basket at Sunrise Plaza, Hannaford, Dracut High School, Lakeview Ave and Mammoth Ave, Lakeview Apartments Tyngsborough, Four Corners, and Ayotte's Market Hudson, NH. Service is provided on the weekdays, every hour, from 6:35 AM to 7:07 PM; and on Saturdays, every hour, from 8:30 AM to 6:50 PM. The LRTA announced a free fare program, starting December 1, 2024, and continuing through September 30, 2025.

Traffic Volumes

Base traffic conditions within the study area were developed by conducting manual-turning movement counts (TMCs), vehicle classification counts, and automatic traffic recorder (ATR) counts in March 2025. The TMCs and vehicle classification counts were performed during the weekday AM peak period (7:00 to 9:00 AM), the weekday PM peak period (4:00 to 6:00 PM) and Saturday midday peak period (11:00 AM to 2:00 PM). The ATRs were used to obtain daily traffic volumes along Lakeview Avenue, west of the site driveway and Mill Street, south of Water Street. Additionally, in order to capture all traffic entering and exiting the existing site parking areas, manual counts were conducted along Mill Street during the peak hours only. All traffic-count data are provided in the Appendix.

Traffic on a given roadway typically fluctuates throughout the year depending on the area and the type of roadway. To determine if the March traffic-volume data needed to be adjusted to account for this fluctuation, seasonal and historical traffic count data were reviewed from MassDOT records. Based on the MassDOT weekday seasonal factors¹ for minor arterials (Factor Group U4), March traffic volumes represent above average-month conditions. Therefore, the March traffic volumes were not seasonally adjusted. The MassDOT seasonal adjustment data is provided in the Appendix.

Table 1 summarizes the existing daily and peak-hour traffic volumes on Lakeview Avenue and Mill Street adjacent to the site. The 2025 Existing traffic-flow networks for the weekday AM, weekday PM and Saturday midday peak hours are shown graphically on Figures 2 through 4.

TABLE 1
Existing Traffic Volume Summary

Location/Time Period	Daily Volume (vpd) ^a	Peak Hour Volume (vph) ^b	K Factor (%) ^c	Directional Distribution ^d
Lakeview Avenue, west of Site Driveway:				
Weekday Daily	19,900			
Weekday AM Peak Hour		1,296	6.5	54% EB
Weekday PM Peak Hour		1,820	9.1	51% EB
Saturday Daily:	17,150			
Saturday Midday		1,463	8.5	52% WB
Mill Street, south of Water Street:				
Weekday Daily	1,100			
Weekday AM Peak Hour		56	5.1	57% NB
Weekday PM Peak Hour		109	9.9	60% NB
Saturday Daily:	850			
Saturday Midday		77	9.1	52% SB

^a In vehicles per day. March traffic counts not seasonally adjusted.

^b In vehicles per hour. Volumes obtained from Figures 2 through 4.

^c Percentage of daily traffic occurring during the peak hour.

^d EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound. Percentages from volumes on Figures 2 through 4.

¹ MassDOT Transportation Data Management System; Weekday Seasonal and Axle Correction Factors (2023).

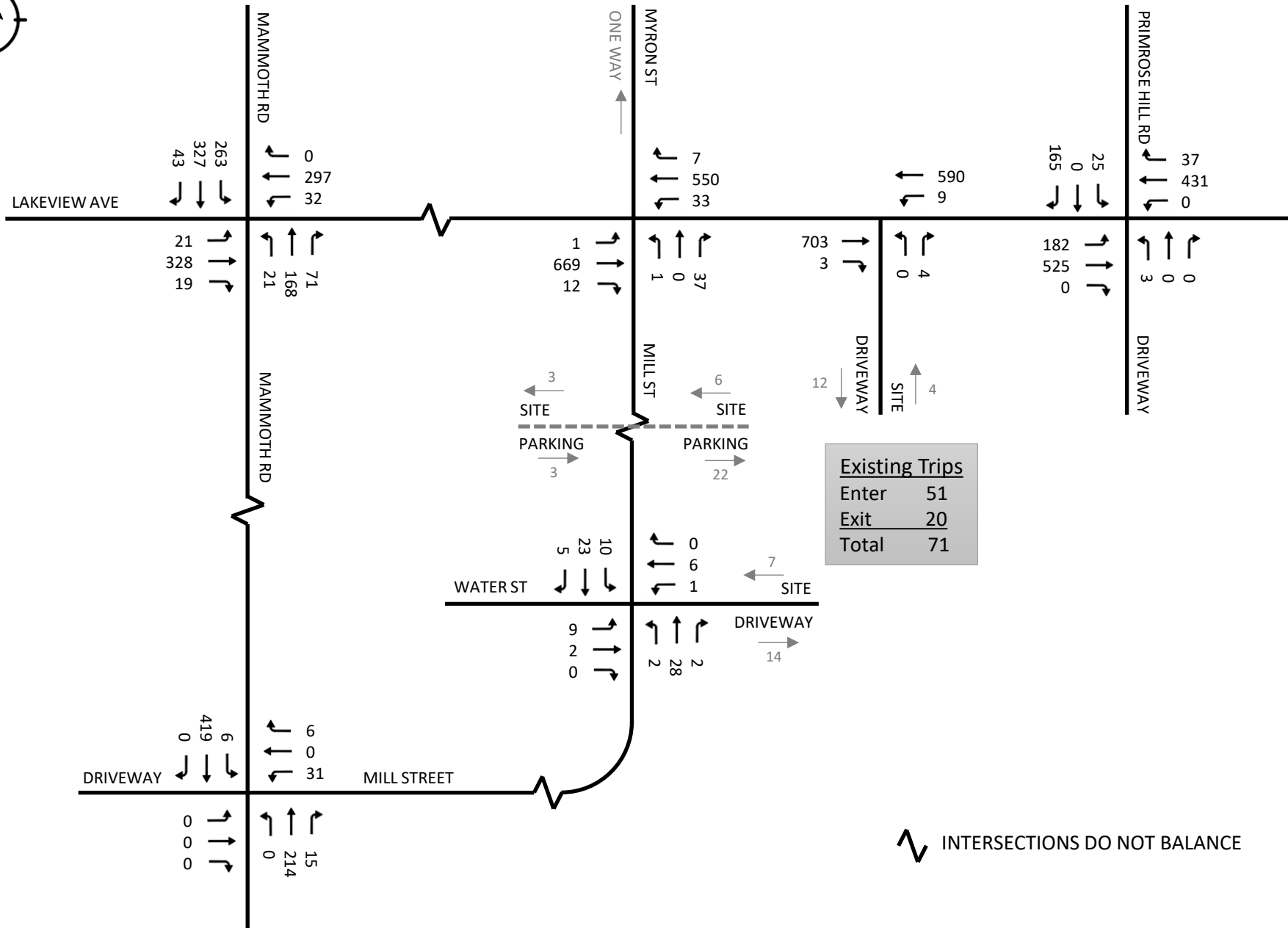


FIGURE 2

2025 EXISTING TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR

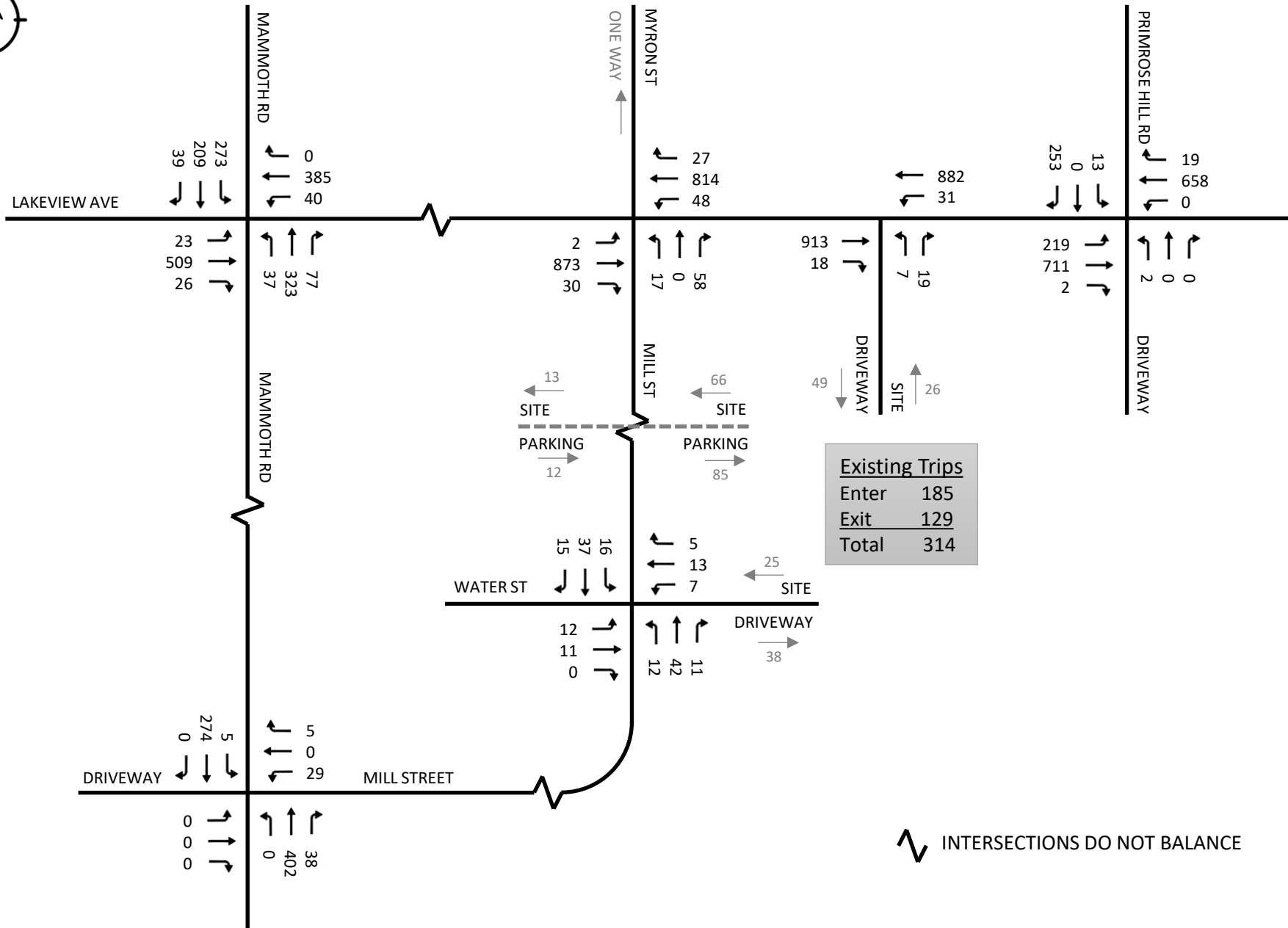


FIGURE 3

2025 EXISTING TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

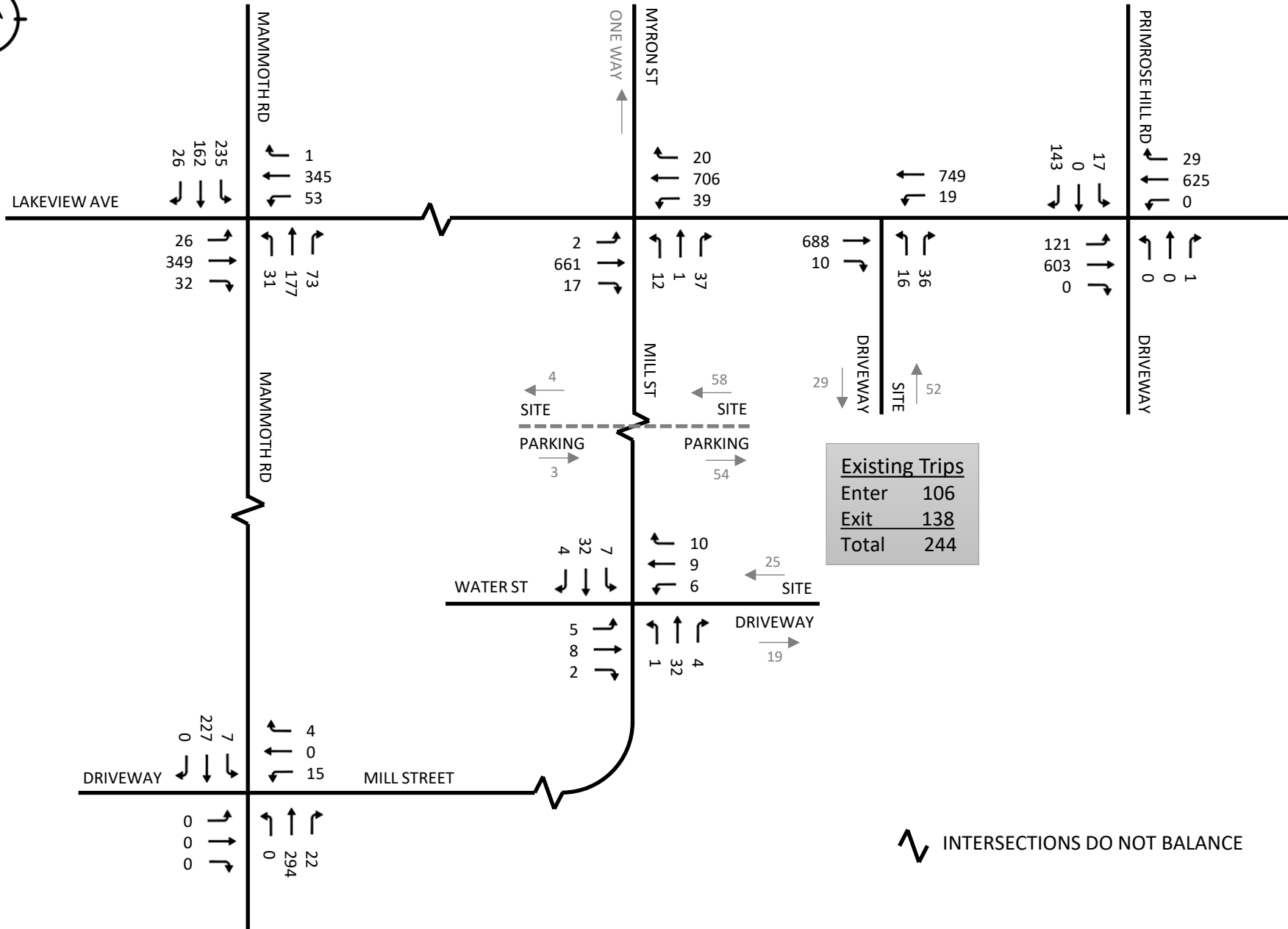


FIGURE 4

**2025 EXISTING TRAFFIC VOLUMES
SATURDAY MIDDAY PEAK HOUR**

Collisions

Collision data were obtained from MassDOT for the latest five years available (2017 through 2021). Table 2 summarizes the data.

In addition to the collision summary, crash occurrence also should be compared to the volume of traffic through a particular intersection to determine any significance. Accordingly, the crash rates were calculated for the study area intersections and compared with the statewide and district-wide averages. An intersection crash rate is a measure of the frequency of collisions compared to the volume of traffic through an intersection and is presented in crashes per million entering vehicles (c/mev). For signalized intersections, the statewide average is 0.78 c/mev and the district-wide (District 4) average is 0.73 c/mev. For unsignalized intersections, the statewide and district-wide (District 4) averages are 0.57 c/mev. A comparison of the calculated crash rate to these averages can be used to establish the significance of collision occurrence and whether or not potential safety problems exist. The crash rate worksheets are provided in the Appendix.

The intersection of Lakeview Avenue at Mammoth Road experienced an average of 4.4 collisions per year over the five-year study period. The majority of the collisions (19 of 22) resulted in property damage only (no personal injuries). Approximately half of the collisions (10 of 22) were cross-movement/angle collisions, four were rear-end collisions, three were sideswipe collisions, two were head-on collisions, one was a single-vehicle crash, and two did not report the collision type. The high percentage of cross movement/angle collisions is likely a result of the permissive left turns at the traffic signal. Twenty-three percent occurred during a commuter peak period and eighteen percent occurred during either wet or snowy conditions. The crash rate for the intersection (0.57 c/mev) is below the statewide average (0.78 c/mev) and district-wide average (0.73 c/mev) for signalized intersections.

The intersection of Lakeview Avenue at Mill Street and Myron Street experienced two collisions over the five-year study period for an average of 0.4 collisions per year. One collision resulted in a personal injury and one did not report on severity. One collision was a cross-movement/angle collision and one was a single-vehicle crash with a light pole. The cross-movement angle collision occurred during a commuter peak period, on a dry roadway and the single vehicle collision occurred outside the commuter peak periods on a wet roadway. The crash rate for the intersection (0.05 c/mev) is well below the statewide and district-wide averages (0.57 c/mev) for unsignalized intersections.

The intersection of Lakeview Avenue at the site driveway experienced four collisions over the five-year study period for an average of 0.8 collisions per year. Half of the collisions resulted in property damage only and half resulted in personal injury. Half of the collisions were rear-end crashes, one was a cross-movement/angle collision, and one was a single-vehicle collision. None of the collisions occurred during a commuter peak period or wet/icy conditions. The crash rate for the intersection (0.11 c/mev) is well below the statewide and district-wide averages (0.57 c/mev) for unsignalized intersections.

The intersection of Lakeview Avenue at Primrose Hill Road experienced eight collisions over the five-year study period for an average of 1.6 collisions per year. Just over half (5 of 8) of the crashes resulted in property damage only and the remaining three crashes resulted in personal injury. Five of the collisions were rear-end collisions, two were single-vehicle collisions, and one was a cross-movement/angle collision. A quarter of the crashes occurred during both a commuter peak period and a quarter of the crashes occurred during wet/icy conditions. The crash rate for the intersection (0.21 c/mev) is well below the statewide and district-wide averages (0.57 c/mev) for unsignalized intersections.

The intersection of Mill Street at Water Street and site driveway experienced one collision over the five-year study period for an average of 0.2 collisions per year. The collision was a cross-movement/angle crash resulting in property damage only. It did not occur during a commuter peak period, but did occur during wet

conditions. The crash rate for the intersection (0.30 c/mev) is below the statewide and district-wide averages (0.57 c/mev) for unsignalized intersections.

Due to the low crash rates at the study area intersections, the collisions between 2017 and 2021 do not indicate a safety concern that requires further investigation.

It should be noted that the Dracut Police Department was also contacted for the latest five years of crash data available (2020 through 2025) at all study area intersections. The intersection of Lakeview Avenue at Mammoth Road experienced eight collisions over the five-year study period for an average of 1.6 collisions per year. The intersection of Lakeview Avenue at Mill Street and Myron Street experienced five collisions for an average of 1.0 collisions per year. The intersection of Lakeview Avenue at Primrose Hill Road experienced six collisions for an average of 1.2 collisions per year. No details were provided regarding the crashes, however, the low crash occurrence does not indicate any safety concerns.

TABLE 2
Collision Summary

Location	Number of Collisions			Severity ^b				Collision Type ^c						Percent During	
	Total	Average per Year	Crash Rate	PD	PI	F	NR	SS	RE	CM	SV	HO	NR	Commuter Peak ^d	Wet/Icy Conditions ^e
Lakeview Avenue at Mammoth Road	22	4.4	0.57	19	3	--	--	3	4	10	1	2	2	23%	18%
Lakeview Avenue at Mill Street and Myron Street	2	0.4	0.05	--	1	--	1	--	--	1	1	--	--	50%	50%
Lakeview Avenue at Site Driveway	4	0.8	0.11	2	2	--	--	--	2	1	1	--	--	0%	0%
Lakeview Avenue at Primrose Hill Road	8	1.6	0.21	5	3	--	--	--	5	1	2	--	--	25%	25%
Mill Street at Water Street and Site Driveway	1	0.2	0.30	1	--	--	--	--	--	1	--	--	--	0%	100%
Mammoth Road at Mill Street	0	--	--	--	--	--	--	--	--	--	--	--	--	0%	0%

^a Source: MassDOT (2017-2021)

^b PD = property damage only; PI = personal injury; F = fatality; NR = not reported.

^c SS = sideswipe; RE = rear end; CM = cross movement/angle; SV = single vehicle; HO = head on; NR = not reported.

^d Percent of vehicle incidents that occurred during the weekday AM (7:00 AM-9:00 AM) and weekday PM (4:00 PM -6:00 PM) commuter peak periods.

^e Represents the percentage of only “known” collisions occurring during inclement weather conditions.

Vehicle Speeds

Vehicle speed measurements were conducted along Lakeview Avenue and Mill Street as part of the data collected in March 2025. The primary use of this information is explained in the *Sight Distance* section where the speeds are correlated to sight distance measurements taken at the site driveway locations to assure that adequate sight distances exist to provide safe operation. The speed data is provided in the Appendix and the results of the speed measurements are summarized in Table 3.

TABLE 3
Observed Travel Speeds

Location/Direction	Posted Speed Limit ^a	Average Speed ^b	85 th Percentile Speed ^c
Lakeview Avenue, west of Site Driveway: <i>Eastbound</i> <i>Westbound</i>	25 25	32 31	36 35
Mill Street, south of Water Street: <i>Northbound</i> <i>Southbound</i>	30 30	23 24	32 30

^a In miles per hour (mph).

^b Average speed at which observed vehicles travel.

^c Speed at or below which 85 percent of all observed vehicles travel.

As shown in Table 3, on Lakeview Avenue, the average and 85th percentile speeds are higher than the speed limit of 25 mph. On Mill Street, the average speeds are lower than the speed limit of 30 mph, and the 85th percentile speeds are consistent with the speed limit.

Sight Distance

To identify potential safety concerns associated with site access and egress, sight distances have been evaluated at two of the site driveway locations as well as the intersection of Lakeview Avenue at Mill Street to determine if the available sight distances for vehicles exiting the site meet or exceed the minimum distances required for approaching vehicles to safely stop. The available sight distances were compared with minimum requirements, as established by the American Association of State Highway and Transportation Officials (AASHTO).² AASHTO is the national standard by which vehicle sight distance is calculated, measured, and reported. The MassDOT and the Executive Office of Energy and Environmental Affairs (EEA) require the use of AASHTO sight distance standards when preparing traffic impact assessments and studies, as stated in their guidelines for traffic impact assessments.

Sight distance is the length of roadway ahead that is visible to the driver. Stopping Sight Distance (SSD) is the minimum distance required for a vehicle traveling at a certain speed to safely stop before reaching a stationary object in its path. The values are based on a driver perception and reaction time of 2.5 seconds and a braking distance calculated for wet, level pavements. When the roadway is either on an upgrade or downgrade, grade correction factors are applied. Stopping sight distance is measured from an eye height of 3.5 feet to an object height of 2 feet above street level, equivalent to the taillight height of a passenger car. The SSD is measured along the centerline of the traveled way of the major road.

Intersection sight distance (ISD) is provided on minor street approaches to allow the drivers of stopped vehicles a sufficient view of the major roadway to decide when to enter the major roadway. By definition, ISD is the minimum distance required for a motorist exiting a minor street to turn onto the major street, without being overtaken by an approaching vehicle reducing its speed from the design speed to 70 percent of the design speed. ISD is measured from an eye height of 3.5 feet to an object height of 3.5 feet above street level. The use of an object height equal to the driver eye height makes intersection sight distances reciprocal (i.e., if one driver can see another vehicle, then the driver of that vehicle can also see the first vehicle). When the minor street is on an upgrade that exceeds 3 percent, grade correction factors are applied.

SSD is generally more important as it represents the minimum distance required for safe stopping while ISD is based only upon acceptable speed reductions to the approaching traffic stream. The ISD, however, must be equal to or greater than the minimum required SSD in order to provide safe operations at the intersection. In accordance with the AASHTO manual, *“If the available sight distance for an entering or crossing vehicle is at least equal to the appropriate stopping sight distance for the major road, then drivers have sufficient sight distance to anticipate and avoid collisions. However, in some cases, this may require a major-road vehicle to stop or slow to accommodate the maneuver by a minor-road vehicle. To enhance traffic operations, intersection sight distances that exceed stopping sight distances are desirable along the major road.”* Accordingly, ISD should be at least equal to the distance required to allow a driver approaching the minor road to safely stop.

The available SSD and ISD were measured and compared to minimum requirements as established by AASHTO. Based on the posted and observed speeds, the SSD and ISD requirements were calculated. The minimum required sight distances were compared to the available distances, as shown in Table 4. The sight distance calculations are provided in the Appendix.

² A Policy on Geometric Design of Highways and Streets; American Association of State Highway and Transportation Officials (AASHTO); 2018.

TABLE 4
Sight Distance Summary

Location/Direction	Stopping Sight Distance (feet)		Intersection Sight Distance (feet)		
	Measured	Minimum Required ^a	Measured	Minimum Required ^b	Desirable ^c
Lakeview Avenue at Site Driveway: <i>West of driveway (EB)</i> <i>East of driveway (WB)</i>	300 475	260 245	260 375	260 245	240 280
Lakeview Avenue at Mill Street: <i>West of driveway (EB)</i> <i>East of driveway (WB)</i>	500 500+	270 240	400 345	270 240	240 280
Mill Street at Southern Site Driveway: <i>South of driveway (NB)</i> <i>North of driveway (SB)</i>	260 500+	220 195	240 500+	220 195	290 335

^a Values based on the 85th percentile speeds of 36 mph (EB) and 35 mph (WB) on Lakeview Avenue and 32 mph (NB) and 30 mph (SB) on Mill Street.

^b Values based on AASHTO requirements for SSD.

^c Values based on AASHTO requirements for ISD for posted speed limit of 25 mph on Lakeview Avenue and 30 mph on Mill Street.

As indicated in Table 4 above, available sight distances at the site driveway on Lakeview Avenue exceed the minimum and desirable SSD and ISD requirements for safe operation.

Although the redevelopment of the site will not alter the existing intersection of Mill Street at Lakeview Avenue, sight distances were verified at this location, and the available sight distances exceed the minimum and desirable SSD and ISD requirements for safe operation.

The available sight distances at the southerly site driveway on Mill Street exceed the minimum SSD and ISD requirements for safe operation.

In order to maintain the sight distances at the driveways after redevelopment of the site, it is recommended that any proposed plantings, vegetation, landscaping, and signing along the site frontage be kept low to the ground (no more than 3.0 feet above street level) or set back sufficiently from Lakeview Avenue and Mill Street so as not to inhibit the available sight lines.

FUTURE CONDITIONS

To estimate the impact of site-generated traffic within the study area, existing traffic volumes were projected to the year 2032. This design year was chosen to be consistent with MassDOT guidelines for the preparation of a traffic study. The proposed development is expected to be completed and fully operational well within this time frame. Traffic volumes on the roadway network at that time will include existing traffic and new traffic due to normal traffic growth. Consideration of these factors resulted in the development of 2032 No-Build traffic volumes, which assume that the proposed development is not built. The incremental impacts of the proposed project may then be determined by adding site-generated traffic volumes (Build conditions) and making comparisons to the No-Build conditions.

Traffic Growth

To develop the 2032 No-Build volumes, two components of traffic growth were considered. First, an annual growth percentage was determined. Based on historic traffic-volume data provided by MassDOT, traffic volumes in the area have been increasing, on average, at a rate of approximately 0.2 percent per year.³ Therefore, to provide a conservative (worse than expected) analysis scenario, a 1 percent compounded annual growth was assumed for the project area. The historic traffic-volume data are provided in the Appendix.

Second, any planned or approved specific developments in the area that would generate a significant volume of traffic on study area roadways within the next seven years were considered. Based on correspondence with the Town of Dracut, no significant developments were identified.

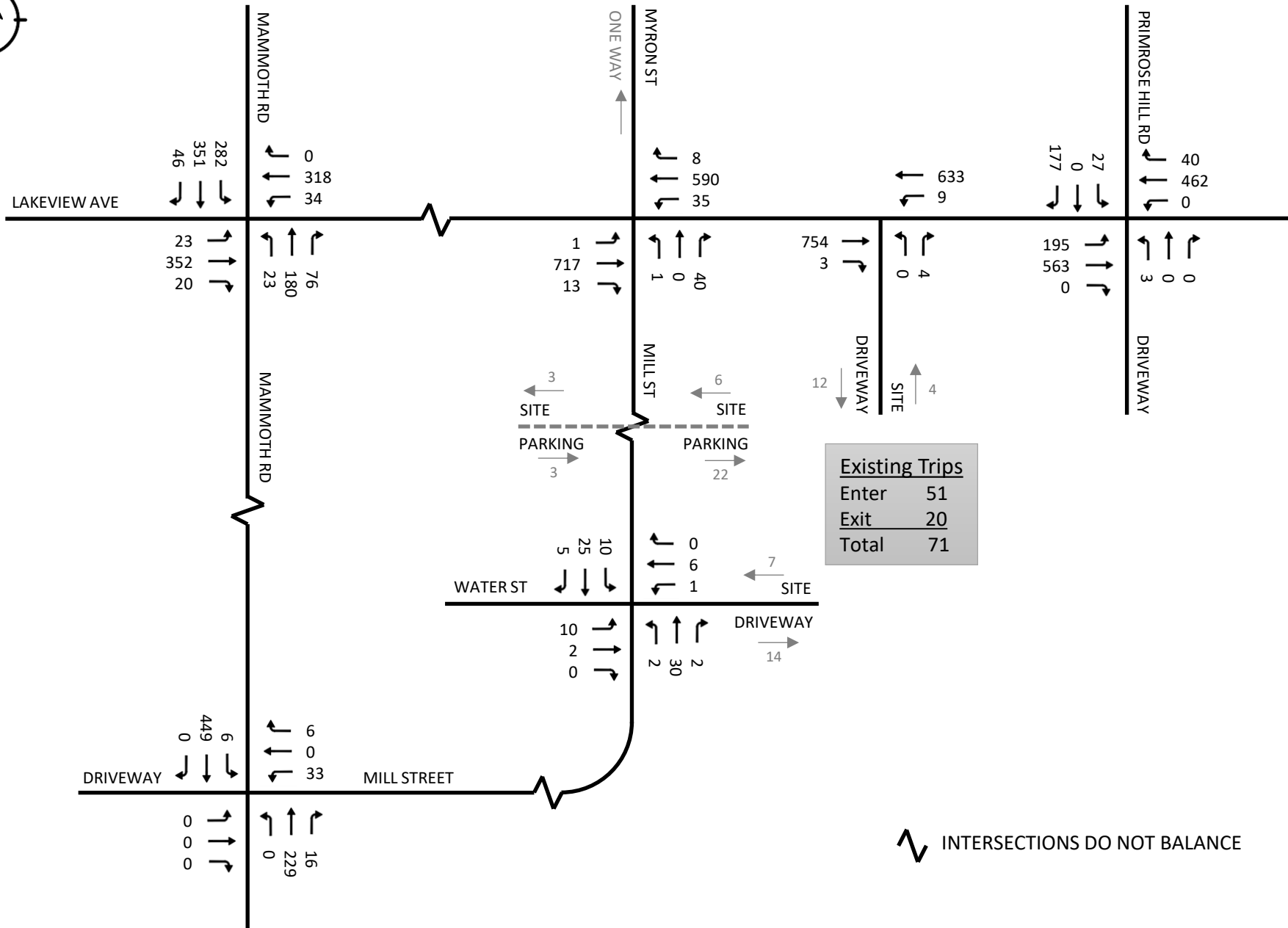
Planned Roadway Improvements

Based on the Town of Dracut website, the Town has a contract with MDM (Engineer) to design intersection improvements at Mammoth Road and Lakeview Avenue. Once the design is complete, the Town will apply for State and Federal Grants. There has been correspondence with the Town regarding planned roadway improvements, however, no plans or details have been received at the date of publication of this report.

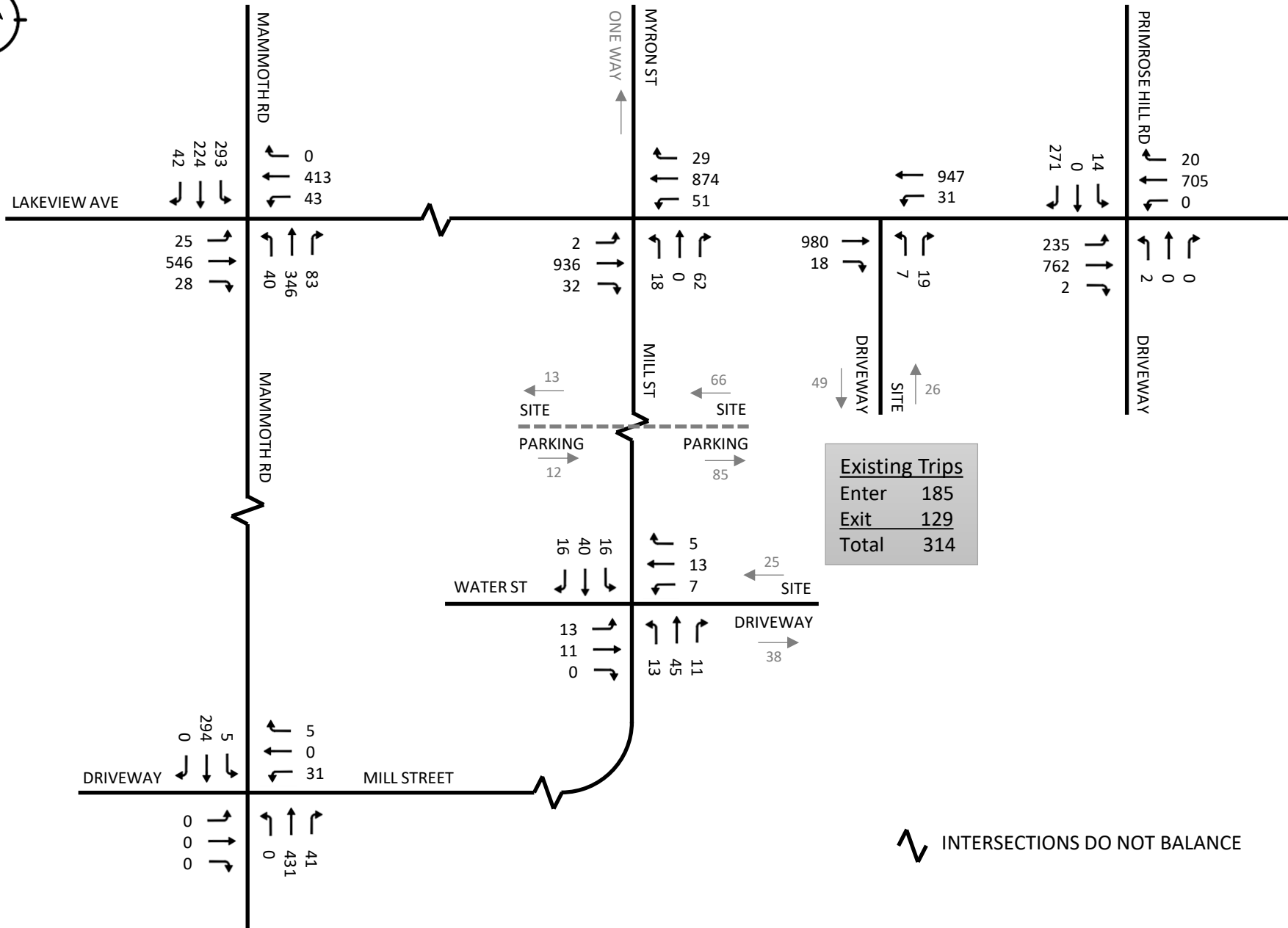
No-Build Conditions

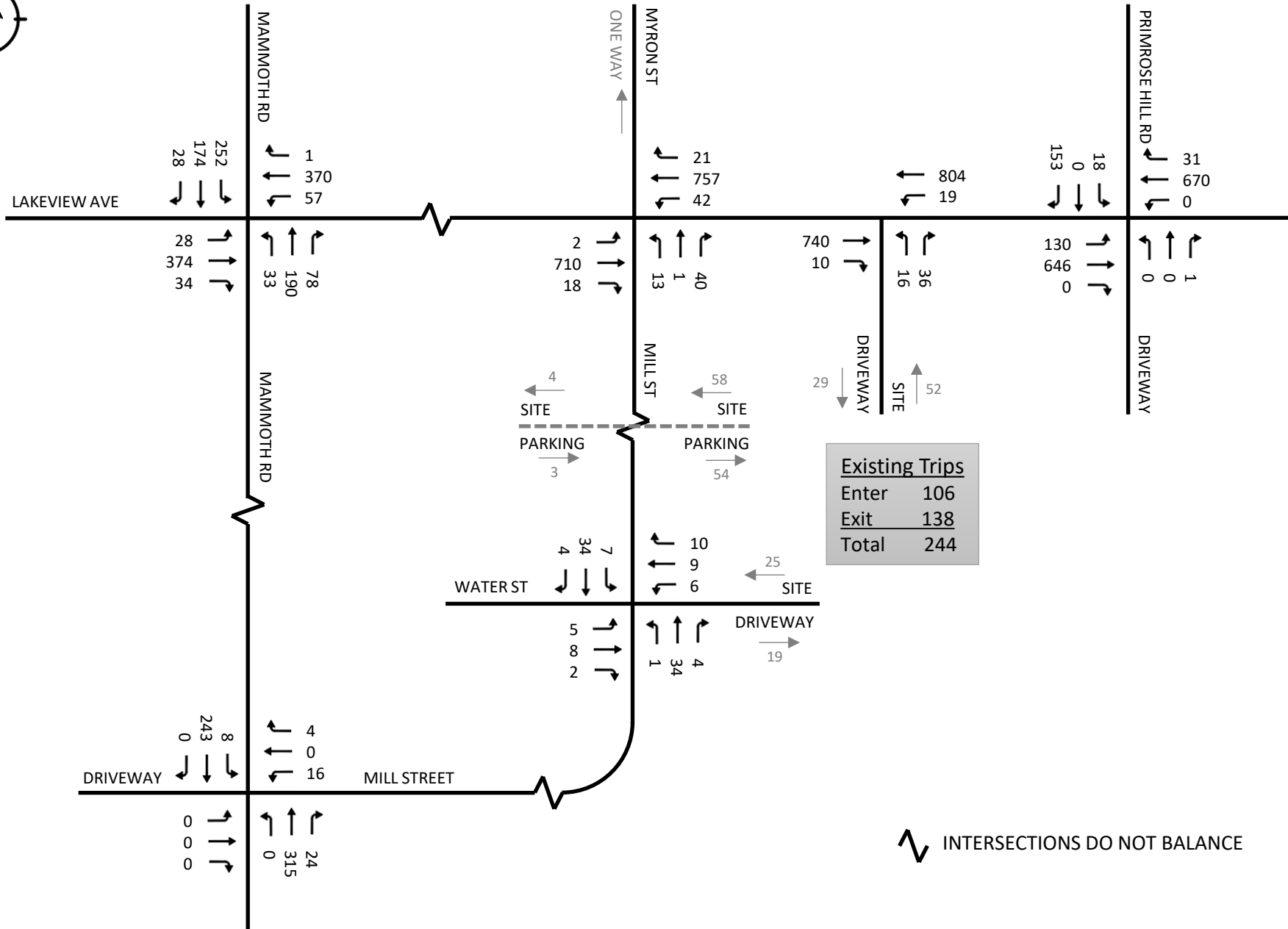
The 2032 No-Build peak-hour traffic volumes were developed by applying a 1 percent compounded annual traffic growth rate (7.2 percent over seven years) to the 2025 Existing traffic volumes. The 2032 No-Build traffic volumes are shown graphically on Figures 5 through 7 for the weekday AM, weekday PM and Saturday midday peak hours.

³ MassDOT Transportation Data Management System (2013-2024).



~ INTERSECTIONS DO NOT BALANCE





INTERSECTIONS DO NOT BALANCE

Trip Generation

The existing uses within Beaver Brook Village include the following:

- 74,500 SF of commercial space
- 47 residential units

The proposed redevelopment includes the construction of a new residential building along with the redevelopment and expansion of the existing buildings. The remaining uses include the following:

- 61,500 SF of commercial space (a reduction of 13,000 SF)
- 173 residential units (47 units existing to remain and 126 additional units)

Peak hour traffic currently being generated by the existing uses on site were determined through traffic counts conducted in March 2025. These counts included the trips in/out of the multiple curb cuts along Mill Street, along with the counts in/out of the two site driveways counted as part of the TMCs at the study area intersections (Lakeview Avenue / Site Driveway and Mill Street / Water Street / Southern Site Driveway).

Additional traffic to be generated by the proposed site during the peak hours was forecasted using data published by the Institute of Transportation Engineers (ITE) *Trip Generation Manual*⁴ for the following:

- LUC 221 (Multifamily Housing [Mid-Rise]) – 86 dwelling units (Building E)
- LUC 220 (Multifamily Housing [Low-Rise]) – 23 dwelling units (Buildings A, D, and F)
- LUC 215 (Single-Family Attached Housing) – 17 units (Building B1, B2, and C)

All trip-generation data are provided in the Appendix. In the peak hour calculations utilized for the capacity analysis, no credit was taken for the 13,000 SF reduction in commercial space. Due to the location of the remaining residential units and associated parking, as well as the location of the existing and proposed commercial space, the traffic in/out of the multiple curb cuts along Mill Street (except the southerly driveway) is expected to remain similar to existing conditions. Due to the location of the parking for the additional residential units, traffic associated with the 126 units was added to the southerly site driveway on Mill Street and the site driveway on Lakeview Avenue.

As shown in Table 5 on the following page, the proposed redevelopment is expected to generate 64 *additional* vehicle trips (15 entering and 49 exiting) during the weekday AM peak hour, 74 *additional* vehicle trips (46 entering and 28 exiting) during the weekday PM peak hour, and 54 *additional* vehicle trips (28 entering and 26 exiting) during the Saturday midday peak hour.

The total trips on site after the redevelopment are expected to be approximately 135 vehicle trips (66 entering and 69 exiting) during the weekday AM peak hour, 388 vehicle trips (231 entering and 157 exiting) during the weekday PM peak hour, and 298 vehicle trips (134 entering and 164 exiting) during the Saturday midday peak hour.

⁴ *Trip Generation Manual*, 11th Edition; Institute of Transportation Engineers; Washington, DC; 2021.

TABLE 5
Peak Hour Trip-Generation Summary

Time Period/Direction	Proposed Additional Trips				Existing Trips ^e	Total Trips ^f
	Mid-Rise Trips ^a	Low-Rise Trips ^b	Townhome Trips ^c	Total Trips ^d		
Weekday AM Peak Hour:						
Enter	6	7	2	15	51	66
Exit	<u>20</u>	<u>23</u>	<u>6</u>	<u>49</u>	<u>20</u>	<u>69</u>
Total	26	30	8	64	71	135
Weekday PM Peak Hour:						
Enter	21	19	6	46	185	231
Exit	<u>13</u>	<u>11</u>	<u>4</u>	<u>28</u>	<u>129</u>	<u>157</u>
Total	34	30	10	74	314	388
Saturday Midday Peak Hour:						
Enter	18	5	5	28	106	134
Exit	<u>17</u>	<u>4</u>	<u>5</u>	<u>26</u>	<u>138</u>	<u>164</u>
Total	35	9	10	54	244	298

^a ITE LUC 221 (Multifamily Housing [Mid-Rise]) for 86 dwelling units.

^b ITE LUC 220 (Multifamily Housing [Low-Rise]) for 23 dwelling units.

^c ITE LUC 215 (Single-Family Attached Housing) for 17 units.

^d Total Residential Trips Proposed.

^e Based on March 2025 traffic counts at all site driveways.

^f Total Proposed Additional Trips plus Existing Trips (all assumed to remain).

In order to estimate the additional daily traffic as a result of the redevelopment, daily trips were estimated for the existing and proposed sites using data published by the ITE *Trip Generation Manual*. The daily trip estimates are summarized in Table 6.

TABLE 6
Daily Trip-Generation Summary

Time Period/Direction	Proposed Trips ^a	Existing Trips ^b	Total Trips ^c
Weekday Daily:			
Enter	2,544	2,604	-60
Exit	<u>2,544</u>	<u>2,604</u>	<u>-60</u>
Total	5,088	5,208	-120
Saturday Daily:			
Enter	2,932	3,137	-205
Exit	<u>2,932</u>	<u>3,137</u>	<u>-205</u>
Total	5,864	6,274	-410

^a ITE LUC 221 (Multifamily Housing [Mid-Rise]) for 131 dwelling units

ITE LUC 220 (Multifamily Housing [Low-Rise]) for 25 dwelling units

ITE LUC 215 (Single-Family Attached Housing) for 17 dwelling units

ITE LUC 821 (Shopping Plaza [40-150k]) for 61.5 KSF

^b ITE LUC 221 (Multifamily Housing [Mid-Rise]) for 47 dwelling units

ITE LUC 821 (Shopping Plaza [40-150k]) for 74.5 KSF

^c Proposed Trips minus Existing Trips.

Although the site will provide 126 additional residential units, the commercial space on the site will be reduced by 13,000 SF. Accordingly, as shown in Table 6, the proposed redevelopment is expected to generate 120 *fewer* vehicle trips on a weekday and 410 *fewer* vehicle trips on a Saturday.

Trip Distribution

Having estimated project-generated vehicle trips, the next step is to determine the distribution of project traffic and assign these trips to the local roadway network. The residential distribution was based on Journey to Work data published by the U.S. Census Bureau. Of the additional residential trips, 45 percent are expected to/from the south on Mammoth Road, 30 percent are expected to/from the east on Lakeview Avenue, 15 percent are expected to and from the north on Primrose Hill Road, 5 percent are expected to and from the north on Mammoth Road, and 5 percent are expected to and from the west on Lakeview Avenue. All trip distribution data is provided in the Appendix.

Build Traffic Volumes

Based on the traffic generation and distribution estimates for this project, the additional traffic volumes associated with the proposed redevelopment were assigned to the roadway network. The site-generated traffic networks are shown on Figures 8 through 10 for the weekday AM, weekday PM, and Saturday midday peak hours, respectively. The site-generated traffic volumes were then added to the No-Build traffic volumes to develop the Build peak-hour traffic-volumes networks. The 2032 Build peak-hour flow networks are graphically depicted on Figures 11 through 13, respectively.

Traffic Increases

The proposed redevelopment will result in increases in traffic on the study area roadways. As shown on Figures 8 through 10, traffic-volume increases beyond the study area during the peak hours are expected to be in the range of 2 to 34 vehicle trips. These increases represent, on average, one additional vehicle trip approximately every 1.7 to 30 minutes.

Site Access

As part of the redevelopment of the project, access and egress is proposed to remain the same, with slight modifications to the two southern driveways. The existing and proposed access to the site is detailed as follows:

- One full access/egress driveway on Lakeview Avenue – This driveway mainly provides access to the parking for the additional 126 residential units proposed.
- Seven full access/egress curb-cuts on the east side of Mill Street – This parking area mainly provides parking for the existing/proposed commercial space in the buildings adjacent to Mill Street. The southerly driveway will provide access to the parking for the additional 126 residential units proposed.
- Seven full access/egress curb-cuts on the west side of Mill Street – This parking area provides parking for the existing 47 residential units that are to remain in the building on the southeast corner of Lakeview Avenue / Mill Street.

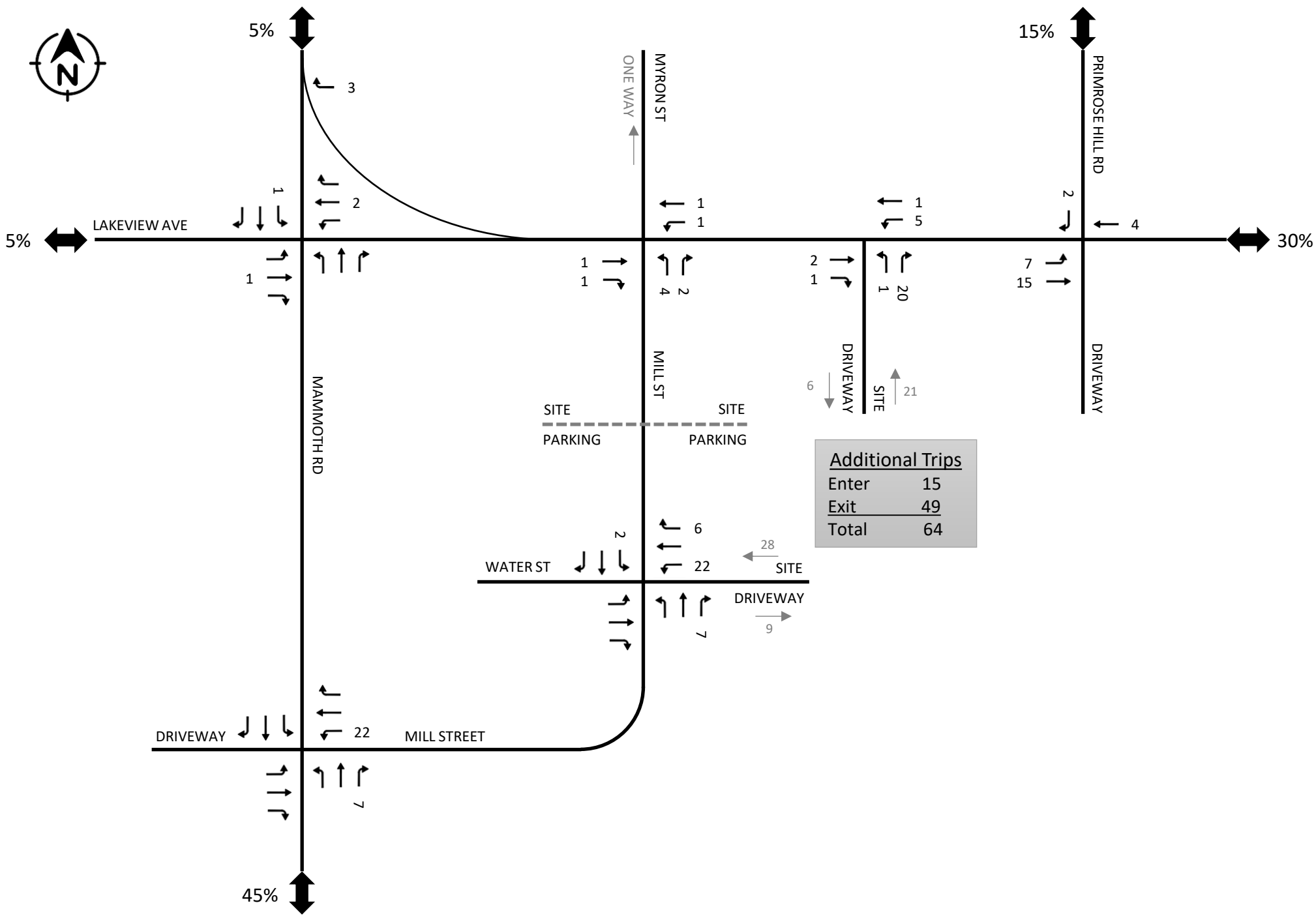


FIGURE 8
SITE-GENERATED TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR

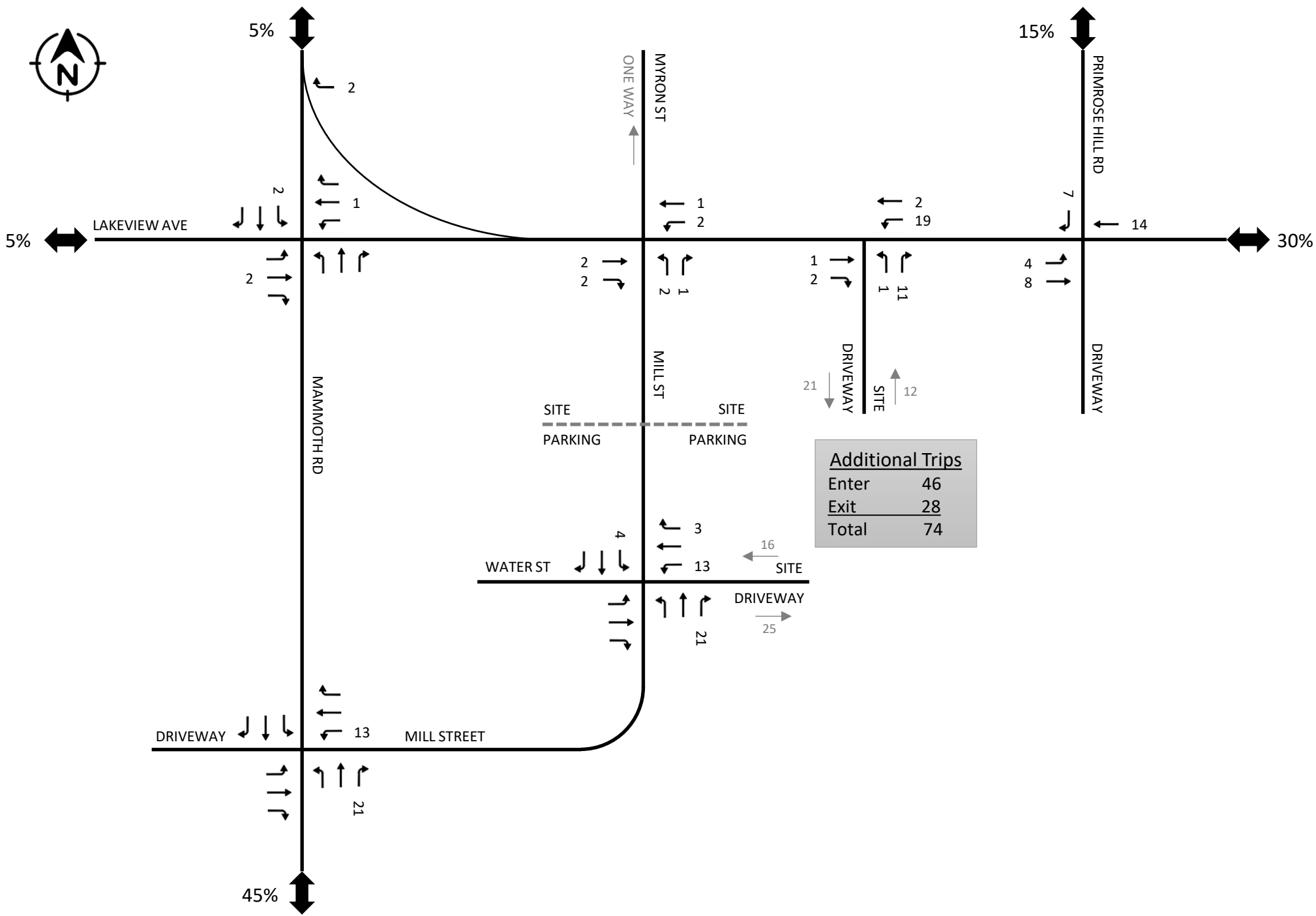


FIGURE 9
SITE-GENERATED TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

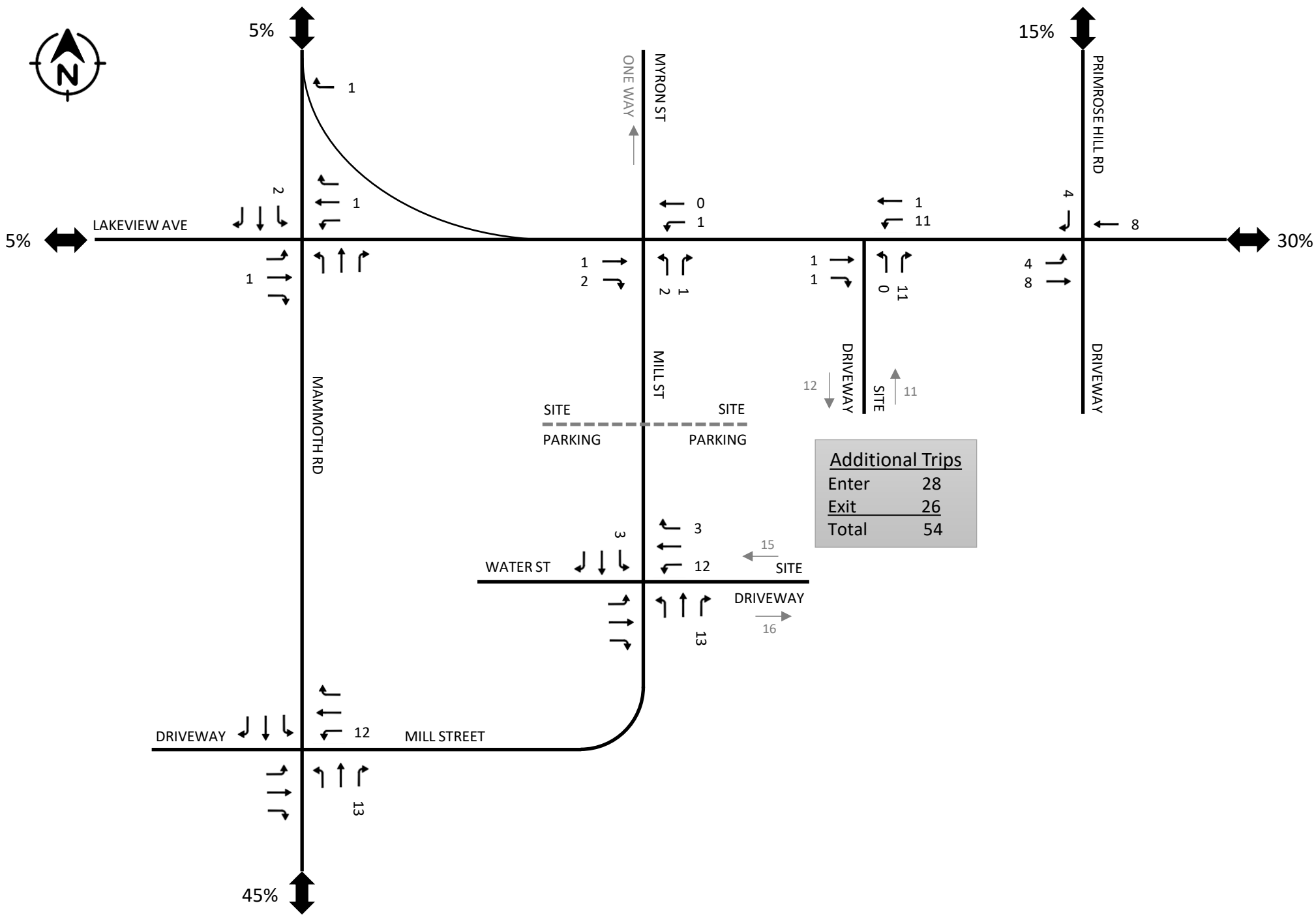
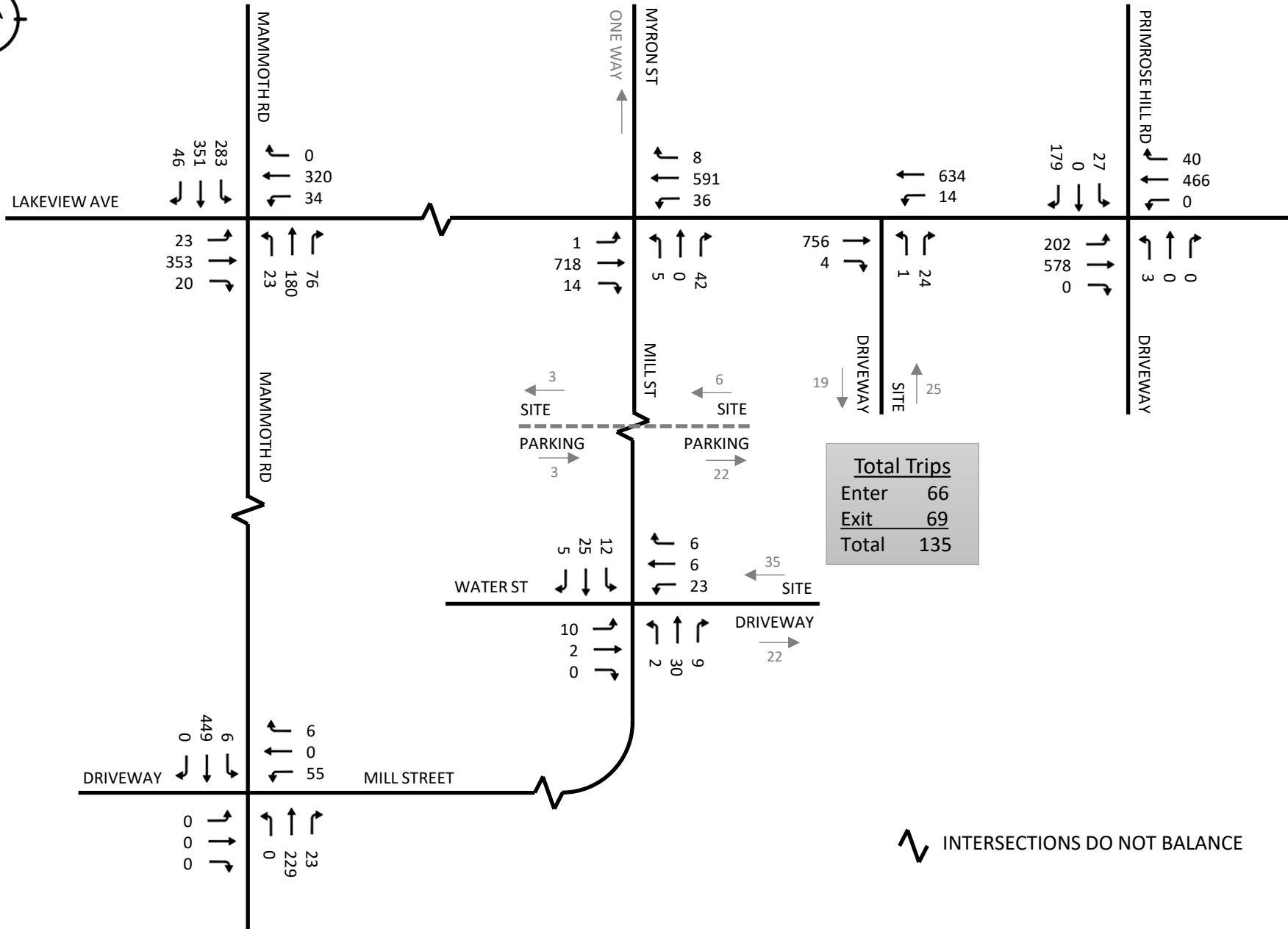
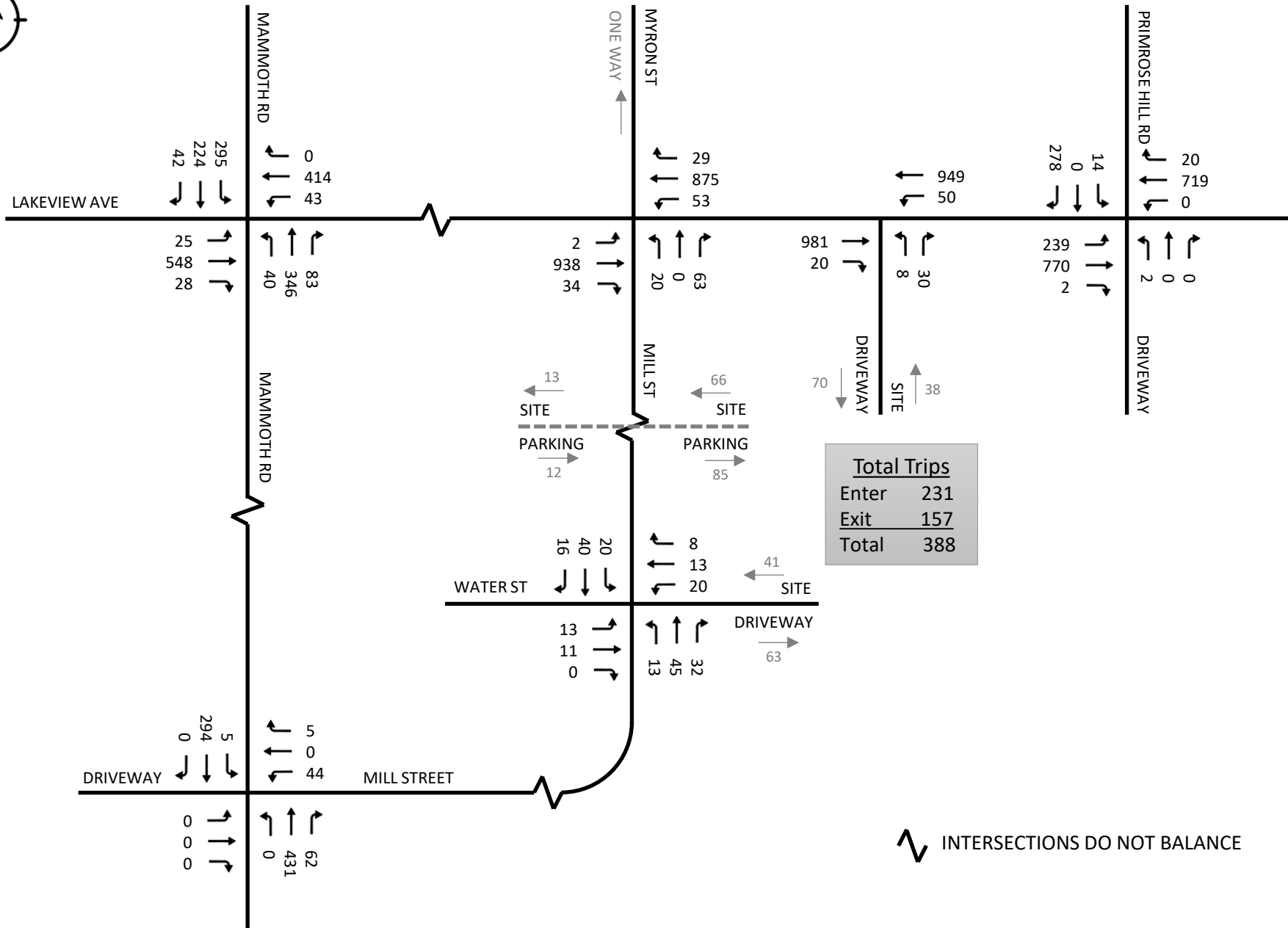
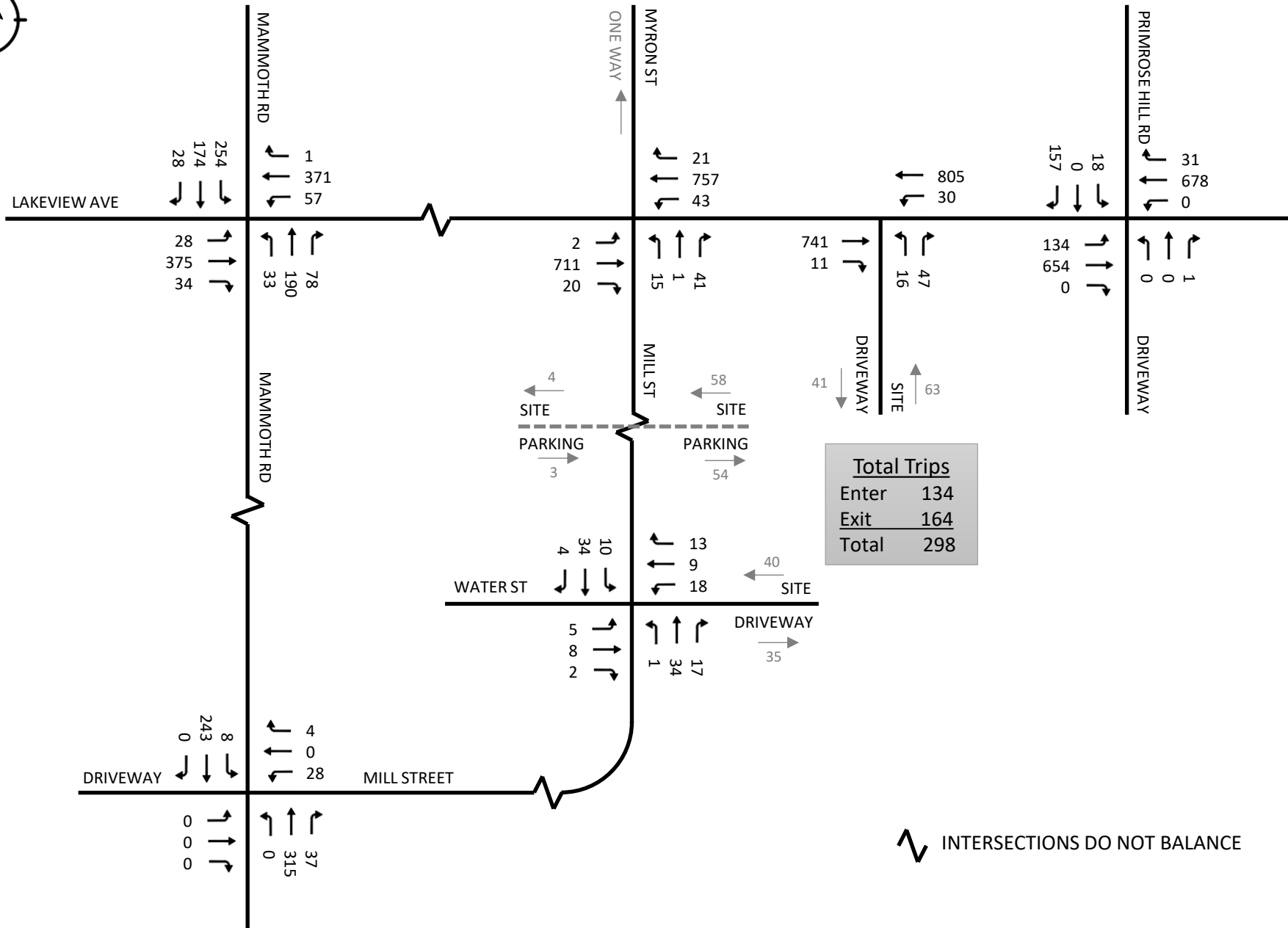


FIGURE 10
SITE-GENERATED TRAFFIC VOLUMES
SATURDAY MIDDAY PEAK HOUR





~ INTERSECTIONS DO NOT BALANCE



CAPACITY AND QUEUE ANALYSIS

Capacity and queue analyses were conducted at all study area locations under 2025 Existing, 2032 No-Build, and 2032 Build traffic-volume conditions. The impact of site-generated traffic can be measured by comparing 2032 No-Build conditions to 2032 Build conditions.

Methodology

The capacity analysis methodology is based on the concepts and procedures in the *Highway Capacity Manual* (HCM)⁵ and is described in the Appendix. HCM 2000 was utilized at the signalized intersection since HCM 7, HCM 6 and HCM 2010 do not support exclusive pedestrian phases. HCM 2000 was also utilized at the unsignalized locations for consistency.

For signalized intersections, the maximum back of queue during a typical (average) signal cycle and a 95th percentile signal cycle were calculated for each lane group during the peak periods studied. The back of queue is the length of a backup of vehicles from the stop line of a signalized intersection to the last vehicle in the queue that is required to stop, regardless of the signal indication. The length of this queue depends on a number of factors including signal timing, vehicle arrival patterns, and the saturation flow rate. For unsignalized intersections, the 95th percentile queue represents the length of queue of the critical minor-street movement that is not expected to be exceeded 95 percent of the time during the analysis period (typically one hour). In this case, the queue length is a function of the capacity of the movement and the movement's degree of saturation.

A stop-delay/queue study was performed from the March 2025 count data on the Mill Street approach to Lakeview Avenue. This effort included doing actual observations during the weekday AM, weekday PM, and Saturday midday peak hours of traffic measuring how long vehicles waited to get out of Mill Street, as well as how long the average and maximum queues were. Based on the results, motorists exiting the driveways were generally waiting less time than what was identified in the Synchro analysis. Accordingly, this means that motorists are accepting shorter gaps in traffic than the default settings in the Synchro software. Accordingly, the analysis was calibrated on the Mill Street approach and the site driveway approach to Lakeview Avenue to reflect the gaps that are being accepted in the field and the delay experienced by motorists. The stop-delay queue study is provided in the Appendix and the calibrated analyses at the unsignalized intersections are summarized in Table 7.

Analysis Results

The results of the level-of-service (LOS) and queue analyses are shown in Table 7 and are discussed below. Capacity and queue analyses were conducted at the study area intersections utilizing *Synchro* software.⁶ The capacity and queue analysis worksheets for all conditions are provided in the Appendix.

Lakeview Avenue at Mammoth Road

Under existing and future traffic volume conditions, the intersection of Lakeview Avenue at Mammoth Road is expected to operate at an overall LOS C with all movements at LOS D or better during the peak hours. Increases in delay as a result of the redevelopment are anticipated to be negligible (less than two seconds on any movement) with increases in queue lengths of less than one vehicle on average per lane group. All

⁵ *Highway Capacity Manual 2000*, Transportation Research Board; Washington, D.C.; 2000.

⁶ *Synchro plus SimTraffic 12*; Trafficware LLC.; Sugar Land, TX; 2024.

volume-to-capacity (v/c) ratios are expected to remain below 1.00, indicating adequate capacity at the intersection.

Lakeview Avenue at Mill Street and Myron Street

Under existing and future traffic-volume conditions, the intersection of Lakeview Avenue at Mill Street and Myron Street is expected to operate with all movements on Lakeview Avenue at optimal levels (LOS A) and the Mill Street approach at LOS A, LOS D/E, and LOS C during the weekday AM, weekday PM, and Saturday midday peak hours, respectively. Myron Street is a one-way roadway in the northbound direction, accordingly, no vehicles exit from Myron Street onto Lakeview Avenue. As a result of the proposed redevelopment, queues on Mill Street are expected to increase by one vehicle during the weekday PM peak hour with no increase during the weekday AM and Saturday midday peak hours. All v/c ratios are expected to be well below 1.00, indicating adequate capacity at the intersection.

Lakeview Avenue at Site Driveway

Under existing and future traffic-volume conditions, the intersection of Lakeview Avenue at the site driveway is expected to operate with all movements on Lakeview Avenue at optimal levels (LOS A) and the site driveway approach at LOS A, LOS C/D, and LOS C during the weekday AM, weekday PM, and Saturday midday peak hours, respectively. As a result of the proposed redevelopment, increases in delay on the site driveway are expected to be negligible (less than one second). Queue lengths on the site driveway with and without the redevelopment are expected to be one vehicle or less. All v/c ratios are expected to be well below 1.00, indicating adequate capacity at the intersection.

Lakeview Avenue at Primrose Hill Road

Under existing and future traffic-volume conditions, the intersection of Lakeview Avenue at Primrose Hill Road and the Carvalho & Sons Realty driveway is expected to operate with all movements on Lakeview Avenue at optimal levels (LOS A). The minor road approaches operate with long delays (LOS E/F) under existing and future conditions, with or without the proposed redevelopment in place. Queues on the minor road approaches are expected to increase by one to two vehicles during the peak hours as a result of the proposed redevelopment project. It should be noted that Primrose Hill Road and the Carvalho & Sons Realty driveways were not calibrated, yet the stop-delay/queue study does suggest that motorists are accepting shorter gaps in traffic than the default settings in Synchro. Accordingly, the operations on the minor road approaches are likely operating better than presented in Table 7.

Mill Street at Water Street and Site Driveway

Under existing and future traffic-volume conditions, the intersection of Mill Street at Water Street and the site driveway is expected to operate at with all movements at LOS B or better during the peak hours. All queue lengths are expected to remain at one vehicle or less with v/c ratios well below 1.00, indicating adequate capacity at the intersection.

Mammoth Road at Mill Street

Under existing and future traffic-volume conditions, the intersection of Mammoth Road at Mill Street and a private driveway is expected to operate at with all movements at LOS C or better during the peak hours. All queue lengths are expected to remain at one vehicle or less with v/c ratios well below 1.00, indicating adequate capacity at the intersection.

TABLE 7
Intersection Capacity Analysis Summary

Intersection/Peak Hour/Lane Group	2025 Existing				2032 No-Build				2032 Build			
	V/C ^a	Del. ^b	LOS ^c	Queue ^d	V/C	Del.	LOS	Queue	V/C	Del.	LOS	Queue
Lakeview Avenue at Mammoth Road												
<i>Weekday AM:</i>												
Lakeview Avenue EB left-turn	0.09	22.0	C	<25/34	0.09	21.9	C	<25/36	0.09	21.9	C	<25/36
Lakeview Avenue EB through	0.52	28.4	C	165/341	0.55	29.2	C	179/366	0.55	29.2	C	179/367
Lakeview Avenue EB right-turn	0.03	20.9	C	<25/31	0.04	20.9	C	<25/32	0.04	20.9	C	<25/32
Lakeview Avenue WB left-turn	0.15	23.0	C	<25/45	0.15	23.0	C	<25/49	0.15	23.0	C	<25/50
Lakeview Avenue WB through	0.55	29.0	C	177/300	0.49	27.8	C	157/325	0.50	27.9	C	158/327
Mammoth Road NB approach	0.52	28.6	C	153/265	0.48	27.6	C	137/290	0.48	27.6	C	137/290
Mammoth Road SB left-turn	0.56	21.6	C	92/216	0.59	22.8	C	101/236	0.59	22.8	C	101/236
Mammoth Road NB through/right-turn	0.43	18.4	B	135/307	0.47	19.0	B	150/338	0.47	19.0	B	150/338
Overall Intersection	0.50	25.1	C	--/--	0.50	24.9	C	--/--	0.50	25.0	C	--/--
<i>Weekday PM:</i>												
Lakeview Avenue EB left-turn	0.11	22.4	C	<25/36	0.13	22.9	C	<25/40	0.13	22.9	C	<25/40
Lakeview Avenue EB through	0.80	38.8	D	307/634	0.82	40.3	D	319/687	0.83	40.6	D	321/692
Lakeview Avenue EB right-turn	0.05	21.0	C	<25/39	0.05	21.0	C	<25/39	0.05	21.0	C	<25/39
Lakeview Avenue WB left-turn	0.39	34.5	C	<25/71	0.48	41.0	D	<25/90	0.49	42.6	D	<25/91
Lakeview Avenue WB through	0.58	29.8	C	198/400	0.62	31.0	C	217/436	0.63	31.0	C	218/437
Mammoth Road NB approach	0.68	33.2	C	226/459	0.76	36.8	D	264/575	0.76	36.8	D	264/575
Mammoth Road SB left-turn	0.68	27.1	C	99/248	0.76	32.6	C	105/301	0.76	33.2	C	106/307
Mammoth Road NB through/right-turn	0.29	16.4	B	84/201	0.31	16.6	B	89/211	0.31	16.6	B	89/211
Overall Intersection	0.69	30.7	C	--/--	0.74	33.1	C	--/--	0.74	33.3	C	--/--
<i>Saturday Midday:</i>												
Lakeview Avenue EB left-turn	0.10	22.2	C	<25/39	0.12	22.6	C	<25/42	0.13	22.6	C	<25/42
Lakeview Avenue EB through	0.50	27.8	C	164/336	0.57	29.4	C	191/388	0.57	29.4	C	192/389
Lakeview Avenue EB right-turn	0.05	21.1	C	<25/42	0.06	21.2	C	<25/46	0.06	21.2	C	<25/46
Lakeview Avenue WB left-turn	0.21	24.0	C	<25/71	0.26	25.4	C	25/78	0.26	25.5	C	25/78
Lakeview Avenue WB through	0.53	28.5	C	175/357	0.56	29.2	C	189/383	0.56	29.3	C	190/384
Mammoth Road NB approach	0.47	27.3	C	139/292	0.50	28.0	C	149/312	0.50	28.0	C	149/312
Mammoth Road SB left-turn	0.45	19.0	B	76/182	0.53	20.5	C	88/207	0.53	20.5	C	88/209
Mammoth Road NB through/right-turn	0.20	15.3	B	56/141	0.23	15.6	B	65/160	0.23	15.6	B	65/160
Overall Intersection	0.46	24.7	C	--/--	0.50	25.6	C	--/--	0.50	25.6	C	--/--

^a Volume-to-capacity ratio.

^b Average control delay in seconds per vehicle.

^c Level of service.

^d Average/95th percentile queue length in feet per lane (assuming 25 feet per vehicle).

TABLE 7 (continued)
Intersection Capacity Analysis Summary

Intersection/Peak Hour/Lane Group	2025 Existing				2032 No-Build				2032 Build			
	V/C ^a	Del. ^b	LOS ^c	Queue ^d	V/C	Del.	LOS	Queue	V/C	Del.	LOS	Queue
Lakeview Avenue at Mill Street and Myron Street												
<i>Weekday AM:</i>												
Lakeview Avenue EB left-turn	0.00	0.0	A	--/ <25	0.00	0.0	A	--/ <25	0.00	0.0	A	--/ <25
Lakeview Avenue WB left-turn	0.05	1.4	A	--/ <25	0.05	1.3	A	--/ <25	0.05	1.4	A	--/ <25
Mill Street NB approach	0.05	9.2	A	--/ <25	0.05	9.4	A	--/ <25	0.06	9.7	A	--/ <25
<i>Weekday PM:</i>												
Lakeview Avenue EB left-turn	0.00	0.1	A	--/ <25	0.00	0.1	A	--/ <25	0.00	0.1	A	--/ <25
Lakeview Avenue WB left-turn	0.09	2.9	A	--/ <25	0.11	3.8	A	--/ <25	0.12	4.1	A	--/ <25
Mill Street NB approach	0.37	27.9	D	--/ 40	0.43	35.9	E	--/ 50	0.47	40.1	E	--/ 57
<i>Saturday Midday:</i>												
Lakeview Avenue EB left-turn	0.00	0.1	A	--/ <25	0.00	0.1	A	--/ <25	0.00	0.1	A	--/ <25
Lakeview Avenue WB left-turn	0.05	1.3	A	--/ <25	0.06	1.7	A	--/ <25	0.06	1.7	A	--/ <25
Mill Street NB approach	0.17	16.9	C	--/ <25	0.20	20.3	C	--/ <25	0.22	21.3	C	--/ <25
Lakeview Avenue at Site Driveway												
<i>Weekday AM:</i>												
Lakeview Avenue WB left-turn	0.01	0.4	A	--/ <25	0.01	0.4	A	--/ <25	0.02	0.5	A	--/ <25
Site Driveway NB approach	0.01	8.8	A	--/ <25	0.00	9.0	A	--/ <25	0.03	9.1	A	--/ <25
<i>Weekday PM:</i>												
Lakeview Avenue WB left-turn	0.06	1.9	A	--/ <25	0.07	2.6	A	--/ <25	0.11	4.2	A	--/ <25
Site Driveway NB approach	0.17	23.3	C	--/ <25	0.16	28.2	D	--/ <25	0.22	28.5	D	--/ <25
<i>Saturday Midday:</i>												
Lakeview Avenue WB left-turn	0.02	0.7	A	--/ <25	0.03	0.8	A	--/ <25	0.04	1.2	A	--/ <25
Site Driveway NB approach	0.21	18.4	C	--/ <25	0.20	21.3	C	--/ <25	0.23	21.0	C	--/ <25

^a Volume-to-capacity ratio.

^b Average control delay in seconds per vehicle.

^c Level of service.

^d Average/95th percentile queue length in feet per lane (assuming 25 feet per vehicle).

TABLE 7 (continued)
Intersection Capacity Analysis Summary

Intersection/Peak Hour/Lane Group	2025 Existing				2032 No-Build				2032 Build			
	V/C ^a	Del. ^b	LOS ^c	Queue ^d	V/C	Del.	LOS	Queue	V/C	Del.	LOS	Queue
Lakeview Avenue at Primrose Hill Road and Private Driveway												
<i>Weekday AM:</i>												
Lakeview Avenue EB approach	0.23	5.2	A	--/ <25	0.21	4.8	A	--/ <25	0.22	5.0	A	--/ <25
Lakeview Avenue WB approach	0.00	0.0	A	--/ <25	0.00	0.0	A	--/ <25	0.00	0.0	A	--/ <25
Private Driveway NB approach	0.39	182.9	F	--/ 31	0.08	111.1	F	--/ <25	0.09	121.4	F	--/ <25
Primrose Hill Road SB approach	0.81	57.5	F	--/ 162	0.73	43.5	E	--/ 134	0.77	48.4	E	--/ 146
<i>Weekday PM:</i>												
Lakeview Avenue EB approach	0.27	6.6	A	--/ 28	0.31	7.8	A	--/ 33	0.32	8.2	A	--/ 34
Lakeview Avenue WB approach	0.00	0.0	A	--/ <25	0.00	0.0	A	--/ <25	0.00	0.0	A	--/ <25
Private Driveway NB approach	1.06	>300	F	--/ 44	0.46	>300	F	--/ <25	0.57	>300	F	--/ <25
Primrose Hill Road SB approach	1.05	109.8	F	--/ 286	1.28	194.5	F	--/ 395	1.35	224.0	F	--/ 430
<i>Saturday Midday:</i>												
Lakeview Avenue EB approach	0.14	3.4	A	--/ <25	0.16	4.0	A	--/ <25	0.17	4.2	A	--/ <25
Lakeview Avenue WB approach	0.00	0.0	A	--/ <25	0.00	0.0	A	--/ <25	0.00	0.0	A	--/ <25
Private Driveway NB approach	0.01	12.4	B	--/ <25	0.00	13.2	B	--/ <25	0.00	13.3	B	--/ <25
Primrose Hill Road SB approach	0.71	42.7	E	--/ 126	0.73	49.1	E	--/ 126	0.76	53.9	F	--/ 138
Mill Street at Water Street and Site Driveway												
<i>Weekday AM:</i>												
Water Street EB approach	0.02	9.4	A	--/ <25	0.01	9.2	A	--/ <25	0.02	9.3	A	--/ <25
Site Driveway WB approach	0.02	9.7	A	--/ <25	0.01	9.5	A	--/ <25	0.04	9.3	A	--/ <25
Mill Street NB approach	0.00	0.5	A	--/ <25	0.00	0.4	A	--/ <25	0.00	0.3	A	--/ <25
Mill Street SB approach	0.01	2.0	A	--/ <25	0.01	1.9	A	--/ <25	0.01	2.2	A	--/ <25
<i>Weekday PM:</i>												
Water Street EB approach	0.03	10.3	B	--/ <25	0.04	10.1	B	--/ <25	0.04	10.4	B	--/ <25
Site Driveway WB approach	0.06	10.1	B	--/ <25	0.04	9.9	A	--/ <25	0.06	10.0	B	--/ <25
Mill Street NB approach	0.01	1.4	A	--/ <25	0.01	1.4	A	--/ <25	0.01	1.1	A	--/ <25
Mill Street SB approach	0.01	1.8	A	--/ <25	0.01	1.7	A	--/ <25	0.01	2.1	A	--/ <25
<i>Saturday Midday:</i>												
Water Street EB approach	0.03	9.5	A	--/ <25	0.02	9.4	A	--/ <25	0.02	9.5	A	--/ <25
Site Driveway WB approach	0.04	9.2	A	--/ <25	0.03	9.2	A	--/ <25	0.05	9.3	A	--/ <25
Mill Street NB approach	0.00	0.2	A	--/ <25	0.00	0.2	A	--/ <25	0.00	0.1	A	--/ <25
Mill Street SB approach	0.01	1.2	A	--/ <25	0.01	1.2	A	--/ <25	0.01	1.6	A	--/ <25

^a Volume-to-capacity ratio.

^b Average control delay in seconds per vehicle.

^c Level of service.

^d Average/95th percentile queue length in feet per lane (assuming 25 feet per vehicle).

TABLE 7 (continued)
Intersection Capacity Analysis Summary

Intersection/Peak Hour/Lane Group	2025 Existing				2032 No-Build				2032 Build			
	V/C ^a	Del. ^b	LOS ^c	Queue ^d	V/C	Del.	LOS	Queue	V/C	Del.	LOS	Queue
Mammoth Road at Mill Street and Residential Driveway												
<i>Weekday AM:</i>												
Residential Driveway EB approach	0.00	0.0	A	--/ <25	0.00	0.0	A	--/ <25	0.00	0.0	A	--/ <25
Mill Street WB approach	0.11	15.9	C	--/ <25	0.12	16.3	C	--/ <25	0.19	17.9	C	--/ <25
Mammoth Road NB approach	0.00	0.0	A	--/ <25	0.00	0.0	A	--/ <25	0.00	0.0	A	--/ <25
Mammoth Road SB approach	0.01	0.2	A	--/ <25	0.01	0.2	A	--/ <25	0.01	0.2	A	--/ <25
<i>Weekday PM:</i>												
Residential Driveway EB approach	0.00	0.0	A	--/ <25	0.00	0.0	A	--/ <25	0.00	0.0	A	--/ <25
Mill Street WB approach	0.13	16.9	C	--/ <25	0.12	18.2	C	--/ <25	0.18	19.5	C	--/ <25
Mammoth Road NB approach	0.00	0.0	A	--/ <25	0.00	0.0	A	--/ <25	0.00	0.0	A	--/ <25
Mammoth Road SB approach	0.00	0.2	A	--/ <25	0.00	0.2	A	--/ <25	0.00	0.2	A	--/ <25
<i>Saturday Midday:</i>												
Residential Driveway EB approach	0.00	0.0	A	--/ <25	0.00	0.0	A	--/ <25	0.00	0.0	A	--/ <25
Mill Street WB approach	0.05	13.7	B	--/ <25	0.05	14.3	B	--/ <25	0.09	15.1	C	--/ <25
Mammoth Road NB approach	0.00	0.0	A	--/ <25	0.00	0.0	A	--/ <25	0.00	0.0	A	--/ <25
Mammoth Road SB approach	0.01	0.3	A	--/ <25	0.01	0.3	A	--/ <25	0.01	0.3	A	--/ <25

^a Volume-to-capacity ratio.

^b Average control delay in seconds per vehicle.

^c Level of service.

^d Average/95th percentile queue length in feet per lane (assuming 25 feet per vehicle).

CONCLUSIONS

Existing and future conditions in the study area have been described, analyzed, and evaluated with respect to traffic operations and the impact of the proposed redevelopment. Conclusions of this effort are presented below.

- The proposed redevelopment is to be located at 91-101 Mill Street in Dracut, Massachusetts. The existing uses within Beaver Brook Village include 74,500 SF of commercial space and 47 residential units. The proposed redevelopment includes the construction of a new residential building along with the redevelopment and expansion of the existing buildings. The remaining uses include 61,500 SF of commercial space (a reduction of 13,000 SF) and 173 residential units (47 units existing to remain and 126 additional units).
- Access and egress to the existing site is provided via one full access/egress driveway on Lakeview Avenue and seven (7) full access/egress curb-cuts on the east side of Mill Street. Additional parking is provided on the west side of Mill Street with another 7 curb cuts. As part of the redevelopment of the project, access and egress is proposed to remain the same, with slight modifications to the two southern driveways on the east side of Mill Street.
- Available sight distances at the site driveway on Lakeview Avenue as well as the southerly site driveway on Mill Street exceed the minimum SSD and ISD requirements for safe operation. Although the redevelopment of the site will not alter the existing intersection of Mill Street at Lakeview Avenue, sight distances were verified at this location, and the available sight distances exceed the minimum and desirable SSD and ISD requirements for safe operation. In order to maintain the sight distances at the driveways after redevelopment of the site, it is recommended that any proposed plantings, vegetation, landscaping, and signing along the site frontage be kept low to the ground (no more than 3.0 feet above street level) or set back sufficiently from Lakeview Avenue and Mill Street so as not to inhibit the available sight lines.
- The proposed redevelopment is expected to generate 64 *additional* vehicle trips (15 entering and 49 exiting) during the weekday AM peak hour, 74 *additional* vehicle trips (46 entering and 28 exiting) during the weekday PM peak hour, and 54 *additional* vehicle trips (28 entering and 26 exiting) during the Saturday midday peak hour. Traffic-volume increases beyond the study area during the peak hours are expected to be in the range of 2 to 34 vehicle trips. These increases represent, on average, one additional vehicle trip approximately every 1.7 to 30 minutes.
- Under existing and future traffic volume conditions, the intersection of **Lakeview Avenue at Mammoth Road** is expected to operate at an overall LOS C with all movements at LOS D or better during the peak hours. Increases in delay as a result of the redevelopment are anticipated to be negligible (less than two seconds on any movement) with increases in queue lengths of less than one vehicle on average per lane group. All v/c ratios are expected to remain below 1.00, indicating adequate capacity at the intersection.
- Under existing and future traffic-volume conditions, the intersection of **Lakeview Avenue at Mill Street and Myron Street** is expected to operate with all movements on Lakeview Avenue at optimal levels (LOS A) and the Mill Street approach at LOS A, LOS D/E, and LOS C during the weekday AM, weekday PM, and Saturday midday peak hours, respectively. Myron Street is a one-way roadway in the northbound direction, accordingly, no vehicles exit from Myron Street onto Lakeview Avenue. As a result of the proposed redevelopment, queues on Mill Street are expected to increase by one vehicle during the weekday PM peak hour with no increase during the weekday AM and

Saturday midday peak hours. All v/c ratios are expected to be well below 1.00, indicating adequate capacity at the intersection.

- Under existing and future traffic-volume conditions, the intersection of **Lakeview Avenue at the site driveway** is expected to operate with all movements on Lakeview Avenue at optimal levels (LOS A) and the site driveway approach at LOS A, LOS C/D, and LOS C during the weekday AM, weekday PM, and Saturday midday peak hours, respectively. As a result of the proposed redevelopment, increases in delay on the site driveway are expected to be negligible (less than one second). Queue lengths on the site driveway with and without the redevelopment are expected to be one vehicle or less. All v/c ratios are expected to be well below 1.00, indicating adequate capacity at the intersection.
- Under existing and future traffic-volume conditions, the intersection of **Lakeview Avenue at Primrose Hill Road and the Carvalho & Sons Realty driveway** is expected to operate with all movements on Lakeview Avenue at optimal levels (LOS A). The minor road approaches operate with long delays (LOS E/F) under existing and future conditions, with or without the proposed redevelopment in place. Queues on the minor road approaches are expected to increase by one to two vehicles during the peak hours as a result of the proposed redevelopment project.
- Under existing and future traffic-volume conditions, the intersection of **Mill Street at Water Street and the site driveway** is expected to operate at with all movements at LOS B or better during the peak hours. All queue lengths are expected to remain at one vehicle or less with v/c ratios well below 1.00, indicating adequate capacity at the intersection.
- Under existing and future traffic-volume conditions, the intersection of **Mammoth Road at Mill Street and a private driveway** is expected to operate at with all movements at LOS C or better during the peak hours. All queue lengths are expected to remain at one vehicle or less with v/c ratios well below 1.00, indicating adequate capacity at the intersection.

Based on the findings above, the proposed redevelopment of Beaver Brook Village can be safely and efficiently accommodated along the existing roadway network. No additional project-specific mitigation is warranted based on the incremental impacts of the redevelopment.

- APPENDIX

- *Public Transportation*
 - *Traffic Count Data*
- *Traffic Volume Adjustment Data*
- *MassDOT Crash Rate Worksheets*
 - *Sight Distance Calculations*
 - *Trip Generation Calculations*
 - *Journey-to-Work Data*
- *Capacity Analysis Methodology*
 - *Stop-Delay/Queue Study*
- *Capacity and Queue Analysis Worksheets*

PUBLIC TRANSPORTATION

RIDER POLICY FOR FARE FREE PROGRAM

- 1** You must have a destination when boarding the bus. Riding the bus without a destination will create bus overcrowding.
- 2** You may be asked to disembark at the end of the line.
- 3** You are only allowed to bring on the bus what you can carry in one trip.



LRTA ROAD RUNNER OFFICE

(978-459-0152)
113 THORNDIKE STREET, LOWELL, MA 01852
(LOCATED NEXT TO THE KENNEDY CENTER)
Monday - Friday: 9 AM to Noon
Issues CharlieCards for Persons with Disabilities/TAP.

THREE WAYS TO GET YOUR CHARLIECARD FOR PERSONS WITH DISABILITIES/TAP

1) IN PERSON AT LRTA ROAD RUNNER OFFICE

- First time applicants for the TAP ID, or applicants with expired TAP ID Cards need to fill out an application.
Applications are available at the LRTA Road Runner Office or online at LRTA.com
- The LRTA will process your application within 14 days of receipt.
- Once approved, you will need to bring a photo ID.

2) APPLY ONLINE AT MBTA.COM

3) MAIL YOUR APPLICATION TO THE LRTA ROAD RUNNER OFFICE 113 THORNDIKE STREET LOWELL, MA 01852

For More Detailed Info visit LRTA.com

BLIND ACCESS CHARLIECARD

These cards are issued by the MBTA.

For more information visit
www.mbta.com/fares/reduced/blind-access-charliecard

THE LOWELL REGIONAL TRANSIT AUTHORITY

Announces

A Temporary Fare Free Pilot Program Commencing

December 1, 2024

**And Continues Through
September 30, 2025**

(Fares may resume 10/1/2025
Subject to State Funding)

The LRTA wants to Thank
Governor Maura Healey and
Lieutenant Governor Kim Driscoll,
as well as the Massachusetts State Legislature
for funding this
Fare Free Transportation Pilot Program
that will greatly benefit our communities.

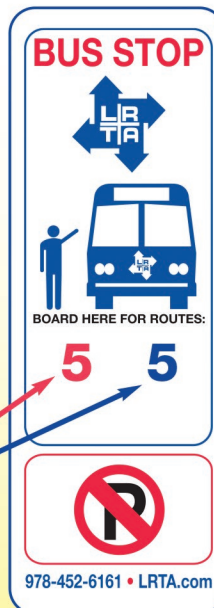
TO CATCH A BUS...

1

USE A DESIGNATED LRTA BUS STOP

The bus will pick you up
and take you to your
destination. Please raise your
hand to alert driver.

Outbound
Inbound



2

WAVE YOUR HAND ALONG ANY LRTA BUS ROUTE

Simply wave your hand in order
to alert the driver to stop.
You need to be at a safe location
on the same side of the street as
the bus. We encourage you to be
at a bus stop.



BUS SCHEDULES

EFFECTIVE DECEMBER 1, 2024



BUS INFORMATION

978-452-6161

WWW.LRTA.COM

Service updates and changes
will be posted on LRTA.com

DOWNTOWN SHUTTLE



The LRTA offers a Shuttle between

**DOWNTOWN LOWELL
(JOHN & MERRIMACK STREETS)
&
ROBERT B. KENNEDY
BUS TRANSFER CENTER**

Monday - Friday:

5:45 am - 7:00 pm Every 30 minutes

First Shuttle departs Downtown Lowell at 6:00 AM
Last Shuttle departs Downtown Lowell at 7:00 PM

Saturday

7:15 am - 7:00 pm Every 30 minutes

First Shuttle departs Downtown Lowell at 7:30 AM
Last Shuttle departs Downtown Lowell at 7:00 PM

LRTA MONDAY THROUGH FRIDAY SCHEDULE

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	20
	CHRISTIAN HILL	BELVIDERE	SOUTH LOWELL	HIGHLANDS VIA STEVENS	WESTFORD STREET/ DRUM HILL	BROADWAY/ UMASS SOUTH	PAWTUCKETVILLE/ UMASS NORTH	CENTRALVILLE	LOWELL CIRCULATOR	DRACUT/ TYNGSBORO	IRS/ RAYTHEON VIA RTE. 133	TEWKSBURY VIA RTE. 38	BILLERICA VIA EDSON	BURLINGTON MALL/ LAHEY CLINIC	CHELMSFORD/ WESTFORD VIA RTES. 129/110	CHELMSFORD VIA CHELMSFORD STREET	NORTH CHELMSFORD VIA MIDDLESEX	DOWNTOWN SHUTTLE	WARREN ST/ KENNEDY CENTER
OUTBOUND LEAVING KENNEDY CENTER	B2	A1	B2	A2	C2	C1	PASSENGER BOARDING LOCATIONS AT KENNEDY CENTER						B4	B4	A4	A4	A1	SH	A3
	AM 5:55 M 6:40 7:40 8:40 9:40 10:40 11:40	AM 6:15 6:45 7:15 7:45 8:15 8:45 9:15 9:45 10:15 10:45 11:15 11:45	AM 6:00 7:00 8:00 9:00 10:00 11:00	AM 6:10 6:35 7:15 7:40 8:10 8:40 9:40 10:40 11:40	AM 5:50 BR 6:00 6:30 7:00 7:30 8:00 8:30 9:00 9:30 10:00 10:30 11:00 11:30	AM 6:00 7:00 8:00 9:00 10:00 11:00	AM 5:50 6:25 6:55 7:25 7:50 8:25 8:50 9:25 9:55 10:25 10:55 11:25 11:55	AM 6:15 6:45 7:15 7:25 7:50 8:20 8:50 9:20 9:55 10:20 10:55 11:20	AM 6:50 7:50 8:50 9:50 10:50 11:50	AM 6:35 7:35 8:40 9:40 10:40 11:40	AM 6:00 7:00 8:00 9:20 10:50	AM 6:00 7:00 8:00 9:00 10:00 11:00	AM 6:30 7:30 8:20 9:20 10:20 11:20	AM 6:00 7:00 8:00 9:00 10:00 11:00	AM 6:45 8:15 9:45 11:15	AM 6:15 C 6:40 C 7:10 8:30 10:00 11:30	AM 6:20 7:25 8:30 9:25 10:25 11:25	AM 5:45 SHUTTLE SERVICE EVERY 20 MINUTES FROM KENNEDY CENTER TO DOWNTOWN	AM 7:30 SERVICE EVERY 20 MINUTES FROM KENNEDY CENTER
	PM 12:40 1:40 2:40 3:40 4:40 5:45 7:00	PM 12:15 12:45 1:00 1:15 1:45 2:15 2:40 SPE1 2:40 SPE2 2:45 3:15 3:45 4:15 4:45 5:15 5:45 6:20 6:50	PM 12:00 1:00 2:00 2:40 SPE 3:15 3:50 4:15 5:00 5:30 6:35	PM 12:40 1:40 2:35 2:40 SP 2:40 SP 3:15 3:35 4:00 4:40 5:50 6:30	PM 12:00 12:30 1:00 1:30 2:00 2:30 2:40 SPE3 2:40 SPE4 3:00 3:40 4:10 4:40 5:10 5:40 6:10 R 6:50 R 7:20 R	PM 12:00 1:00 2:00 3:00 4:00 5:00 6:00	PM 12:25 12:55 1:25 1:55 2:25 2:40 SP5 2:40 SP6 2:55 3:20 3:55 4:25 4:55 5:25 5:55 6:25 6:55	PM 12:20 1:20 2:25 3:25 4:15 4:40 5:20 5:50 6:35 7:10	PM 12:50 1:50 2:50 3:50 4:50 5:50 6:50	PM 12:40 1:40 2:40 3:40 4:30 5:50	PM 3:00 4:00	PM 12:00 1:00 2:00 3:00 4:10 5:10 6:10	PM 12:20 1:20 2:20 3:00 3:10 4:40 5:30 6:35	PM 12:00 1:00 2:00 3:00 4:00 5:00 6:00	PM 12:45 2:15 3:45 5:15 6:15	PM 1:00 2:30 2:40 SPE 3:20 4:00 4:50 5:30 7:00	PM 12:25 1:25 2:25 2:40 SPE 3:30 4:00 4:30 5:30 5:35 6:40	PM LAST SHUTTLE DEPARTS FROM KENNEDY CENTER 6:45 PM	PM NO SERVICE

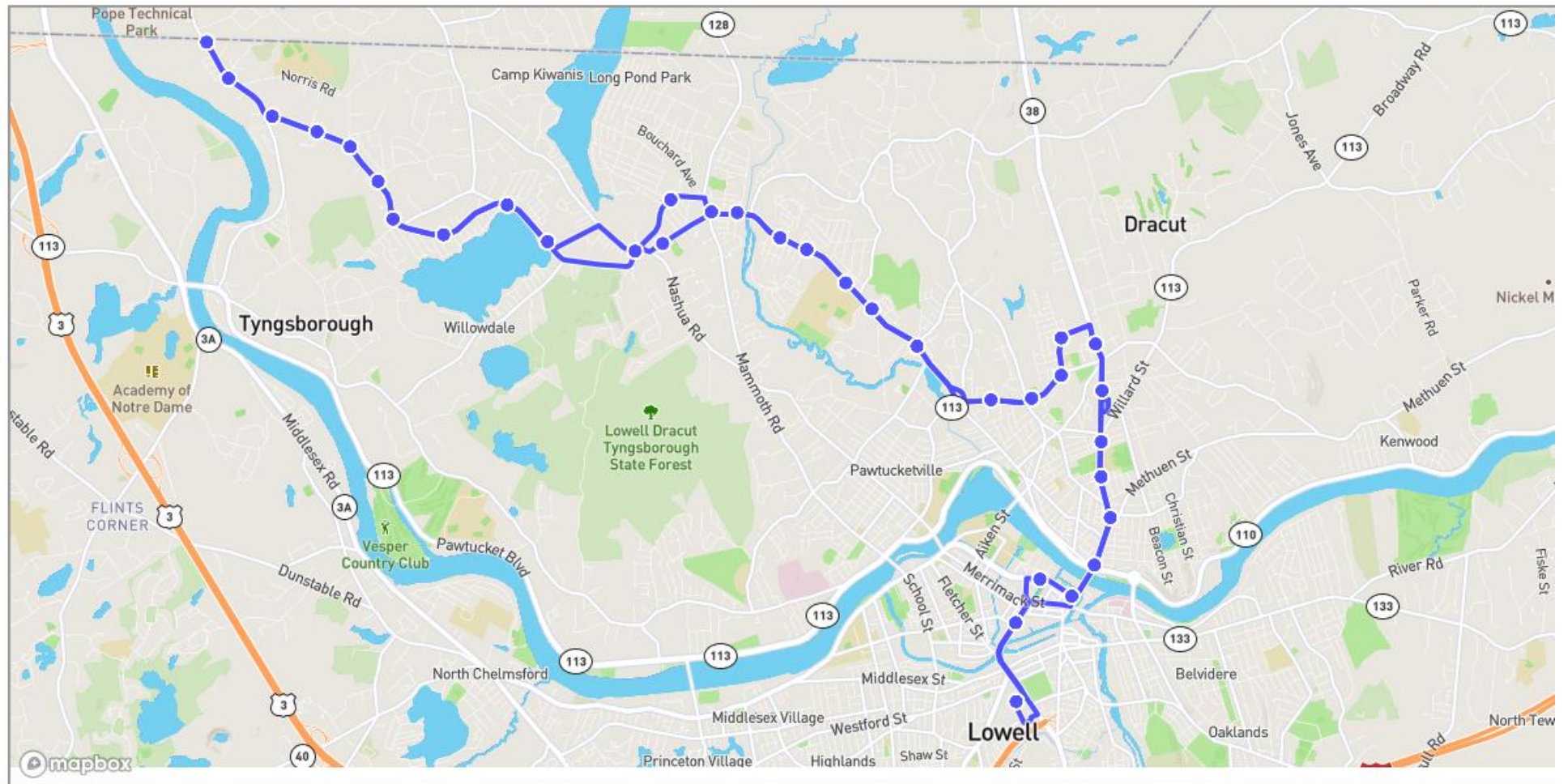
DEPARTING FROM:	SCOLA'S RESTAURANT DRACUT	WHITE DOVE	N. BILLERICA TRAIN STATION	VA CLINIC	WALMART DRUM HILL PLAZA	UMASS SOUTH PARKING LOT	GREATER LOWELL TECH.	HANNAFORD SUPERMARKET DRACUT	FOX HALL	AYOTTES MARKET	IRS FACILITY	WILMINGTON TRAIN STATION	LACASCIA'S BAKERY BURLINGTON	LAHEY CLINIC BURLINGTON	OLD IBM 550 KING STREET	WALMART DRUM HILL PLAZA	CHELMSFORD SENIOR CENTER	MERRIMACK & JOHN STREET	50 WARREN STREET LOWELL
INBOUND TO KENNEDY CENTER	AM 6:00 7:05 8:05 9:05 10:05 11:05	AM 6:50 7:05 S 7:20 7:50 8:20 8:50 9:20 9:50 10:20 10:50 11:20 11:50	AM 6:20 7:20 D 8:20 9:20 10:20 11:20	AM 6:30 6:55 7:05 S 7:15 S 7:35 8:00 8:30 9:00 10:00 11:00	AM 6:00 6:25 6:50 7:05 SBE 7:20 SBE 7:20 7:50 8:20 8:50 9:20 9:50 10:20 10:50 11:20 11:50	AM 6:20 7:20 8:20 9:20 10:20 11:20	AM 6:25 7:00 7:00 S 7:05 S 7:30 8:00 8:25 9:00 9:25 10:00 10:30 11:00 11:30	AM 6:40 7:05 7:40 8:40 9:40 10:40 11:40	AM 7:10 8:10 9:10 10:10 11:10	AM 7:20 8:20 9:25 10:35 11:20	AM 6:30 7:30	AM 7:00 8:00 9:00 10:00 11:00	AM 7:10 7:10 SE 8:10 9:00 10:00 11:00	AM 7:00 8:00 9:00 10:00 11:00	AM 7:30 9:00 10:30	AM 6:00 C 6:25 C 6:50 C 7:05 SE 7:50 9:15 10:45	AM 7:00 S 8:00 9:05 10:00 11:00	AM 6:00 SHUTTLE SERVICE EVERY 30 MINUTES	AM 7:50 SERVICE EVERY 20 MINUTES FROM 50 WARREN STREET (DOWNTOWN)
	PM 12:05 1:05 2:05 3:10 4:10 5:10 6:15 7:20	PM 12:20 12:50 1:20 1:50 2:20 2:50 3:20 4:20 4:50 5:20 5:50 6:20 6:50 7:20	PM 12:20 1:20 2:20 3:40 4:20 4:45 5:30 6:10 7:00	PM 12:00 1:00 2:00 3:00 3:35 3:55 4:20 5:30 6:15 6:50	PM 12:20 12:50 1:20 1:50 2:20 2:50 3:20 4:00 4:30 5:00 5:30 6:00 6:35 7:10 7:40	PM 12:20 1:20 2:20 3:20 4:20 5:20 6:20	PM 12:00 12:30 1:00 1:30 2:00 2:30 3:10 3:40 4:05 4:40 5:10 5:40 6:10 6:40 7:05 7:40	PM 12:40 1:40 2:50 3:50 4:40 5:05 5:45 6:15 6:50 7:30	PM 12:10 1:10 2:10 3:10 4:10 5:10 6:10 7:10	PM 12:25 1:25 2:25 3:25 4:25 5:20 6:30	PM 3:30 4:30	PM 12:00 1:00 2:00 3:00 4:00 5:10 6:10 7:10	PM 12:00 1:00 2:00 3:00 3:50 5:20 6:10 7:15	PM 12:00 1:00 2:00 3:00 4:00 5:00 6:00 7:00	PM 12:00 1:30 3:00 4:30 6:00 7:00	PM 12:15 1:45 3:15 4:05 T 4:45 5:35 6:15 7:40	PM 12:00 1:00 IW 2:00 3:00 I 4:05 I 4:35 5:05 6:10 7:15	PM LAST SHUTTLE DEPARTS FROM DOWNTOWN 7:00 PM	PM NO SERVICE

1 Starts at Andover St/Ends at River Rd
2 Starts at High St/Ends at Wentworth Ave
3 Starts at Stevens St/Ends at Technology Dr
4 Starts at Chelmsford St & Westford St/Ends at Stevens St
5 Starts at Woodward Ave/Ends at G Lowell Vokes
6 Starts at University Ave/Ends at McAvenue School
B Starts at Princeton Blvd & Baldwin St
C Starts/Terminates at the Radisson
(Does Not Service Meadow Brook Center)
D Drop Students at Washington Savings Bank
E Starts/Terminates at Lowell Line
I Service on Innovation Academy School Days Only
M Departs from Market Basket
P On School Days Leaves from Paige & Kirk
R No Service to Research Place
S Supplemental Service on School Days Only (Does Not Service Kennedy Center)
T Does not Service Target on Plain St
W Service Wednesday School Days Only

LRTA SATURDAY SCHEDULE

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	20
OUTBOUND LEAVING KENNEDY CENTER	B2	A1	B1	A2	C2	C1	PASSENGER BOARDING LOCATIONS AT KENNEDY CENTER						B4	B4	C2	A4	A1	SH	
	AM 8:00 9:00 10:00 11:00	AM 7:45 8:45 9:45 10:45 11:45	AM 8:00 9:00 10:00 11:00	AM 8:20 9:20 10:20 11:20	AM 7:45 R 8:45 R 9:45 R 10:45 R 11:45 R	AM 8:00 9:00 10:00 11:00	AM 7:45 8:45 9:45 10:45 11:45	AM 8:00 9:00 10:00 11:00	AM 7:45 8:45 9:45 10:45 11:45	AM 8:30 9:30 10:30 11:30	AM NO SERVICE	AM 7:00 8:00 9:00 10:00 11:00	AM 7:30 8:30 9:30 10:30 11:30	AM 7:00 8:00 9:00 10:00 11:00	AM 6:45 8:00 9:30 11:00	AM 8:00 9:00 10:00 11:00	AM 8:00 9:00 10:00 11:00	AM 7:15 SERVICE EVERY 30 MINS	AM NO SERVICE
	PM 12:00 1:00 2:00 3:00 4:00 5:00	PM 12:45 1:45 2:45 3:45 4:45 5:45	PM 12:00 1:00 2:00 3:00 4:00 5:00	PM 12:20 1:20 2:20 3:20 4:20 5:20	PM 12:45 R 1:45 R 2:45 R 3:45 R 4:45 R 5:55 R	PM 12:00 1:00 2:00 3:00 4:00 5:00	PM 12:45 1:45 2:45 3:45 4:45 5:50	PM 12:00 1:00 2:00 3:00 4:00 5:00	PM 12:45 1:45 2:45 3:45 4:45 5:45	PM 12:30 1:30 2:30 3:30 4:30 5:30	PM NO SERVICE	PM 12:00 1:00 2:00 3:00 4:00 5:00	PM 12:30 1:30 2:30 3:30 4:30 5:00	PM 12:00 2:00 3:30 5:00	PM 12:00 1:00 2:00 3:00 4:00 5:00	PM 12:00 1:00 2:00 3:00 4:00 5:00	PM 12:00 1:00 2:00 3:00 4:00 5:00	PM LAST SHUTTLE DEPARTS FROM KENNEDY CENTER 6:45 PM	PM NO SERVICE
DEPARTING FROM:	SCOLA'S RESTAURANT DRACUT	WHITE DOVE	N. BILLERICA TRAIN STATION	VA CLINIC	WALMART DRUM HILL PLAZA	UMASS SOUTH PARKING LOT	GREATER LOWELL TECH.	HANNAFORD SUPERMARKET DRACUT	FOX HALL	AYOTTES MARKET	IRS FACILITY	WILMINGTON TRAIN STATION	LACASCIA'S BAKERY BURLINGTON	LAHEY CLINIC BURLINGTON	OLD IBM 550 KING STREET	WALMART DRUM HILL PLAZA	CHELMSFORD SENIOR CENTER	MERRIMACK & JOHN ST	50 WARREN STREET LOWELL
INBOUND TO KENNEDY CENTER	AM 8:20 9:20 10:20 11:20	AM 8:20 9:20 10:20 11:20	AM 8:20 9:20 10:20 11:20	AM 8:40 9:40 10:40 11:40	AM 8:05 9:05 10:05 11:05	AM 8:15 9:15 10:15 11:15	AM 8:20 9:20 10:20 11:20	AM 8:25 9:25 10:25 11:25	AM 8:05 9:05 10:05 11:05	AM 9:15 10:15 11:15	AM NO SERVICE	AM 8:00 9:00 10:00 11:00	AM 8:10 9:10 10:10 11:10	AM 8:00 9:00 10:00 11:00	AM 7:30 8:45 10:15 11:45	AM 8:45 9:45 10:45 11:45	AM 8:40 9:40 10:40 11:40	AM SERVICE EVERY 30 MINS	AM NO SERVICE
	PM 12:20 1:20 2:20 3:20 4:20 5:20	PM 12:20 1:20 2:20 3:20 4:20 5:20 6:20	PM 12:20 1:20 2:20 3:20 4:20 5:20	PM 12:40 1:40 2:40 3:40 4:40 5:40	PM 12:05 1:05 2:05 3:05 4:05 5:05 6:15	PM 12:15 1:15 2:15 3:15 4:15 5:15	PM 12:20 1:20 2:20 3:20 4:20 5:20 6:25	PM 12:25 1:25 2:25 3:25 4:25 5:25	PM 12:05 1:05 2:05 3:05 4:05 5:05 6:05	PM 12:15 1:15 2:15 3:15 4:15 5:15 6:15	PM NO SERVICE	PM 12:00 1:00 2:00 3:00 4:00 6:00	PM 12:10 1:10 2:10 3:10 4:10 5:10	PM 12:00 1:00 2:00 3:00 4:00 5:00 6:00	PM 1:15 2:45 4:15 5:45	PM 12:45 1:45 2:45 3:45 4:45 5:45	PM 12:40 1:40 2:40 3:40 4:40 5:40	PM LAST SHUTTLE DEPARTS FROM DOWNTOWN 7:00 PM	PM NO SERVICE

Route Map



Route Information

10 Dracut/Tyngsboro

DAYS:

Weekday Saturday

DIRECTIONS:

Outbound Inbound

Scroll to see full schedule →

Kennedy Center	6:35am	7:35am	8:40am	9:40am	10:40am	11:40am	12:40pm	1:40pm	2:40pm	3:40pm	4:35pm	5:50pm
Market Basket at Sunrise Plaza	6:45am	7:45am	8:50am	9:50am	10:50am	11:50am	12:50pm	1:50pm	2:50pm	3:50pm	4:45pm	6:03pm
Hannaford	6:49am	7:49am	8:54am	9:54am	10:54am	11:54am	12:54pm	1:54pm	2:54pm	3:54pm	4:49pm	6:07pm
Dracut High School	6:54am	7:54am	8:59am	9:59am	10:59am	11:59am	12:59pm	1:59pm	2:59pm	3:59pm	4:54pm	6:12pm
Lakeview Ave & Mammoth Rd	6:56am	7:56am	9:01am	10:01am	11:01am	12:01pm	1:01pm	2:01pm	3:01pm	4:01pm	4:56pm	6:14pm
Lakeview Apartments Tyngsborough	7:01am	8:01am	9:06am	10:06am	11:06am	12:06pm	1:06pm	2:06pm	3:06pm	4:06pm	5:01pm	6:19pm
Four Corners	7:03am	8:03am	9:08am	10:08am	11:08am	12:08pm	1:08pm	2:08pm	3:08pm	4:08pm	5:03pm	6:21pm
Ayotte's Market Hudson, NH	7:07am	8:07am	9:12am	10:12am	11:12am	12:12pm	1:12pm	2:12pm	3:12pm	4:12pm	5:07pm	6:25pm

Route Information

10 Dracut/Tyngsboro

DAYS:

Weekday Saturday

DIRECTIONS:

Outbound Inbound

Scroll to see full schedule →

Ayotte's Market Hudson, NH	7:20am	8:20am	9:25am	10:35am	11:20am	12:25pm	1:25pm	2:25pm	3:25pm	4:25pm	5:20pm	6:30pm
Four Corners (Lakeview Ave & Coburn Rd)	7:23am	8:23am	9:28am	10:38am	11:23am	12:28pm	1:28pm	2:28pm	3:28pm	4:28pm	5:23pm	6:33pm
Lakeview Apartments Tyngsborough	7:26am	8:26am	9:31am	10:41am	11:26am	12:31pm	1:31pm	2:31pm	3:31pm	4:31pm	5:26pm	6:36pm
Lakeview Ave and Mammoth Road	7:29am	8:29am	9:34am	10:44am	11:29am	12:34pm	1:34pm	2:34pm	3:34pm	4:34pm	5:29pm	6:39pm
Dracut High School	7:32am	8:32am	9:37am	10:47am	11:32am	12:37pm	1:37pm	2:37pm	3:37pm	4:37pm	5:32pm	6:42pm
Hannaford	7:38am	8:38am	9:43am	10:53am	11:38am	12:43pm	1:43pm	2:43pm	3:43pm	4:43pm	5:38pm	6:48pm
Market Basket at Sunrise Plaza	7:42am	8:42am	9:47am	10:57am	11:42am	12:47pm	1:47pm	2:47pm	3:47pm	4:47pm	5:42pm	6:52pm
Kennedy Center	7:57am	8:57am	10:02am	11:12am	11:57am	1:02pm	2:02pm	3:02pm	4:02pm	5:02pm	5:57pm	7:07pm

Route Information

10 Dracut/Tyngsboro

DAYS:

Weekday **Saturday**

DIRECTIONS:

Outbound Inbound

Scroll to see full schedule →

Kennedy Center	8:30am	9:30am	10:30am	11:30am	12:30pm	1:30pm	2:30pm	3:30pm	4:30pm	5:30pm
Market Basket at Sunrise Plaza	8:41am	9:41am	10:41am	11:41am	12:41pm	1:41pm	2:41pm	3:41pm	4:41pm	5:41pm
Hannaford	8:46am	9:46am	10:46am	11:46am	12:46pm	1:46pm	2:46pm	3:46pm	4:46pm	5:46pm
Dracut High School	8:51am	9:51am	10:51am	11:51am	12:51pm	1:51pm	2:51pm	3:51pm	4:51pm	5:51pm
Lakeview Ave & Mammoth Rd	8:54am	9:54am	10:54am	11:54am	12:54pm	1:54pm	2:54pm	3:54pm	4:54pm	5:54pm
Lakeview Apartments Tyngsborough	8:59am	9:59am	10:59am	11:59am	12:59pm	1:59pm	2:59pm	3:59pm	4:59pm	5:59pm
Four Corners	9:03am	10:03am	11:03am	12:03pm	1:03pm	2:03pm	3:03pm	4:03pm	5:03pm	6:03pm
Ayotte's Market Hudson, NH	9:09am	10:09am	11:09am	12:09pm	1:09pm	2:09pm	3:09pm	4:09pm	5:09pm	6:09pm

Route Information

10 Dracut/Tyngsboro

DAYS:

Weekday **Saturday**

DIRECTIONS:

Outbound **Inbound**

Scroll to see full schedule →

Ayotte's Market Hudson, NH	9:15am	10:15am	11:15am	12:15pm	1:15pm	2:15pm	3:15pm	4:15pm	5:15pm	6:15pm
Four Corners (Lakeview Ave & Coburn Rd)	9:17am	10:17am	11:17am	12:17pm	1:17pm	2:17pm	3:17pm	4:17pm	5:17pm	6:17pm
Lakeview Apartments Tyngsborough	9:19am	10:19am	11:19am	12:19pm	1:19pm	2:19pm	3:19pm	4:19pm	5:19pm	6:19pm
Lakeview Ave and Mammoth Road	9:22am	10:22am	11:22am	12:22pm	1:22pm	2:22pm	3:22pm	4:22pm	5:22pm	6:22pm
Dracut High School	9:25am	10:25am	11:25am	12:25pm	1:25pm	2:25pm	3:25pm	4:25pm	5:25pm	6:25pm
Hannaford	9:31am	10:31am	11:31am	12:31pm	1:31pm	2:31pm	3:31pm	4:31pm	5:31pm	6:31pm
Market Basket at Sunrise Plaza	9:35am	10:35am	11:35am	12:35pm	1:35pm	2:35pm	3:35pm	4:35pm	5:35pm	6:35pm
Kennedy Center	9:50am	10:50am	11:50am	12:50pm	1:50pm	2:50pm	3:50pm	4:50pm	5:50pm	6:50pm

TRAFFIC IMPACT AND ACCESS STUDY

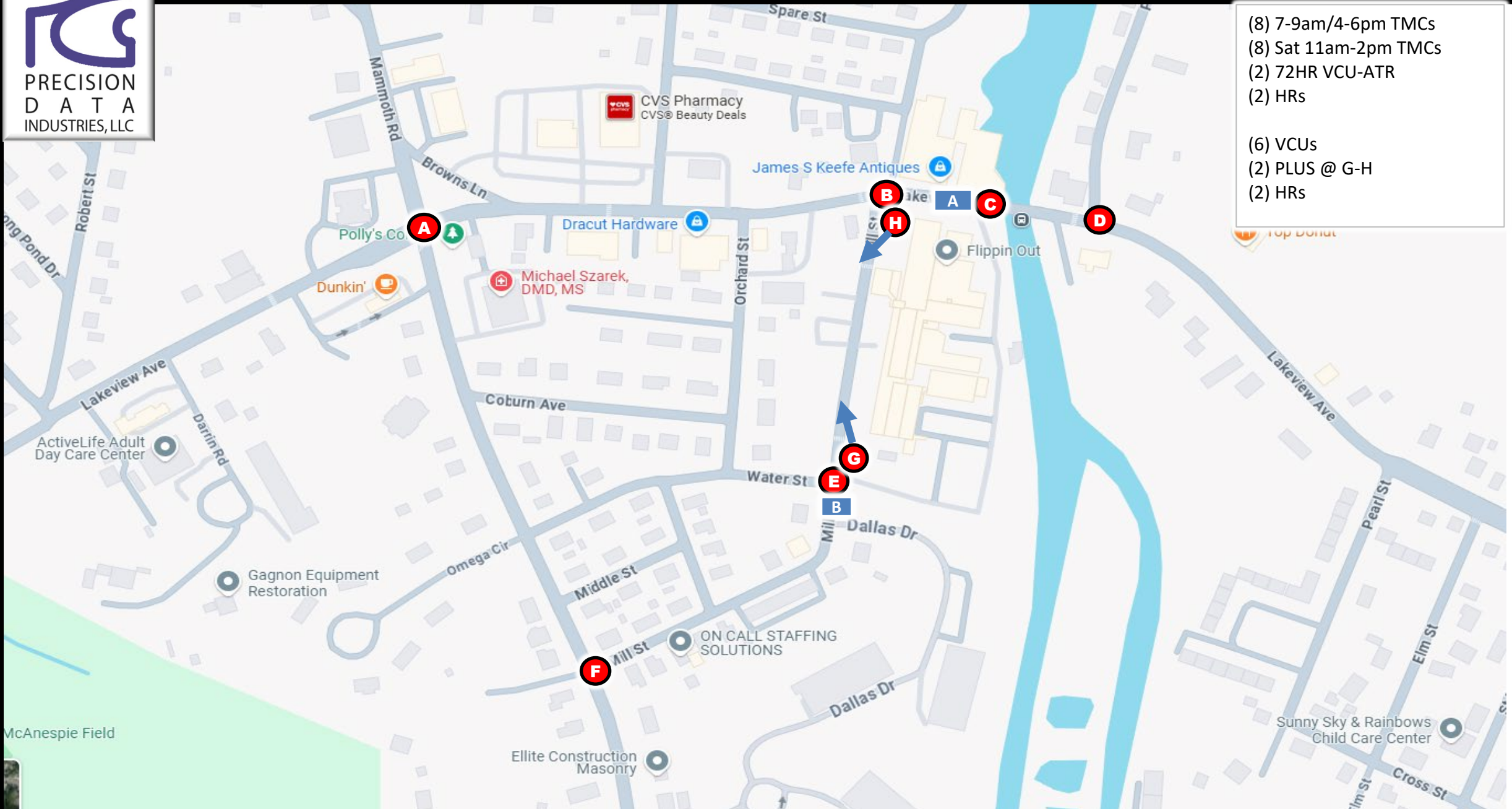
Beaver Brook Mill Redevelopment – Dracut, Massachusetts

TRAFFIC COUNT DATA



Location Map: 250514 Dracut, MA

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



Client:
GPI

Engineer:
S. Theriault

Site Code:
NEX-201147.00

Date:
Thur 3/27/25 - Sat 3/29/25

PDI Job #
250514

City, State:
Dracut, MA

Lakeview Avenue
west of Site Driveway
City, State: Dracut, MA
Client: GPI/S. Theriault
Site Code: NEX-201147.00



PDI File #: 250514 ATR A

Count Date: Thursday, March 27, 2025
Direction: EB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	10	0	0	0	10
12:15 AM	0	0	10	0	0	0	10
12:30 AM	0	0	13	0	0	0	13
12:45 AM	0	0	5	0	0	0	5
1:00 AM	0	0	3	0	0	0	3
1:15 AM	0	0	7	0	0	0	7
1:30 AM	0	0	4	0	0	0	4
1:45 AM	0	0	2	0	0	0	2
2:00 AM	0	0	5	0	0	0	5
2:15 AM	0	0	5	0	0	0	5
2:30 AM	0	0	4	0	1	0	5
2:45 AM	0	0	9	0	0	0	9
3:00 AM	0	0	4	0	0	0	4
3:15 AM	0	0	9	0	0	0	9
3:30 AM	0	0	5	0	0	0	5
3:45 AM	0	0	12	0	0	0	12
4:00 AM	0	0	12	0	0	0	12
4:15 AM	0	0	23	0	0	0	23
4:30 AM	0	0	23	0	0	0	23
4:45 AM	0	0	44	0	0	0	44
5:00 AM	0	0	36	0	0	0	36
5:15 AM	0	0	56	0	1	0	57
5:30 AM	0	0	67	0	1	0	68
5:45 AM	0	0	77	0	1	0	78
6:00 AM	0	0	93	0	2	0	95
6:15 AM	0	0	104	3	2	0	109
6:30 AM	0	0	119	2	1	0	122
6:45 AM	0	0	174	6	5	0	185
7:00 AM	1	0	144	0	1	0	146
7:15 AM	0	0	163	4	5	0	172
7:30 AM	0	0	147	4	1	0	152
7:45 AM	0	1	161	3	4	1	170
8:00 AM	0	0	201	7	3	0	211
8:15 AM	0	0	182	4	5	0	191
8:30 AM	0	0	128	1	1	0	130
8:45 AM	0	0	122	1	2	1	126
9:00 AM	0	0	108	0	5	0	113
9:15 AM	0	0	92	0	2	0	94
9:30 AM	0	0	121	3	0	0	124
9:45 AM	0	0	122	3	3	0	128
10:00 AM	1	0	110	5	0	0	116
10:15 AM	0	0	134	1	2	0	137
10:30 AM	0	0	130	0	2	0	132
10:45 AM	0	0	128	5	3	0	136
11:00 AM	0	0	157	2	0	0	159
11:15 AM	0	0	132	1	1	0	134
11:30 AM	0	0	128	0	2	0	130
11:45 AM	1	0	147	1	3	0	152

AM Total	3	1	3692	56	59	2	3813
Percentage	0.08%	0.03%	96.83%	1.47%	1.55%	0.05%	

AM Peak Volume	6:15 AM	7:00 AM	7:30 AM	7:15 AM	7:15 AM	7:00 AM	7:30 AM
	1	1	691	18	13	1	724

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	115	0	2	0	117
12:15 PM	0	0	151	0	3	0	154
12:30 PM	0	0	138	1	4	0	143
12:45 PM	0	1	127	0	1	0	129
1:00 PM	0	0	129	1	1	1	132
1:15 PM	0	0	120	3	3	0	126
1:30 PM	0	0	137	2	2	0	141
1:45 PM	0	0	143	0	1	0	144
2:00 PM	0	0	158	5	2	0	165
2:15 PM	0	0	181	6	0	0	187
2:30 PM	0	1	154	3	4	0	162
2:45 PM	0	0	174	1	3	1	179
3:00 PM	0	0	183	6	2	0	191
3:15 PM	0	2	184	3	3	0	192
3:30 PM	0	0	194	4	3	0	201
3:45 PM	0	0	209	1	2	1	213
4:00 PM	1	0	207	0	0	0	208
4:15 PM	1	0	221	1	2	0	225
4:30 PM	0	0	237	1	0	0	238
4:45 PM	0	1	214	0	1	0	216
5:00 PM	1	0	253	0	0	0	254
5:15 PM	0	1	222	0	1	0	224
5:30 PM	2	0	176	2	0	0	180
5:45 PM	0	0	187	0	1	0	188
6:00 PM	0	0	185	0	1	0	186
6:15 PM	0	0	173	0	1	0	174
6:30 PM	1	1	160	1	0	0	163
6:45 PM	0	0	123	0	1	0	124
7:00 PM	4	0	158	0	1	0	163
7:15 PM	0	0	100	0	0	0	100
7:30 PM	0	0	113	0	1	0	114
7:45 PM	1	0	104	0	1	0	106
8:00 PM	0	0	103	0	0	0	103
8:15 PM	0	0	75	0	0	0	75
8:30 PM	0	0	88	0	0	0	88
8:45 PM	0	0	76	0	0	0	76
9:00 PM	0	0	51	0	0	0	51
9:15 PM	0	0	57	0	0	0	57
9:30 PM	0	0	38	0	0	1	39
9:45 PM	0	0	56	0	0	0	56
10:00 PM	0	0	50	0	1	0	51
10:15 PM	0	0	35	0	0	0	35
10:30 PM	0	0	40	0	0	0	40
10:45 PM	0	0	23	0	0	0	23
11:00 PM	0	0	25	0	0	0	25
11:15 PM	0	0	25	0	0	0	25
11:30 PM	0	0	20	0	0	0	20
11:45 PM	0	0	13	0	0	0	13

PM Total	11	7	6105	41	48	4	6216
Percentage	0.18%	0.11%	98.21%	0.66%	0.77%	0.06%	

PM Peak Volume	6:15 PM	2:30 PM	4:30 PM	2:15 PM	2:30 PM	12:15 PM	4:15 PM
	5	3	926	16	12	1	933

Day Total	14	8	9797	97	107	6	10029
Percentage	0.14%	0.08%	97.69%	0.97%	1.07%	0.06%	

Lakeview Avenue
west of Site Driveway
City, State: Dracut, MA
Client: GPI/S. Theriault
Site Code: NEX-201147.00



PDI File #: 250514 ATR A

Count Date: Friday, March 28, 2025
Direction: EB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	14	0	0	0	14
12:15 AM	0	0	7	0	0	0	7
12:30 AM	0	0	16	0	0	0	16
12:45 AM	0	0	10	0	0	0	10
1:00 AM	0	0	5	0	0	0	5
1:15 AM	0	0	9	0	0	0	9
1:30 AM	0	0	4	0	0	0	4
1:45 AM	0	0	3	0	0	0	3
2:00 AM	0	0	5	0	0	0	5
2:15 AM	0	0	6	0	0	0	6
2:30 AM	0	0	5	0	1	0	6
2:45 AM	0	0	1	0	0	0	1
3:00 AM	0	0	3	0	0	0	3
3:15 AM	0	0	6	0	0	0	6
3:30 AM	0	0	7	0	0	0	7
3:45 AM	0	0	8	0	0	0	8
4:00 AM	0	0	18	0	1	0	19
4:15 AM	0	0	24	0	0	0	24
4:30 AM	0	0	21	0	0	0	21
4:45 AM	0	0	32	0	0	0	32
5:00 AM	0	0	36	0	0	0	36
5:15 AM	0	0	43	0	0	0	43
5:30 AM	0	0	70	0	1	0	71
5:45 AM	0	0	76	0	0	0	76
6:00 AM	0	0	85	0	1	0	86
6:15 AM	0	0	89	3	4	0	96
6:30 AM	0	0	131	2	2	0	135
6:45 AM	0	0	173	5	3	0	181
7:00 AM	0	0	164	1	0	1	166
7:15 AM	1	0	170	6	1	0	178
7:30 AM	0	0	146	6	2	0	154
7:45 AM	0	0	166	3	4	0	173
8:00 AM	0	0	181	6	2	0	189
8:15 AM	0	0	180	2	4	0	186
8:30 AM	0	0	143	1	3	1	148
8:45 AM	0	0	120	1	2	1	124
9:00 AM	0	0	112	1	3	1	117
9:15 AM	0	0	120	0	2	1	123
9:30 AM	0	0	124	2	0	0	126
9:45 AM	0	0	127	1	1	1	130
10:00 AM	0	0	108	1	3	0	112
10:15 AM	0	0	119	0	1	0	120
10:30 AM	0	0	127	1	7	2	137
10:45 AM	0	0	131	2	5	0	138
11:00 AM	0	0	141	1	4	1	147
11:15 AM	0	0	158	0	1	0	159
11:30 AM	0	0	154	1	5	0	160
11:45 AM	0	0	158	1	1	0	160

AM Total	1	0	3756	47	64	9	3877
Percentage	0.03%	0.00%	96.88%	1.21%	1.65%	0.23%	

AM Peak	6:30 AM	12:00 AM	7:30 AM	7:15 AM	10:15 AM	8:30 AM	7:30 AM
Volume	1	0	673	21	17	4	702

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	176	0	2	2	180
12:15 PM	1	1	159	0	6	0	167
12:30 PM	0	0	159	1	3	0	163
12:45 PM	0	0	163	0	4	1	168
1:00 PM	0	0	154	1	4	0	159
1:15 PM	0	0	150	0	2	0	152
1:30 PM	0	1	143	5	2	0	151
1:45 PM	0	0	158	0	3	2	163
2:00 PM	1	1	164	3	1	0	170
2:15 PM	0	0	196	7	2	0	205
2:30 PM	1	0	194	3	1	2	201
2:45 PM	0	0	189	0	1	0	190
3:00 PM	1	1	185	5	1	0	193
3:15 PM	1	1	188	3	3	0	196
3:30 PM	0	1	219	1	0	0	221
3:45 PM	0	1	185	2	2	1	191
4:00 PM	0	3	196	1	5	1	206
4:15 PM	0	1	227	3	1	1	233
4:30 PM	0	1	236	1	1	0	239
4:45 PM	0	1	223	0	1	0	225
5:00 PM	0	1	209	0	2	0	212
5:15 PM	0	1	189	1	0	0	191
5:30 PM	0	0	199	2	1	0	202
5:45 PM	0	1	177	0	1	0	179
6:00 PM	1	1	165	0	1	0	168
6:15 PM	0	0	179	0	0	0	179
6:30 PM	4	2	163	1	1	0	171
6:45 PM	6	1	147	0	1	0	155
7:00 PM	0	1	137	0	1	0	139
7:15 PM	0	0	128	0	1	0	129
7:30 PM	0	0	128	0	1	0	129
7:45 PM	0	0	96	0	0	0	96
8:00 PM	0	0	107	0	0	0	107
8:15 PM	0	0	93	0	2	0	95
8:30 PM	0	0	82	0	0	0	82
8:45 PM	0	0	69	0	0	0	69
9:00 PM	0	0	75	0	1	0	76
9:15 PM	0	0	72	0	0	0	72
9:30 PM	0	0	82	0	0	0	82
9:45 PM	0	0	57	0	0	0	57
10:00 PM	0	0	65	0	0	0	65
10:15 PM	0	0	66	0	0	0	66
10:30 PM	0	0	48	0	0	0	48
10:45 PM	0	0	42	0	0	0	42
11:00 PM	0	0	38	0	0	0	38
11:15 PM	0	0	23	0	1	0	24
11:30 PM	0	0	26	0	0	0	26
11:45 PM	0	0	32	0	0	0	32

PM Total	16	21	6558	40	59	10	6704
Percentage	0.24%	0.31%	97.82%	0.60%	0.88%	0.15%	

PM Peak	6:00 PM	3:15 PM	4:15 PM	1:30 PM	12:15 PM	1:45 PM	4:15 PM
Volume	11	6	895	15	17	4	909

Day Total	17	21	10314	87	123	19	10581
Percentage	0.16%	0.20%	97.48%	0.82%	1.16%	0.18%	

Lakeview Avenue
west of Site Driveway
City, State: Dracut, MA
Client: GPI/S. Theriault
Site Code: NEX-201147.00



PDI File #: 250514 ATR A

Count Date: Saturday, March 29, 2025
Direction: EB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	30	0	0	0	30
12:15 AM	0	0	18	0	0	0	18
12:30 AM	0	0	33	0	0	0	33
12:45 AM	0	0	16	0	0	0	16
1:00 AM	0	0	8	0	0	0	8
1:15 AM	0	0	11	0	0	0	11
1:30 AM	0	0	5	0	0	0	5
1:45 AM	0	0	14	0	0	0	14
2:00 AM	0	0	9	0	0	0	9
2:15 AM	0	0	7	0	0	0	7
2:30 AM	0	0	5	0	0	0	5
2:45 AM	0	0	6	0	1	0	7
3:00 AM	0	0	5	0	0	0	5
3:15 AM	0	0	8	0	0	0	8
3:30 AM	0	0	3	0	0	0	3
3:45 AM	0	0	9	0	0	0	9
4:00 AM	0	0	6	0	0	0	6
4:15 AM	0	0	7	0	0	0	7
4:30 AM	0	0	5	0	0	0	5
4:45 AM	0	0	7	0	0	0	7
5:00 AM	0	0	9	0	0	0	9
5:15 AM	0	0	16	0	0	0	16
5:30 AM	0	0	17	0	0	0	17
5:45 AM	0	0	21	0	0	0	21
6:00 AM	0	0	24	0	0	0	24
6:15 AM	0	0	30	0	2	0	32
6:30 AM	0	0	39	0	0	0	39
6:45 AM	0	0	45	0	0	1	46
7:00 AM	0	0	55	0	1	0	56
7:15 AM	1	0	62	0	0	0	63
7:30 AM	0	0	69	0	1	0	70
7:45 AM	0	1	84	0	0	0	85
8:00 AM	0	0	76	0	1	1	78
8:15 AM	0	0	91	0	1	0	92
8:30 AM	0	0	102	0	3	0	105
8:45 AM	0	0	137	0	0	0	137
9:00 AM	0	0	112	0	1	0	113
9:15 AM	0	0	132	1	0	0	133
9:30 AM	0	0	130	0	2	0	132
9:45 AM	0	0	164	0	0	0	164
10:00 AM	0	0	152	0	1	0	153
10:15 AM	0	0	160	1	1	0	162
10:30 AM	0	0	187	0	0	0	187
10:45 AM	0	0	171	0	0	0	171
11:00 AM	1	0	166	0	3	0	170
11:15 AM	0	0	178	2	2	0	182
11:30 AM	0	0	163	0	2	0	165
11:45 AM	0	0	167	0	3	0	170

AM Total	2	1	2971	4	25	2	3005
Percentage	0.07%	0.03%	98.87%	0.13%	0.83%	0.07%	

AM Peak	6:30 AM	7:00 AM	10:30 AM	10:30 AM	11:00 AM	6:00 AM	10:30 AM
Volume	1	1	702	2	10	1	710

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	176	0	0	0	176
12:15 PM	0	0	160	1	1	0	162
12:30 PM	0	0	168	0	0	0	168
12:45 PM	0	0	156	0	1	0	157
1:00 PM	0	0	161	0	2	0	163
1:15 PM	0	0	161	1	2	0	164
1:30 PM	0	0	150	0	2	0	152
1:45 PM	0	0	177	0	2	0	179
2:00 PM	0	0	156	1	2	0	159
2:15 PM	0	0	143	1	0	0	144
2:30 PM	0	0	151	0	1	0	152
2:45 PM	0	0	159	0	0	0	159
3:00 PM	0	0	166	0	1	0	167
3:15 PM	0	0	166	1	0	0	167
3:30 PM	0	0	162	0	1	0	163
3:45 PM	0	0	140	0	1	0	141
4:00 PM	0	0	153	0	0	0	153
4:15 PM	0	0	134	1	0	0	135
4:30 PM	0	0	141	0	0	0	141
4:45 PM	0	0	154	0	0	0	154
5:00 PM	0	0	152	0	1	0	153
5:15 PM	0	0	160	1	0	0	161
5:30 PM	0	0	125	0	2	0	127
5:45 PM	0	0	164	0	0	0	164
6:00 PM	0	0	125	0	2	0	127
6:15 PM	0	0	125	1	1	0	127
6:30 PM	0	0	110	1	0	0	111
6:45 PM	0	0	111	1	0	0	112
7:00 PM	0	0	134	0	1	0	135
7:15 PM	0	0	97	0	0	0	97
7:30 PM	0	0	102	0	1	0	103
7:45 PM	0	0	110	0	0	0	110
8:00 PM	0	0	100	0	0	0	100
8:15 PM	0	0	68	0	0	0	68
8:30 PM	0	0	64	0	0	0	64
8:45 PM	0	0	70	0	0	0	70
9:00 PM	0	0	84	0	2	0	86
9:15 PM	0	0	83	0	0	0	83
9:30 PM	0	0	64	0	0	0	64
9:45 PM	0	0	55	0	0	0	55
10:00 PM	0	0	44	0	0	0	44
10:15 PM	0	0	45	0	0	0	45
10:30 PM	0	0	57	0	0	0	57
10:45 PM	0	0	49	0	0	0	49
11:00 PM	0	0	45	0	0	0	45
11:15 PM	0	0	34	0	0	0	34
11:30 PM	0	0	33	0	0	0	33
11:45 PM	0	0	30	0	0	0	30

PM Total	0	0	5574	10	26	0	5610
Percentage	0.00%	0.00%	99.36%	0.18%	0.46%	0.00%	

PM Peak	12:00 PM	12:00 PM	12:00 PM	6:00 PM	1:00 PM	12:00 PM	12:00 PM
Volume	0	0	660	3	8	0	663

Day Total	2	1	8545	14	51	2	8615
Percentage	0.02%	0.01%	99.19%	0.16%	0.59%	0.02%	

Lakeview Avenue
west of Site Driveway
City, State: Dracut, MA
Client: GPI/S. Theriault
Site Code: NEX-201147.00



PDI File #: 250514 ATR A

Count Date: Thursday, March 27, 2025
Direction: WB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	6	0	0	0	6
12:15 AM	0	0	7	0	0	0	7
12:30 AM	0	0	8	0	0	0	8
12:45 AM	0	0	11	0	0	0	11
1:00 AM	0	0	9	0	0	0	9
1:15 AM	0	0	4	0	0	0	4
1:30 AM	0	0	8	0	0	0	8
1:45 AM	0	0	5	0	0	0	5
2:00 AM	0	0	4	0	0	0	4
2:15 AM	0	0	9	0	1	0	10
2:30 AM	0	0	4	0	0	0	4
2:45 AM	0	0	3	0	0	0	3
3:00 AM	0	0	4	0	0	0	4
3:15 AM	0	0	6	0	1	0	7
3:30 AM	0	0	8	0	0	0	8
3:45 AM	0	0	11	0	0	0	11
4:00 AM	0	0	4	0	0	0	4
4:15 AM	0	0	9	0	0	0	9
4:30 AM	0	0	13	0	0	0	13
4:45 AM	0	0	13	0	0	0	13
5:00 AM	0	0	12	0	0	0	12
5:15 AM	0	0	39	0	0	0	39
5:30 AM	0	0	42	0	1	1	44
5:45 AM	0	0	38	0	1	1	40
6:00 AM	0	0	56	1	1	0	58
6:15 AM	0	0	65	1	4	0	70
6:30 AM	0	0	95	7	0	0	102
6:45 AM	0	0	91	3	1	1	96
7:00 AM	0	0	144	6	2	0	152
7:15 AM	0	0	175	1	1	0	177
7:30 AM	0	0	146	3	3	0	152
7:45 AM	0	0	140	1	2	0	143
8:00 AM	0	0	117	2	2	0	121
8:15 AM	0	0	132	3	6	0	141
8:30 AM	0	0	161	5	4	0	170
8:45 AM	0	0	109	2	7	1	119
9:00 AM	0	0	136	1	3	1	141
9:15 AM	0	0	100	1	1	0	102
9:30 AM	0	0	123	1	2	0	126
9:45 AM	0	0	125	1	2	0	128
10:00 AM	0	0	118	1	1	1	121
10:15 AM	0	0	112	0	4	0	116
10:30 AM	0	0	151	7	1	1	160
10:45 AM	0	0	132	2	3	0	137
11:00 AM	0	0	142	2	5	0	149
11:15 AM	0	0	135	2	1	0	138
11:30 AM	0	0	116	0	4	0	120
11:45 AM	0	0	151	0	1	0	152

AM Total	0	0	3249	53	65	7	3374
Percentage	0.00%	0.00%	96.30%	1.57%	1.93%	0.21%	

AM Peak Volume	12:00 AM	12:00 AM	7:00 AM	6:15 AM	8:15 AM	5:00 AM	7:00 AM
	0	0	605	17	20	2	624

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	135	1	1	0	137
12:15 PM	0	0	123	0	1	0	124
12:30 PM	0	0	140	2	2	0	144
12:45 PM	0	0	145	0	1	0	146
1:00 PM	0	0	155	1	0	1	157
1:15 PM	1	0	149	3	3	2	158
1:30 PM	0	0	133	4	2	0	139
1:45 PM	0	0	169	5	0	0	174
2:00 PM	0	0	176	1	3	0	180
2:15 PM	0	0	141	0	3	0	144
2:30 PM	0	0	173	1	0	0	174
2:45 PM	0	0	210	8	1	0	219
3:00 PM	1	0	236	2	3	0	242
3:15 PM	0	0	196	2	5	0	203
3:30 PM	0	0	216	5	0	0	221
3:45 PM	0	0	182	1	3	1	187
4:00 PM	0	1	222	1	0	0	224
4:15 PM	0	0	215	1	0	0	216
4:30 PM	0	0	235	0	1	0	236
4:45 PM	0	1	220	0	3	0	224
5:00 PM	0	0	205	1	2	0	208
5:15 PM	0	0	192	0	1	0	193
5:30 PM	0	0	224	0	0	0	224
5:45 PM	0	0	195	0	1	0	196
6:00 PM	3	0	165	0	0	0	168
6:15 PM	0	0	190	1	0	0	191
6:30 PM	0	0	141	0	0	0	141
6:45 PM	0	0	134	0	0	0	134
7:00 PM	0	0	175	0	0	0	175
7:15 PM	0	0	133	0	0	0	133
7:30 PM	0	0	113	0	1	0	114
7:45 PM	0	0	103	0	2	0	105
8:00 PM	0	0	113	0	0	0	113
8:15 PM	0	1	98	0	0	0	99
8:30 PM	0	0	76	0	0	0	76
8:45 PM	0	0	81	0	0	0	81
9:00 PM	0	0	45	0	0	0	45
9:15 PM	0	0	47	0	0	0	47
9:30 PM	0	0	55	0	0	0	55
9:45 PM	0	0	43	0	0	0	43
10:00 PM	0	0	41	0	1	0	42
10:15 PM	0	0	41	0	0	0	41
10:30 PM	0	0	31	0	0	0	31
10:45 PM	0	0	37	0	0	0	37
11:00 PM	0	0	41	0	0	0	41
11:15 PM	0	0	29	0	0	0	29
11:30 PM	0	0	23	0	0	0	23
11:45 PM	0	0	23	0	0	0	23

PM Total	5	3	6365	40	40	4	6457
Percentage	0.08%	0.05%	98.58%	0.62%	0.62%	0.06%	

PM Peak Volume	5:15 PM	4:00 PM	4:00 PM	2:45 PM	3:00 PM	12:30 PM	4:00 PM
	3	2	892	17	11	3	900

Day Total	5	3	9614	93	105	11	9831
Percentage	0.05%	0.03%	97.79%	0.95%	1.07%	0.11%	

Lakeview Avenue
west of Site Driveway
City, State: Dracut, MA
Client: GPI/S. Theriault
Site Code: NEX-201147.00



PDI File #: 250514 ATR A

Count Date: Friday, March 28, 2025
Direction: WB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	10	0	0	0	10
12:15 AM	0	0	7	0	1	0	8
12:30 AM	0	0	5	0	0	0	5
12:45 AM	0	0	14	0	0	0	14
1:00 AM	0	0	12	0	0	0	12
1:15 AM	0	0	5	0	0	0	5
1:30 AM	0	0	9	0	1	0	10
1:45 AM	0	0	9	0	0	0	9
2:00 AM	0	0	5	0	0	0	5
2:15 AM	0	0	6	0	1	0	7
2:30 AM	0	0	7	0	0	0	7
2:45 AM	0	0	3	0	0	0	3
3:00 AM	0	0	1	0	0	0	1
3:15 AM	0	0	3	0	0	0	3
3:30 AM	0	0	7	0	1	0	8
3:45 AM	0	0	9	0	0	0	9
4:00 AM	0	0	6	0	0	0	6
4:15 AM	0	0	5	0	0	0	5
4:30 AM	0	0	17	0	0	0	17
4:45 AM	0	0	8	0	1	0	9
5:00 AM	0	0	23	0	0	0	23
5:15 AM	0	0	32	0	0	0	32
5:30 AM	0	0	34	0	1	0	35
5:45 AM	0	0	43	0	1	2	46
6:00 AM	0	0	53	1	0	0	54
6:15 AM	0	0	63	3	1	1	68
6:30 AM	0	0	68	5	0	0	73
6:45 AM	0	0	95	2	0	1	98
7:00 AM	0	0	137	6	0	0	143
7:15 AM	0	0	156	0	0	5	161
7:30 AM	0	1	168	5	2	3	179
7:45 AM	0	0	137	1	0	2	140
8:00 AM	0	0	116	2	0	3	121
8:15 AM	0	0	141	1	4	0	146
8:30 AM	0	0	184	4	4	0	192
8:45 AM	0	1	133	1	3	1	139
9:00 AM	0	0	114	1	3	1	119
9:15 AM	0	0	141	1	2	2	146
9:30 AM	0	0	127	2	4	0	133
9:45 AM	0	0	136	0	2	0	138
10:00 AM	0	0	133	1	1	0	135
10:15 AM	0	0	138	0	6	0	144
10:30 AM	0	0	133	0	4	0	137
10:45 AM	0	0	132	0	7	0	139
11:00 AM	0	0	121	4	4	0	129
11:15 AM	0	0	146	0	4	0	150
11:30 AM	0	0	150	0	4	0	154
11:45 AM	0	0	143	0	2	1	146

AM Total	0	2	3345	40	64	22	3473
Percentage	0.00%	0.06%	96.31%	1.15%	1.84%	0.63%	

AM Peak	12:00 AM	6:45 AM	7:00 AM	6:15 AM	10:15 AM	7:15 AM	7:00 AM
Volume	0	1	598	16	21	13	623

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	169	0	4	1	174
12:15 PM	0	0	183	1	5	0	189
12:30 PM	0	1	171	0	4	1	177
12:45 PM	0	0	164	0	4	0	168
1:00 PM	0	0	156	1	6	0	163
1:15 PM	0	1	157	3	1	0	162
1:30 PM	0	0	149	3	2	0	154
1:45 PM	0	1	171	5	1	0	178
2:00 PM	0	1	212	4	3	0	220
2:15 PM	0	0	186	0	0	0	186
2:30 PM	0	0	177	1	0	0	178
2:45 PM	0	2	220	8	3	0	233
3:00 PM	0	1	216	2	2	0	221
3:15 PM	0	1	215	1	2	0	219
3:30 PM	2	1	224	2	2	0	231
3:45 PM	0	0	221	2	1	2	226
4:00 PM	1	1	223	2	2	0	229
4:15 PM	0	2	233	1	2	2	240
4:30 PM	0	0	223	0	2	0	225
4:45 PM	0	2	264	0	0	0	266
5:00 PM	0	0	209	1	1	0	211
5:15 PM	0	2	225	0	0	0	227
5:30 PM	3	2	223	0	1	0	229
5:45 PM	0	1	205	0	0	0	206
6:00 PM	0	0	177	0	1	0	178
6:15 PM	0	1	186	1	0	0	188
6:30 PM	0	0	162	1	1	0	164
6:45 PM	0	2	145	0	0	0	147
7:00 PM	0	0	140	0	0	0	140
7:15 PM	0	0	123	0	0	0	123
7:30 PM	1	0	110	0	1	0	112
7:45 PM	0	1	132	0	0	0	133
8:00 PM	0	0	107	0	0	0	107
8:15 PM	0	0	91	0	0	0	91
8:30 PM	0	0	88	0	1	0	89
8:45 PM	0	0	93	0	0	0	93
9:00 PM	0	0	68	0	1	0	69
9:15 PM	0	0	93	0	0	0	93
9:30 PM	0	0	48	0	0	0	48
9:45 PM	0	0	54	0	0	0	54
10:00 PM	0	0	51	0	0	0	51
10:15 PM	0	0	43	0	0	0	43
10:30 PM	0	0	44	0	0	0	44
10:45 PM	0	0	32	0	0	0	32
11:00 PM	0	0	42	0	0	0	42
11:15 PM	0	0	38	0	0	0	38
11:30 PM	0	0	35	0	0	0	35
11:45 PM	0	0	24	0	0	0	24

PM Total	7	23	6922	39	53	6	7050
Percentage	0.10%	0.33%	98.18%	0.55%	0.75%	0.09%	

PM Peak	3:15 PM	4:45 PM	4:00 PM	1:15 PM	12:15 PM	3:30 PM	4:00 PM
Volume	3	6	943	15	19	4	960

Day Total	7	25	10267	79	117	28	10523
Percentage	0.07%	0.24%	97.57%	0.75%	1.11%	0.27%	

Lakeview Avenue
west of Site Driveway
City, State: Dracut, MA
Client: GPI/S. Theriault
Site Code: NEX-201147.00



PDI File #: 250514 ATR A

Count Date: Saturday, March 29, 2025
Direction: WB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	25	0	0	0	25
12:15 AM	0	0	14	0	0	0	14
12:30 AM	0	1	16	0	0	0	17
12:45 AM	0	0	18	0	0	0	18
1:00 AM	0	0	11	0	0	0	11
1:15 AM	0	0	20	0	0	0	20
1:30 AM	0	0	13	0	0	0	13
1:45 AM	0	0	14	0	0	0	14
2:00 AM	0	0	13	0	0	0	13
2:15 AM	0	0	7	0	0	0	7
2:30 AM	0	0	7	0	0	0	7
2:45 AM	0	0	2	0	1	0	3
3:00 AM	0	0	12	0	0	0	12
3:15 AM	0	0	6	0	1	0	7
3:30 AM	0	0	4	0	0	0	4
3:45 AM	0	0	3	0	0	0	3
4:00 AM	0	0	2	0	0	0	2
4:15 AM	0	0	5	0	0	0	5
4:30 AM	0	0	4	0	0	0	4
4:45 AM	0	0	6	0	0	0	6
5:00 AM	0	0	14	0	0	0	14
5:15 AM	0	0	17	0	0	0	17
5:30 AM	0	0	20	0	0	0	20
5:45 AM	0	0	17	0	0	1	18
6:00 AM	0	0	19	0	0	0	19
6:15 AM	0	0	23	0	0	0	23
6:30 AM	0	0	27	0	0	0	27
6:45 AM	0	0	42	0	0	0	42
7:00 AM	0	0	32	0	0	0	32
7:15 AM	0	0	58	0	2	2	62
7:30 AM	0	0	83	0	1	1	85
7:45 AM	0	0	78	0	0	0	78
8:00 AM	0	0	99	0	1	0	100
8:15 AM	0	0	94	0	0	0	94
8:30 AM	0	0	97	0	2	0	99
8:45 AM	0	0	109	1	1	0	111
9:00 AM	0	0	114	0	0	0	114
9:15 AM	0	0	163	0	0	0	163
9:30 AM	0	0	138	0	0	0	138
9:45 AM	0	0	129	1	0	0	130
10:00 AM	0	0	161	0	1	0	162
10:15 AM	0	0	171	0	0	0	171
10:30 AM	0	0	201	0	1	0	202
10:45 AM	0	1	183	1	6	0	191
11:00 AM	0	0	182	1	2	0	185
11:15 AM	0	0	188	0	1	0	189
11:30 AM	0	0	182	0	3	0	185
11:45 AM	0	0	190	1	3	0	194

AM Total	0	2	3033	5	26	4	3070
Percentage	0.00%	0.07%	98.79%	0.16%	0.85%	0.13%	

AM Peak	12:00 AM	12:00 AM	10:30 AM	10:15 AM	10:45 AM	6:45 AM	10:30 AM
Volume	0	1	754	2	12	3	767

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	187	0	0	0	187
12:15 PM	0	0	177	0	0	0	177
12:30 PM	0	0	168	0	2	0	170
12:45 PM	0	0	177	1	0	0	178
1:00 PM	0	0	174	0	0	0	174
1:15 PM	0	0	177	0	0	0	177
1:30 PM	0	0	157	0	1	0	158
1:45 PM	0	0	137	1	0	0	138
2:00 PM	0	0	163	0	0	0	163
2:15 PM	0	0	154	0	0	0	154
2:30 PM	0	0	177	0	1	0	178
2:45 PM	0	0	166	0	0	0	166
3:00 PM	0	0	156	1	1	0	158
3:15 PM	1	0	142	0	2	0	145
3:30 PM	0	0	140	0	0	0	140
3:45 PM	0	0	153	1	0	0	154
4:00 PM	1	0	124	0	0	0	125
4:15 PM	0	0	131	0	1	0	132
4:30 PM	0	1	137	0	0	0	138
4:45 PM	0	0	131	1	0	0	132
5:00 PM	0	0	156	0	1	0	157
5:15 PM	0	0	124	0	1	0	125
5:30 PM	0	0	140	0	1	0	141
5:45 PM	0	0	133	1	1	0	135
6:00 PM	0	0	109	0	0	0	109
6:15 PM	0	0	114	0	1	0	115
6:30 PM	0	0	103	1	0	0	104
6:45 PM	0	0	107	0	0	0	107
7:00 PM	0	0	112	0	0	0	112
7:15 PM	0	0	103	0	0	0	103
7:30 PM	0	0	105	0	0	0	105
7:45 PM	0	0	86	0	0	0	86
8:00 PM	0	0	96	0	0	0	96
8:15 PM	0	0	67	0	0	0	67
8:30 PM	0	0	79	0	0	0	79
8:45 PM	0	0	58	0	0	0	58
9:00 PM	0	0	69	0	0	0	69
9:15 PM	0	0	60	0	0	0	60
9:30 PM	0	0	71	0	0	0	71
9:45 PM	0	0	67	0	0	0	67
10:00 PM	0	0	44	0	0	0	44
10:15 PM	0	0	49	0	0	0	49
10:30 PM	0	0	54	0	0	0	54
10:45 PM	0	0	52	0	0	0	52
11:00 PM	0	0	34	0	0	0	34
11:15 PM	0	0	38	0	0	0	38
11:30 PM	0	0	43	0	0	0	43
11:45 PM	0	0	14	0	0	0	14

PM Total	2	1	5415	7	13	0	5438
Percentage	0.04%	0.02%	99.58%	0.13%	0.24%	0.00%	

PM Peak	3:15 PM	3:45 PM	12:00 PM	3:00 PM	2:30 PM	12:00 PM	12:00 PM
Volume	2	1	709	2	4	0	712

Day Total	2	3	8448	12	39	4	8508
Percentage	0.02%	0.04%	99.29%	0.14%	0.46%	0.05%	



PRECISION
DATA
INDUSTRIES, LLC

157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Weekly Report

[illegible]

Lakeview Avenue
west of Site Driveway
City, State: Dracut, MA
Client: GPI/S. Theriault
Site Code: NEX-2021147.00



PDI File #: 250512 ATR A (speed)

Count Date
Thursday, March 27, 2025

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	1	0	2	4	17	7	1	0	0	0	0	0	0	32	36.4	31.5
1:00 AM	0	0	5	5	5	8	1	0	0	0	0	0	0	24	38.1	31.5
2:00 AM	0	0	2	6	5	9	0	0	0	0	0	0	0	22	36.0	31.8
3:00 AM	1	1	1	4	5	12	4	0	0	0	0	0	0	28	38.0	32.6
4:00 AM	2	1	4	9	12	11	2	1	0	0	0	0	0	42	37.0	30.7
5:00 AM	2	3	13	34	43	26	2	0	0	0	0	0	0	123	35.0	30.0
6:00 AM	4	3	22	62	93	59	8	0	1	0	0	0	0	252	36.0	30.9
7:00 AM	1	7	32	157	198	47	3	0	0	0	0	0	0	445	34.0	29.8
8:00 AM	2	5	26	127	181	58	3	0	0	0	0	0	0	402	34.9	30.2
9:00 AM	1	4	32	119	175	48	2	0	0	0	0	0	0	381	34.0	30.2
10:00 AM	4	3	35	97	188	58	3	0	0	0	0	0	0	388	35.0	30.2
11:00 AM	5	6	30	104	171	36	0	0	0	0	0	0	0	352	33.0	29.7
12:00 PM	2	1	30	95	159	41	4	0	0	0	0	0	0	332	34.0	30.1
1:00 PM	1	3	59	130	199	42	1	0	0	0	0	0	0	435	34.0	29.5
2:00 PM	9	4	39	140	181	29	4	0	0	0	0	0	0	406	33.0	29.2
3:00 PM	4	6	46	160	163	44	6	0	0	0	0	0	0	429	34.0	29.2
4:00 PM	3	5	47	138	186	29	0	0	0	0	0	0	0	408	33.0	29.1
5:00 PM	5	4	41	158	172	46	0	0	0	0	0	0	0	426	34.0	29.2
6:00 PM	3	8	41	130	174	51	1	0	0	0	0	0	0	408	34.0	29.5
7:00 PM	4	0	19	100	210	43	0	0	0	0	0	0	0	376	34.0	30.4
8:00 PM	4	3	29	66	137	62	2	1	0	0	0	0	0	304	35.0	30.5
9:00 PM	1	0	13	35	73	34	2	0	0	0	0	0	0	158	36.0	31.1
10:00 PM	4	1	6	26	59	35	4	0	0	0	0	0	0	135	37.0	31.5
11:00 PM	0	0	11	26	49	29	6	1	0	0	0	0	0	122	36.0	31.7
Total	63	68	585	1932	2855	864	59	3	1	0	0	0	0	6430	34.0	29.9
Percent	0.98%	1.06%	9.10%	30.05%	44.40%	13.44%	0.92%	0.05%	0.02%	0.00%	0.00%	0.00%	0.00%			

AM Peak	11:00 AM	7:00 AM	10:00 AM	7:00 AM	7:00 AM	6:00 AM	6:00 AM	4:00 AM	6:00 AM						7:00 AM
Volume	5	7	35	157	198	59	8	1	1	0	0	0	0	445	

PM Peak	2:00 PM	6:00 PM	1:00 PM	3:00 PM	7:00 PM	8:00 PM	3:00 PM	8:00 PM						1:00 PM
Volume	9	8	59	160	210	62	6	1	0	0	0	0	0	435

15th Percentile:	25.0 MPH	Average Speed:	29.9 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	31.0 MPH	10 MPH Pace:	26 to 35 MPH	Number of Vehicles > 30 MPH:	3244
85th Percentile:	34.0 MPH	Number in Pace:	4825	Percent of Vehicles > 30 MPH:	50.5%
95th Percentile:	37.0 MPH	Percent in Pace:	75.0%		

Lakeview Avenue
west of Site Driveway
City, State: Dracut, MA
Client: GPI/S. Theriault
Site Code: NEX-2021147.00



PDI File #: 250512 ATR A (speed)

Count Date
Thursday, March 27, 2025

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	2	5	12	21	1	1	0	0	0	0	0	42	38.0	33.9
1:00 AM	0	0	0	1	6	6	2	1	0	0	0	0	0	16	39.8	35.8
2:00 AM	0	0	1	2	13	8	3	0	0	0	0	0	0	27	38.0	33.8
3:00 AM	0	0	1	2	7	13	6	0	0	0	0	0	0	29	40.0	35.7
4:00 AM	0	0	0	11	37	35	17	1	0	0	0	0	0	101	40.0	34.9
5:00 AM	1	4	1	33	110	73	18	2	0	0	0	0	0	242	37.0	33.4
6:00 AM	0	5	19	93	214	110	20	2	0	0	0	0	0	463	36.0	32.1
7:00 AM	0	5	28	140	248	117	18	4	1	0	0	0	0	561	36.0	31.6
8:00 AM	0	6	42	140	290	93	15	3	0	0	0	0	0	589	35.0	31.1
9:00 AM	3	5	29	90	190	78	13	3	0	0	0	0	0	411	36.0	31.4
10:00 AM	1	6	22	105	259	90	12	4	0	0	0	0	0	499	35.0	31.5
11:00 AM	0	5	39	129	243	88	18	6	0	0	0	0	0	528	35.0	31.3
12:00 PM	4	3	27	128	224	93	17	2	0	0	0	0	0	498	36.0	31.3
1:00 PM	1	3	27	115	226	100	22	3	1	0	0	0	0	498	36.0	31.8
2:00 PM	3	5	37	154	293	92	26	2	0	0	0	0	0	612	35.0	31.2
3:00 PM	3	15	41	172	298	131	27	2	0	0	0	0	0	689	36.0	31.2
4:00 PM	1	5	31	185	345	144	30	5	0	0	0	0	0	746	36.0	31.7
5:00 PM	1	3	44	164	330	146	24	4	0	0	0	0	0	716	36.0	31.6
6:00 PM	1	6	29	110	285	129	10	2	0	0	0	0	0	572	36.0	31.7
7:00 PM	1	4	24	92	219	101	16	3	0	0	0	0	0	460	36.0	31.7
8:00 PM	1	3	12	60	143	103	15	1	0	0	0	0	0	338	37.0	32.6
9:00 PM	0	2	4	25	101	58	9	1	0	0	0	0	0	200	36.2	33.0
10:00 PM	0	1	5	16	60	57	7	0	1	0	0	0	0	147	37.0	33.4
11:00 PM	0	1	0	10	32	30	7	3	1	0	0	0	0	84	39.0	35.0
Total	21	87	465	1982	4185	1916	353	55	4	0	0	0	0	9068	36.0	31.8
Percent	0.23%	0.96%	5.13%	21.86%	46.15%	21.13%	3.89%	0.61%	0.04%	0.00%	0.00%	0.00%	0.00%			

AM Peak	9:00 AM	8:00 AM	8:00 AM	7:00 AM	8:00 AM	7:00 AM	6:00 AM	11:00 AM	7:00 AM					8:00 AM
Volume	3	6	42	140	290	117	20	6	1	0	0	0	0	589

PM Peak	12:00 PM	3:00 PM	5:00 PM	4:00 PM	4:00 PM	5:00 PM	4:00 PM	4:00 PM	1:00 PM					4:00 PM
Volume	4	15	44	185	345	146	30	5	1	0	0	0	0	746

15th Percentile:	27.0 MPH	Average Speed:	31.8 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	32.0 MPH	10 MPH Pace:	27 to 36 MPH	Number of Vehicles > 30 MPH:	5894
85th Percentile:	36.0 MPH	Number in Pace:	6836	Percent of Vehicles > 30 MPH:	65.0%
95th Percentile:	39.0 MPH	Percent in Pace:	75.4%		

Lakeview Avenue
west of Site Driveway
City, State: Dracut, MA
Client: GPI/S. Theriault
Site Code: NEX-2021147.00



PDI File #: 250512 ATR A (speed)

Count Date
Thursday, March 27, 2025

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	1	0	4	9	29	28	2	1	0	0	0	0	0	74	38.0	32.9
1:00 AM	0	0	5	6	11	14	3	1	0	0	0	0	0	40	39.0	33.2
2:00 AM	0	0	3	8	18	17	3	0	0	0	0	0	0	49	36.8	32.9
3:00 AM	1	1	2	6	12	25	10	0	0	0	0	0	0	57	40.0	34.2
4:00 AM	2	1	4	20	49	46	19	2	0	0	0	0	0	143	38.7	33.7
5:00 AM	3	7	14	67	153	99	20	2	0	0	0	0	0	365	37.0	32.2
6:00 AM	4	8	41	155	307	169	28	2	1	0	0	0	0	715	36.0	31.7
7:00 AM	1	12	60	297	446	164	21	4	1	0	0	0	0	1006	35.0	30.8
8:00 AM	2	11	68	267	471	151	18	3	0	0	0	0	0	991	35.0	30.7
9:00 AM	4	9	61	209	365	126	15	3	0	0	0	0	0	792	35.0	30.8
10:00 AM	5	9	57	202	447	148	15	4	0	0	0	0	0	887	35.0	30.9
11:00 AM	5	11	69	233	414	124	18	6	0	0	0	0	0	880	35.0	30.6
12:00 PM	6	4	57	223	383	134	21	2	0	0	0	0	0	830	35.0	30.8
1:00 PM	2	6	86	245	425	142	23	3	1	0	0	0	0	933	35.0	30.7
2:00 PM	12	9	76	294	474	121	30	2	0	0	0	0	0	1018	34.4	30.4
3:00 PM	7	21	87	332	461	175	33	2	0	0	0	0	0	1118	35.0	30.5
4:00 PM	4	10	78	323	531	173	30	5	0	0	0	0	0	1154	35.0	30.8
5:00 PM	6	7	85	322	502	192	24	4	0	0	0	0	0	1142	35.0	30.7
6:00 PM	4	14	70	240	459	180	11	2	0	0	0	0	0	980	35.0	30.8
7:00 PM	5	4	43	192	429	144	16	3	0	0	0	0	0	836	35.0	31.1
8:00 PM	5	6	41	126	280	165	17	2	0	0	0	0	0	642	36.0	31.6
9:00 PM	1	2	17	60	174	92	11	1	0	0	0	0	0	358	36.0	32.2
10:00 PM	4	2	11	42	119	92	11	0	1	0	0	0	0	282	37.0	32.5
11:00 PM	0	1	11	36	81	59	13	4	1	0	0	0	0	206	37.0	33.1
Total	84	155	1050	3914	7040	2780	412	58	5	0	0	0	0	15498	35.0	31.0
Percent	0.54%	1.00%	6.78%	25.25%	45.43%	17.94%	2.66%	0.37%	0.03%	0.00%	0.00%	0.00%	0.00%			

AM Peak	10:00 AM	7:00 AM	11:00 AM	7:00 AM	8:00 AM	6:00 AM	6:00 AM	11:00 AM	6:00 AM					7:00 AM
Volume	5	12	69	297	471	169	28	6	1	0	0	0	0	1006

PM Peak	2:00 PM	3:00 PM	3:00 PM	3:00 PM	4:00 PM	5:00 PM	3:00 PM	4:00 PM	1:00 PM					4:00 PM
Volume	12	21	87	332	531	192	33	5	1	0	0	0	0	1154

15th Percentile:	26.0 MPH	Average Speed:	31.0 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	31.0 MPH	10 MPH Pace:	27 to 36 MPH	Number of Vehicles > 30 MPH:	9138
85th Percentile:	35.0 MPH	Number in Pace:	11574	Percent of Vehicles > 30 MPH:	59.0%
95th Percentile:	38.0 MPH	Percent in Pace:	74.7%		

Lakeview Avenue
west of Site Driveway
City, State: Dracut, MA
Client: GPI/S. Theriault
Site Code: NEX-2021147.00



PDI File #: 250512 ATR A (speed)

Count Date
Friday, March 28, 2025

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	1	3	8	11	9	3	0	0	0	0	0	0	35	38.9	31.8
1:00 AM	0	0	0	6	13	11	4	1	0	0	0	0	0	35	39.0	34.2
2:00 AM	1	0	1	6	4	6	1	0	0	0	0	0	0	19	37.3	30.5
3:00 AM	1	0	3	2	6	6	2	0	0	0	0	0	0	20	37.2	31.3
4:00 AM	0	1	4	4	9	12	6	1	0	0	0	0	0	37	40.0	33.4
5:00 AM	1	0	8	26	50	27	5	1	0	0	0	0	0	118	36.0	31.5
6:00 AM	2	3	22	64	78	50	7	1	0	0	0	0	0	227	36.0	30.5
7:00 AM	1	5	39	130	177	58	4	0	0	0	0	0	0	414	34.1	30.0
8:00 AM	4	4	39	129	199	55	2	1	0	0	0	0	0	433	34.0	30.0
9:00 AM	1	7	36	98	188	53	1	0	0	0	0	0	0	384	34.0	30.1
10:00 AM	4	1	42	131	192	41	1	0	0	0	0	0	0	412	33.4	29.7
11:00 AM	3	2	30	140	162	33	2	0	0	0	0	0	0	372	34.0	29.6
12:00 PM	2	9	40	129	193	49	1	0	0	0	1	0	0	424	34.0	29.7
1:00 PM	3	4	45	122	164	50	3	0	0	0	0	0	0	391	34.0	29.6
2:00 PM	4	4	48	134	151	37	1	0	0	0	0	0	0	379	34.0	29.2
3:00 PM	2	4	61	194	176	37	0	0	0	0	0	0	0	474	33.0	28.8
4:00 PM	2	11	54	186	127	25	1	1	0	0	0	0	0	407	33.0	28.3
5:00 PM	2	4	54	177	208	60	1	0	0	0	0	0	0	506	34.0	29.5
6:00 PM	4	3	29	92	195	54	6	0	0	0	0	0	0	383	35.0	30.5
7:00 PM	3	2	29	95	190	49	2	0	0	0	0	0	0	370	34.0	30.4
8:00 PM	3	1	24	66	152	52	2	0	0	0	0	0	0	300	35.0	30.8
9:00 PM	1	4	13	62	104	45	7	0	0	0	0	0	0	236	36.0	31.1
10:00 PM	1	1	7	24	75	40	1	0	0	0	0	0	0	149	36.8	32.0
11:00 PM	1	0	9	31	57	29	3	1	0	0	0	0	0	131	36.0	31.4
Total	46	71	640	2056	2881	888	66	7	0	0	1	0	0	6656	34.0	29.9
Percent	0.69%	1.07%	9.62%	30.89%	43.28%	13.34%	0.99%	0.11%	0.00%	0.00%	0.02%	0.00%	0.00%			

AM Peak	8:00 AM	9:00 AM	10:00 AM	11:00 AM	8:00 AM	7:00 AM	6:00 AM	1:00 AM							8:00 AM
Volume	4	7	42	140	199	58	7	1	0	0	0	0	0	433	

PM Peak	2:00 PM	4:00 PM	3:00 PM	3:00 PM	5:00 PM	5:00 PM	9:00 PM	4:00 PM			12:00 PM			5:00 PM
Volume	4	11	61	194	208	60	7	1	0	0	1	0	0	506

15th Percentile:	25.0 MPH	Average Speed:	29.9 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	30.0 MPH	10 MPH Pace:	26 to 35 MPH	Number of Vehicles > 30 MPH:	3313
85th Percentile:	34.0 MPH	Number in Pace:	4988	Percent of Vehicles > 30 MPH:	49.8%
95th Percentile:	37.0 MPH	Percent in Pace:	74.9%		

Lakeview Avenue
west of Site Driveway
City, State: Dracut, MA
Client: GPI/S. Theriault
Site Code: NEX-2021147.00



PDI File #: 250512 ATR A (speed)

Count Date
Friday, March 28, 2025

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	3	4	24	14	6	2	0	0	0	0	0	53	39.2	33.8
1:00 AM	0	0	0	2	7	8	4	0	0	0	0	0	0	21	40.0	35.1
2:00 AM	0	0	1	3	6	7	1	1	0	0	0	0	0	19	39.0	34.3
3:00 AM	0	0	2	5	9	5	6	1	0	0	0	0	0	28	40.0	33.8
4:00 AM	0	0	1	6	35	34	16	0	1	0	0	0	0	93	40.0	35.2
5:00 AM	0	0	4	26	99	78	10	2	1	0	0	0	0	220	37.0	33.7
6:00 AM	0	0	17	104	202	108	16	3	0	0	0	0	0	450	37.0	32.1
7:00 AM	0	11	31	124	281	117	18	4	0	0	0	0	0	586	36.0	31.6
8:00 AM	2	8	21	140	280	97	21	0	1	0	0	0	0	570	36.0	31.3
9:00 AM	0	1	28	112	217	85	12	2	0	0	0	0	0	457	36.0	31.7
10:00 AM	0	4	19	119	226	73	17	0	0	0	0	0	0	458	35.0	31.4
11:00 AM	1	2	17	131	298	101	15	2	0	0	0	0	0	567	35.0	31.6
12:00 PM	0	3	40	134	297	77	15	2	0	0	0	0	0	568	35.0	31.0
1:00 PM	0	9	32	132	266	100	26	1	0	0	0	0	0	566	36.0	31.4
2:00 PM	1	7	47	211	240	128	19	3	0	0	0	0	0	656	36.0	30.9
3:00 PM	3	16	55	153	272	107	25	3	0	0	0	0	0	634	36.0	30.8
4:00 PM	2	18	61	172	327	88	32	4	0	0	0	0	0	704	35.0	30.7
5:00 PM	0	10	27	139	334	132	20	1	0	0	0	0	0	663	36.0	31.7
6:00 PM	1	14	21	146	287	116	22	4	0	0	0	0	0	611	36.0	31.5
7:00 PM	0	7	14	83	226	110	16	1	1	0	0	0	0	458	36.0	32.2
8:00 PM	1	2	8	60	165	87	17	3	0	0	0	0	0	343	37.0	32.5
9:00 PM	0	1	9	46	126	87	15	1	1	1	0	0	0	287	37.0	33.1
10:00 PM	0	0	4	31	104	76	12	1	0	0	0	0	0	228	37.0	33.4
11:00 PM	0	1	2	21	53	30	5	2	1	0	0	0	0	115	37.0	33.1
Total	11	114	464	2104	4381	1865	366	43	6	1	0	0	0	9355	36.0	31.7
Percent	0.12%	1.22%	4.96%	22.49%	46.83%	19.94%	3.91%	0.46%	0.06%	0.01%	0.00%	0.00%	0.00%			

AM Peak	8:00 AM	7:00 AM	7:00 AM	8:00 AM	11:00 AM	7:00 AM	8:00 AM	7:00 AM	4:00 AM					7:00 AM
Volume	2	11	31	140	298	117	21	4	1	0	0	0	0	586

PM Peak	3:00 PM	4:00 PM	4:00 PM	2:00 PM	5:00 PM	5:00 PM	4:00 PM	4:00 PM	7:00 PM	9:00 PM				4:00 PM
Volume	3	18	61	211	334	132	32	4	1	1	0	0	0	704

15th Percentile:	27.0 MPH	Average Speed:	31.7 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	32.0 MPH	10 MPH Pace:	27 to 36 MPH	Number of Vehicles > 30 MPH:	5986
85th Percentile:	36.0 MPH	Number in Pace:	7101	Percent of Vehicles > 30 MPH:	64.0%
95th Percentile:	39.0 MPH	Percent in Pace:	75.9%		

Lakeview Avenue
west of Site Driveway
City, State: Dracut, MA
Client: GPI/S. Theriault
Site Code: NEX-2021147.00



PDI File #: 250512 ATR A (speed)

Count Date
Friday, March 28, 2025

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	1	6	12	35	23	9	2	0	0	0	0	0	88	39.0	33.0
1:00 AM	0	0	0	8	20	19	8	1	0	0	0	0	0	56	39.8	34.6
2:00 AM	1	0	2	9	10	13	2	1	0	0	0	0	0	38	39.0	32.4
3:00 AM	1	0	5	7	15	11	8	1	0	0	0	0	0	48	40.0	32.8
4:00 AM	0	1	5	10	44	46	22	1	1	0	0	0	0	130	40.0	34.7
5:00 AM	1	0	12	52	149	105	15	3	1	0	0	0	0	338	37.0	32.9
6:00 AM	2	3	39	168	280	158	23	4	0	0	0	0	0	677	36.0	31.6
7:00 AM	1	16	70	254	458	175	22	4	0	0	0	0	0	1000	35.0	31.0
8:00 AM	6	12	60	269	479	152	23	1	1	0	0	0	0	1003	35.0	30.7
9:00 AM	1	8	64	210	405	138	13	2	0	0	0	0	0	841	35.0	30.9
10:00 AM	4	5	61	250	418	114	18	0	0	0	0	0	0	870	35.0	30.6
11:00 AM	4	4	47	271	460	134	17	2	0	0	0	0	0	939	35.0	30.8
12:00 PM	2	12	80	263	490	126	16	2	0	0	1	0	0	992	34.0	30.4
1:00 PM	3	13	77	254	430	150	29	1	0	0	0	0	0	957	35.0	30.7
2:00 PM	5	11	95	345	391	165	20	3	0	0	0	0	0	1035	35.0	30.2
3:00 PM	5	20	116	347	448	144	25	3	0	0	0	0	0	1108	35.0	29.9
4:00 PM	4	29	115	358	454	113	33	5	0	0	0	0	0	1111	34.0	29.8
5:00 PM	2	14	81	316	542	192	21	1	0	0	0	0	0	1169	35.0	30.8
6:00 PM	5	17	50	238	482	170	28	4	0	0	0	0	0	994	35.0	31.1
7:00 PM	3	9	43	178	416	159	18	1	1	0	0	0	0	828	36.0	31.4
8:00 PM	4	3	32	126	317	139	19	3	0	0	0	0	0	643	36.0	31.7
9:00 PM	1	5	22	108	230	132	22	1	1	1	0	0	0	523	37.0	32.2
10:00 PM	1	1	11	55	179	116	13	1	0	0	0	0	0	377	37.0	32.8
11:00 PM	1	1	11	52	110	59	8	3	1	0	0	0	0	246	36.0	32.2
Total	57	185	1104	4160	7262	2753	432	50	6	1	1	0	0	16011	35.0	30.9
Percent	0.36%	1.16%	6.90%	25.98%	45.36%	17.19%	2.70%	0.31%	0.04%	0.01%	0.01%	0.00%	0.00%			

AM Peak	8:00 AM	7:00 AM	7:00 AM	11:00 AM	8:00 AM	7:00 AM	6:00 AM	6:00 AM	4:00 AM					8:00 AM
Volume	6	16	70	271	479	175	23	4	1	0	0	0	0	1003

PM Peak	2:00 PM	4:00 PM	3:00 PM	4:00 PM	5:00 PM	5:00 PM	4:00 PM	4:00 PM	7:00 PM	9:00 PM	12:00 PM			5:00 PM
Volume	5	29	116	358	542	192	33	5	1	1	1	0	0	1169

15th Percentile:	26.0 MPH	Average Speed:	30.9 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	31.0 MPH	10 MPH Pace:	27 to 36 MPH	Number of Vehicles > 30 MPH:	9299
85th Percentile:	35.0 MPH	Number in Pace:	11962	Percent of Vehicles > 30 MPH:	58.1%
95th Percentile:	38.0 MPH	Percent in Pace:	74.7%		

Lakeview Avenue
west of Site Driveway
City, State: Dracut, MA
Client: GPI/S. Theriault
Site Code: NEX-2021147.00



PDI File #: 250512 ATR A (speed)

Count Date
Saturday, March 29, 2025

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	2	4	13	31	15	5	0	0	0	0	0	0	70	36.0	31.9
1:00 AM	2	0	3	8	22	15	5	1	0	0	0	0	0	56	39.0	32.4
2:00 AM	2	0	3	9	6	9	2	1	0	0	0	0	0	32	39.0	31.0
3:00 AM	0	1	3	5	4	10	0	0	0	1	0	0	0	24	37.0	32.2
4:00 AM	0	0	1	6	3	4	3	0	1	0	0	0	0	18	40.5	33.3
5:00 AM	0	0	3	12	27	16	2	0	0	0	0	0	0	60	37.0	32.2
6:00 AM	2	0	11	33	32	23	3	0	0	0	0	0	0	104	35.0	30.0
7:00 AM	3	6	18	77	98	27	4	0	0	0	0	0	0	233	34.0	29.9
8:00 AM	3	3	18	76	145	51	4	0	0	0	0	0	0	300	35.0	30.6
9:00 AM	5	6	27	92	149	32	6	1	0	0	0	0	0	318	34.0	29.9
10:00 AM	2	3	42	112	159	38	1	0	0	0	0	0	0	357	34.0	29.4
11:00 AM	3	9	42	131	170	44	1	0	0	0	0	0	0	400	34.0	29.4
12:00 PM	1	6	30	121	188	41	3	0	0	0	0	0	0	390	34.0	29.9
1:00 PM	6	2	24	116	186	65	1	0	0	0	0	0	0	400	35.0	30.3
2:00 PM	6	2	28	112	199	51	4	0	1	0	0	0	0	403	34.0	30.2
3:00 PM	9	6	28	97	182	55	5	1	1	0	0	0	0	384	35.0	30.2
4:00 PM	4	0	19	93	177	59	5	0	0	0	0	0	0	357	35.0	30.8
5:00 PM	1	1	13	90	167	56	5	0	0	0	0	0	0	333	35.0	31.2
6:00 PM	1	0	13	81	146	66	4	0	0	0	0	0	0	311	36.0	31.3
7:00 PM	0	2	20	64	158	51	1	0	0	0	0	0	0	296	35.0	31.0
8:00 PM	4	4	12	71	100	38	0	0	0	0	0	0	0	229	35.0	29.9
9:00 PM	0	0	10	36	104	54	1	1	0	0	0	0	0	206	36.0	32.0
10:00 PM	3	0	14	37	83	28	4	0	0	0	0	0	0	169	35.0	30.8
11:00 PM	1	0	10	20	58	20	4	0	0	0	0	0	0	113	35.0	31.1
Total	58	53	396	1512	2594	868	73	5	3	1	0	0	0	5563	35.0	30.5
Percent	1.04%	0.95%	7.12%	27.18%	46.63%	15.60%	1.31%	0.09%	0.05%	0.02%	0.00%	0.00%	0.00%			

AM Peak	9:00 AM	11:00 AM	10:00 AM	11:00 AM	11:00 AM	8:00 AM	9:00 AM	1:00 AM	4:00 AM	3:00 AM					11:00 AM
Volume	5	9	42	131	170	51	6	1	1	1	0	0	0	400	

PM Peak	3:00 PM	12:00 PM	12:00 PM	12:00 PM	2:00 PM	6:00 PM	3:00 PM	3:00 PM	2:00 PM					2:00 PM
Volume	9	6	30	121	199	66	5	1	1	0	0	0	0	403

15th Percentile:	26.0 MPH	Average Speed:	30.5 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	31.0 MPH	10 MPH Pace:	27 to 36 MPH	Number of Vehicles > 30 MPH:	3112
85th Percentile:	35.0 MPH	Number in Pace:	4212	Percent of Vehicles > 30 MPH:	55.9%
95th Percentile:	37.0 MPH	Percent in Pace:	75.7%		

Lakeview Avenue
west of Site Driveway
City, State: Dracut, MA
Client: GPI/S. Theriault
Site Code: NEX-2021147.00



PDI File #: 250512 ATR A (speed)

Count Date
Saturday, March 29, 2025

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	1	0	14	40	27	11	1	0	0	0	0	0	94	39.0	33.9
1:00 AM	0	1	1	9	22	10	2	0	0	0	0	0	0	45	37.4	32.5
2:00 AM	0	0	1	5	10	7	4	0	0	0	0	0	0	27	39.1	33.5
3:00 AM	0	0	2	3	13	7	2	1	0	0	0	0	0	28	37.0	33.3
4:00 AM	0	0	0	4	12	6	3	0	0	0	0	0	0	25	36.8	33.1
5:00 AM	0	0	1	10	35	13	4	1	0	0	0	0	0	64	36.0	32.6
6:00 AM	0	2	0	20	58	42	11	0	0	0	0	0	0	133	38.0	33.5
7:00 AM	1	1	9	30	142	69	11	0	0	0	0	0	0	263	37.0	32.8
8:00 AM	2	1	19	80	199	81	18	0	0	0	0	0	0	400	36.0	32.0
9:00 AM	1	6	25	103	242	91	22	3	0	0	0	0	0	493	36.0	31.8
10:00 AM	3	9	44	151	285	92	18	0	0	0	0	0	0	602	35.0	30.8
11:00 AM	3	11	37	158	293	95	24	0	0	0	0	0	0	621	35.0	31.0
12:00 PM	0	8	34	143	263	117	22	3	0	0	0	0	0	590	36.0	31.5
1:00 PM	0	1	19	135	303	130	25	1	1	1	0	0	0	616	36.0	32.1
2:00 PM	3	5	18	124	287	94	21	3	0	0	0	0	0	555	35.9	31.6
3:00 PM	0	4	25	132	288	123	22	4	0	0	0	0	0	598	36.0	31.9
4:00 PM	0	0	13	99	258	134	24	0	0	0	0	0	0	528	36.0	32.5
5:00 PM	0	3	28	104	274	133	18	0	1	0	0	0	0	561	36.0	32.1
6:00 PM	0	4	8	75	227	118	31	3	0	0	0	0	0	466	37.0	32.9
7:00 PM	0	2	10	95	189	110	18	0	0	0	0	0	0	424	37.0	32.4
8:00 PM	0	1	8	42	155	86	8	1	0	0	0	0	0	301	37.0	32.7
9:00 PM	0	0	4	63	123	67	19	1	0	0	0	0	0	277	37.0	32.7
10:00 PM	0	0	5	27	97	56	16	4	0	0	0	0	0	205	38.0	33.5
11:00 PM	0	0	6	27	65	41	9	1	1	0	0	0	0	150	37.0	32.8
Total	13	60	317	1653	3880	1749	363	27	3	1	0	0	0	8066	36.0	32.1
Percent	0.16%	0.74%	3.93%	20.49%	48.10%	21.68%	4.50%	0.33%	0.04%	0.01%	0.00%	0.00%	0.00%			

AM Peak	10:00 AM	11:00 AM	10:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	9:00 AM							11:00 AM
Volume	3	11	44	158	293	95	24	3	0	0	0	0	0	621	

PM Peak	2:00 PM	12:00 PM	12:00 PM	12:00 PM	1:00 PM	4:00 PM	6:00 PM	3:00 PM	1:00 PM	1:00 PM					1:00 PM
Volume	3	8	34	143	303	134	31	4	1	1	0	0	0	616	

15th Percentile:	28.0 MPH	Average Speed:	32.1 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	32.0 MPH	10 MPH Pace:	28 to 37 MPH	Number of Vehicles > 30 MPH:	5452
85th Percentile:	36.0 MPH	Number in Pace:	6210	Percent of Vehicles > 30 MPH:	67.6%
95th Percentile:	39.0 MPH	Percent in Pace:	77.0%		

Lakeview Avenue
west of Site Driveway
City, State: Dracut, MA
Client: GPI/S. Theriault
Site Code: NEX-2021147.00



PDI File #: 250512 ATR A (speed)

Count Date
Saturday, March 29, 2025

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	3	4	27	71	42	16	1	0	0	0	0	0	164	37.0	33.0
1:00 AM	2	1	4	17	44	25	7	1	0	0	0	0	0	101	38.0	32.5
2:00 AM	2	0	4	14	16	16	6	1	0	0	0	0	0	59	39.0	32.2
3:00 AM	0	1	5	8	17	17	2	1	0	1	0	0	0	52	37.0	32.8
4:00 AM	0	0	1	10	15	10	6	0	1	0	0	0	0	43	39.7	33.2
5:00 AM	0	0	4	22	62	29	6	1	0	0	0	0	0	124	36.0	32.4
6:00 AM	2	2	11	53	90	65	14	0	0	0	0	0	0	237	37.0	32.0
7:00 AM	4	7	27	107	240	96	15	0	0	0	0	0	0	496	36.0	31.4
8:00 AM	5	4	37	156	344	132	22	0	0	0	0	0	0	700	35.0	31.4
9:00 AM	6	12	52	195	391	123	28	4	0	0	0	0	0	811	35.0	31.0
10:00 AM	5	12	86	263	444	130	19	0	0	0	0	0	0	959	35.0	30.3
11:00 AM	6	20	79	289	463	139	25	0	0	0	0	0	0	1021	35.0	30.4
12:00 PM	1	14	64	264	451	158	25	3	0	0	0	0	0	980	35.0	30.9
1:00 PM	6	3	43	251	489	195	26	1	1	1	0	0	0	1016	36.0	31.4
2:00 PM	9	7	46	236	486	145	25	3	1	0	0	0	0	958	35.0	31.0
3:00 PM	9	10	53	229	470	178	27	5	1	0	0	0	0	982	35.0	31.2
4:00 PM	4	0	32	192	435	193	29	0	0	0	0	0	0	885	36.0	31.8
5:00 PM	1	4	41	194	441	189	23	0	1	0	0	0	0	894	36.0	31.8
6:00 PM	1	4	21	156	373	184	35	3	0	0	0	0	0	777	37.0	32.2
7:00 PM	0	4	30	159	347	161	19	0	0	0	0	0	0	720	36.0	31.8
8:00 PM	4	5	20	113	255	124	8	1	0	0	0	0	0	530	36.0	31.5
9:00 PM	0	0	14	99	227	121	20	2	0	0	0	0	0	483	36.0	32.4
10:00 PM	3	0	19	64	180	84	20	4	0	0	0	0	0	374	37.0	32.3
11:00 PM	1	0	16	47	123	61	13	1	1	0	0	0	0	263	36.0	32.1
Total	71	113	713	3165	6474	2617	436	32	6	2	0	0	0	13629	36.0	31.4
Percent	0.52%	0.83%	5.23%	23.22%	47.50%	19.20%	3.20%	0.23%	0.04%	0.01%	0.00%	0.00%	0.00%			

AM Peak	9:00 AM	11:00 AM	10:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	9:00 AM	9:00 AM	4:00 AM	3:00 AM				11:00 AM
Volume	6	20	86	289	463	139	28	4	1	1	0	0	0	1021	

PM Peak	2:00 PM	12:00 PM	12:00 PM	12:00 PM	1:00 PM	1:00 PM	6:00 PM	3:00 PM	1:00 PM	1:00 PM				1:00 PM
Volume	9	14	64	264	489	195	35	5	1	1	0	0	0	1016

15th Percentile:	27.0 MPH	Average Speed:	31.4 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	32.0 MPH	10 MPH Pace:	27 to 36 MPH	Number of Vehicles > 30 MPH:	8564
85th Percentile:	36.0 MPH	Number in Pace:	10420	Percent of Vehicles > 30 MPH:	62.8%
95th Percentile:	38.0 MPH	Percent in Pace:	76.5%		

Mill Street
south of Water Street
City, State: Dracut, MA
Client: GPI/S. Theriault
Site Code: NEX-201147.00



PDI File #: 250514 ATR B

Count Date: Thursday, March 27, 2025
Direction: NB

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

AM Total	0	1	177	7	5	0	190
Percentage	0.00%	0.53%	93.16%	3.68%	2.63%	0.00%	

AM Peak	12:00 AM	10:15 AM	10:00 AM	7:30 AM	5:15 AM	12:00 AM	10:15 AM
Volume	0	1	36	4	2	0	40

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	7	0	0	0	7
12:15 PM	0	0	15	0	0	0	15
12:30 PM	0	0	9	0	0	0	9
12:45 PM	0	0	10	0	0	0	10
1:00 PM	0	0	6	0	0	0	6
1:15 PM	0	0	7	0	0	0	7
1:30 PM	0	0	6	1	0	0	7
1:45 PM	0	0	9	1	0	0	10
2:00 PM	0	0	11	0	0	0	11
2:15 PM	0	0	9	0	0	0	9
2:30 PM	0	0	6	0	0	0	6
2:45 PM	0	0	13	1	0	0	14
3:00 PM	0	0	5	1	0	0	6
3:15 PM	0	0	12	2	0	0	14
3:30 PM	0	0	7	0	0	0	7
3:45 PM	0	0	14	0	0	0	14
4:00 PM	0	0	18	0	0	0	18
4:15 PM	0	0	20	0	0	0	20
4:30 PM	0	0	13	0	1	0	14
4:45 PM	0	0	13	0	0	0	13
5:00 PM	0	0	9	0	0	0	9
5:15 PM	0	0	8	0	0	0	8
5:30 PM	0	0	6	1	0	0	7
5:45 PM	0	0	11	0	0	0	11
6:00 PM	0	0	9	0	0	0	9
6:15 PM	0	0	11	0	0	0	11
6:30 PM	0	0	8	0	0	0	8
6:45 PM	0	0	7	0	0	0	7
7:00 PM	0	0	8	0	1	0	9
7:15 PM	0	0	7	0	0	0	7
7:30 PM	0	0	5	0	0	0	5
7:45 PM	0	0	4	0	0	0	4
8:00 PM	0	0	4	0	0	0	4
8:15 PM	0	0	6	0	0	0	6
8:30 PM	0	0	3	0	0	0	3
8:45 PM	0	0	4	0	0	0	4
9:00 PM	0	0	2	0	0	0	2
9:15 PM	0	0	3	0	0	0	3
9:30 PM	0	0	3	0	0	0	3
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	0	2	0	0	0	2
10:15 PM	0	0	1	0	0	0	1
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	1	0	0	0	1
11:15 PM	0	0	2	0	0	0	2
11:30 PM	0	0	1	0	0	0	1
11:45 PM	0	0	3	0	0	0	3

PM Total	0	0	338	7	2	0	347
Percentage	0.00%	0.00%	97.41%	2.02%	0.58%	0.00%	

PM Peak	12:00 PM	12:00 PM	3:45 PM	2:30 PM	3:45 PM	12:00 PM	3:45 PM
Volume	0	0	65	4	1	0	66

Day Total	0	1	515	14	7	0	537
Percentage	0.00%	0.19%	95.90%	2.61%	1.30%	0.00%	

Mill Street
south of Water Street
City, State: Dracut, MA
Client: GPI/S. Theriault
Site Code: NEX-201147.00



PDI File #: 250514 ATR B

Count Date: Friday, March 28, 2025
Direction: NB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	2	0	0	0	2
12:15 AM	0	0	1	0	0	0	1
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	1	0	0	0	1
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	1	0	0	0	1
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	2	0	0	0	2
3:45 AM	0	0	1	0	0	0	1
4:00 AM	0	0	1	0	0	0	1
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	0	0	0	0	0
5:15 AM	0	0	5	0	0	0	5
5:30 AM	0	0	4	0	0	0	4
5:45 AM	0	0	3	0	0	0	3
6:00 AM	0	0	2	0	0	0	2
6:15 AM	0	0	7	0	0	0	7
6:30 AM	0	0	2	0	0	0	2
6:45 AM	0	0	7	1	0	0	8
7:00 AM	0	0	3	0	0	0	3
7:15 AM	0	0	8	0	0	0	8
7:30 AM	0	0	7	0	0	0	7
7:45 AM	0	0	7	2	0	0	9
8:00 AM	0	0	11	1	0	0	12
8:15 AM	0	0	7	0	0	0	7
8:30 AM	0	0	6	0	0	0	6
8:45 AM	0	0	6	0	0	0	6
9:00 AM	0	0	9	0	0	0	9
9:15 AM	0	0	9	0	0	0	9
9:30 AM	0	0	7	0	0	0	7
9:45 AM	0	0	8	1	1	0	10
10:00 AM	0	0	13	0	0	0	13
10:15 AM	0	0	3	0	0	0	3
10:30 AM	0	0	7	0	1	0	8
10:45 AM	0	0	6	0	0	0	6
11:00 AM	0	0	13	1	0	0	14
11:15 AM	0	0	13	0	0	0	13
11:30 AM	0	0	8	0	0	0	8
11:45 AM	0	0	5	0	0	1	6

AM Total	0	0	196	6	2	1	205
Percentage	0.00%	0.00%	95.61%	2.93%	0.98%	0.49%	

AM Peak Volume	12:00 AM	12:00 AM	10:45 AM	7:15 AM	9:45 AM	11:00 AM	10:30 AM
	0	0	40	3	2	1	41

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	7	0	0	0	7
12:15 PM	0	0	4	0	0	0	4
12:30 PM	0	0	10	0	0	0	10
12:45 PM	0	0	9	0	1	0	10
1:00 PM	0	0	10	0	0	0	10
1:15 PM	0	0	7	0	0	0	7
1:30 PM	0	0	6	1	1	0	8
1:45 PM	0	0	11	1	0	0	12
2:00 PM	0	0	15	0	0	0	15
2:15 PM	0	0	10	0	0	0	10
2:30 PM	0	0	11	0	0	0	11
2:45 PM	0	0	10	0	0	0	10
3:00 PM	0	0	14	1	0	0	15
3:15 PM	0	0	18	0	0	0	18
3:30 PM	0	0	20	1	0	0	21
3:45 PM	0	0	18	0	0	0	18
4:00 PM	0	1	12	0	0	0	13
4:15 PM	0	0	8	0	0	0	8
4:30 PM	0	0	12	0	0	0	12
4:45 PM	0	0	11	0	0	0	11
5:00 PM	0	0	10	0	0	0	10
5:15 PM	0	0	7	0	0	0	7
5:30 PM	0	0	9	1	0	0	10
5:45 PM	0	0	18	0	0	0	18
6:00 PM	0	0	9	0	1	0	10
6:15 PM	0	0	10	0	0	0	10
6:30 PM	0	1	7	0	0	0	8
6:45 PM	0	0	11	0	0	0	11
7:00 PM	0	0	5	0	0	0	5
7:15 PM	0	0	4	0	0	0	4
7:30 PM	0	0	6	0	0	0	6
7:45 PM	0	0	10	0	0	0	10
8:00 PM	0	0	5	0	0	0	5
8:15 PM	0	0	6	0	0	0	6
8:30 PM	0	0	5	0	0	0	5
8:45 PM	0	0	4	0	0	0	4
9:00 PM	0	0	3	0	0	0	3
9:15 PM	0	0	3	0	0	0	3
9:30 PM	0	0	2	0	0	0	2
9:45 PM	0	0	5	0	0	0	5
10:00 PM	0	0	4	0	0	0	4
10:15 PM	0	0	5	0	0	0	5
10:30 PM	0	0	2	0	0	0	2
10:45 PM	0	0	1	0	0	0	1
11:00 PM	0	0	4	0	0	0	4
11:15 PM	0	0	1	0	0	0	1
11:30 PM	0	0	1	0	0	0	1
11:45 PM	0	0	1	0	0	0	1

PM Total	0	2	381	5	3	0	391
Percentage	0.00%	0.51%	97.44%	1.28%	0.77%	0.00%	

PM Peak Volume	12:00 PM	3:15 PM	3:00 PM	1:00 PM	12:45 PM	12:00 PM	3:00 PM
	0	1	70	2	2	0	72

Day Total	0	2	577	11	5	1	596
Percentage	0.00%	0.34%	96.81%	1.85%	0.84%	0.17%	

Mill Street
south of Water Street
City, State: Dracut, MA
Client: GPI/S. Theriault
Site Code: NEX-201147.00



PDI File #: 250514 ATR B

Count Date: Saturday, March 29, 2025
Direction: NB

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

AM Total	0	0	155	0	1	0	156
Percentage	0.00%	0.00%	99.36%	0.00%	0.64%	0.00%	

AM Peak	12:00 AM	12:00 AM	10:00 AM	12:00 AM	10:45 AM	12:00 AM	10:00 AM
Volume	0	0	38	0	1	0	38

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

PM Total	3	0	248	0	7	0	258
Percentage	1.16%	0.00%	96.12%	0.00%	2.71%	0.00%	

PM Peak	3:45 PM	12:00 PM	12:00 PM	12:00 PM	12:15 PM	12:00 PM	3:30 PM
Volume	3	0	34	0	2	0	36

Day Total	3	0	403	0	8	0	414
Percentage	0.72%	0.00%	97.34%	0.00%	1.93%	0.00%	

Mill Street
south of Water Street
City, State: Dracut, MA
Client: GPI/S. Theriault
Site Code: NEX-201147.00



PDI File #: 250514 ATR B

Count Date: Thursday, March 27, 2025
Direction: SB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	1	0	0	0	1
12:15 AM	0	0	1	0	0	0	1
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	1	0	0	0	1
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	2	0	0	0	2
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	1	0	0	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	1	0	0	0	1
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	2	0	0	0	2
5:30 AM	0	0	4	0	0	0	4
5:45 AM	0	0	3	0	0	0	3
6:00 AM	0	0	4	0	0	0	4
6:15 AM	0	0	6	0	0	0	6
6:30 AM	0	0	6	0	0	0	6
6:45 AM	0	0	6	0	0	0	6
7:00 AM	0	0	8	0	0	0	8
7:15 AM	0	0	3	0	0	0	3
7:30 AM	0	0	9	1	0	0	10
7:45 AM	0	0	7	0	0	0	7
8:00 AM	0	0	4	0	0	0	4
8:15 AM	0	0	6	0	0	0	6
8:30 AM	0	0	6	0	1	0	7
8:45 AM	0	0	8	0	0	0	8
9:00 AM	0	0	9	0	0	0	9
9:15 AM	0	0	5	0	0	0	5
9:30 AM	0	0	6	0	0	0	6
9:45 AM	0	0	10	0	0	0	10
10:00 AM	0	0	6	0	0	0	6
10:15 AM	0	0	9	0	0	0	9
10:30 AM	0	0	11	0	0	0	11
10:45 AM	0	0	3	0	0	0	3
11:00 AM	0	0	6	0	0	0	6
11:15 AM	0	0	12	0	0	0	12
11:30 AM	0	0	15	0	0	0	15
11:45 AM	0	0	13	0	0	0	13

AM Total	0	0	195	1	1	0	197
Percentage	0.00%	0.00%	98.98%	0.51%	0.51%	0.00%	

AM Peak Volume	12:00 AM	12:00 AM	11:00 AM	6:45 AM	7:45 AM	12:00 AM	11:00 AM
	0	0	46	1	1	0	46

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	1	8	0	0	0	9
12:15 PM	0	0	9	0	0	0	9
12:30 PM	0	0	9	0	1	0	10
12:45 PM	0	0	10	0	0	0	10
1:00 PM	0	0	8	0	0	0	8
1:15 PM	0	0	9	0	0	0	9
1:30 PM	0	0	6	0	0	0	6
1:45 PM	0	0	7	0	0	0	7
2:00 PM	0	0	9	0	0	0	9
2:15 PM	0	0	15	0	0	0	15
2:30 PM	0	0	13	0	0	0	13
2:45 PM	0	0	15	2	0	0	17
3:00 PM	0	0	8	1	0	0	9
3:15 PM	0	0	9	1	0	0	10
3:30 PM	0	0	10	0	0	0	10
3:45 PM	0	0	14	0	0	0	14
4:00 PM	0	0	8	0	0	0	8
4:15 PM	0	0	12	0	0	0	12
4:30 PM	0	0	13	0	0	0	13
4:45 PM	0	0	11	0	0	0	11
5:00 PM	0	0	9	0	0	0	9
5:15 PM	0	0	11	0	0	0	11
5:30 PM	0	0	10	0	0	0	10
5:45 PM	0	0	13	0	0	0	13
6:00 PM	0	0	5	0	0	0	5
6:15 PM	0	0	12	0	0	0	12
6:30 PM	0	0	7	0	0	0	7
6:45 PM	0	0	12	0	0	0	12
7:00 PM	0	0	16	0	0	0	16
7:15 PM	0	0	7	0	0	0	7
7:30 PM	0	0	9	0	0	0	9
7:45 PM	0	0	5	0	0	0	5
8:00 PM	0	0	7	0	0	0	7
8:15 PM	0	0	2	0	0	0	2
8:30 PM	0	0	4	0	0	0	4
8:45 PM	0	0	6	0	0	0	6
9:00 PM	0	0	1	0	0	0	1
9:15 PM	0	0	2	0	0	0	2
9:30 PM	0	0	2	0	0	0	2
9:45 PM	0	0	2	0	0	0	2
10:00 PM	0	0	1	0	0	0	1
10:15 PM	0	0	1	0	0	0	1
10:30 PM	0	0	2	0	0	0	2
10:45 PM	0	0	1	0	0	0	1
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	1	0	0	0	1
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	1	0	0	0	1

PM Total	0	1	352	4	1	0	358
Percentage	0.00%	0.28%	98.32%	1.12%	0.28%	0.00%	

PM Peak Volume	12:00 PM	12:00 PM	2:00 PM	2:30 PM	12:00 PM	12:00 PM	2:00 PM
	0	1	52	4	1	0	54

Day Total	0	1	547	5	2	0	555
Percentage	0.00%	0.18%	98.56%	0.90%	0.36%	0.00%	

Mill Street
south of Water Street
City, State: Dracut, MA
Client: GPI/S. Theriault
Site Code: NEX-201147.00



PDI File #: 250514 ATR B

Count Date: Friday, March 28, 2025
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	1	0	0	0	1
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	3	0	0	0	3
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	1	0	0	0	1
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	0	0	0
4:00 AM	0	0	1	0	0	0	1
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	2	0	0	0	2
4:45 AM	0	0	1	0	0	0	1
5:00 AM	0	0	2	0	0	0	2
5:15 AM	0	0	3	0	0	0	3
5:30 AM	0	0	2	0	0	0	2
5:45 AM	0	0	4	0	0	0	4
6:00 AM	0	0	1	0	0	0	1
6:15 AM	0	0	8	0	0	0	8
6:30 AM	0	0	6	0	0	0	6
6:45 AM	0	0	4	0	0	0	4
7:00 AM	0	0	11	0	0	0	11
7:15 AM	0	0	6	0	0	0	6
7:30 AM	0	0	10	1	0	0	11
7:45 AM	0	0	7	0	1	0	8
8:00 AM	0	0	6	0	0	0	6
8:15 AM	0	0	8	0	0	0	8
8:30 AM	0	0	7	0	0	0	7
8:45 AM	0	0	9	0	0	0	9
9:00 AM	0	0	5	0	0	0	5
9:15 AM	0	0	9	0	0	0	9
9:30 AM	0	0	13	0	0	0	13
9:45 AM	0	0	10	0	0	0	10
10:00 AM	0	0	9	0	0	0	9
10:15 AM	0	0	6	0	0	0	6
10:30 AM	0	0	9	0	0	0	9
10:45 AM	0	0	10	0	0	0	10
11:00 AM	0	0	5	0	1	0	6
11:15 AM	0	0	8	0	0	0	8
11:30 AM	0	0	8	0	0	0	8
11:45 AM	0	0	7	0	0	0	7

AM Total	0	0	202	1	2	0	205
Percentage	0.00%	0.00%	98.54%	0.49%	0.98%	0.00%	

AM Peak	12:00 AM	12:00 AM	9:15 AM	6:45 AM	7:00 AM	12:00 AM	9:15 AM
Volume	0	0	41	1	1	0	41

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	9	0	0	0	9
12:15 PM	0	0	8	0	1	0	9
12:30 PM	0	0	6	0	0	0	6
12:45 PM	0	0	5	0	0	0	5
1:00 PM	0	0	10	0	0	0	10
1:15 PM	0	0	8	0	0	0	8
1:30 PM	0	0	12	0	0	0	12
1:45 PM	0	0	7	0	0	0	7
2:00 PM	0	0	13	0	0	0	13
2:15 PM	0	0	7	0	0	0	7
2:30 PM	0	0	8	0	0	0	8
2:45 PM	0	0	15	2	0	0	17
3:00 PM	0	0	14	0	0	0	14
3:15 PM	0	0	9	0	0	0	9
3:30 PM	0	0	10	0	0	0	10
3:45 PM	0	0	11	0	0	0	11
4:00 PM	0	0	11	0	0	0	11
4:15 PM	0	0	14	0	0	0	14
4:30 PM	0	0	9	0	0	0	9
4:45 PM	0	0	8	0	0	0	8
5:00 PM	0	0	9	0	0	0	9
5:15 PM	0	0	15	0	0	0	15
5:30 PM	0	0	13	0	0	0	13
5:45 PM	0	0	7	0	0	0	7
6:00 PM	0	0	10	0	0	0	10
6:15 PM	0	0	9	0	0	0	9
6:30 PM	0	0	11	0	0	0	11
6:45 PM	0	0	6	0	0	0	6
7:00 PM	0	0	14	0	0	0	14
7:15 PM	0	0	4	0	0	0	4
7:30 PM	0	0	5	0	0	0	5
7:45 PM	0	0	4	0	0	0	4
8:00 PM	0	0	7	0	0	0	7
8:15 PM	0	0	6	0	0	0	6
8:30 PM	0	0	5	0	0	0	5
8:45 PM	0	0	7	0	0	0	7
9:00 PM	0	0	4	0	0	0	4
9:15 PM	0	0	3	0	0	0	3
9:30 PM	0	0	4	0	0	0	4
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	1	2	0	0	0	3
10:15 PM	0	0	1	0	0	0	1
10:30 PM	0	0	0	0	0	0	0
10:45 PM	0	0	1	0	0	0	1
11:00 PM	0	0	4	0	0	0	4
11:15 PM	0	0	2	0	0	0	2
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	3	0	0	0	3

PM Total	0	1	350	2	1	0	354
Percentage	0.00%	0.28%	98.87%	0.56%	0.28%	0.00%	

PM Peak	12:00 PM	9:15 PM	2:45 PM	2:00 PM	12:00 PM	12:00 PM	2:45 PM
Volume	0	1	48	2	1	0	50

Day Total	0	1	552	3	3	0	559
Percentage	0.00%	0.18%	98.75%	0.54%	0.54%	0.00%	

Mill Street
south of Water Street
City, State: Dracut, MA
Client: GPI/S. Theriault
Site Code: NEX-201147.00



PDI File #: 250514 ATR B

Count Date: Saturday, March 29, 2025
Direction: SB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	2	0	0	0	2
12:15 AM	0	0	1	0	0	0	1
12:30 AM	0	0	1	0	0	0	1
12:45 AM	0	0	1	0	0	0	1
1:00 AM	0	0	1	0	0	0	1
1:15 AM	0	0	1	0	0	0	1
1:30 AM	0	0	1	0	0	0	1
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	2	0	0	0	2
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	2	0	0	0	2
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	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	1	0	0	0	1
4:45 AM	0	0	2	0	0	0	2
5:00 AM	0	0	2	0	0	0	2
5:15 AM	0	0	0	0	0	0	0
5:30 AM	0	0	1	0	0	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	0	0	0	0	0
6:30 AM	0	0	1	0	0	0	1
6:45 AM	0	0	5	0	0	0	5
7:00 AM	0	0	2	0	0	0	2
7:15 AM	0	0	3	0	0	0	3
7:30 AM	0	0	5	0	0	0	5
7:45 AM	0	0	3	0	0	0	3
8:00 AM	0	0	5	0	0	0	5
8:15 AM	0	0	4	0	0	0	4
8:30 AM	0	0	6	0	0	0	6
8:45 AM	0	0	8	0	0	0	8
9:00 AM	0	0	9	0	0	0	9
9:15 AM	0	0	8	0	0	0	8
9:30 AM	0	0	6	0	0	0	6
9:45 AM	0	0	16	0	0	0	16
10:00 AM	0	0	8	0	0	0	8
10:15 AM	0	0	9	0	0	0	9
10:30 AM	0	0	9	0	0	0	9
10:45 AM	0	0	7	0	0	0	7
11:00 AM	0	0	11	0	0	0	11
11:15 AM	0	0	9	0	0	0	9
11:30 AM	0	0	4	0	1	0	5
11:45 AM	0	0	9	0	0	0	9

AM Total	0	0	165	0	1	0	166
Percentage	0.00%	0.00%	99.40%	0.00%	0.60%	0.00%	

AM Peak	12:00 AM	12:00 AM	9:45 AM	12:00 AM	10:45 AM	12:00 AM	9:45 AM
Volume	0	0	42	0	1	0	42

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	10	0	0	0	10
12:15 PM	0	0	10	0	0	0	10
12:30 PM	2	0	10	0	1	0	13
12:45 PM	0	0	3	0	0	0	3
1:00 PM	0	0	9	0	0	0	9
1:15 PM	0	0	6	0	0	0	6
1:30 PM	0	0	5	0	1	0	6
1:45 PM	0	0	5	0	0	0	5
2:00 PM	0	0	12	0	0	0	12
2:15 PM	0	0	6	0	0	0	6
2:30 PM	0	0	6	0	0	0	6
2:45 PM	0	0	8	0	0	0	8
3:00 PM	0	0	8	0	0	0	8
3:15 PM	0	0	9	0	0	0	9
3:30 PM	0	0	7	0	0	0	7
3:45 PM	0	0	6	0	1	0	7
4:00 PM	0	0	6	0	0	0	6
4:15 PM	0	0	7	0	0	0	7
4:30 PM	3	0	9	0	0	0	12
4:45 PM	0	0	6	0	0	0	6
5:00 PM	0	0	5	0	0	0	5
5:15 PM	0	0	11	0	0	0	11
5:30 PM	0	0	6	0	0	0	6
5:45 PM	0	0	9	0	0	0	9
6:00 PM	0	0	11	0	0	0	11
6:15 PM	0	0	8	0	0	0	8
6:30 PM	0	0	6	0	0	0	6
6:45 PM	0	0	4	0	0	0	4
7:00 PM	0	0	3	0	0	0	3
7:15 PM	0	0	4	0	0	0	4
7:30 PM	0	0	4	0	0	0	4
7:45 PM	0	0	3	0	0	0	3
8:00 PM	0	0	3	0	0	0	3
8:15 PM	0	0	5	0	0	0	5
8:30 PM	0	0	6	0	0	0	6
8:45 PM	0	0	1	0	0	0	1
9:00 PM	0	0	5	0	0	0	5
9:15 PM	0	0	2	0	0	0	2
9:30 PM	0	0	2	0	0	0	2
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	1	0	0	0	1
10:30 PM	0	0	1	0	0	0	1
10:45 PM	0	0	2	0	0	0	2
11:00 PM	0	0	1	0	0	0	1
11:15 PM	0	0	3	0	0	0	3
11:30 PM	0	0	4	0	0	0	4
11:45 PM	0	0	0	0	0	0	0

PM Total	5	0	259	0	3	0	267
Percentage	1.87%	0.00%	97.00%	0.00%	1.12%	0.00%	

PM Peak	3:45 PM	12:00 PM	5:15 PM	12:00 PM	12:00 PM	12:00 PM	5:15 PM
Volume	3	0	37	0	1	0	37

Day Total	5	0	424	0	4	0	433
Percentage	1.15%	0.00%	97.92%	0.00%	0.92%	0.00%	



PRECISION
DATA
INDUSTRIES, LLC

157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File # 250514 ATR B

Direction: NB

Weekly Report

Day	Thursday		Friday		Saturday										Week			
Date	03/27/25		03/28/25		03/29/25										Ave			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00	1	7	2	7	2	8	0	0	0	0	0	0	0	0	2	7		
12:15	1	15	1	4	0	11	0	0	0	0	0	0	0	0	1	10		
12:30	1	9	0	10	1	9	0	0	0	0	0	0	0	0	1	9		
12:45	0	10	1	10	0	6	0	0	0	0	0	0	0	0	0	9		
1:00	0	6	0	10	1	9	0	0	0	0	0	0	0	0	0	8		
1:15	1	7	0	7	0	9	0	0	0	0	0	0	0	0	0	8		
1:30	0	7	0	8	1	6	0	0	0	0	0	0	0	0	0	7		
1:45	0	10	0	12	0	8	0	0	0	0	0	0	0	0	0	10		
2:00	1	11	0	15	0	10	0	0	0	0	0	0	0	0	0	12		
2:15	0	9	0	10	0	7	0	0	0	0	0	0	0	0	0	9		
2:30	1	6	1	11	0	4	0	0	0	0	0	0	0	0	1	7		
2:45	0	14	0	10	0	8	0	0	0	0	0	0	0	0	0	11		
3:00	0	6	0	15	1	8	0	0	0	0	0	0	0	0	0	10		
3:15	1	14	0	18	0	5	0	0	0	0	0	0	0	0	0	12		
3:30	1	7	2	21	2	11	0	0	0	0	0	0	0	0	2	13		
3:45	1	14	1	18	2	9	0	0	0	0	0	0	0	0	1	14		
4:00	1	18	1	13	0	9	0	0	0	0	0	0	0	0	1	13		
4:15	1	20	0	8	0	7	0	0	0	0	0	0	0	0	0	12		
4:30	1	14	1	12	0	9	0	0	0	0	0	0	0	0	1	12		
4:45	1	13	0	11	0	8	0	0	0	0	0	0	0	0	0	11		
5:00	1	9	0	10	1	6	0	0	0	0	0	0	0	0	1	8		
5:15	8	8	5	7	0	10	0	0	0	0	0	0	0	0	4	8		
5:30	1	7	4	10	1	9	0	0	0	0	0	0	0	0	2	9		
5:45	3	11	3	18	1	3	0	0	0	0	0	0	0	0	2	11		
6:00	4	9	2	10	0	9	0	0	0	0	0	0	0	0	2	9		
6:15	2	11	7	10	3	7	0	0	0	0	0	0	0	0	4	9		
6:30	3	8	2	8	1	4	0	0	0	0	0	0	0	0	2	7		
6:45	4	7	8	11	1	3	0	0	0	0	0	0	0	0	4	7		
7:00	3	9	3	5	3	4	0	0	0	0	0	0	0	0	3	6		
7:15	6	7	8	4	9	4	0	0	0	0	0	0	0	0	8	5		
7:30	7	5	7	6	6	6	0	0	0	0	0	0	0	0	7	6		
7:45	7	4	9	10	4	4	0	0	0	0	0	0	0	0	7	6		
8:00	12	4	12	5	2	3	0	0	0	0	0	0	0	0	9	4		
8:15	7	6	7	6	3	2	0	0	0	0	0	0	0	0	6	5		
8:30	5	3	6	5	7	2	0	0	0	0	0	0	0	0	6	3		
8:45	12	4	6	4	10	2	0	0	0	0	0	0	0	0	9	3		
9:00	4	2	9	3	4	3	0	0	0	0	0	0	0	0	6	3		
9:15	5	3	9	3	7	3	0	0	0	0	0	0	0	0	7	3		
9:30	10	3	7	2	10	1	0	0	0	0	0	0	0	0	9	2		
9:45	4	0	10	5	3	2	0	0	0	0	0	0	0	0	6	2		
10:00	11	2	13	4	11	0	0	0	0	0	0	0	0	0	12	2		
10:15	8	1	3	5	10	2	0	0	0	0	0	0	0	0	7	3		
10:30	12	0	8	2	9	3	0	0	0	0	0	0	0	0	10	2		
10:45	8	0	6	1	8	1	0	0	0	0	0	0	0	0	7	1		
11:00	12	1	14	4	7	2	0	0	0	0	0	0	0	0	11	2		
11:15	3	2	13	1	5	1	0	0	0	0	0	0	0	0	7	1		
11:30	7	1	8	1	12	0	0	0	0	0	0	0	0	0	9	1		
11:45	8	3	6	1	8	1	0	0	0	0	0	0	0	0	7	2		
Total	190	347	205	391	156	258	0	0	0	0	0	0	0	0	184	332		
Day Total	537		596		414		0		0		0		0		516			
Peak HR	10:15 AM	3:45 PM	10:30 AM	3:00 PM	10:00 AM	3:30 PM											10:00 AM	3:15 PM
Volume	40	66	41	72	38	36											36	52



PRECISION
DATA
INDUSTRIES, LLC

157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Direction: SB

Day	Thursday		Friday		Saturday										Week	
Date	03/27/25		03/28/25		03/29/25										Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	1	9	0	9	2	10	0	0	0	0	0	0	0	0	1	9
12:15	1	9	0	9	1	10	0	0	0	0	0	0	0	0	1	9
12:30	0	10	0	6	1	13	0	0	0	0	0	0	0	0	0	10
12:45	1	10	1	5	1	3	0	0	0	0	0	0	0	0	1	6
1:00	0	8	0	10	1	9	0	0	0	0	0	0	0	0	0	9
1:15	0	9	3	8	1	6	0	0	0	0	0	0	0	0	1	8
1:30	0	6	0	12	1	6	0	0	0	0	0	0	0	0	0	8
1:45	0	7	0	7	0	5	0	0	0	0	0	0	0	0	0	6
2:00	0	9	0	13	0	12	0	0	0	0	0	0	0	0	0	11
2:15	0	15	1	7	0	6	0	0	0	0	0	0	0	0	0	9
2:30	0	13	0	8	2	6	0	0	0	0	0	0	0	0	1	9
2:45	0	17	0	17	0	8	0	0	0	0	0	0	0	0	0	14
3:00	0	9	0	14	2	8	0	0	0	0	0	0	0	0	1	10
3:15	2	10	0	9	0	9	0	0	0	0	0	0	0	0	1	9
3:30	0	10	0	10	0	7	0	0	0	0	0	0	0	0	0	9
3:45	1	14	0	11	0	7	0	0	0	0	0	0	0	0	0	11
4:00	0	8	1	11	0	6	0	0	0	0	0	0	0	0	0	8
4:15	0	12	0	14	0	7	0	0	0	0	0	0	0	0	0	11
4:30	1	13	2	9	1	12	0	0	0	0	0	0	0	0	1	11
4:45	1	11	1	8	2	6	0	0	0	0	0	0	0	0	1	8
5:00	0	9	2	9	2	5	0	0	0	0	0	0	0	0	1	8
5:15	2	11	3	15	0	11	0	0	0	0	0	0	0	0	2	12
5:30	4	10	2	13	1	6	0	0	0	0	0	0	0	0	2	10
5:45	3	13	4	7	0	9	0	0	0	0	0	0	0	0	2	10
6:00	4	5	1	10	0	11	0	0	0	0	0	0	0	0	2	9
6:15	6	12	8	9	0	8	0	0	0	0	0	0	0	0	5	10
6:30	6	7	6	11	1	6	0	0	0	0	0	0	0	0	4	8
6:45	6	12	4	6	5	4	0	0	0	0	0	0	0	0	5	7
7:00	8	16	11	14	2	3	0	0	0	0	0	0	0	0	7	11
7:15	3	7	6	4	3	4	0	0	0	0	0	0	0	0	4	5
7:30	10	9	11	5	5	4	0	0	0	0	0	0	0	0	9	6
7:45	7	5	8	4	3	3	0	0	0	0	0	0	0	0	6	4
8:00	4	7	6	7	5	3	0	0	0	0	0	0	0	0	5	6
8:15	6	2	8	6	4	5	0	0	0	0	0	0	0	0	6	4
8:30	7	4	7	5	6	6	0	0								

Mill Street
south of Water Street
City, State: Dracut, MA
Client: GPI/S. Theriault
Site Code: NEX-2021147.00



PDI File #: 250512 ATR B (speed)

Count Date
Thursday, March 27, 2025

Speed (60-minute)

SB																
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	2	0	0	0	0	0	0	0	0	0	2	26.7	26.0
1:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2	20.1	18.0
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	2	1	0	0	0	0	0	0	0	0	0	3	25.1	23.3
4:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	2	32.4	31.0
5:00 AM	0	1	2	3	5	1	0	0	0	0	0	0	0	12	33.0	27.8
6:00 AM	3	0	3	7	10	0	0	0	0	0	0	0	0	23	32.0	26.3
7:00 AM	2	1	5	16	9	6	0	0	0	0	0	0	0	39	33.6	27.9
8:00 AM	1	1	9	15	6	1	0	0	0	0	0	0	0	33	30.0	25.8
9:00 AM	4	3	8	8	11	3	0	0	0	0	0	0	0	37	32.0	25.8
10:00 AM	1	6	7	17	4	0	0	0	0	0	0	0	0	35	28.9	24.5
11:00 AM	0	8	14	10	10	2	1	0	0	0	0	0	0	45	31.0	25.4
12:00 PM	3	4	13	14	8	0	0	0	0	0	0	0	0	42	30.0	24.1
1:00 PM	0	7	10	15	3	1	0	0	0	0	0	0	0	36	29.0	24.3
2:00 PM	3	13	18	18	7	0	0	0	0	0	0	0	0	59	29.0	23.0
3:00 PM	1	7	15	26	1	1	1	0	0	0	0	0	0	52	28.0	24.8
4:00 PM	9	9	24	16	4	1	1	0	0	0	0	0	0	64	28.0	22.5
5:00 PM	4	9	17	15	7	1	0	0	0	0	0	0	0	53	29.2	23.3
6:00 PM	5	11	17	12	4	0	0	0	0	0	0	0	0	49	27.0	22.0
7:00 PM	8	3	15	9	2	0	0	0	0	0	0	0	0	37	27.6	21.2
8:00 PM	5	2	9	3	2	0	0	0	0	0	0	0	0	21	26.0	20.9
9:00 PM	2	2	2	1	3	0	0	0	0	0	0	0	0	10	30.0	21.9
10:00 PM	0	0	1	1	3	0	0	0	0	0	0	0	0	5	33.0	30.2
11:00 PM	0	1	2	0	0	0	1	0	0	0	0	0	0	4	34.6	26.5
Total	51	89	194	210	100	17	4	0	0	0	0	0	0	665	30.0	24.1
Percent	7.67%	13.38%	29.17%	31.58%	15.04%	2.56%	0.60%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak	9:00 AM	11:00 AM	11:00 AM	10:00 AM	9:00 AM	7:00 AM	11:00 AM							11:00 AM
Volume	4	8	14	17	11	6	1	0	0	0	0	0	0	45

PM Peak	4:00 PM	2:00 PM	4:00 PM	3:00 PM	12:00 PM	1:00 PM	3:00 PM							4:00 PM
Volume	9	13	24	26	8	1	1	0	0	0	0	0	0	64

15th Percentile:	18.0 MPH	Average Speed:	24.1 MPH	Posted Speed Limit:	25 MPH
50th Percentile:	24.0 MPH	10 MPH Pace:	21 to 30 MPH	Number of Vehicles > 25 MPH:	284
85th Percentile:	30.0 MPH	Number in Pace:	408	Percent of Vehicles > 25 MPH:	42.7%
95th Percentile:	33.0 MPH	Percent in Pace:	61.4%		

Mill Street
south of Water Street
City, State: Dracut, MA
Client: GPI/S. Theriault
Site Code: NEX-2021147.00



PDI File #: 250512 ATR B (speed)

Count Date
Thursday, March 27, 2025

Speed (60-minute)

NB																
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	1	0	1	1	0	0	0	0	0	0	0	0	3	28.8	23.7
1:00 AM	1	0	0	1	0	0	0	1	0	0	0	0	0	3	41.3	28.3
2:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	2	24.8	19.5
3:00 AM	1	0	1	1	1	0	0	0	0	0	0	0	0	4	29.7	23.5
4:00 AM	0	1	0	0	3	1	1	0	0	0	0	0	0	6	39.8	32.5
5:00 AM	4	5	3	5	2	2	0	0	0	0	0	0	0	21	30.0	22.4
6:00 AM	5	4	7	6	3	1	0	0	0	0	0	0	0	26	28.8	22.4
7:00 AM	6	5	10	9	4	6	2	0	0	0	0	0	0	42	35.0	24.9
8:00 AM	4	8	18	9	8	3	1	0	0	0	0	0	0	51	32.0	24.2
9:00 AM	2	4	10	10	5	1	0	0	0	0	0	0	0	32	30.0	24.3
10:00 AM	10	7	18	6	9	2	0	0	0	0	0	0	0	52	31.0	22.3
11:00 AM	7	9	17	8	8	2	0	0	0	0	0	0	0	51	31.0	22.6
12:00 PM	10	11	24	7	7	5	0	0	0	0	0	0	0	64	31.0	22.6
1:00 PM	7	4	15	8	9	3	0	0	0	0	0	0	0	46	32.3	23.7
2:00 PM	7	13	26	12	8	4	1	0	0	0	0	0	0	71	31.5	23.3
3:00 PM	14	12	15	12	7	2	1	0	0	0	0	0	0	63	31.1	21.7
4:00 PM	13	17	30	15	14	2	0	0	0	0	0	0	0	91	30.0	22.4
5:00 PM	11	22	19	6	8	3	0	0	0	0	0	0	0	69	29.6	21.2
6:00 PM	6	9	24	4	8	1	1	0	0	0	0	0	0	53	31.0	22.3
7:00 PM	5	19	11	8	3	6	0	0	0	0	0	0	0	52	31.7	22.3
8:00 PM	8	8	8	5	5	1	0	0	0	0	0	0	0	35	30.7	21.5
9:00 PM	2	1	4	2	5	2	0	0	0	0	0	0	0	16	32.8	26.2
10:00 PM	3	1	5	4	0	0	0	0	0	0	0	0	0	13	25.0	20.5
11:00 PM	0	3	2	4	1	0	1	0	0	0	0	0	0	11	30.0	25.9
Total	127	164	267	144	119	47	8	1	0	0	0	0	0	877	31.0	22.8
Percent	14.48%	18.70%	30.44%	16.42%	13.57%	5.36%	0.91%	0.11%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak	10:00 AM	11:00 AM	8:00 AM	9:00 AM	10:00 AM	7:00 AM	7:00 AM	1:00 AM							10:00 AM
Volume	10	9	18	10	9	6	2	1	0	0	0	0	0	0	52

PM Peak	3:00 PM	5:00 PM	4:00 PM	4:00 PM	4:00 PM	7:00 PM	2:00 PM								4:00 PM
Volume	14	22	30	15	14	6	1	0	0	0	0	0	0	0	91

15th Percentile:	15.0 MPH	Average Speed:	22.8 MPH	Posted Speed Limit:	25 MPH
50th Percentile:	22.0 MPH	10 MPH Pace:	18 to 27 MPH	Number of Vehicles > 25 MPH:	282
85th Percentile:	31.0 MPH	Number in Pace:	450	Percent of Vehicles > 25 MPH:	32.2%
95th Percentile:	36.0 MPH	Percent in Pace:	51.3%		

Mill Street
south of Water Street
City, State: Dracut, MA
Client: GPI/S. Theriault
Site Code: NEX-2021147.00



PDI File #: 250512 ATR B (speed)

Count Date
Thursday, March 27, 2025

Speed (60-minute)																
Combined SB and NB																
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	1	0	3	1	0	0	0	0	0	0	0	0	5	28.2	24.6
1:00 AM	1	1	1	1	0	0	0	1	0	0	0	0	0	5	35.6	24.2
2:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	2	24.8	19.5
3:00 AM	1	0	3	2	1	0	0	0	0	0	0	0	0	7	28.3	23.4
4:00 AM	0	1	0	1	4	1	1	0	0	0	0	0	0	8	38.8	32.1
5:00 AM	4	6	5	8	7	3	0	0	0	0	0	0	0	33	33.0	24.3
6:00 AM	8	4	10	13	13	1	0	0	0	0	0	0	0	49	32.0	24.2
7:00 AM	8	6	15	25	13	12	2	0	0	0	0	0	0	81	35.0	26.3
8:00 AM	5	9	27	24	14	4	1	0	0	0	0	0	0	84	31.0	24.8
9:00 AM	6	7	18	18	16	4	0	0	0	0	0	0	0	69	32.0	25.1
10:00 AM	11	13	25	23	13	2	0	0	0	0	0	0	0	87	30.0	23.2
11:00 AM	7	17	31	18	18	4	1	0	0	0	0	0	0	96	31.0	23.9
12:00 PM	13	15	37	21	15	5	0	0	0	0	0	0	0	106	30.0	23.2
1:00 PM	7	11	25	23	12	4	0	0	0	0	0	0	0	82	31.0	24.0
2:00 PM	10	26	44	30	15	4	1	0	0	0	0	0	0	130	29.7	23.2
3:00 PM	15	19	30	38	8	3	2	0	0	0	0	0	0	115	28.9	23.1
4:00 PM	22	26	54	31	18	3	1	0	0	0	0	0	0	155	29.0	22.5
5:00 PM	15	31	36	21	15	4	0	0	0	0	0	0	0	122	29.9	22.1
6:00 PM	11	20	41	16	12	1	1	0	0	0	0	0	0	102	29.0	22.2
7:00 PM	13	22	26	17	5	6	0	0	0	0	0	0	0	89	28.0	21.8
8:00 PM	13	10	17	8	7	1	0	0	0	0	0	0	0	56	28.0	21.3
9:00 PM	4	3	6	3	8	2	0	0	0	0	0	0	0	26	32.0	24.5
10:00 PM	3	1	6	5	3	0	0	0	0	0	0	0	0	18	30.4	23.2
11:00 PM	0	4	4	4	1	0	2	0	0	0	0	0	0	15	30.8	26.1
Total	178	253	461	354	219	64	12	1	0	0	0	0	0	1542	31.0	23.4
Percent	11.54%	16.41%	29.90%	22.96%	14.20%	4.15%	0.78%	0.06%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak	10:00 AM	11:00 AM	11:00 AM	7:00 AM	11:00 AM	7:00 AM	7:00 AM	1:00 AM							11:00 AM
Volume	11	17	31	25	18	12	2	1	0	0	0	0	0	0	96

PM Peak	4:00 PM	5:00 PM	4:00 PM	3:00 PM	4:00 PM	7:00 PM	3:00 PM								4:00 PM
Volume	22	31	54	38	18	6	2	0	0	0	0	0	0	0	155

15th Percentile:	16.0 MPH	Average Speed:	23.4 MPH	Posted Speed Limit:	25 MPH
50th Percentile:	23.0 MPH	10 MPH Pace:	18 to 27 MPH	Number of Vehicles > 25 MPH:	566
85th Percentile:	31.0 MPH	Number in Pace:	835	Percent of Vehicles > 25 MPH:	36.7%
95th Percentile:	34.0 MPH	Percent in Pace:	54.2%		

Mill Street
south of Water Street
City, State: Dracut, MA
Client: GPI/S. Theriault
Site Code: NEX-2021147.00



PDI File #: 250512 ATR B (speed)

Count Date
Friday, March 28, 2025

Speed (60-minute)

SB																
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	1	1	0	0	0	0	0	0	0	0	0	2	28.1	26.0
1:00 AM	1	2	0	0	0	0	0	0	0	0	0	0	0	3	17.8	15.7
2:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9.0	9.0
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	1	1	1	1	0	0	0	0	0	0	0	4	33.2	28.5
5:00 AM	1	1	2	4	5	1	0	0	0	0	0	0	0	14	31.1	26.6
6:00 AM	0	0	1	8	4	2	0	0	0	0	0	0	0	15	33.0	28.9
7:00 AM	0	1	11	17	5	1	1	0	0	0	0	0	0	36	31.0	26.5
8:00 AM	0	4	12	12	8	1	0	0	0	0	0	0	0	37	31.0	25.7
9:00 AM	4	2	8	25	7	0	0	0	0	0	0	0	0	46	29.3	24.9
10:00 AM	1	3	10	10	4	2	0	0	0	0	0	0	0	30	30.7	25.4
11:00 AM	1	7	13	11	1	3	0	0	0	0	0	0	0	36	28.0	23.6
12:00 PM	0	7	11	14	7	1	1	0	0	0	0	0	0	41	32.0	25.4
1:00 PM	3	4	16	15	7	1	0	0	0	0	0	0	0	46	30.0	24.3
2:00 PM	4	6	12	18	4	3	0	0	0	0	0	0	0	47	29.1	24.2
3:00 PM	4	6	15	20	6	2	1	0	0	0	0	0	0	54	30.0	24.4
4:00 PM	4	5	30	12	4	1	0	0	0	0	0	0	0	56	27.0	23.0
5:00 PM	7	9	15	18	1	3	0	0	0	0	0	0	0	53	28.0	22.7
6:00 PM	3	12	12	10	0	1	0	0	0	0	0	0	0	38	26.5	21.2
7:00 PM	7	10	8	4	3	1	0	0	0	0	0	0	0	33	26.2	20.1
8:00 PM	7	8	9	8	1	2	0	0	0	0	0	0	0	35	27.9	21.1
9:00 PM	2	1	5	3	2	0	0	0	0	0	0	0	0	13	29.2	22.9
10:00 PM	0	1	2	3	1	1	0	0	0	0	0	0	0	8	33.8	27.0
11:00 PM	2	1	2	1	1	0	0	0	0	0	0	0	0	7	26.4	21.0
Total	52	90	196	215	72	27	3	0	0	0	0	0	0	655	30.0	23.9
Percent	7.94%	13.74%	29.92%	32.82%	10.99%	4.12%	0.46%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak	9:00 AM	11:00 AM	11:00 AM	9:00 AM	8:00 AM	11:00 AM	7:00 AM								9:00 AM
Volume	4	7	13	25	8	3	1	0	0	0	0	0	0	0	46

PM Peak	5:00 PM	6:00 PM	4:00 PM	3:00 PM	12:00 PM	2:00 PM	12:00 PM								4:00 PM
Volume	7	12	30	20	7	3	1	0	0	0	0	0	0	56	

15th Percentile:	18.0 MPH	Average Speed:	23.9 MPH	Posted Speed Limit:	25 MPH
50th Percentile:	24.0 MPH	10 MPH Pace:	19 to 28 MPH	Number of Vehicles > 25 MPH:	263
85th Percentile:	30.0 MPH	Number in Pace:	411	Percent of Vehicles > 25 MPH:	40.2%
95th Percentile:	34.0 MPH	Percent in Pace:	62.7%		

Mill Street
south of Water Street
City, State: Dracut, MA
Client: GPI/S. Theriault
Site Code: NEX-2021147.00



PDI File #: 250512 ATR B (speed)

Count Date
Friday, March 28, 2025

Speed (60-minute)

NB																
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	2	0	0	0	1	1	0	0	0	0	0	0	0	4	33.8	22.8
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15.0	15.0
2:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	28.0	28.0
3:00 AM	1	0	1	1	0	1	0	0	0	0	0	0	0	4	33.4	24.5
4:00 AM	0	0	2	0	1	0	1	0	0	0	0	0	0	4	37.1	28.8
5:00 AM	2	3	3	3	1	2	0	0	0	0	0	0	0	14	33.2	23.8
6:00 AM	3	9	8	8	2	1	3	0	0	0	0	0	0	34	30.1	23.6
7:00 AM	4	10	12	7	12	4	0	0	0	0	0	0	0	49	34.0	24.7
8:00 AM	6	8	10	12	8	4	2	0	0	0	0	0	0	50	32.0	25.0
9:00 AM	5	8	12	11	6	2	0	0	0	0	0	0	0	44	30.6	23.1
10:00 AM	4	6	18	5	3	2	0	0	0	0	0	0	0	38	27.5	22.6
11:00 AM	4	11	21	8	4	5	0	0	0	0	0	0	0	53	30.0	22.9
12:00 PM	5	9	14	5	5	2	1	0	0	0	0	0	0	41	32.0	23.1
1:00 PM	3	11	16	12	10	3	1	0	0	0	0	0	0	56	32.0	24.4
2:00 PM	6	13	19	16	11	6	3	0	0	0	0	0	0	74	33.0	25.1
3:00 PM	11	14	30	11	9	5	0	0	0	0	0	0	0	80	31.0	22.4
4:00 PM	11	11	20	9	4	4	1	0	1	0	0	0	0	61	30.0	22.8
5:00 PM	9	15	13	11	4	1	2	0	0	0	0	0	0	55	29.0	21.8
6:00 PM	10	15	18	12	6	5	1	0	0	0	0	0	0	67	32.0	22.6
7:00 PM	9	13	10	4	3	1	1	0	0	0	0	0	0	41	26.0	20.0
8:00 PM	4	8	11	5	4	1	0	0	0	0	0	0	0	33	29.4	21.9
9:00 PM	5	9	4	7	4	3	0	0	0	0	0	0	0	32	32.0	23.1
10:00 PM	2	1	5	5	3	5	0	0	0	0	0	0	0	21	36.0	26.9
11:00 PM	2	4	3	5	1	3	0	0	0	0	0	0	0	18	34.5	24.1
Total	108	179	250	158	102	61	16	0	1	0	0	0	0	875	32.0	23.3
Percent	12.34%	20.46%	28.57%	18.06%	11.66%	6.97%	1.83%	0.00%	0.11%	0.00%	0.00%	0.00%	0.00%			

AM Peak	8:00 AM	11:00 AM	11:00 AM	8:00 AM	7:00 AM	11:00 AM	6:00 AM							11:00 AM
Volume	6	11	21	12	12	5	3	0	0	0	0	0	0	53

PM Peak	3:00 PM	5:00 PM	3:00 PM	2:00 PM	2:00 PM	2:00 PM	2:00 PM		4:00 PM					3:00 PM
Volume	11	15	30	16	11	6	3	0	1	0	0	0	0	80

15th Percentile:	15.0 MPH	Average Speed:	23.3 MPH	Posted Speed Limit:	25 MPH
50th Percentile:	23.0 MPH	10 MPH Pace:	16 to 25 MPH	Number of Vehicles > 25 MPH:	306
85th Percentile:	32.0 MPH	Number in Pace:	434	Percent of Vehicles > 25 MPH:	35.0%
95th Percentile:	37.0 MPH	Percent in Pace:	49.6%		

Mill Street
south of Water Street
City, State: Dracut, MA
Client: GPI/S. Theriault
Site Code: NEX-2021147.00



PDI File #: 250512 ATR B (speed)

Count Date
Friday, March 28, 2025

Speed (60-minute)																
Combined SB and NB																
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	2	0	1	1	1	1	0	0	0	0	0	0	0	6	32.3	23.8
1:00 AM	1	3	0	0	0	0	0	0	0	0	0	0	0	4	17.2	15.5
2:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	2	25.2	18.5
3:00 AM	1	0	1	1	0	1	0	0	0	0	0	0	0	4	33.4	24.5
4:00 AM	0	0	3	1	2	1	1	0	0	0	0	0	0	8	34.8	28.6
5:00 AM	3	4	5	7	6	3	0	0	0	0	0	0	0	28	32.0	25.2
6:00 AM	3	9	9	16	6	3	3	0	0	0	0	0	0	49	32.6	25.2
7:00 AM	4	11	23	24	17	5	1	0	0	0	0	0	0	85	32.4	25.5
8:00 AM	6	12	22	24	16	5	2	0	0	0	0	0	0	87	31.1	25.3
9:00 AM	9	10	20	36	13	2	0	0	0	0	0	0	0	90	30.0	24.0
10:00 AM	5	9	28	15	7	4	0	0	0	0	0	0	0	68	30.0	23.8
11:00 AM	5	18	34	19	5	8	0	0	0	0	0	0	0	89	28.8	23.2
12:00 PM	5	16	25	19	12	3	2	0	0	0	0	0	0	82	32.0	24.3
1:00 PM	6	15	32	27	17	4	1	0	0	0	0	0	0	102	31.0	24.4
2:00 PM	10	19	31	34	15	9	3	0	0	0	0	0	0	121	32.0	24.7
3:00 PM	15	20	45	31	15	7	1	0	0	0	0	0	0	134	30.1	23.2
4:00 PM	15	16	50	21	8	5	1	0	1	0	0	0	0	117	28.0	22.9
5:00 PM	16	24	28	29	5	4	2	0	0	0	0	0	0	108	28.0	22.3
6:00 PM	13	27	30	22	6	6	1	0	0	0	0	0	0	105	27.8	22.1
7:00 PM	16	23	18	8	6	2	1	0	0	0	0	0	0	74	26.1	20.1
8:00 PM	11	16	20	13	5	3	0	0	0	0	0	0	0	68	29.0	21.5
9:00 PM	7	10	9	10	6	3	0	0	0	0	0	0	0	45	31.4	23.0
10:00 PM	2	2	7	8	4	6	0	0	0	0	0	0	0	29	35.8	26.9
11:00 PM	4	5	5	6	2	3	0	0	0	0	0	0	0	25	31.6	23.2
Total	160	269	446	373	174	88	19	0	1	0	0	0	0	1530	31.0	23.6
Percent	10.46%	17.58%	29.15%	24.38%	11.37%	5.75%	1.24%	0.00%	0.07%	0.00%	0.00%	0.00%	0.00%			

AM Peak	9:00 AM	11:00 AM	11:00 AM	9:00 AM	7:00 AM	11:00 AM	6:00 AM								9:00 AM
Volume	9	18	34	36	17	8	3	0	0	0	0	0	0	0	90

PM Peak	5:00 PM	6:00 PM	4:00 PM	2:00 PM	1:00 PM	2:00 PM	2:00 PM		4:00 PM						3:00 PM
Volume	16	27	50	34	17	9	3	0	1	0	0	0	0	134	

15th Percentile:	16.0 MPH	Average Speed:	23.6 MPH	Posted Speed Limit:	25 MPH
50th Percentile:	23.0 MPH	10 MPH Pace:	19 to 28 MPH	Number of Vehicles > 25 MPH:	569
85th Percentile:	31.0 MPH	Number in Pace:	845	Percent of Vehicles > 25 MPH:	37.2%
95th Percentile:	36.0 MPH	Percent in Pace:	55.2%		

Mill Street
south of Water Street
City, State: Dracut, MA
Client: GPI/S. Theriault
Site Code: NEX-2021147.00



PDI File #: 250512 ATR B (speed)

Count Date
Saturday, March 29, 2025

Speed (60-minute)

SB																
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	1	2	0	0	0	0	0	0	0	0	0	3	27.7	26.3
1:00 AM	0	0	0	2	1	0	0	0	0	0	0	0	0	3	29.4	28.0
2:00 AM	0	1	0	2	2	1	0	0	0	0	0	0	0	6	33.0	28.3
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	1	0	1	1	0	0	0	0	0	0	0	3	34.1	30.0
5:00 AM	0	1	0	1	1	0	0	0	0	0	0	0	0	3	29.8	24.7
6:00 AM	0	1	1	2	1	0	0	0	0	0	0	0	0	5	30.0	25.0
7:00 AM	1	2	4	12	5	0	0	0	0	0	0	0	0	24	30.0	25.5
8:00 AM	3	3	9	9	5	1	0	0	0	0	0	0	0	30	30.0	24.2
9:00 AM	3	4	8	8	5	1	1	0	0	0	0	0	0	30	31.0	24.4
10:00 AM	2	7	16	11	3	0	0	0	0	0	0	0	0	39	28.0	22.7
11:00 AM	0	7	17	6	3	0	0	0	0	0	0	0	0	33	27.0	23.1
12:00 PM	3	6	7	11	9	0	0	0	0	0	0	0	0	36	31.8	24.3
1:00 PM	2	9	15	6	3	1	0	0	0	0	0	0	0	36	28.8	22.6
2:00 PM	4	5	13	13	2	0	0	0	0	0	0	0	0	37	28.6	22.9
3:00 PM	3	7	13	15	4	0	0	0	0	0	0	0	0	42	28.9	23.2
4:00 PM	3	10	16	5	1	0	0	0	0	0	0	0	0	35	24.9	20.5
5:00 PM	2	11	7	14	1	0	0	0	0	0	0	0	0	35	26.0	21.6
6:00 PM	5	6	12	1	7	0	0	0	0	0	0	0	0	31	30.0	21.6
7:00 PM	2	4	7	2	2	1	0	0	0	0	0	0	0	18	27.8	21.3
8:00 PM	2	4	5	3	1	0	0	0	0	0	0	0	0	15	26.8	21.5
9:00 PM	1	3	5	3	0	0	0	0	0	0	0	0	0	12	25.4	20.9
10:00 PM	0	1	3	2	0	0	0	0	0	0	0	0	0	6	25.0	21.2
11:00 PM	2	0	2	1	3	0	0	0	0	0	0	0	0	8	30.0	24.1
Total	38	92	162	131	60	6	1	0	0	0	0	0	0	490	29.0	23.0
Percent	7.76%	18.78%	33.06%	26.73%	12.24%	1.22%	0.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak	8:00 AM	10:00 AM	11:00 AM	7:00 AM	7:00 AM	2:00 AM	9:00 AM								10:00 AM
Volume	3	7	17	12	5	1	1	0	0	0	0	0	0	0	39

PM Peak	6:00 PM	5:00 PM	4:00 PM	3:00 PM	12:00 PM	1:00 PM									3:00 PM
Volume	5	11	16	15	9	1	0	0	0	0	0	0	0	0	42

15th Percentile:	17.0 MPH	Average Speed:	23.0 MPH	Posted Speed Limit:	25 MPH
50th Percentile:	23.0 MPH	10 MPH Pace:	19 to 28 MPH	Number of Vehicles > 25 MPH:	165
85th Percentile:	29.0 MPH	Number in Pace:	297	Percent of Vehicles > 25 MPH:	33.7%
95th Percentile:	32.0 MPH	Percent in Pace:	60.6%		

Mill Street
south of Water Street
City, State: Dracut, MA
Client: GPI/S. Theriault
Site Code: NEX-2021147.00



PDI File #: 250512 ATR B (speed)

Count Date
Saturday, March 29, 2025

Speed (60-minute)

NB																
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	1	0	0	1	1	0	0	0	0	0	0	0	0	3	30.1	24.3
1:00 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	4	22.7	20.3
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15.0	15.0
3:00 AM	0	0	1	1	4	2	0	0	0	0	0	0	0	8	36.9	31.0
4:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	12.0	12.0
5:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	2	30.0	30.0
6:00 AM	1	2	1	2	1	0	1	0	0	0	0	0	0	8	30.8	24.1
7:00 AM	7	5	3	4	2	1	0	0	0	0	0	0	0	22	27.0	20.1
8:00 AM	6	9	7	8	4	1	0	0	0	0	0	0	0	35	28.0	21.8
9:00 AM	5	9	13	7	5	1	0	0	0	0	0	0	0	40	28.5	22.0
10:00 AM	6	13	16	8	6	0	2	0	0	0	0	0	0	51	29.5	22.2
11:00 AM	7	9	22	6	4	1	1	0	0	0	0	0	0	50	27.7	21.6
12:00 PM	4	15	10	11	8	3	0	0	0	0	0	0	0	51	31.0	23.0
1:00 PM	5	12	16	7	5	0	0	0	0	0	0	0	0	45	27.4	21.2
2:00 PM	7	11	17	8	6	0	0	0	0	0	0	0	0	49	26.8	21.4
3:00 PM	6	21	13	6	2	0	0	0	0	0	0	0	0	48	25.0	19.2
4:00 PM	8	6	12	10	3	1	0	0	0	0	0	0	0	40	28.2	21.5
5:00 PM	8	10	15	4	1	1	0	0	0	0	0	0	0	39	24.3	19.9
6:00 PM	4	10	11	3	2	0	2	0	0	0	0	0	0	32	28.0	21.4
7:00 PM	1	6	10	6	4	1	1	0	0	0	0	0	0	29	30.0	23.7
8:00 PM	2	1	7	5	0	0	1	0	0	0	0	0	0	16	28.8	23.1
9:00 PM	1	7	9	1	1	0	0	0	0	0	0	0	0	19	24.0	20.6
10:00 PM	1	3	4	2	1	1	0	0	0	0	0	0	0	12	29.4	22.5
11:00 PM	0	4	3	2	0	0	0	0	0	0	0	0	0	9	24.8	21.4
Total	81	155	193	102	62	13	8	0	0	0	0	0	0	614	28.1	21.7
Percent	13.19%	25.24%	31.43%	16.61%	10.10%	2.12%	1.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak	7:00 AM	10:00 AM	11:00 AM	8:00 AM	10:00 AM	3:00 AM	10:00 AM										10:00 AM
Volume	7	13	22	8	6	2	2	0	0	0	0	0	0	51			

PM Peak	4:00 PM	3:00 PM	2:00 PM	12:00 PM	12:00 PM	12:00 PM	6:00 PM										12:00 PM
Volume	8	21	17	11	8	3	2	0	0	0	0	0	0	51			

15th Percentile:	15.0 MPH	Average Speed:	21.7 MPH	Posted Speed Limit:	25 MPH
50th Percentile:	21.0 MPH	10 MPH Pace:	15 to 24 MPH	Number of Vehicles > 25 MPH:	160
85th Percentile:	28.1 MPH	Number in Pace:	348	Percent of Vehicles > 25 MPH:	26.1%
95th Percentile:	33.0 MPH	Percent in Pace:	56.7%		

Mill Street
south of Water Street
City, State: Dracut, MA
Client: GPI/S. Theriault
Site Code: NEX-2021147.00



PDI File #: 250512 ATR B (speed)

Count Date
Saturday, March 29, 2025

Speed (60-minute)																
Combined SB and NB																
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	1	0	1	3	1	0	0	0	0	0	0	0	0	6	28.8	25.3
1:00 AM	0	1	3	2	1	0	0	0	0	0	0	0	0	7	28.2	23.6
2:00 AM	0	2	0	2	2	1	0	0	0	0	0	0	0	7	32.4	26.4
3:00 AM	0	0	1	1	4	2	0	0	0	0	0	0	0	8	36.9	31.0
4:00 AM	1	0	1	0	1	1	0	0	0	0	0	0	0	4	33.7	25.5
5:00 AM	0	1	0	1	3	0	0	0	0	0	0	0	0	5	30.4	26.8
6:00 AM	1	3	2	4	2	0	1	0	0	0	0	0	0	13	31.4	24.5
7:00 AM	8	7	7	16	7	1	0	0	0	0	0	0	0	46	30.0	22.9
8:00 AM	9	12	16	17	9	2	0	0	0	0	0	0	0	65	30.0	22.9
9:00 AM	8	13	21	15	10	2	1	0	0	0	0	0	0	70	31.0	23.0
10:00 AM	8	20	32	19	9	0	2	0	0	0	0	0	0	90	28.0	22.4
11:00 AM	7	16	39	12	7	1	1	0	0	0	0	0	0	83	27.0	22.2
12:00 PM	7	21	17	22	17	3	0	0	0	0	0	0	0	87	31.1	23.6
1:00 PM	7	21	31	13	8	1	0	0	0	0	0	0	0	81	28.0	21.9
2:00 PM	11	16	30	21	8	0	0	0	0	0	0	0	0	86	28.0	22.1
3:00 PM	9	28	26	21	6	0	0	0	0	0	0	0	0	90	26.0	21.1
4:00 PM	11	16	28	15	4	1	0	0	0	0	0	0	0	75	27.9	21.0
5:00 PM	10	21	22	18	2	1	0	0	0	0	0	0	0	74	26.0	20.7
6:00 PM	9	16	23	4	9	0	2	0	0	0	0	0	0	63	30.0	21.5
7:00 PM	3	10	17	8	6	2	1	0	0	0	0	0	0	47	30.0	22.8
8:00 PM	4	5	12	8	1	0	1	0	0	0	0	0	0	31	28.0	22.3
9:00 PM	2	10	14	4	1	0	0	0	0	0	0	0	0	31	24.5	20.7
10:00 PM	1	4	7	4	1	1	0	0	0	0	0	0	0	18	28.0	22.1
11:00 PM	2	4	5	3	3	0	0	0	0	0	0	0	0	17	29.2	22.7
Total	119	247	355	233	122	19	9	0	0	0	0	0	0	1104	29.0	22.3
Percent	10.78%	22.37%	32.16%	21.11%	11.05%	1.72%	0.82%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak	8:00 AM	10:00 AM	11:00 AM	10:00 AM	9:00 AM	3:00 AM	10:00 AM							10:00 AM
Volume	9	20	39	19	10	2	2	0	0	0	0	0	0	90

PM Peak	2:00 PM	3:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	6:00 PM							3:00 PM
Volume	11	28	31	22	17	3	2	0	0	0	0	0	0	90

15th Percentile:	16.0 MPH	Average Speed:	22.3 MPH	Posted Speed Limit:	25 MPH
50th Percentile:	22.0 MPH	10 MPH Pace:	18 to 27 MPH	Number of Vehicles > 25 MPH:	325
85th Percentile:	29.0 MPH	Number in Pace:	626	Percent of Vehicles > 25 MPH:	29.4%
95th Percentile:	32.0 MPH	Percent in Pace:	56.7%		

PDI File #: **250514 A**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue					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	3	90	67	0	160	0	87	7	0	94	14	28	7	0	49	8	55	3	0	66	369
7:15 AM	5	100	62	0	167	0	95	11	0	106	19	55	9	0	83	2	74	7	0	83	439
7:30 AM	11	84	47	0	142	0	76	8	0	84	17	36	2	0	55	4	76	4	0	84	365
7:45 AM	15	71	68	0	154	0	72	9	0	81	15	43	2	0	60	6	92	3	0	101	396
Total	34	345	244	0	623	0	330	35	0	365	65	162	20	0	247	20	297	17	0	334	1569
8:00 AM	12	72	86	0	170	0	54	4	0	58	20	34	8	0	62	7	86	7	0	100	390
8:15 AM	4	77	74	0	155	0	56	8	0	64	14	41	6	0	61	1	82	6	0	89	369
8:30 AM	12	71	55	0	138	0	79	15	0	94	14	39	6	0	59	6	54	3	0	63	354
8:45 AM	11	77	53	0	141	0	60	11	0	71	10	31	6	0	47	6	60	4	0	70	329
Total	39	297	268	0	604	0	249	38	0	287	58	145	26	0	229	20	282	20	0	322	1442
Grand Total	73	642	512	0	1227	0	579	73	0	652	123	307	46	0	476	40	579	37	0	656	3011
Approach %	5.9	52.3	41.7	0.0		0.0	88.8	11.2	0.0		25.8	64.5	9.7	0.0		6.1	88.3	5.6	0.0		
Total %	2.4	21.3	17.0	0.0	40.8	0.0	19.2	2.4	0.0	21.7	4.1	10.2	1.5	0.0	15.8	1.3	19.2	1.2	0.0	21.8	
Exiting Leg Total	344					1214					755					698					3011
Cars	71	633	498	0	1202	0	560	67	0	627	117	296	46	0	459	40	558	36	0	634	2922
% Cars	97.3	98.6	97.3	0.0	98.0	0.0	96.7	91.8	0.0	96.2	95.1	96.4	100.0	0.0	96.4	100.0	96.4	97.3	0.0	96.6	97.0
Exiting Leg Total	332					1173					740					677					2922
Heavy Vehicles	2	9	14	0	25	0	19	6	0	25	6	11	0	0	17	0	21	1	0	22	89
% Heavy Vehicles	2.7	1.4	2.7	0.0	2.0	0.0	3.3	8.2	0.0	3.8	4.9	3.6	0.0	0.0	3.6	0.0	3.6	2.7	0.0	3.4	3.0
Exiting Leg Total	12					41					15					21					89

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

7:15 AM	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue					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	5	100	62	0	167	0	95	11	0	106	19	55	9	0	83	2	74	7	0	83	439
7:30 AM	11	84	47	0	142	0	76	8	0	84	17	36	2	0	55	4	76	4	0	84	365
7:45 AM	15	71	68	0	154	0	72	9	0	81	15	43	2	0	60	6	92	3	0	101	396
8:00 AM	12	72	86	0	170	0	54	4	0	58	20	34	8	0	62	7	86	7	0	100	390
Total Volume	43	327	263	0	633	0	297	32	0	329	71	168	21	0	260	19	328	21	0	368	1590
% Approach Total	6.8	51.7	41.5	0.0		0.0	90.3	9.7	0.0		27.3	64.6	8.1	0.0		5.2	89.1	5.7	0.0		
PHF	0.717	0.818	0.765	0.000	0.931	0.000	0.782	0.727	0.000	0.776	0.888	0.764	0.583	0.000	0.783	0.679	0.891	0.750	0.000	0.911	0.905
Cars	42	320	254	0	616	0	286	31	0	317	68	161	21	0	250	19	313	20	0	352	1535
Cars %	97.7	97.9	96.6	0.0	97.3	0.0	96.3	96.9	0.0	96.4	95.8	95.8	100.0	0.0	96.2	100.0	95.4	95.2	0.0	95.7	96.5
Heavy Vehicles	1	7	9	0	17	0	11	1	0	12	3	7	0	0	10	0	15	1	0	16	55
Heavy Vehicles %	2.3	2.1	3.4	0.0	2.7	0.0	3.7	3.1	0.0	3.6	4.2	4.2	0.0	0.0	3.8	0.0	4.6	4.8	0.0	4.3	3.5
Cars Enter Leg	42	320	254	0	616	0	286	31	0	317	68	161	21	0	250	19	313	20	0	352	1535
Heavy Enter Leg	1	7	9	0	17	0	11	1	0	12	3	7	0	0	10	0	15	1	0	16	55
Total Entering Leg	43	327	263	0	633	0	297	32	0	329	71	168	21	0	260	19	328	21	0	368	1590
Cars Exiting Leg	181					635					370					349					1535
Heavy Exiting Leg	8					27					8					12					55
Total Exiting Leg	189					662					378					361					1590

PDI File #: **250514 A**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue					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	3	90	67	0	160	0	85	6	0	91	14	28	7	0	49	8	54	3	0	65	365
7:15 AM	5	100	61	0	166	0	95	10	0	105	17	55	9	0	81	2	67	7	0	76	428
7:30 AM	11	80	46	0	137	0	71	8	0	79	17	35	2	0	54	4	73	4	0	81	351
7:45 AM	14	69	66	0	149	0	69	9	0	78	15	38	2	0	55	6	89	3	0	98	380
Total	33	339	240	0	612	0	320	33	0	353	63	156	20	0	239	20	283	17	0	320	1524
8:00 AM	12	71	81	0	164	0	51	4	0	55	19	33	8	0	60	7	84	6	0	97	376
8:15 AM	4	77	70	0	151	0	55	6	0	61	11	40	6	0	57	1	80	6	0	87	356
8:30 AM	11	71	55	0	137	0	78	13	0	91	14	38	6	0	58	6	52	3	0	61	347
8:45 AM	11	75	52	0	138	0	56	11	0	67	10	29	6	0	45	6	59	4	0	69	319
Total	38	294	258	0	590	0	240	34	0	274	54	140	26	0	220	20	275	19	0	314	1398
Grand Total	71	633	498	0	1202	0	560	67	0	627	117	296	46	0	459	40	558	36	0	634	2922
Approach %	5.9	52.7	41.4	0.0		0.0	89.3	10.7	0.0		25.5	64.5	10.0	0.0		6.3	88.0	5.7	0.0		
Total %	2.4	21.7	17.0	0.0	41.1	0.0	19.2	2.3	0.0	21.5	4.0	10.1	1.6	0.0	15.7	1.4	19.1	1.2	0.0	21.7	
Exiting Leg Total	332					1173					740					677					2922

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

7:15 AM	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue					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	5	100	61	0	166	0	95	10	0	105	17	55	9	0	81	2	67	7	0	76	428
7:30 AM	11	80	46	0	137	0	71	8	0	79	17	35	2	0	54	4	73	4	0	81	351
7:45 AM	14	69	66	0	149	0	69	9	0	78	15	38	2	0	55	6	89	3	0	98	380
8:00 AM	12	71	81	0	164	0	51	4	0	55	19	33	8	0	60	7	84	6	0	97	376
Total Volume	42	320	254	0	616	0	286	31	0	317	68	161	21	0	250	19	313	20	0	352	1535
% Approach Total	6.8	51.9	41.2	0.0		0.0	90.2	9.8	0.0		27.2	64.4	8.4	0.0		5.4	88.9	5.7	0.0		
PHF	0.750	0.800	0.784	0.000	0.928	0.000	0.753	0.775	0.000	0.755	0.895	0.732	0.583	0.000	0.772	0.679	0.879	0.714	0.000	0.898	0.897
Entering Leg	42	320	254	0	616	0	286	31	0	317	68	161	21	0	250	19	313	20	0	352	1535
Exiting Leg	181					635					370					349					1535
Total	797					952					620					701					3070

PDI File #: **250514 A**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue					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	2	1	0	3	0	0	0	0	0	0	1	0	0	0	1	4
7:15 AM	0	0	1	0	1	0	0	1	0	1	2	0	0	0	2	0	7	0	0	0	7	11
7:30 AM	0	4	1	0	5	0	5	0	0	5	0	1	0	0	1	0	3	0	0	0	3	14
7:45 AM	1	2	2	0	5	0	3	0	0	3	0	5	0	0	5	0	3	0	0	0	3	16
Total	1	6	4	0	11	0	10	2	0	12	2	6	0	0	8	0	14	0	0	0	14	45
8:00 AM	0	1	5	0	6	0	3	0	0	3	1	1	0	0	2	0	2	1	0	0	3	14
8:15 AM	0	0	4	0	4	0	1	2	0	3	3	1	0	0	4	0	2	0	0	0	2	13
8:30 AM	1	0	0	0	1	0	1	2	0	3	0	1	0	0	1	0	2	0	0	0	2	7
8:45 AM	0	2	1	0	3	0	4	0	0	4	0	2	0	0	2	0	1	0	0	0	1	10
Total	1	3	10	0	14	0	9	4	0	13	4	5	0	0	9	0	7	1	0	0	8	44
Grand Total	2	9	14	0	25	0	19	6	0	25	6	11	0	0	17	0	21	1	0	0	22	89
Approach %	8.0	36.0	56.0	0.0		0.0	76.0	24.0	0.0		35.3	64.7	0.0	0.0		0.0	95.5	4.5	0.0			
Total %	2.2	10.1	15.7	0.0	28.1	0.0	21.3	6.7	0.0	28.1	6.7	12.4	0.0	0.0	19.1	0.0	23.6	1.1	0.0		24.7	
Exiting Leg Total	12					41					15					21					89	
Buses	0	4	7	0	11	0	5	3	0	8	3	2	0	0	5	0	8	0	0	0	8	32
% Buses	0.0	44.4	50.0	0.0	44.0	0.0	26.3	50.0	0.0	32.0	50.0	18.2	0.0	0.0	29.4	0.0	38.1	0.0	0.0		36.4	36.0
Exiting Leg Total	2					18					7					5					32	
Single-Unit Trucks	2	5	7	0	14	0	14	2	0	16	3	8	0	0	11	0	12	1	0	0	13	54
% Single-Unit	100.0	55.6	50.0	0.0	56.0	0.0	73.7	33.3	0.0	64.0	50.0	72.7	0.0	0.0	64.7	0.0	57.1	100.0	0.0		59.1	60.7
Exiting Leg Total	9					22					7					16					54	
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	1	0	0	0	1	3
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	4.0	0.0	9.1	0.0	0.0	5.9	0.0	4.8	0.0	0.0		4.5	3.4
Exiting Leg Total	1					1					1					0					3	

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

7:30 AM	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue					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	4	1	0	5	0	5	0	0	5	0	1	0	0	1	0	3	0	0	3	14
7:45 AM	1	2	2	0	5	0	3	0	0	3	0	5	0	0	5	0	3	0	0	3	16
8:00 AM	0	1	5	0	6	0	3	0	0	3	1	1	0	0	2	0	2	1	0	3	14
8:15 AM	0	0	4	0	4	0	1	2	0	3	3	1	0	0	4	0	2	0	0	2	13
Total Volume	1	7	12	0	20	0	12	2	0	14	4	8	0	0	12	0	10	1	0	11	57
% Approach Total	5.0	35.0	60.0	0.0		0.0	85.7	14.3	0.0		33.3	66.7	0.0	0.0		0.0	90.9	9.1	0.0		
PHF	0.250	0.438	0.600	0.000	0.833	0.000	0.600	0.250	0.000	0.700	0.333	0.400	0.000	0.000	0.600	0.000	0.833	0.250	0.000	0.917	0.891
Buses	0	4	7	0	11	0	4	1	0	5	3	1	0	0	4	0	2	0	0	2	22
Buses %	0.0	57.1	58.3	0.0	55.0	0.0	33.3	50.0	0.0	35.7	75.0	12.5	0.0	0.0	33.3	0.0	20.0	0.0	0.0	18.2	38.6
Single-Unit Trucks	1	3	5	0	9	0	8	1	0	9	1	6	0	0	7	0	7	1	0	8	33
Single-Unit %	100.0	42.9	41.7	0.0	45.0	0.0	66.7	50.0	0.0	64.3	25.0	75.0	0.0	0.0	58.3	0.0	70.0	100.0	0.0	72.7	57.9
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	8.3	0.0	10.0	0.0	0.0	9.1	3.5
Buses	0	4	7	0	11	0	4	1	0	5	3	1	0	0	4	0	2	0	0	2	22
Single-Unit Trucks	1	3	5	0	9	0	8	1	0	9	1	6	0	0	7	0	7	1	0	8	33
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Total Entering Leg	1	7	12	0	20	0	12	2	0	14	4	8	0	0	12	0	10	1	0	11	57
Buses	1					12					5					4					22
Single-Unit Trucks	7					13					4					9					33
Articulated Trucks	1					1					0					0					2
Total Exiting Leg	9					26					9					13					57

PDI File #: **250514 A**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue					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	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
7:30 AM	0	2	1	0	3	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	7
7:45 AM	0	1	1	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
Total	0	3	2	0	5	0	4	1	0	5	0	1	0	0	1	0	7	0	0	7	18
8:00 AM	0	1	4	0	5	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	7
8:15 AM	0	0	1	0	1	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	4
8:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	1	5	0	6	0	1	2	0	3	3	1	0	0	4	0	1	0	0	1	14
Grand Total	0	4	7	0	11	0	5	3	0	8	3	2	0	0	5	0	8	0	0	8	32
Approach %	0.0	36.4	63.6	0.0		0.0	62.5	37.5	0.0		60.0	40.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	12.5	21.9	0.0	34.4	0.0	15.6	9.4	0.0	25.0	9.4	6.3	0.0	0.0	15.6	0.0	25.0	0.0	0.0	25.0	
Exiting Leg Total	2					18					7					5					32

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

7:15 AM	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue						
	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	5	0	0	0	5	5
7:30 AM	0	2	1	0	3	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	7
7:45 AM	0	1	1	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	4
8:00 AM	0	1	4	0	5	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	7
Total Volume	0	4	6	0	10	0	4	0	0	4	1	1	0	0	2	0	7	0	0	0	7	23
% Approach Total	0.0	40.0	60.0	0.0		0.0	100.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	100.0	0.0	0.0			
PHF	0.000	0.500	0.375	0.000	0.500	0.000	0.500	0.000	0.000	0.500	0.250	0.250	0.000	0.000	0.500	0.000	0.350	0.000	0.000	0.350	0.821	
Entering Leg	0	4	6	0	10	0	4	0	0	4	1	1	0	0	2	0	7	0	0	0	7	23
Exiting Leg	1					14					4					4					23	
Total	11					18					6					11					46	

PDI File #: **250514 A**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue					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	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
7:15 AM	0	0	1	0	1	0	0	0	0	0	2	0	0	0	0	2	0	2	0	0	2	5
7:30 AM	0	2	0	0	2	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	6
7:45 AM	1	1	1	0	3	0	2	0	0	2	0	4	0	0	4	0	3	0	0	0	3	12
Total	1	3	2	0	6	0	6	0	0	6	2	5	0	0	7	0	6	0	0	6	25	
8:00 AM	0	0	1	0	1	0	2	0	0	2	0	1	0	0	1	0	2	1	0	0	3	7
8:15 AM	0	0	3	0	3	0	1	1	0	2	1	0	0	0	1	0	2	0	0	0	2	8
8:30 AM	1	0	0	0	1	0	1	1	0	2	0	1	0	0	1	0	1	0	0	0	1	5
8:45 AM	0	2	1	0	3	0	4	0	0	4	0	1	0	0	1	0	1	0	0	0	1	9
Total	1	2	5	0	8	0	8	2	0	10	1	3	0	0	4	0	6	1	0	0	7	29
Grand Total	2	5	7	0	14	0	14	2	0	16	3	8	0	0	11	0	12	1	0	13	54	
Approach %	14.3	35.7	50.0	0.0		0.0	87.5	12.5	0.0		27.3	72.7	0.0	0.0		0.0	92.3	7.7	0.0			
Total %	3.7	9.3	13.0	0.0	25.9	0.0	25.9	3.7	0.0	29.6	5.6	14.8	0.0	0.0	20.4	0.0	22.2	1.9	0.0	24.1		
Exiting Leg Total	9					22					7					16					54	

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

7:30 AM	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue					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	2	0	0	2	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	6
7:45 AM	1	1	1	0	3	0	2	0	0	2	0	4	0	0	4	0	3	0	0	3	12
8:00 AM	0	0	1	0	1	0	2	0	0	2	0	1	0	0	1	0	2	1	0	3	7
8:15 AM	0	0	3	0	3	0	1	1	0	2	1	0	0	0	1	0	2	0	0	2	8
Total Volume	1	3	5	0	9	0	8	1	0	9	1	6	0	0	7	0	7	1	0	8	33
% Approach Total	11.1	33.3	55.6	0.0		0.0	88.9	11.1	0.0		14.3	85.7	0.0	0.0		0.0	87.5	12.5	0.0		
PHF	0.250	0.375	0.417	0.000	0.750	0.000	0.667	0.250	0.000	0.750	0.250	0.375	0.000	0.000	0.438	0.000	0.583	0.250	0.000	0.667	0.688
Entering Leg	1	3	5	0	9	0	8	1	0	9	1	6	0	0	7	0	7	1	0	8	33
Exiting Leg	7					13					4					9					33
Total	16					22					11					17					66

PDI File #: **250514 A**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue					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	1	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	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
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
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	1	0	0	1	0	0	0	0	0	1
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	1	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	3
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	33.3	0.0	33.3	0.0	0.0	33.3	0.0	33.3	0.0	0.0	33.3	
Exiting Leg Total	1					1					1					0					3

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

7:00 AM	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue						
	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		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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	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 Volume	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	1	2
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.500	
Entering Leg	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2	
Exiting Leg	0					1					1					0					2	
Total	0					2					1					1					4	

PDI File #: **250514 A**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Bicycles (on Roadway and Crosswalks)

	Mammoth Road							Lakeview Avenue							Mammoth Road							Lakeview Avenue							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
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
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
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
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
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
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
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
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
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
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
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		
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
Exiting Leg Total	0							0							0							0							0

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

7:00 AM	Mammoth Road							Lakeview Avenue							Mammoth Road							Lakeview Avenue							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
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
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
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
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
% 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
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
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
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **250514 A**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Mammoth Road							Lakeview Avenue							Mammoth Road							Lakeview Avenue							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	1	0	1	0	0	0	0	0	0	1
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	1	0	1	
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	
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	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	2
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	
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	
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	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	1	1	2	4
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	50	50	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	50	0	0	0	0	25	25	50	0
Exiting Leg Total	0							0							2							2							4

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

7:00 AM	Mammoth Road							Lakeview Avenue							Mammoth Road							Lakeview Avenue							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	1	0	1	0	0	0	0	0	0	1
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	1	0	1	
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	
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	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	2
% 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	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	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	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	2
Exiting Leg	0							0							1							1							2
Total	0							0							2							2							4

PDI File #: **250514 A**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue					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	10	51	65	0	126	0	104	7	0	111	15	77	6	0	98	4	119	8	0	131	466
4:15 PM	7	54	65	0	126	0	104	11	0	115	17	83	8	0	108	3	127	9	0	139	488
4:30 PM	11	44	69	0	124	0	102	12	0	114	29	71	7	0	107	7	120	2	0	129	474
4:45 PM	12	57	76	0	145	0	82	7	0	89	15	83	10	0	108	10	117	5	0	132	474
Total	40	206	275	0	521	0	392	37	0	429	76	314	31	0	421	24	483	24	0	531	1902
5:00 PM	9	54	63	0	126	0	97	10	0	107	16	86	12	0	114	6	145	7	0	158	505
5:15 PM	4	41	63	0	108	2	95	11	0	108	15	85	5	0	105	8	134	12	0	154	475
5:30 PM	11	47	57	0	115	0	98	10	0	108	24	78	8	0	110	6	91	5	0	102	435
5:45 PM	9	42	63	0	114	0	94	7	0	101	13	65	9	0	87	8	99	4	0	111	413
Total	33	184	246	0	463	2	384	38	0	424	68	314	34	0	416	28	469	28	0	525	1828
Grand Total	73	390	521	0	984	2	776	75	0	853	144	628	65	0	837	52	952	52	0	1056	3730
Approach %	7.4	39.6	52.9	0.0		0.2	91.0	8.8	0.0		17.2	75.0	7.8	0.0		4.9	90.2	4.9	0.0		
Total %	2.0	10.5	14.0	0.0	26.4	0.1	20.8	2.0	0.0	22.9	3.9	16.8	1.7	0.0	22.4	1.4	25.5	1.4	0.0	28.3	
Exiting Leg Total	682					1617					517					914					3730
Cars	73	384	519	0	976	2	772	75	0	849	144	621	65	0	830	51	945	51	0	1047	3702
% Cars	100.0	98.5	99.6	0.0	99.2	100.0	99.5	100.0	0.0	99.5	100.0	98.9	100.0	0.0	99.2	98.1	99.3	98.1	0.0	99.1	99.2
Exiting Leg Total	674					1608					510					910					3702
Heavy Vehicles	0	6	2	0	8	0	4	0	0	4	0	7	0	0	7	1	7	1	0	9	28
% Heavy Vehicles	0.0	1.5	0.4	0.0	0.8	0.0	0.5	0.0	0.0	0.5	0.0	1.1	0.0	0.0	0.8	1.9	0.7	1.9	0.0	0.9	0.8
Exiting Leg Total	8					9					7					4					28

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

4:15 PM	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue					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	
4:15 PM	7	54	65	0	126	0	104	11	0	115	17	83	8	0	108	3	127	9	0	139	488
4:30 PM	11	44	69	0	124	0	102	12	0	114	29	71	7	0	107	7	120	2	0	129	474
4:45 PM	12	57	76	0	145	0	82	7	0	89	15	83	10	0	108	10	117	5	0	132	474
5:00 PM	9	54	63	0	126	0	97	10	0	107	16	86	12	0	114	6	145	7	0	158	505
Total Volume	39	209	273	0	521	0	385	40	0	425	77	323	37	0	437	26	509	23	0	558	1941
% Approach Total	7.5	40.1	52.4	0.0		0.0	90.6	9.4	0.0		17.6	73.9	8.5	0.0		4.7	91.2	4.1	0.0		
PHF	0.813	0.917	0.898	0.000	0.898	0.000	0.925	0.833	0.000	0.924	0.664	0.939	0.771	0.000	0.958	0.650	0.878	0.639	0.000	0.883	0.961
Cars	39	206	271	0	516	0	382	40	0	422	77	321	37	0	435	26	504	23	0	553	1926
Cars %	100.0	98.6	99.3	0.0	99.0	0.0	99.2	100.0	0.0	99.3	100.0	99.4	100.0	0.0	99.5	100.0	99.0	100.0	0.0	99.1	99.2
Heavy Vehicles	0	3	2	0	5	0	3	0	0	3	0	2	0	0	2	0	5	0	0	5	15
Heavy Vehicles %	0.0	1.4	0.7	0.0	1.0	0.0	0.8	0.0	0.0	0.7	0.0	0.6	0.0	0.0	0.5	0.0	1.0	0.0	0.0	0.9	0.8
Cars Enter Leg	39	206	271	0	516	0	382	40	0	422	77	321	37	0	435	26	504	23	0	553	1926
Heavy Enter Leg	0	3	2	0	5	0	3	0	0	3	0	2	0	0	2	0	5	0	0	5	15
Total Entering Leg	39	209	273	0	521	0	385	40	0	425	77	323	37	0	437	26	509	23	0	558	1941
Cars Exiting Leg	344					852					272					458					1926
Heavy Exiting Leg	2					7					3					3					15
Total Exiting Leg	346					859					275					461					1941

PDI File #: **250514 A**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue					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	10	51	65	0	126	0	104	7	0	111	15	76	6	0	97	4	119	8	0	131	465
4:15 PM	7	53	64	0	124	0	103	11	0	114	17	83	8	0	108	3	124	9	0	136	482
4:30 PM	11	43	69	0	123	0	102	12	0	114	29	70	7	0	106	7	119	2	0	128	471
4:45 PM	12	56	75	0	143	0	81	7	0	88	15	82	10	0	107	10	116	5	0	131	469
Total	40	203	273	0	516	0	390	37	0	427	76	311	31	0	418	24	478	24	0	526	1887
5:00 PM	9	54	63	0	126	0	96	10	0	106	16	86	12	0	114	6	145	7	0	158	504
5:15 PM	4	39	63	0	106	2	95	11	0	108	15	85	5	0	105	7	132	11	0	150	469
5:30 PM	11	47	57	0	115	0	98	10	0	108	24	76	8	0	108	6	91	5	0	102	433
5:45 PM	9	41	63	0	113	0	93	7	0	100	13	63	9	0	85	8	99	4	0	111	409
Total	33	181	246	0	460	2	382	38	0	422	68	310	34	0	412	27	467	27	0	521	1815
Grand Total	73	384	519	0	976	2	772	75	0	849	144	621	65	0	830	51	945	51	0	1047	3702
Approach %	7.5	39.3	53.2	0.0		0.2	90.9	8.8	0.0		17.3	74.8	7.8	0.0		4.9	90.3	4.9	0.0		
Total %	2.0	10.4	14.0	0.0	26.4	0.1	20.9	2.0	0.0	22.9	3.9	16.8	1.8	0.0	22.4	1.4	25.5	1.4	0.0	28.3	
Exiting Leg Total	674					1608					510					910					3702

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

4:15 PM	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue					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	
4:15 PM	7	53	64	0	124	0	103	11	0	114	17	83	8	0	108	3	124	9	0	136	482
4:30 PM	11	43	69	0	123	0	102	12	0	114	29	70	7	0	106	7	119	2	0	128	471
4:45 PM	12	56	75	0	143	0	81	7	0	88	15	82	10	0	107	10	116	5	0	131	469
5:00 PM	9	54	63	0	126	0	96	10	0	106	16	86	12	0	114	6	145	7	0	158	504
Total Volume	39	206	271	0	516	0	382	40	0	422	77	321	37	0	435	26	504	23	0	553	1926
% Approach Total	7.6	39.9	52.5	0.0		0.0	90.5	9.5	0.0		17.7	73.8	8.5	0.0		4.7	91.1	4.2	0.0		
PHF	0.813	0.920	0.903	0.000	0.902	0.000	0.927	0.833	0.000	0.925	0.664	0.933	0.771	0.000	0.954	0.650	0.869	0.639	0.000	0.875	0.955
Entering Leg	39	206	271	0	516	0	382	40	0	422	77	321	37	0	435	26	504	23	0	553	1926
Exiting Leg	344					852					272					458					1926
Total	860					1274					707					1011					3852

PDI File #: **250514 A**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue					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	1	0	0	1	0	0	0	0	0	1
4:15 PM	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	6
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
4:45 PM	0	1	1	0	2	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	5
Total	0	3	2	0	5	0	2	0	0	2	0	3	0	0	3	0	5	0	0	5	15
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	2	1	0	4	6
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
5:45 PM	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	4
Total	0	3	0	0	3	0	2	0	0	2	0	4	0	0	4	1	2	1	0	4	13
Grand Total	0	6	2	0	8	0	4	0	0	4	0	7	0	0	7	1	7	1	0	9	28
Approach %	0.0	75.0	25.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		11.1	77.8	11.1	0.0		
Total %	0.0	21.4	7.1	0.0	28.6	0.0	14.3	0.0	0.0	14.3	0.0	25.0	0.0	0.0	25.0	3.6	25.0	3.6	0.0	32.1	
Exiting Leg Total	8					9					7					4					28
Buses	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	4
% Buses	0.0	0.0	50.0	0.0	12.5	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	28.6	0.0	0.0	22.2	14.3
Exiting Leg Total	0					3					0					1					4
Single-Unit Trucks	0	4	1	0	5	0	3	0	0	3	0	7	0	0	7	1	5	1	0	7	22
% Single-Unit	0.0	66.7	50.0	0.0	62.5	0.0	75.0	0.0	0.0	75.0	0.0	100.0	0.0	0.0	100.0	100.0	71.4	100.0	0.0	77.8	78.6
Exiting Leg Total	8					6					5					3					22
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Articulated	0.0	33.3	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1
Exiting Leg Total	0					0					2					0					2

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

4:00 PM	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue					
	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	1	0	0	1	0	0	0	0	0	1
4:15 PM	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	6
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
4:45 PM	0	1	1	0	2	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	5
Total Volume	0	3	2	0	5	0	2	0	0	2	0	3	0	0	3	0	5	0	0	5	15
% Approach Total	0.0	60.0	40.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.750	0.500	0.000	0.625	0.000	0.500	0.000	0.000	0.500	0.000	0.750	0.000	0.000	0.750	0.000	0.417	0.000	0.000	0.417	0.625
Buses	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
Buses %	0.0	0.0	50.0	0.0	20.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	20.0	20.0
Single-Unit Trucks	0	1	1	0	2	0	1	0	0	1	0	3	0	0	3	0	4	0	0	4	10
Single-Unit %	0.0	33.3	50.0	0.0	40.0	0.0	50.0	0.0	0.0	50.0	0.0	100.0	0.0	0.0	100.0	0.0	80.0	0.0	0.0	80.0	66.7
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Articulated %	0.0	66.7	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.3
Buses	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
Single-Unit Trucks	0	1	1	0	2	0	1	0	0	1	0	3	0	0	3	0	4	0	0	4	10
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Entering Leg	0	3	2	0	5	0	2	0	0	2	0	3	0	0	3	0	5	0	0	5	15
Buses	0					2					0					1					3
Single-Unit Trucks	3					5					1					1					10
Articulated Trucks	0					0					2					0					2
Total Exiting Leg	3					7					3					2					15

PDI File #: **250514 A**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue					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	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
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	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
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	1	0	0	1	1
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	1	0	0	1	1
Grand Total	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	4
Approach %	0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	25.0	0.0	25.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	
Exiting Leg Total	0					3					0					1					4

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

4:00 PM	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue						
	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		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
4:15 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
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
Total Volume	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	3
% Approach Total	0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0			
PHF	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.375	
Entering Leg	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3	
Exiting Leg	0					2					0					1					3	
Total	1					3					0					2					6	

PDI File #: **250514 A**
Location: **N: Mammoth Road S: Mammoth Road**
Location: **E: Lakeview Avenue W: Lakeview Avenue**
City, State: **Dracut, MA**
Client: **GPI/S. Theriault**
Site Code: **NEX-201147.00**
Count Date: **Thursday, March 27, 2025**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:



Single-Unit Trucks

	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue					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	1	0	0	1	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	3	0	0	3	3
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:45 PM	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	4
Total	0	1	1	0	2	0	1	0	0	1	0	3	0	0	3	0	4	0	0	4	10
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
5:45 PM	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	4
Total	0	3	0	0	3	0	2	0	0	2	0	4	0	0	4	1	1	1	0	3	12
Grand Total	0	4	1	0	5	0	3	0	0	3	0	7	0	0	7	1	5	1	0	7	22
Approach %	0.0	80.0	20.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		14.3	71.4	14.3	0.0		
Total %	0.0	18.2	4.5	0.0	22.7	0.0	13.6	0.0	0.0	13.6	0.0	31.8	0.0	0.0	31.8	4.5	22.7	4.5	0.0	31.8	
Exiting Leg Total	8					6					5					3					22

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

4:30 PM	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue					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	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2
4:45 PM	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	4	
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	5	
Total Volume	0	3	1	0	4	0	2	0	0	2	0	2	0	0	2	1	2	1	0	4	12	
% Approach Total	0.0	75.0	25.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		25.0	50.0	25.0	0.0			
PHF	0.000	0.375	0.250	0.000	0.500	0.000	0.500	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.500	0.250	0.500	0.250	0.000	0.333	0.600	
Entering Leg	0	3	1	0	4	0	2	0	0	2	0	2	0	0	2	1	2	1	0	4	12	
Exiting Leg	3					3					4					2					12	
Total	7					5					6					6					24	

PDI File #: **250514 A**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue					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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	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		
Total %	0.0	100.0	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	0.0	
Exiting Leg Total	0					0					2					0					2

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

4:00 PM	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue					
	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	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	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	0.500	0.000	0.000	0.500	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	0.500
Entering Leg	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg	0					0					2					0					2
Total	2					0					2					0					4

PDI File #: 250514 A
 Location: N: Mammoth Road S: Mammoth Road
 Location: E: Lakeview Avenue W: Lakeview Avenue
 City, State: Dracut, MA
 Client: GPI/S. Theriault
 Site Code: NEX-201147.00
 Count Date: Thursday, March 27, 2025
 Start Time: 4:00 PM
 End Time: 6:00 PM



Class:

Bicycles (on Roadway and Crosswalks)

	Mammoth Road							Lakeview Avenue							Mammoth Road							Lakeview Avenue							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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
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
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
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	0	0	0	1	4
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
5:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	2	2	1	1	0	0	0	3	5	2	0	1	0	0	0	3	11
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2
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
Total	0	0	0	0	1	0	1	0	0	0	0	0	2	2	1	1	0	0	2	3	7	2	0	1	0	0	0	3	13
Grand Total	0	0	0	0	2	0	2	0	0	0	0	0	2	2	1	1	0	0	2	5	9	2	1	1	0	0	0	4	17
Approach %	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		11.1	11.1	0.0	0.0	22.2	55.6		50.0	25.0	25.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	11.8	0.0	11.8	0.0	0.0	0.0	0.0	0.0	11.8	11.8	5.9	5.9	0.0	0.0	11.8	29.4	52.9	11.8	5.9	5.9	0.0	0.0	0.0	23.5	
Exiting Leg Total	4							4							9							0							17

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

4:45 PM	Mammoth Road							Lakeview Avenue							Mammoth Road							Lakeview Avenue							
	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	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
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
5:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	2	2	1	1	0	0	0	3	5	2	0	1	0	0	0	3	11
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	1	0	1	0	0	0	0	0	2	2	1	1	0	0	2	5	9	2	0	1	0	0	0	3	15
% Approach Total	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		11.1	11.1	0.0	0.0	22.2	55.6		66.7	0.0	33.3	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.250		0.250	0.250	0.000	0.000	0.250	0.417	0.450	0.250	0.000	0.250	0.000	0.000	0.250		0.341
Entering Leg	0	0	0	0	1	0	1	0	0	0	0	0	2	2	1	1	0	0	2	5	9	2	0	1	0	0	0	3	15
Exiting Leg	3							3							9							0							15
Total	4							5							18							3							30

PDI File #: **250514 A**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Mammoth Road							Lakeview Avenue							Mammoth Road							Lakeview Avenue							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	2	0	2	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	2	1	3	0	0	0	0	0	2	2	0	0	0	0	2	2	4	0	0	0	0	0	0	0	9
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	2
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
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	4	5	0	0	0	0	0	1	1	7
Grand Total	0	0	0	0	2	1	3	0	0	0	0	1	2	3	0	0	0	0	3	6	9	0	0	0	0	0	1	1	16
Approach %	0	0	0	0	66.7	33.3		0	0	0	0	33.3	66.7		0	0	0	0	33.3	66.7		0	0	0	0	0	100		
Total %	0	0	0	0	12.5	6.25	18.8	0	0	0	0	6.25	12.5	18.8	0	0	0	0	18.8	37.5	56.3	0	0	0	0	0	6.25	6.25	
Exiting Leg Total	3							3							9							1							16

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

4:15 PM	Mammoth Road							Lakeview Avenue							Mammoth Road							Lakeview Avenue							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	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	3
Total Volume	0	0	0	0	2	1	3	0	0	0	0	1	2	3	0	0	0	0	0	4	4	0	0	0	0	0	0	0	10
% Approach Total	0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.375	0.000	0.000	0.000	0.000	0.250	0.500	0.750	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.000		0.833
Entering Leg	0	0	0	0	2	1	3	0	0	0	0	1	2	3	0	0	0	0	0	4	4	0	0	0	0	0	0	0	10
Exiting Leg	3							3							4							0							10
Total	6							6							8							0							20

PDI File #: **250514 A**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue					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	
11:00 AM	12	35	62	0	109	0	90	14	0	104	26	53	8	0	87	6	68	12	0	86	386
11:15 AM	8	38	62	0	108	0	90	15	0	105	19	33	6	0	58	2	93	5	0	100	371
11:30 AM	9	45	52	0	106	0	81	14	0	95	18	43	5	0	66	7	79	4	0	90	357
11:45 AM	10	41	55	0	106	1	93	16	0	110	14	41	7	0	62	8	90	7	0	105	383
Total	39	159	231	0	429	1	354	59	0	414	77	170	26	0	273	23	330	28	0	381	1497
12:00 PM	5	39	65	0	109	0	86	14	0	100	19	45	7	0	71	6	85	9	0	100	380
12:15 PM	5	45	55	0	105	0	89	13	0	102	21	44	6	0	71	11	87	7	0	105	383
12:30 PM	6	37	60	0	103	0	77	10	0	87	19	47	11	0	77	7	87	3	0	97	364
12:45 PM	8	33	49	0	90	0	99	9	0	108	22	53	3	0	78	1	83	4	0	88	364
Total	24	154	229	0	407	0	351	46	0	397	81	189	27	0	297	25	342	23	0	390	1491
1:00 PM	6	48	45	0	99	0	78	6	0	84	22	55	4	0	81	1	83	5	0	89	353
1:15 PM	8	40	54	0	102	0	85	3	0	88	19	52	5	0	76	3	93	7	0	103	369
1:30 PM	10	42	49	0	101	1	63	12	0	76	17	48	7	0	72	5	77	7	0	89	338
1:45 PM	12	38	64	0	114	0	69	13	0	82	19	60	3	0	82	4	89	5	0	98	376
Total	36	168	212	0	416	1	295	34	0	330	77	215	19	0	311	13	342	24	0	379	1436
Grand Total	99	481	672	0	1252	2	1000	139	0	1141	235	574	72	0	881	61	1014	75	0	1150	4424
Approach %	7.9	38.4	53.7	0.0		0.2	87.6	12.2	0.0		26.7	65.2	8.2	0.0		5.3	88.2	6.5	0.0		
Total %	2.2	10.9	15.2	0.0	28.3	0.0	22.6	3.1	0.0	25.8	5.3	13.0	1.6	0.0	19.9	1.4	22.9	1.7	0.0	26.0	
Exiting Leg Total	651					1921					681					1171					4424
Cars	99	479	669	0	1247	2	996	139	0	1137	232	572	71	0	875	61	1002	75	0	1138	4397
% Cars	100.0	99.6	99.6	0.0	99.6	100.0	99.6	100.0	0.0	99.6	98.7	99.7	98.6	0.0	99.3	100.0	98.8	100.0	0.0	99.0	99.4
Exiting Leg Total	649					1903					679					1166					4397
Heavy Vehicles	0	2	3	0	5	0	4	0	0	4	3	2	1	0	6	0	12	0	0	12	27
% Heavy Vehicles	0.0	0.4	0.4	0.0	0.4	0.0	0.4	0.0	0.0	0.4	1.3	0.3	1.4	0.0	0.7	0.0	1.2	0.0	0.0	1.0	0.6
Exiting Leg Total	2					18					2					5					27

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:45 AM	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue					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	
11:45 AM	10	41	55	0	106	1	93	16	0	110	14	41	7	0	62	8	90	7	0	105	383
12:00 PM	5	39	65	0	109	0	86	14	0	100	19	45	7	0	71	6	85	9	0	100	380
12:15 PM	5	45	55	0	105	0	89	13	0	102	21	44	6	0	71	11	87	7	0	105	383
12:30 PM	6	37	60	0	103	0	77	10	0	87	19	47	11	0	77	7	87	3	0	97	364
Total Volume	26	162	235	0	423	1	345	53	0	399	73	177	31	0	281	32	349	26	0	407	1510
% Approach Total	6.1	38.3	55.6	0.0		0.3	86.5	13.3	0.0		26.0	63.0	11.0	0.0		7.9	85.7	6.4	0.0		
PHF	0.650	0.900	0.904	0.000	0.970	0.250	0.927	0.828	0.000	0.907	0.869	0.941	0.705	0.000	0.912	0.727	0.969	0.722	0.000	0.969	0.986
Cars	26	161	234	0	421	1	343	53	0	397	73	176	30	0	279	32	345	26	0	403	1500
Cars %	100.0	99.4	99.6	0.0	99.5	100.0	99.4	100.0	0.0	99.5	100.0	99.4	96.8	0.0	99.3	100.0	98.9	100.0	0.0	99.0	99.3
Heavy Vehicles	0	1	1	0	2	0	2	0	0	2	0	1	1	0	2	0	4	0	0	4	10
Heavy Vehicles %	0.0	0.6	0.4	0.0	0.5	0.0	0.6	0.0	0.0	0.5	0.0	0.6	3.2	0.0	0.7	0.0	1.1	0.0	0.0	1.0	0.7
Cars Enter Leg	26	161	234	0	421	1	343	53	0	397	73	176	30	0	279	32	345	26	0	403	1500
Heavy Enter Leg	0	1	1	0	2	0	2	0	0	2	0	1	1	0	2	0	4	0	0	4	10
Total Entering Leg	26	162	235	0	423	1	345	53	0	399	73	177	31	0	281	32	349	26	0	407	1510
Cars Exiting Leg	203					652					246					399					1500
Heavy Exiting Leg	1					5					1					3					10
Total Exiting Leg	204					657					247					402					1510

PDI File #: **250514 A**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars

	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue					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	
11:00 AM	12	35	61	0	108	0	89	14	0	103	26	53	8	0	87	6	68	12	0	86	384
11:15 AM	8	38	61	0	107	0	90	15	0	105	17	33	6	0	56	2	92	5	0	99	367
11:30 AM	9	45	52	0	106	0	80	14	0	94	18	43	5	0	66	7	78	4	0	89	355
11:45 AM	10	41	54	0	105	1	93	16	0	110	14	41	7	0	62	8	89	7	0	104	381
Total	39	159	228	0	426	1	352	59	0	412	75	170	26	0	271	23	327	28	0	378	1487
12:00 PM	5	38	65	0	108	0	85	14	0	99	19	45	6	0	70	6	84	9	0	99	376
12:15 PM	5	45	55	0	105	0	89	13	0	102	21	43	6	0	70	11	85	7	0	103	380
12:30 PM	6	37	60	0	103	0	76	10	0	86	19	47	11	0	77	7	87	3	0	97	363
12:45 PM	8	33	49	0	90	0	99	9	0	108	22	53	3	0	78	1	83	4	0	88	364
Total	24	153	229	0	406	0	349	46	0	395	81	188	26	0	295	25	339	23	0	387	1483
1:00 PM	6	48	45	0	99	0	78	6	0	84	22	55	4	0	81	1	82	5	0	88	352
1:15 PM	8	40	54	0	102	0	85	3	0	88	19	52	5	0	76	3	90	7	0	100	366
1:30 PM	10	41	49	0	100	1	63	12	0	76	16	47	7	0	70	5	76	7	0	88	334
1:45 PM	12	38	64	0	114	0	69	13	0	82	19	60	3	0	82	4	88	5	0	97	375
Total	36	167	212	0	415	1	295	34	0	330	76	214	19	0	309	13	336	24	0	373	1427
Grand Total	99	479	669	0	1247	2	996	139	0	1137	232	572	71	0	875	61	1002	75	0	1138	4397
Approach %	7.9	38.4	53.6	0.0		0.2	87.6	12.2	0.0		26.5	65.4	8.1	0.0		5.4	88.0	6.6	0.0		
Total %	2.3	10.9	15.2	0.0	28.4	0.0	22.7	3.2	0.0	25.9	5.3	13.0	1.6	0.0	19.9	1.4	22.8	1.7	0.0	25.9	
Exiting Leg Total	649					1903					679					1166					4397

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:45 AM	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue					
	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	
11:45 AM	10	41	54	0	105	1	93	16	0	110	14	41	7	0	62	8	89	7	0	104	381
12:00 PM	5	38	65	0	108	0	85	14	0	99	19	45	6	0	70	6	84	9	0	99	376
12:15 PM	5	45	55	0	105	0	89	13	0	102	21	43	6	0	70	11	85	7	0	103	380
12:30 PM	6	37	60	0	103	0	76	10	0	86	19	47	11	0	77	7	87	3	0	97	363
Total Volume	26	161	234	0	421	1	343	53	0	397	73	176	30	0	279	32	345	26	0	403	1500
% Approach Total	6.2	38.2	55.6	0.0		0.3	86.4	13.4	0.0		26.2	63.1	10.8	0.0		7.9	85.6	6.5	0.0		
PHF	0.650	0.894	0.900	0.000	0.975	0.250	0.922	0.828	0.000	0.902	0.869	0.936	0.682	0.000	0.906	0.727	0.969	0.722	0.000	0.969	0.984
Entering Leg	26	161	234	0	421	1	343	53	0	397	73	176	30	0	279	32	345	26	0	403	1500
Exiting Leg	203					652					246					399					1500
Total	624					1049					525					802					3000

PDI File #: **250514 A**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue					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	
11:00 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	0	1	0	1	0	0	0	0	0	2	0	0	0	0	2	0	1	0	0	4
11:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
11:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	3	0	3	0	2	0	0	2	2	0	0	0	0	2	0	3	0	0	10
12:00 PM	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	4
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
12:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	2	0	0	2	0	1	1	0	2	0	3	0	0	3	8
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
1:30 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	4
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	6	0	0	6	9
Grand Total	0	2	3	0	5	0	4	0	0	4	3	2	1	0	6	0	12	0	0	12	27
Approach %	0.0	40.0	60.0	0.0		0.0	100.0	0.0	0.0		50.0	33.3	16.7	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	7.4	11.1	0.0	18.5	0.0	14.8	0.0	0.0	14.8	11.1	7.4	3.7	0.0	22.2	0.0	44.4	0.0	0.0	44.4	
Exiting Leg Total	2					18					2					5					27
Buses	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
% Buses	0.0	0.0	33.3	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	14.8
Exiting Leg Total	0					4					0					0					4
Single-Unit Trucks	0	2	2	0	4	0	4	0	0	4	3	2	1	0	6	0	9	0	0	9	23
% Single-Unit	0.0	100.0	66.7	0.0	80.0	0.0	100.0	0.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	0.0	75.0	0.0	0.0	75.0	85.2
Exiting Leg Total	2					14					2					5					23
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
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:15 AM	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue					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		
11:15 AM	0	0	1	0	1	0	0	0	0	0	2	0	0	0	0	2	0	1	0	0	1	4
11:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	2
11:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
12:00 PM	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	1	0	0	0	1	4
Total Volume	0	1	2	0	3	0	2	0	0	2	2	0	1	0	3	0	4	0	0	0	4	12
% Approach Total	0.0	33.3	66.7	0.0		0.0	100.0	0.0	0.0		66.7	0.0	33.3	0.0		0.0	100.0	0.0	0.0			
PHF	0.000	0.250	0.500	0.000	0.750	0.000	0.500	0.000	0.000	0.500	0.250	0.000	0.250	0.000	0.375	0.000	1.000	0.000	0.000	1.000	0.750	
Buses	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Buses %	0.0	0.0	50.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	16.7	
Single-Unit Trucks	0	1	1	0	2	0	2	0	0	2	2	0	1	0	3	0	3	0	0	0	3	10
Single-Unit %	0.0	100.0	50.0	0.0	66.7	0.0	100.0	0.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	0.0	75.0	0.0	0.0	75.0	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	1	0	0	0	1	2
Single-Unit Trucks	0	1	1	0	2	0	2	0	0	2	2	0	1	0	3	0	3	0	0	0	3	10
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	0	1	2	0	3	0	2	0	0	2	2	0	1	0	3	0	4	0	0	0	4	12
Buses	0					2					0					0					2	
Single-Unit Trucks	0					6					1					3					10	
Articulated Trucks	0					0					0					0					0	
Total Exiting Leg	0					8					1					3					12	

PDI File #: **250514 A**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue					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	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 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	1	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 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	1	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 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	1	0	0	0	1
Grand Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
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	100.0	0.0	0.0		
Total %	0.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	75.0	
Exiting Leg Total	0					4					0					0					4

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue					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	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	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	100.0	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	0.250	0.000	0.000	0.250	0.250
Entering Leg	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Exiting Leg	0					2					0					0					2
Total	1					2					0					1					4

PDI File #: **250514 A**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue					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		
11:00 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	
11:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	2	
11:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
11:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	
Total	0	0	2	0	2	0	2	0	0	2	2	0	0	0	0	2	0	2	0	0	2	8
12:00 PM	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	4	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	2	
12:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	1	0	0	1	0	2	0	0	2	0	1	1	0	2	0	2	0	0	2	7	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
1:30 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	4	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
Total	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	5	0	0	5	8	
Grand Total	0	2	2	0	4	0	4	0	0	4	3	2	1	0	6	0	9	0	0	9	23	
Approach %	0.0	50.0	50.0	0.0		0.0	100.0	0.0	0.0		50.0	33.3	16.7	0.0		0.0	100.0	0.0	0.0			
Total %	0.0	8.7	8.7	0.0	17.4	0.0	17.4	0.0	0.0	17.4	13.0	8.7	4.3	0.0	26.1	0.0	39.1	0.0	0.0	39.1		
Exiting Leg Total	2					14					2					5					23	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:15 AM	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue					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		
11:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	2
11:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	2
11:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
12:00 PM	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	1	0	0	0	1	4
Total Volume	0	1	1	0	2	0	2	0	0	2	2	0	1	0	3	0	3	0	0	0	3	10
% Approach Total	0.0	50.0	50.0	0.0		0.0	100.0	0.0	0.0		66.7	0.0	33.3	0.0		0.0	100.0	0.0	0.0			
PHF	0.000	0.250	0.250	0.000	0.500	0.000	0.500	0.000	0.000	0.500	0.250	0.000	0.250	0.000	0.375	0.000	0.750	0.000	0.000	0.750	0.625	
Entering Leg	0	1	1	0	2	0	2	0	0	2	2	0	1	0	3	0	3	0	0	3	10	
Exiting Leg					0					6					1					3	10	
Total					2					8					4					6	20	

PDI File #: **250514 A**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue					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	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 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
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 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
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 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	
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Mammoth Road					Lakeview Avenue					Mammoth Road					Lakeview Avenue					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	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 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 #: **250514 A**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Mammoth Road							Lakeview Avenue							Mammoth Road							Lakeview Avenue							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		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2
11:15 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	
11:30 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	
11:45 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	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2	
12:00 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	
12:15 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	
12:30 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	
12:45 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	
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	
1:00 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	
1:15 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	
1:30 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	
1:45 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	
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	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2	
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	50.0	50.0		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	50.0	50.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	0							0							2							0							2	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Mammoth Road							Lakeview Avenue							Mammoth Road							Lakeview Avenue							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		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2
11:15 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	
11:30 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	
11:45 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	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2
% 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	50.0	50.0		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	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2	
Exiting Leg	0							0							2							0							2	
Total	0							0							4							0							4	

PDI File #: 250514 A
Location: N: Mammoth Road S: Mammoth Road
Location: E: Lakeview Avenue W: Lakeview Avenue
City, State: Dracut, MA
Client: GPI/S. Theriault
Site Code: NEX-201147.00
Count Date: Saturday, March 29, 2025
Start Time: 11:00 AM
End Time: 2:00 PM
Class:



Pedestrians

	Mammoth Road							Lakeview Avenue							Mammoth Road							Lakeview Avenue							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	
11:00 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
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
11:30 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
11:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	2	0	2	0	0	0	0	0	0	4
Total	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2	0	0	0	0	2	1	3	0	0	0	0	0	0	6
12:00 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
12:15 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
12:30 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
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	1	1	5
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	1	1	5
1:00 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	1	1	1	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	6	0	0	0	0	0	0	0	6
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	8	0	0	0	0	0	1	1	9
Grand Total	0	0	0	0	0	1	1	0	0	0	0	1	1	2	0	0	0	0	9	6	15	0	0	0	0	0	2	2	20
Approach %	0	0	0	0	0	100		0	0	0	0	50	50		0	0	0	0	60	40		0	0	0	0	0	100		
Total %	0	0	0	0	0	5	5	0	0	0	0	5	5	10	0	0	0	0	45	30	75	0	0	0	0	0	10	10	
Exiting Leg Total	1							2							15							2							20

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:45 PM	Mammoth Road							Lakeview Avenue							Mammoth Road							Lakeview Avenue							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	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	1	1	5
1:00 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	1	1	1	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	6	0	0	0	0	0	0	6	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	4	11	0	0	0	0	0	2	2	13
% 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	63.6	36.4		0.0	0.0	0.0	0.0	0.0	100.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.350	0.500	0.458	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.542
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	4	11	0	0	0	0	0	2	2	13
Exiting Leg	0							0							11							2							13
Total	0							0							22							4							26

PDI File #: **250514 B**
 Location: **N: Myron Street S: Mill Street**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Myron Street					Lakeview Avenue					Mill Street					Lakeview Avenue					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	5	140	7	0	152	5	0	0	0	5	0	140	0	0	140	297
7:15 AM	0	0	0	0	0	2	168	4	0	174	11	0	0	0	11	3	160	0	0	163	348
7:30 AM	0	0	0	0	0	2	142	10	0	154	7	0	1	0	8	2	145	1	0	148	310
7:45 AM	0	0	0	0	0	2	127	12	0	141	7	0	0	0	7	4	162	0	0	166	314
Total	0	0	0	0	0	11	577	33	0	621	30	0	1	0	31	9	607	1	0	617	1269
8:00 AM	0	0	0	0	0	1	112	7	0	120	12	0	0	0	12	3	196	0	0	199	331
8:15 AM	0	0	0	0	0	9	120	10	0	139	12	0	0	0	12	2	178	0	0	180	331
8:30 AM	0	0	0	0	0	3	156	13	0	172	5	0	1	0	6	1	121	1	0	123	301
8:45 AM	0	0	0	0	0	2	115	5	0	122	9	0	1	0	10	4	117	0	0	121	253
Total	0	0	0	0	0	15	503	35	0	553	38	0	2	0	40	10	612	1	0	623	1216
Grand Total	0	0	0	0	0	26	1080	68	0	1174	68	0	3	0	71	19	1219	2	0	1240	2485
Approach %	0.0	0.0	0.0	0.0		2.2	92.0	5.8	0.0		95.8	0.0	4.2	0.0		1.5	98.3	0.2	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	1.0	43.5	2.7	0.0	47.2	2.7	0.0	0.1	0.0	2.9	0.8	49.1	0.1	0.0	49.9	
Exiting Leg Total	28					1287					87					1083					2485
Cars	0	0	0	0	0	22	1039	65	0	1126	63	0	2	0	65	19	1178	2	0	1199	2390
% Cars	0.0	0.0	0.0	0.0	0.0	84.6	96.2	95.6	0.0	95.9	92.6	0.0	66.7	0.0	91.5	100.0	96.6	100.0	0.0	96.7	96.2
Exiting Leg Total	24					1241					84					1041					2390
Heavy Vehicles	0	0	0	0	0	4	41	3	0	48	5	0	1	0	6	0	41	0	0	41	95
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	15.4	3.8	4.4	0.0	4.1	7.4	0.0	33.3	0.0	8.5	0.0	3.4	0.0	0.0	3.3	3.8
Exiting Leg Total	4					46					3					42					95

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

7:15 AM	Myron Street					Lakeview Avenue					Mill Street					Lakeview Avenue					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	2	168	4	0	174	11	0	0	0	11	3	160	0	0	163	348
7:30 AM	0	0	0	0	0	2	142	10	0	154	7	0	1	0	8	2	145	1	0	148	310
7:45 AM	0	0	0	0	0	2	127	12	0	141	7	0	0	0	7	4	162	0	0	166	314
8:00 AM	0	0	0	0	0	1	112	7	0	120	12	0	0	0	12	3	196	0	0	199	331
Total Volume	0	0	0	0	0	7	549	33	0	589	37	0	1	0	38	12	663	1	0	676	1303
% Approach Total	0.0	0.0	0.0	0.0		1.2	93.2	5.6	0.0		97.4	0.0	2.6	0.0		1.8	98.1	0.1	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.875	0.817	0.688	0.000	0.846	0.771	0.000	0.250	0.000	0.792	0.750	0.846	0.250	0.000	0.849	0.936
Cars	0	0	0	0	0	7	534	32	0	573	34	0	1	0	35	12	636	1	0	649	1257
Cars %	0.0	0.0	0.0	0.0	0.0	100.0	97.3	97.0	0.0	97.3	91.9	0.0	100.0	0.0	92.1	100.0	95.9	100.0	0.0	96.0	96.5
Heavy Vehicles	0	0	0	0	0	0	15	1	0	16	3	0	0	0	3	0	27	0	0	27	46
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	2.7	3.0	0.0	2.7	8.1	0.0	0.0	0.0	7.9	0.0	4.1	0.0	0.0	4.0	3.5
Cars Enter Leg	0	0	0	0	0	7	534	32	0	573	34	0	1	0	35	12	636	1	0	649	1257
Heavy Enter Leg	0	0	0	0	0	0	15	1	0	16	3	0	0	0	3	0	27	0	0	27	46
Total Entering Leg	0	0	0	0	0	7	549	33	0	589	37	0	1	0	38	12	663	1	0	676	1303
Cars Exiting Leg	8					670					44					535					1257
Heavy Exiting Leg	0					30					1					15					46
Total Exiting Leg	8					700					45					550					1303

PDI File #: **250514 B**
 Location: **N: Myron Street S: Mill Street**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Myron Street					Lakeview Avenue					Mill Street					Lakeview Avenue					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	3	135	7	0	145	5	0	0	0	5	0	139	0	0	139	289
7:15 AM	0	0	0	0	0	2	167	4	0	173	11	0	0	0	11	3	152	0	0	155	339
7:30 AM	0	0	0	0	0	2	136	9	0	147	7	0	1	0	8	2	140	1	0	143	298
7:45 AM	0	0	0	0	0	2	124	12	0	138	5	0	0	0	5	4	157	0	0	161	304
Total	0	0	0	0	0	9	562	32	0	603	28	0	1	0	29	9	588	1	0	598	1230
8:00 AM	0	0	0	0	0	1	107	7	0	115	11	0	0	0	11	3	187	0	0	190	316
8:15 AM	0	0	0	0	0	8	115	9	0	132	11	0	0	0	11	2	170	0	0	172	315
8:30 AM	0	0	0	0	0	2	150	12	0	164	5	0	0	0	5	1	119	1	0	121	290
8:45 AM	0	0	0	0	0	2	105	5	0	112	8	0	1	0	9	4	114	0	0	118	239
Total	0	0	0	0	0	13	477	33	0	523	35	0	1	0	36	10	590	1	0	601	1160
Grand Total	0	0	0	0	0	22	1039	65	0	1126	63	0	2	0	65	19	1178	2	0	1199	2390
Approach %	0.0	0.0	0.0	0.0		2.0	92.3	5.8	0.0		96.9	0.0	3.1	0.0		1.6	98.2	0.2	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.9	43.5	2.7	0.0	47.1	2.6	0.0	0.1	0.0	2.7	0.8	49.3	0.1	0.0	50.2	
Exiting Leg Total	24					1241					84					1041					2390

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

7:15 AM	Myron Street					Lakeview Avenue					Mill Street					Lakeview Avenue					
	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	Total
7:15 AM	0	0	0	0	0	2	167	4	0	173	11	0	0	0	11	3	152	0	0	155	339
7:30 AM	0	0	0	0	0	2	136	9	0	147	7	0	1	0	8	2	140	1	0	143	298
7:45 AM	0	0	0	0	0	2	124	12	0	138	5	0	0	0	5	4	157	0	0	161	304
8:00 AM	0	0	0	0	0	1	107	7	0	115	11	0	0	0	11	3	187	0	0	190	316
Total Volume	0	0	0	0	0	7	534	32	0	573	34	0	1	0	35	12	636	1	0	649	1257
% Approach Total	0.0	0.0	0.0	0.0		1.2	93.2	5.6	0.0		97.1	0.0	2.9	0.0		1.8	98.0	0.2	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.875	0.799	0.667	0.000	0.828	0.773	0.000	0.250	0.000	0.795	0.750	0.850	0.250	0.000	0.854	0.927
Entering Leg	0	0	0	0	0	7	534	32	0	573	34	0	1	0	35	12	636	1	0	649	1257
Exiting Leg	8					670					44					535					1257
Total	8					1243					79					1184					2514

PDI File #: **250514 B**
 Location: **N: Myron Street S: Mill Street**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Myron Street					Lakeview Avenue					Mill Street					Lakeview Avenue					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	2	5	0	0	7	0	0	0	0	0	0	1	0	0	0	1	8
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	8	0	0	8	9
7:30 AM	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	0	5	0	0	5	12
7:45 AM	0	0	0	0	0	0	3	0	0	3	2	0	0	0	0	2	0	5	0	0	5	10
Total	0	0	0	0	0	2	15	1	0	18	2	0	0	0	0	2	0	19	0	0	19	39
8:00 AM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	0	1	0	9	0	0	9	15
8:15 AM	0	0	0	0	0	1	5	1	0	7	1	0	0	0	0	1	0	8	0	0	8	16
8:30 AM	0	0	0	0	0	1	6	1	0	8	0	0	1	0	1	0	2	0	0	0	2	11
8:45 AM	0	0	0	0	0	0	10	0	0	10	1	0	0	0	0	1	0	3	0	0	3	14
Total	0	0	0	0	0	2	26	2	0	30	3	0	1	0	4	0	22	0	0	0	22	56
Grand Total	0	0	0	0	0	4	41	3	0	48	5	0	1	0	6	0	41	0	0	0	41	95
Approach %	0.0	0.0	0.0	0.0		8.3	85.4	6.3	0.0		83.3	0.0	16.7	0.0		0.0	100.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	4.2	43.2	3.2	0.0	50.5	5.3	0.0	1.1	0.0	6.3	0.0	43.2	0.0	0.0		43.2	
Exiting Leg Total	4					46					3					42					95	
Buses	0	0	0	0	0	3	18	1	0	22	4	0	0	0	4	0	19	0	0	0	19	45
% Buses	0.0	0.0	0.0	0.0	0.0	75.0	43.9	33.3	0.0	45.8	80.0	0.0	0.0	0.0	66.7	0.0	46.3	0.0	0.0	0.0	46.3	47.4
Exiting Leg Total	3					23					1					18					45	
Single-Unit Trucks	0	0	0	0	0	1	22	0	0	23	1	0	1	0	2	0	21	0	0	0	21	46
% Single-Unit	0.0	0.0	0.0	0.0	0.0	25.0	53.7	0.0	0.0	47.9	20.0	0.0	100.0	0.0	33.3	0.0	51.2	0.0	0.0	0.0	51.2	48.4
Exiting Leg Total	1					22					0					23					46	
Articulated Trucks	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	1	0	0	0	1	4
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	2.4	66.7	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	0.0	2.4	4.2
Exiting Leg Total	0					1					2					1					4	

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

8:00 AM	Myron Street					Lakeview Avenue					Mill Street					Lakeview Avenue					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		
8:00 AM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	9	0	0	0	9	15
8:15 AM	0	0	0	0	0	1	5	1	0	7	1	0	0	0	1	0	8	0	0	0	8	16
8:30 AM	0	0	0	0	0	1	6	1	0	8	0	0	1	0	1	0	2	0	0	0	2	11
8:45 AM	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	0	3	0	0	0	3	14
Total Volume	0	0	0	0	0	2	26	2	0	30	3	0	1	0	4	0	22	0	0	0	22	56
% Approach Total	0.0	0.0	0.0	0.0		6.7	86.7	6.7	0.0		75.0	0.0	25.0	0.0		0.0	100.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.650	0.500	0.000	0.750	0.750	0.000	0.250	0.000	1.000	0.000	0.611	0.000	0.000	0.611	0.875	
Buses	0	0	0	0	0	1	10	0	0	11	2	0	0	0	2	0	11	0	0	0	11	24
Buses %	0.0	0.0	0.0	0.0	0.0	50.0	38.5	0.0	0.0	36.7	66.7	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	50.0	42.9
Single-Unit Trucks	0	0	0	0	0	1	15	0	0	16	1	0	1	0	2	0	10	0	0	0	10	28
Single-Unit %	0.0	0.0	0.0	0.0	0.0	50.0	57.7	0.0	0.0	53.3	33.3	0.0	100.0	0.0	50.0	0.0	45.5	0.0	0.0	0.0	45.5	50.0
Articulated Trucks	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	1	0	0	0	1	4
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	3.8	100.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0	0.0	4.5	7.1
Buses	0	0	0	0	0	1	10	0	0	11	2	0	0	0	2	0	11	0	0	0	11	24
Single-Unit Trucks	0	0	0	0	0	1	15	0	0	16	1	0	1	0	2	0	10	0	0	0	10	28
Articulated Trucks	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	1	0	0	0	1	4
Total Entering Leg	0	0	0	0	0	2	26	2	0	30	3	0	1	0	4	0	22	0	0	0	22	56
Buses	1					13					0					10					24	
Single-Unit Trucks	1					11					0					16					28	
Articulated Trucks	0					1					2					1					4	
Total Exiting Leg	2					25					2					27					56	

PDI File #: **250514 B**
 Location: **N: Myron Street S: Mill Street**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Class: **Buses**

	Myron Street					Lakeview Avenue					Mill Street					Lakeview Avenue					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	2	4	0	0	6	0	0	0	0	0	0	0	0	0	0	6
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
7:30 AM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	4	0	0	4	7
7:45 AM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	1	0	0	1	4
Total	0	0	0	0	0	2	8	1	0	11	2	0	0	0	2	0	8	0	0	8	21
8:00 AM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	6	0	0	6	9
8:15 AM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	3	0	0	3	7
8:30 AM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	5
8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total	0	0	0	0	0	1	10	0	0	11	2	0	0	0	2	0	11	0	0	11	24
Grand Total	0	0	0	0	0	3	18	1	0	22	4	0	0	0	4	0	19	0	0	19	45
Approach %	0.0	0.0	0.0	0.0		13.6	81.8	4.5	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	6.7	40.0	2.2	0.0	48.9	8.9	0.0	0.0	0.0	8.9	0.0	42.2	0.0	0.0	42.2	
Exiting Leg Total	3					23					1					18					45

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

7:30 AM	Myron Street					Lakeview Avenue					Mill Street					Lakeview Avenue					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	2	1	0	3	0	0	0	0	0	0	4	0	0	4	7
7:45 AM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	1	0	0	1	4
8:00 AM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	6	0	0	6	9
8:15 AM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	3	0	0	3	7
Total Volume	0	0	0	0	0	0	8	1	0	9	4	0	0	0	4	0	14	0	0	14	27
% Approach Total	0.0	0.0	0.0	0.0		0.0	88.9	11.1	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.250	0.000	0.750	0.500	0.000	0.000	0.000	0.500	0.000	0.583	0.000	0.000	0.583	0.750
Entering Leg	0	0	0	0	0	0	8	1	0	9	4	0	0	0	4	0	14	0	0	14	27
Exiting Leg	0					18					1					8					27
Total	0					27					5					22					54

PDI File #: **250514 B**
 Location: **N: Myron Street S: Mill Street**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Myron Street					Lakeview Avenue					Mill Street					Lakeview Avenue					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	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
7:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	1	0	0	1	5
7:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	4	6
Total	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	11	0	0	11	18
8:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	3	0	0	3	6
8:15 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	5	0	0	5	8
8:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	1	0	0	0	1	5
8:45 AM	0	0	0	0	0	0	7	0	0	7	1	0	0	0	0	1	0	1	0	0	1	9
Total	0	0	0	0	0	1	15	0	0	16	1	0	1	0	2	0	10	0	0	0	10	28
Grand Total	0	0	0	0	0	1	22	0	0	23	1	0	1	0	2	0	21	0	0	0	21	46
Approach %	0.0	0.0	0.0	0.0		4.3	95.7	0.0	0.0		50.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	2.2	47.8	0.0	0.0	50.0	2.2	0.0	2.2	0.0	4.3	0.0	45.7	0.0	0.0	0.0	45.7	
Exiting Leg Total	1					22					0					23					46	

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

8:00 AM	Myron Street					Lakeview Avenue					Mill Street					Lakeview Avenue						
	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	Total	
8:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	0	3	6
8:15 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	5	0	0	0	5	8
8:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	1	0	0	0	1	5
8:45 AM	0	0	0	0	0	0	7	0	0	7	1	0	0	0	0	1	0	1	0	0	1	9
Total Volume	0	0	0	0	0	1	15	0	0	16	1	0	1	0	2	0	10	0	0	0	10	28
% Approach Total	0.0	0.0	0.0	0.0		6.3	93.8	0.0	0.0		50.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.536	0.000	0.000	0.571	0.250	0.000	0.250	0.000	0.500	0.000	0.500	0.000	0.000	0.500		0.778
Entering Leg	0	0	0	0	0	1	15	0	0	16	1	0	1	0	2	0	10	0	0	0	10	28
Exiting Leg	1					11					0					16					28	
Total	1					27					2					26					56	

PDI File #: **250514 B**
 Location: **N: Myron Street S: Mill Street**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Myron Street					Lakeview Avenue					Mill Street					Lakeview Avenue					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	1	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	2
Total	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	4
Grand Total	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	4
Approach %	0.0	0.0	0.0	0.0		0.0	33.3	66.7	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	25.0	50.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	
Exiting Leg Total	0					1					2					1					4

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

8:00 AM	Myron Street					Lakeview Avenue					Mill Street					Lakeview Avenue					
	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	Total
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	1	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total Volume	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	4
% Approach Total	0.0	0.0	0.0	0.0		0.0	33.3	66.7	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.500
Entering Leg	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	4
Exiting Leg	0					1					2					1					4
Total	0					4					2					2					8

PDI File #: **250514 B**
 Location: **N: Myron Street S: Mill Street**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Bicycles (on Roadway and Crosswalks)

	Myron Street							Lakeview Avenue							Mill Street							Lakeview Avenue							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	1	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
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
7:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	0	0	0	1	4
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
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
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
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
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
Grand Total	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	0	0	0	1	4
Approach %	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	100.0		0.0	100.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	25.0	
Exiting Leg Total	1							1							2							0							4

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

7:00 AM	Myron Street							Lakeview Avenue							Mill Street							Lakeview Avenue							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	1	0	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
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
7:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	0	0	0	1	4
% 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	100.0		0.0	100.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	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	0.500	0.500	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.500
Entering Leg	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	0	0	0	1	4
Exiting Leg	1							1							2							0							4
Total	2							1							4							1							8

PDI File #: **250514 B**
 Location: **N: Myron Street S: Mill Street**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Myron Street							Lakeview Avenue							Mill Street							Lakeview Avenue							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	2	2	0	0	0	0	0	0	0	2
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	
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	
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	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
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	
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	
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	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	4	
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	50		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	50	50	100	0	0	0	0	0	0		
Exiting Leg Total	0							0							4							0							4

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

7:00 AM	Myron Street							Lakeview Avenue							Mill Street							Lakeview Avenue							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	2	2	0	0	0	0	0	0	0	2
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	
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	
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	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
% 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	100.0	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	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
Exiting Leg	0							0							2							0							2
Total	0							0							4							0							4

PDI File #: **250514 B**
 Location: **N: Myron Street S: Mill Street**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Myron Street					Lakeview Avenue					Mill Street					Lakeview Avenue					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	8	201	17	0	226	15	0	4	0	19	2	191	0	0	193	438
4:15 PM	0	0	0	0	0	2	207	11	0	220	17	0	1	0	18	6	208	0	0	214	452
4:30 PM	0	0	0	0	0	11	211	16	0	238	15	0	8	0	23	12	222	0	0	234	495
4:45 PM	0	0	0	0	0	10	202	13	0	225	15	0	4	0	19	11	201	0	0	212	456
Total	0	0	0	0	0	31	821	57	0	909	62	0	17	0	79	31	822	0	0	853	1841
5:00 PM	0	0	0	0	0	4	193	8	0	205	11	0	4	0	15	1	242	2	0	245	465
5:15 PM	0	0	0	0	0	7	174	13	0	194	13	0	2	0	15	5	211	0	0	216	425
5:30 PM	0	0	0	0	0	11	201	16	0	228	10	0	3	0	13	3	166	0	0	169	410
5:45 PM	0	0	0	0	0	3	180	12	0	195	12	0	5	0	17	6	173	1	0	180	392
Total	0	0	0	0	0	25	748	49	0	822	46	0	14	0	60	15	792	3	0	810	1692
Grand Total	0	0	0	0	0	56	1569	106	0	1731	108	0	31	0	139	46	1614	3	0	1663	3533
Approach %	0.0	0.0	0.0	0.0		3.2	90.6	6.1	0.0		77.7	0.0	22.3	0.0		2.8	97.1	0.2	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	1.6	44.4	3.0	0.0	49.0	3.1	0.0	0.9	0.0	3.9	1.3	45.7	0.1	0.0	47.1	
Exiting Leg Total	59					1722					152					1600					3533
Cars	0	0	0	0	0	56	1560	106	0	1722	107	0	30	0	137	46	1605	3	0	1654	3513
% Cars	0.0	0.0	0.0	0.0	0.0	100.0	99.4	100.0	0.0	99.5	99.1	0.0	96.8	0.0	98.6	100.0	99.4	100.0	0.0	99.5	99.4
Exiting Leg Total	59					1712					152					1590					3513
Heavy Vehicles	0	0	0	0	0	0	9	0	0	9	1	0	1	0	2	0	9	0	0	9	20
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.5	0.9	0.0	3.2	0.0	1.4	0.0	0.6	0.0	0.0	0.5	0.6
Exiting Leg Total	0					10					0					10					20

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

4:15 PM	Myron Street					Lakeview Avenue					Mill Street					Lakeview Avenue					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	
4:15 PM	0	0	0	0	0	2	207	11	0	220	17	0	1	0	18	6	208	0	0	214	452
4:30 PM	0	0	0	0	0	11	211	16	0	238	15	0	8	0	23	12	222	0	0	234	495
4:45 PM	0	0	0	0	0	10	202	13	0	225	15	0	4	0	19	11	201	0	0	212	456
5:00 PM	0	0	0	0	0	4	193	8	0	205	11	0	4	0	15	1	242	2	0	245	465
Total Volume	0	0	0	0	0	27	813	48	0	888	58	0	17	0	75	30	873	2	0	905	1868
% Approach Total	0.0	0.0	0.0	0.0		3.0	91.6	5.4	0.0		77.3	0.0	22.7	0.0		3.3	96.5	0.2	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.614	0.963	0.750	0.000	0.933	0.853	0.000	0.531	0.000	0.815	0.625	0.902	0.250	0.000	0.923	0.943
Cars	0	0	0	0	0	27	806	48	0	881	58	0	16	0	74	30	867	2	0	899	1854
Cars %	0.0	0.0	0.0	0.0	0.0	100.0	99.1	100.0	0.0	99.2	100.0	0.0	94.1	0.0	98.7	100.0	99.3	100.0	0.0	99.3	99.3
Heavy Vehicles	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	0	6	0	0	6	14
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.8	0.0	0.0	5.9	0.0	1.3	0.0	0.7	0.0	0.0	0.7	0.7
Cars Enter Leg	0	0	0	0	0	27	806	48	0	881	58	0	16	0	74	30	867	2	0	899	1854
Heavy Enter Leg	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	0	6	0	0	6	14
Total Entering Leg	0	0	0	0	0	27	813	48	0	888	58	0	17	0	75	30	873	2	0	905	1868
Cars Exiting Leg	29					925					78					822					1854
Heavy Exiting Leg	0					6					0					8					14
Total Exiting Leg	29					931					78					830					1868

PDI File #: **250514 B**
 Location: **N: Myron Street S: Mill Street**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Myron Street					Lakeview Avenue					Mill Street					Lakeview Avenue					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	8	200	17	0	225	15	0	4	0	19	2	191	0	0	193	437
4:15 PM	0	0	0	0	0	2	206	11	0	219	17	0	1	0	18	6	204	0	0	210	447
4:30 PM	0	0	0	0	0	11	211	16	0	238	15	0	7	0	22	12	221	0	0	233	493
4:45 PM	0	0	0	0	0	10	199	13	0	222	15	0	4	0	19	11	200	0	0	211	452
Total	0	0	0	0	0	31	816	57	0	904	62	0	16	0	78	31	816	0	0	847	1829
5:00 PM	0	0	0	0	0	4	190	8	0	202	11	0	4	0	15	1	242	2	0	245	462
5:15 PM	0	0	0	0	0	7	174	13	0	194	13	0	2	0	15	5	210	0	0	215	424
5:30 PM	0	0	0	0	0	11	201	16	0	228	9	0	3	0	12	3	165	0	0	168	408
5:45 PM	0	0	0	0	0	3	179	12	0	194	12	0	5	0	17	6	172	1	0	179	390
Total	0	0	0	0	0	25	744	49	0	818	45	0	14	0	59	15	789	3	0	807	1684
Grand Total	0	0	0	0	0	56	1560	106	0	1722	107	0	30	0	137	46	1605	3	0	1654	3513
Approach %	0.0	0.0	0.0	0.0		3.3	90.6	6.2	0.0		78.1	0.0	21.9	0.0		2.8	97.0	0.2	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	1.6	44.4	3.0	0.0	49.0	3.0	0.0	0.9	0.0	3.9	1.3	45.7	0.1	0.0	47.1	
Exiting Leg Total	59					1712					152					1590					3513

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

4:15 PM	Myron Street					Lakeview Avenue					Mill Street					Lakeview Avenue					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	
4:15 PM	0	0	0	0	0	2	206	11	0	219	17	0	1	0	18	6	204	0	0	210	447
4:30 PM	0	0	0	0	0	11	211	16	0	238	15	0	7	0	22	12	221	0	0	233	493
4:45 PM	0	0	0	0	0	10	199	13	0	222	15	0	4	0	19	11	200	0	0	211	452
5:00 PM	0	0	0	0	0	4	190	8	0	202	11	0	4	0	15	1	242	2	0	245	462
Total Volume	0	0	0	0	0	27	806	48	0	881	58	0	16	0	74	30	867	2	0	899	1854
% Approach Total	0.0	0.0	0.0	0.0		3.1	91.5	5.4	0.0		78.4	0.0	21.6	0.0		3.3	96.4	0.2	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.614	0.955	0.750	0.000	0.925	0.853	0.000	0.571	0.000	0.841	0.625	0.896	0.250	0.000	0.917	0.940
Entering Leg	0	0	0	0	0	27	806	48	0	881	58	0	16	0	74	30	867	2	0	899	1854
Exiting Leg	29					925					78					822					1854
Total	29					1806					152					1721					3708

PDI File #: **250514 B**
 Location: **N: Myron Street S: Mill Street**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

	Myron Street					Lakeview Avenue					Mill Street					Lakeview Avenue					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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
4:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
Total	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	6	0	0	6	12
5:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	3	0	0	3	8
Grand Total	0	0	0	0	0	0	9	0	0	9	1	0	1	0	2	0	9	0	0	9	20
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		50.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	45.0	0.0	0.0	45.0	5.0	0.0	5.0	0.0	10.0	0.0	45.0	0.0	0.0	45.0	
Exiting Leg Total	0					10					0					10					20
Buses	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	3	0	0	3	7
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	100.0	0.0	0.0	0.0	50.0	0.0	33.3	0.0	0.0	33.3	35.0
Exiting Leg Total	0					4					0					3					7
Single-Unit Trucks	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	0	6	0	0	6	13
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	66.7	0.0	0.0	100.0	0.0	50.0	0.0	66.7	0.0	0.0	66.7	65.0
Exiting Leg Total	0					6					0					7					13
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:

4:15 PM	Myron Street					Lakeview Avenue					Mill Street					Lakeview Avenue					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		
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	0	4	5
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	1	2
4:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	0	1	4
5:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	0	6	0	0	0	6	14
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.583	0.000	0.000	0.250	0.000	0.250	0.000	0.375	0.000	0.000	0.375	0.700	
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	4
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	28.6	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	28.6	
Single-Unit Trucks	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	4	0	0	0	4	10
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	71.4	0.0	0.0	71.4	0.0	0.0	100.0	0.0	100.0	0.0	66.7	0.0	0.0	66.7	71.4	
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	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	4
Single-Unit Trucks	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	4	0	0	0	4	10
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	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	0	6	0	0	0	6	14
Buses	0					2					0					2					4	
Single-Unit Trucks	0					4					0					6					10	
Articulated Trucks	0					0					0					0					0	
Total Exiting Leg	0					6					0					8					14	

PDI File #: **250514 B**
 Location: **N: Myron Street S: Mill Street**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Myron Street					Lakeview Avenue					Mill Street					Lakeview Avenue					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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
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	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	0	0	1	0	1	0	0	2
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	1	0	0	1	1	0	0	0	0	1	0	1	0	0	3
Grand Total	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	3	0	0	3	7
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	42.9	0.0	0.0	42.9	14.3	0.0	0.0	0.0	14.3	0.0	42.9	0.0	0.0	42.9	
Exiting Leg Total	0					4					0					3					7

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

4:00 PM	Myron Street					Lakeview Avenue					Mill Street					Lakeview Avenue					
	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	Total
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
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	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
% 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	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.500
Entering Leg	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Exiting Leg					0					2					0					2	4
Total					0					4					0					4	8

PDI File #: **250514 B**
 Location: **N: Myron Street S: Mill Street**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Myron Street					Lakeview Avenue					Mill Street					Lakeview Avenue					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	3	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	4	0	0	0	4
5:00 PM	0	0	0	0	0	0	2	0	0	2	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	1	0	0	0	1
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	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	0	2
Grand Total	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	0	6	0	0	0	6
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	46.2	0.0	0.0	46.2	0.0	0.0	7.7	0.0	7.7	0.0	46.2	0.0	0.0	0.0	46.2
Exiting Leg Total	0					6					0					7					13

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

4:15 PM	Myron Street					Lakeview Avenue					Mill Street					Lakeview Avenue						
	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	Total	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	
4:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	0	1	
5:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
Total Volume	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	4	0	0	0	4	
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.000	0.417	0.000	0.000	0.250	0.000	0.250	0.000	0.333	0.000	0.000	0.333	0.625	
Entering Leg	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	4	0	0	0	4	
Exiting Leg	0					4					0					6					10	
Total	0					9					1					10					20	

PDI File #: **250514 B**
 Location: **N: Myron Street S: Mill Street**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Myron Street					Lakeview Avenue					Mill Street					Lakeview Avenue					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	
Exiting Leg Total	0					0					0					0					0

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

4:00 PM	Myron Street					Lakeview Avenue					Mill Street					Lakeview Avenue					
	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	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 #: **250514 B**
 Location: **N: Myron Street S: Mill Street**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Bicycles (on Roadway and Crosswalks)

	Myron Street							Lakeview Avenue							Mill Street							Lakeview Avenue							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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	1	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1
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
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	3
Total	0	0	1	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	4	4	0	1	0	0	0	0	1	7	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	2
5:30 PM	0	0	1	0	0	1	2	0	0	0	0	1	0	1	1	0	0	0	2	0	3	0	0	0	0	0	0	0	6	6
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
Total	0	0	1	0	1	1	3	0	0	0	0	1	0	1	1	0	0	0	2	2	5	0	0	0	0	0	0	0	9	9
Grand Total	0	0	2	0	1	1	4	0	1	0	0	1	0	2	1	0	0	0	2	6	9	0	1	0	0	0	0	1	16	16
Approach %	0.0	0.0	50.0	0.0	25.0	25.0		0.0	50.0	0.0	0.0	50.0	0.0		11.1	0.0	0.0	0.0	22.2	66.7		0.0	100.0	0.0	0.0	0.0	0.0			
Total %	0.0	0.0	12.5	0.0	6.3	6.3	25.0	0.0	6.3	0.0	0.0	6.3	0.0	12.5	6.3	0.0	0.0	0.0	12.5	37.5	56.3	0.0	6.3	0.0	0.0	0.0	0.0	6.3		
Exiting Leg Total	2							5							8							1							16	

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

4:45 PM	Myron Street							Lakeview Avenue							Mill Street							Lakeview Avenue							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		
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	1	0	0	1	2	0	0	0	0	1	0	1	1	0	0	0	2	0	3	0	0	0	0	0	0	0	6
Total Volume	0	0	1	0	1	1	3	0	1	0	0	1	0	2	1	0	0	0	2	4	7	0	0	0	0	0	0	0	0	12
% Approach Total	0.0	0.0	33.3	0.0	33.3	33.3		0.0	50.0	0.0	0.0	50.0	0.0		14.3	0.0	0.0	0.0	28.6	57.1		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	0.250	0.375	0.000	0.250	0.000	0.000	0.250	0.000	0.500	0.250	0.000	0.000	0.000	0.250	0.500	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	
Entering Leg	0	0	1	0	1	1	3	0	1	0	0	1	0	2	1	0	0	0	2	4	7	0	0	0	0	0	0	0	12	
Exiting Leg	2							3							6							1							12	
Total	5							5							13							1							24	

PDI File #: **250514 B**
 Location: **N: Myron Street S: Mill Street**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Myron Street							Lakeview Avenue							Mill Street							Lakeview Avenue							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	2	1	3	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	4	3	7	0	0	0	0	1	0	1	9
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	3
Total	0	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	3	3	6	0	0	0	0	0	0	0	11
Grand Total	0	0	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0	0	7	6	13	0	0	0	0	1	0	1	20
Approach %	0	0	0	0	16.7	83.3		0	0	0	0	0	0	0	0	0	0	0	53.8	46.2		0	0	0	0	100	0		
Total %	0	0	0	0	5	25	30	0	0	0	0	0	0	0	0	0	0	0	35	30	65	0	0	0	0	5	0	5	
Exiting Leg Total	6							0							13							1							20

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

5:00 PM	Myron Street							Lakeview Avenue							Mill Street							Lakeview Avenue							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	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:30 PM	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	5	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	3	
Total Volume	0	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	3	3	6	0	0	0	0	0	0	11	
% Approach Total	0.0	0.0	0.0	0.0	20.0	80.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.313	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.375	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.550	
Entering Leg	0	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	3	3	6	0	0	0	0	0	0	11	
Exiting Leg	5							0							6							0							11
Total	10							0							12							0							22

PDI File #: **250514 B**
 Location: **N: Myron Street S: Mill Street**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Myron Street					Lakeview Avenue					Mill Street					Lakeview Avenue					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	
11:00 AM	0	0	0	0	0	4	173	9	0	186	9	0	0	0	9	0	160	0	0	160	355
11:15 AM	0	0	0	0	0	5	181	10	0	196	8	0	3	0	11	2	174	0	0	176	383
11:30 AM	0	0	0	0	0	3	163	9	0	175	11	1	4	0	16	5	156	0	0	161	352
11:45 AM	0	0	0	0	0	5	194	7	0	206	9	0	3	0	12	4	159	2	0	165	383
Total	0	0	0	0	0	17	711	35	0	763	37	1	10	0	48	11	649	2	0	662	1473
12:00 PM	0	0	0	0	0	7	167	13	0	187	9	0	2	0	11	6	165	0	0	171	369
12:15 PM	0	0	0	0	0	3	162	12	0	177	11	0	1	0	12	2	156	0	0	158	347
12:30 PM	0	0	0	0	0	3	153	8	0	164	11	0	2	0	13	5	156	3	0	164	341
12:45 PM	0	0	0	0	0	5	170	10	0	185	5	0	1	0	6	2	150	0	0	152	343
Total	0	0	0	0	0	18	652	43	0	713	36	0	6	0	42	15	627	3	0	645	1400
1:00 PM	0	0	0	0	0	4	161	7	0	172	13	1	2	0	16	5	147	1	0	153	341
1:15 PM	0	0	0	0	0	5	164	7	0	176	9	0	4	0	13	5	160	0	0	165	354
1:30 PM	0	0	0	0	0	5	142	9	0	156	11	0	0	0	11	3	141	0	0	144	311
1:45 PM	0	0	0	0	0	6	129	8	0	143	8	0	3	0	11	2	166	0	0	168	322
Total	0	0	0	0	0	20	596	31	0	647	41	1	9	0	51	15	614	1	0	630	1328
Grand Total	0	0	0	0	0	55	1959	109	0	2123	114	2	25	0	141	41	1890	6	0	1937	4201
Approach %	0.0	0.0	0.0	0.0		2.6	92.3	5.1	0.0		80.9	1.4	17.7	0.0		2.1	97.6	0.3	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	1.3	46.6	2.6	0.0	50.5	2.7	0.0	0.6	0.0	3.4	1.0	45.0	0.1	0.0	46.1	
Exiting Leg Total	63					2004					150					1984					4201
Cars	0	0	0	0	0	54	1947	106	0	2107	112	1	25	0	138	41	1868	6	0	1915	4160
% Cars	0.0	0.0	0.0	0.0	0.0	98.2	99.4	97.2	0.0	99.2	98.2	50.0	100.0	0.0	97.9	100.0	98.8	100.0	0.0	98.9	99.0
Exiting Leg Total	61					1980					147					1972					4160
Heavy Vehicles	0	0	0	0	0	1	12	3	0	16	2	1	0	0	3	0	22	0	0	22	41
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	1.8	0.6	2.8	0.0	0.8	1.8	50.0	0.0	0.0	2.1	0.0	1.2	0.0	0.0	1.1	1.0
Exiting Leg Total	2					24					3					12					41

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:15 AM	Myron Street					Lakeview Avenue					Mill Street					Lakeview Avenue					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	
11:15 AM	0	0	0	0	0	5	181	10	0	196	8	0	3	0	11	2	174	0	0	176	383
11:30 AM	0	0	0	0	0	3	163	9	0	175	11	1	4	0	16	5	156	0	0	161	352
11:45 AM	0	0	0	0	0	5	194	7	0	206	9	0	3	0	12	4	159	2	0	165	383
12:00 PM	0	0	0	0	0	7	167	13	0	187	9	0	2	0	11	6	165	0	0	171	369
Total Volume	0	0	0	0	0	20	705	39	0	764	37	1	12	0	50	17	654	2	0	673	1487
% Approach Total	0.0	0.0	0.0	0.0		2.6	92.3	5.1	0.0		74.0	2.0	24.0	0.0		2.5	97.2	0.3	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.714	0.909	0.750	0.000	0.927	0.841	0.250	0.750	0.000	0.781	0.708	0.940	0.250	0.000	0.956	0.971
Cars	0	0	0	0	0	19	699	38	0	756	36	1	12	0	49	17	647	2	0	666	1471
Cars %	0.0	0.0	0.0	0.0	0.0	95.0	99.1	97.4	0.0	99.0	97.3	100.0	100.0	0.0	98.0	100.0	98.9	100.0	0.0	99.0	98.9
Heavy Vehicles	0	0	0	0	0	1	6	1	0	8	1	0	0	0	1	0	7	0	0	7	16
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	5.0	0.9	2.6	0.0	1.0	2.7	0.0	0.0	0.0	2.0	0.0	1.1	0.0	0.0	1.0	1.1
Cars Enter Leg	0	0	0	0	0	19	699	38	0	756	36	1	12	0	49	17	647	2	0	666	1471
Heavy Enter Leg	0	0	0	0	0	1	6	1	0	8	1	0	0	0	1	0	7	0	0	7	16
Total Entering Leg	0	0	0	0	0	20	705	39	0	764	37	1	12	0	50	17	654	2	0	673	1487
Cars Exiting Leg	22					683					55					711					1471
Heavy Exiting Leg	1					8					1					6					16
Total Exiting Leg	23					691					56					717					1487

PDI File #: **250514 B**
 Location: **N: Myron Street S: Mill Street**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars

	Myron Street					Lakeview Avenue					Mill Street					Lakeview Avenue					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	
11:00 AM	0	0	0	0	0	4	170	9	0	183	9	0	0	0	9	0	157	0	0	157	349
11:15 AM	0	0	0	0	0	4	181	10	0	195	8	0	3	0	11	2	170	0	0	172	378
11:30 AM	0	0	0	0	0	3	161	8	0	172	10	1	4	0	15	5	155	0	0	160	347
11:45 AM	0	0	0	0	0	5	190	7	0	202	9	0	3	0	12	4	158	2	0	164	378
Total	0	0	0	0	0	16	702	34	0	752	36	1	10	0	47	11	640	2	0	653	1452
12:00 PM	0	0	0	0	0	7	167	13	0	187	9	0	2	0	11	6	164	0	0	170	368
12:15 PM	0	0	0	0	0	3	162	12	0	177	11	0	1	0	12	2	154	0	0	156	345
12:30 PM	0	0	0	0	0	3	152	7	0	162	11	0	2	0	13	5	156	3	0	164	339
12:45 PM	0	0	0	0	0	5	169	10	0	184	5	0	1	0	6	2	149	0	0	151	341
Total	0	0	0	0	0	18	650	42	0	710	36	0	6	0	42	15	623	3	0	641	1393
1:00 PM	0	0	0	0	0	4	161	7	0	172	12	0	2	0	14	5	145	1	0	151	337
1:15 PM	0	0	0	0	0	5	164	7	0	176	9	0	4	0	13	5	157	0	0	162	351
1:30 PM	0	0	0	0	0	5	142	8	0	155	11	0	0	0	11	3	139	0	0	142	308
1:45 PM	0	0	0	0	0	6	128	8	0	142	8	0	3	0	11	2	164	0	0	166	319
Total	0	0	0	0	0	20	595	30	0	645	40	0	9	0	49	15	605	1	0	621	1315
Grand Total	0	0	0	0	0	54	1947	106	0	2107	112	1	25	0	138	41	1868	6	0	1915	4160
Approach %	0.0	0.0	0.0	0.0		2.6	92.4	5.0	0.0		81.2	0.7	18.1	0.0		2.1	97.5	0.3	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	1.3	46.8	2.5	0.0	50.6	2.7	0.0	0.6	0.0	3.3	1.0	44.9	0.1	0.0	46.0	
Exiting Leg Total	61					1980					147					1972					4160

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:15 AM	Myron Street					Lakeview Avenue					Mill Street					Lakeview Avenue					
	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	Total
11:15 AM	0	0	0	0	0	4	181	10	0	195	8	0	3	0	11	2	170	0	0	172	378
11:30 AM	0	0	0	0	0	3	161	8	0	172	10	1	4	0	15	5	155	0	0	160	347
11:45 AM	0	0	0	0	0	5	190	7	0	202	9	0	3	0	12	4	158	2	0	164	378
12:00 PM	0	0	0	0	0	7	167	13	0	187	9	0	2	0	11	6	164	0	0	170	368
Total Volume	0	0	0	0	0	19	699	38	0	756	36	1	12	0	49	17	647	2	0	666	1471
% Approach Total	0.0	0.0	0.0	0.0		2.5	92.5	5.0	0.0		73.5	2.0	24.5	0.0		2.6	97.1	0.3	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.679	0.920	0.731	0.000	0.936	0.900	0.250	0.750	0.000	0.817	0.708	0.951	0.250	0.000	0.968	0.973
Entering Leg	0	0	0	0	0	19	699	38	0	756	36	1	12	0	49	17	647	2	0	666	1471
Exiting Leg	22					683					55					711					1471
Total	22					1439					104					1377					2942

PDI File #: **250514 B**
 Location: **N: Myron Street S: Mill Street**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	Myron Street					Lakeview Avenue					Mill Street					Lakeview Avenue					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	
11:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
Approach %	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	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	
Exiting Leg Total	0					4					0					4					8

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Myron Street					Lakeview Avenue					Mill Street					Lakeview Avenue					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		
11:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
Total Volume	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	
% 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	100.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.500	
Entering Leg	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	
Exiting Leg	0					0					0					0					2	4
Total	0					4					0					4					8	

PDI File #: **250514 B**
 Location: **N: Myron Street S: Mill Street**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	Myron Street					Lakeview Avenue					Mill Street					Lakeview Avenue					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		
11:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	0	3	5
11:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0	2	3
11:30 AM	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	0	1	0	0	0	1	5
11:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	0	1	4
Total	0	0	0	0	0	1	7	1	0	9	1	0	0	0	1	0	7	0	0	0	7	17
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	3	0	0	0	3	5
1:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	0	0	0	2	4
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
1:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	0	2	3
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Total	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	0	8	0	0	0	8	11
Grand Total	0	0	0	0	0	1	8	3	0	12	2	1	0	0	3	0	18	0	0	0	18	33
Approach %	0.0	0.0	0.0	0.0		8.3	66.7	25.0	0.0		66.7	33.3	0.0	0.0		0.0	100.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	3.0	24.2	9.1	0.0	36.4	6.1	3.0	0.0	0.0	9.1	0.0	54.5	0.0	0.0	54.5		
Exiting Leg Total	2					20					3					8					33	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Myron Street					Lakeview Avenue					Mill Street					Lakeview Avenue					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		
11:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	0	3	5
11:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0	2	3
11:30 AM	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	0	1	0	0	0	1	5
11:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	0	1	4
Total Volume	0	0	0	0	0	1	7	1	0	9	1	0	0	0	1	0	7	0	0	0	7	17
% Approach Total	0.0	0.0	0.0	0.0		11.1	77.8	11.1	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.583	0.250	0.000	0.750	0.250	0.000	0.000	0.000	0.250	0.000	0.583	0.000	0.000	0.583	0.850	
Entering Leg	0	0	0	0	0	1	7	1	0	9	1	0	0	0	1	0	7	0	0	0	7	17
Exiting Leg	1					8					1					7					17	
Total	1					17					2					14					34	

PDI File #: **250514 B**
 Location: **N: Myron Street S: Mill Street**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	Myron Street					Lakeview Avenue					Mill Street					Lakeview Avenue					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	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 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
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 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
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 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	
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Myron Street					Lakeview Avenue					Mill Street					Lakeview Avenue					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	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 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 #: 250514 B
Location: N: Myron Street S: Mill Street
Location: E: Lakeview Avenue W: Lakeview Avenue
City, State: Dracut, MA
Client: GPI/S. Theriault
Site Code: NEX-201147.00
Count Date: Saturday, March 29, 2025
Start Time: 11:00 AM
End Time: 2:00 PM
Class:



Bicycles (on Roadway and Crosswalks)

	Myron Street							Lakeview Avenue							Mill Street							Lakeview Avenue							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	
11:00 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
11:15 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
11:30 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
11:45 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
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
12:00 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
12:15 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
12:30 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
12:45 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
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
1:00 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
1:15 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
1:30 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
1:45 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
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
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
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
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
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Myron Street							Lakeview Avenue							Mill Street							Lakeview Avenue								
	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	Total	
11:00 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
11:15 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
11:30 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
11:45 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
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
% 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
Exiting Leg	0							0							0							0							0	
Total	0							0							0							0							0	

PDI File #: **250514 B**
 Location: **N: Myron Street S: Mill Street**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Pedestrians

	Myron Street							Lakeview Avenue							Mill Street							Lakeview Avenue							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	
11:00 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
11:15 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
11:30 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
11:45 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
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
12:00 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
12:15 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
12:30 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
12:45 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
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
1:00 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
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	4
1:30 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
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	6	0	0	0	0	0	0	0	6
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	6	0	0	0	0	0	0	0	6
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66.7	33.3		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	66.7	33.3	100	0	0	0	0	0	0		
Exiting Leg Total	0							0							6							0							6

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

1:00 PM	Myron Street							Lakeview Avenue							Mill Street							Lakeview Avenue								
	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	Total	
1:00 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
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
1:30 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
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	6	0	0	0	0	0	0	0	0	6
% 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	66.7	33.3		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	0.250	0.250	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	6	0	0	0	0	0	0	0	6	
Exiting Leg																				6								0	6	
Total							0							0						12							0		12	

PDI File #: **250514 C**
 Location: **S: Site Driveway**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	152	4	0	156	1	0	0	1	0	146	0	146	303
7:15 AM	178	1	0	179	1	0	0	1	0	173	0	173	353
7:30 AM	152	2	0	154	0	0	0	0	0	152	0	152	306
7:45 AM	142	4	0	146	1	0	0	1	3	167	0	170	317
Total	624	11	0	635	3	0	0	3	3	638	0	641	1279
8:00 AM	118	2	0	120	2	0	0	2	0	211	0	211	333
8:15 AM	140	1	0	141	1	1	0	2	2	191	0	193	336
8:30 AM	171	2	0	173	0	0	0	0	1	132	0	133	306
8:45 AM	120	6	0	126	2	0	0	2	3	124	0	127	255
Total	549	11	0	560	5	1	0	6	6	658	0	664	1230
Grand Total	1173	22	0	1195	8	1	0	9	9	1296	0	1305	2509
Approach %	98.2	1.8	0.0		88.9	11.1	0.0		0.7	99.3	0.0		
Total %	46.8	0.9	0.0	47.6	0.3	0.0	0.0	0.4	0.4	51.7	0.0	52.0	
Exiting Leg Total	1304				31				1174				2509
Cars	1126	22	0	1148	8	0	0	8	9	1247	0	1256	2412
% Cars	96.0	100.0	0.0	96.1	100.0	0.0	0.0	88.9	100.0	96.2	0.0	96.2	96.1
Exiting Leg Total	1255				31				1126				2412
Heavy Vehicles	47	0	0	47	0	1	0	1	0	49	0	49	97
% Heavy Vehicles	4.0	0.0	0.0	3.9	0.0	100.0	0.0	11.1	0.0	3.8	0.0	3.8	3.9
Exiting Leg Total	49				0				48				97

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

7:15 AM	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:15 AM	178	1	0	179	1	0	0	1	0	173	0	173	353
7:30 AM	152	2	0	154	0	0	0	0	0	152	0	152	306
7:45 AM	142	4	0	146	1	0	0	1	3	167	0	170	317
8:00 AM	118	2	0	120	2	0	0	2	0	211	0	211	333
Total Volume	590	9	0	599	4	0	0	4	3	703	0	706	1309
% Approach Total	98.5	1.5	0.0		100.0	0.0	0.0		0.4	99.6	0.0		
PHF	0.829	0.563	0.000	0.837	0.500	0.000	0.000	0.500	0.250	0.833	0.000	0.836	0.927
Cars	576	9	0	585	4	0	0	4	3	671	0	674	1263
Cars %	97.6	100.0	0.0	97.7	100.0	0.0	0.0	100.0	100.0	95.4	0.0	95.5	96.5
Heavy Vehicles	14	0	0	14	0	0	0	0	0	32	0	32	46
Heavy Vehicles %	2.4	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	4.6	0.0	4.5	3.5
Cars Enter Leg	576	9	0	585	4	0	0	4	3	671	0	674	1263
Heavy Enter Leg	14	0	0	14	0	0	0	0	0	32	0	32	46
Total Entering Leg	590	9	0	599	4	0	0	4	3	703	0	706	1309
Cars Exiting Leg				675				12				576	1263
Heavy Exiting Leg				32				0				14	46
Total Exiting Leg				707				12				590	1309

PDI File #: **250514 C**
 Location: **S: Site Driveway**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Class: **Cars**

	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	145	4	0	149	1	0	0	1	0	145	0	145	295
7:15 AM	177	1	0	178	1	0	0	1	0	163	0	163	342
7:30 AM	146	2	0	148	0	0	0	0	0	147	0	147	295
7:45 AM	139	4	0	143	1	0	0	1	3	160	0	163	307
Total	607	11	0	618	3	0	0	3	3	615	0	618	1239
8:00 AM	114	2	0	116	2	0	0	2	0	201	0	201	319
8:15 AM	133	1	0	134	1	0	0	1	2	181	0	183	318
8:30 AM	162	2	0	164	0	0	0	0	1	130	0	131	295
8:45 AM	110	6	0	116	2	0	0	2	3	120	0	123	241
Total	519	11	0	530	5	0	0	5	6	632	0	638	1173
Grand Total	1126	22	0	1148	8	0	0	8	9	1247	0	1256	2412
Approach %	98.1	1.9	0.0		100.0	0.0	0.0		0.7	99.3	0.0		
Total %	46.7	0.9	0.0	47.6	0.3	0.0	0.0	0.3	0.4	51.7	0.0	52.1	
Exiting Leg Total	1255				31				1126				2412

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

7:15 AM	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:15 AM	177	1	0	178	1	0	0	1	0	163	0	163	342
7:30 AM	146	2	0	148	0	0	0	0	0	147	0	147	295
7:45 AM	139	4	0	143	1	0	0	1	3	160	0	163	307
8:00 AM	114	2	0	116	2	0	0	2	0	201	0	201	319
Total Volume	576	9	0	585	4	0	0	4	3	671	0	674	1263
% Approach Total	98.5	1.5	0.0		100.0	0.0	0.0		0.4	99.6	0.0		
PHF	0.814	0.563	0.000	0.822	0.500	0.000	0.000	0.500	0.250	0.835	0.000	0.838	0.923
Entering Leg	576	9	0	585	4	0	0	4	3	671	0	674	1263
Exiting Leg				675				12				576	1263
Total				1260				16				1250	2526

PDI File #: **250514 C**
 Location: **S: Site Driveway**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



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

	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	7	0	0	7	0	0	0	0	0	1	0	1	8
7:15 AM	1	0	0	1	0	0	0	0	0	10	0	10	11
7:30 AM	6	0	0	6	0	0	0	0	0	5	0	5	11
7:45 AM	3	0	0	3	0	0	0	0	0	7	0	7	10
Total	17	0	0	17	0	0	0	0	0	23	0	23	40
8:00 AM	4	0	0	4	0	0	0	0	0	10	0	10	14
8:15 AM	7	0	0	7	0	1	0	1	0	10	0	10	18
8:30 AM	9	0	0	9	0	0	0	0	0	2	0	2	11
8:45 AM	10	0	0	10	0	0	0	0	0	4	0	4	14
Total	30	0	0	30	0	1	0	1	0	26	0	26	57
Grand Total	47	0	0	47	0	1	0	1	0	49	0	49	97
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
Total %	48.5	0.0	0.0	48.5	0.0	1.0	0.0	1.0	0.0	50.5	0.0	50.5	
Exiting Leg Total				49				0				48	97
Buses	22	0	0	22	0	0	0	0	0	23	0	23	45
% Buses	46.8	0.0	0.0	46.8	0.0	0.0	0.0	0.0	0.0	46.9	0.0	46.9	46.4
Exiting Leg Total				23				0				22	45
Single-Unit Trucks	24	0	0	24	0	1	0	1	0	25	0	25	50
% Single-Unit	51.1	0.0	0.0	51.1	0.0	100.0	0.0	100.0	0.0	51.0	0.0	51.0	51.5
Exiting Leg Total				25				0				25	50
Articulated Trucks	1	0	0	1	0	0	0	0	0	1	0	1	2
% Articulated	2.1	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	2.0	0.0	2.0	2.1
Exiting Leg Total				1				0				1	2

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

8:00 AM	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	4	0	0	4	0	0	0	0	0	10	0	10	14
8:15 AM	7	0	0	7	0	1	0	1	0	10	0	10	18
8:30 AM	9	0	0	9	0	0	0	0	0	2	0	2	11
8:45 AM	10	0	0	10	0	0	0	0	0	4	0	4	14
Total Volume	30	0	0	30	0	1	0	1	0	26	0	26	57
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
PHF	0.750	0.000	0.000	0.750	0.000	0.250	0.000	0.250	0.000	0.650	0.000	0.650	0.792
Buses	11	0	0	11	0	0	0	0	0	13	0	13	24
Buses %	36.7	0.0	0.0	36.7	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	42.1
Single-Unit Trucks	18	0	0	18	0	1	0	1	0	12	0	12	31
Single-Unit %	60.0	0.0	0.0	60.0	0.0	100.0	0.0	100.0	0.0	46.2	0.0	46.2	54.4
Articulated Trucks	1	0	0	1	0	0	0	0	0	1	0	1	2
Articulated %	3.3	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	3.8	0.0	3.8	3.5
Buses	11	0	0	11	0	0	0	0	0	13	0	13	24
Single-Unit Trucks	18	0	0	18	0	1	0	1	0	12	0	12	31
Articulated Trucks	1	0	0	1	0	0	0	0	0	1	0	1	2
Total Entering Leg	30	0	0	30	0	1	0	1	0	26	0	26	57
Buses				13				0				11	24
Single-Unit Trucks				12				0				19	31
Articulated Trucks				1				0				1	2
Total Exiting Leg				26				0				31	57

PDI File #: **250514 C**
 Location: **S: Site Driveway**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Class:

Buses

	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total	
	from East				from South				from West					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
7:00 AM	6	0	0	6	0	0	0	0	0	0	0	0	0	6
7:15 AM	1	0	0	1	0	0	0	0	0	0	4	0	4	5
7:30 AM	3	0	0	3	0	0	0	0	0	0	4	0	4	7
7:45 AM	1	0	0	1	0	0	0	0	0	0	2	0	2	3
Total	11	0	0	11	0	0	0	0	0	0	10	0	10	21
8:00 AM	2	0	0	2	0	0	0	0	0	0	7	0	7	9
8:15 AM	3	0	0	3	0	0	0	0	0	0	4	0	4	7
8:30 AM	4	0	0	4	0	0	0	0	0	0	1	0	1	5
8:45 AM	2	0	0	2	0	0	0	0	0	0	1	0	1	3
Total	11	0	0	11	0	0	0	0	0	0	13	0	13	24
Grand Total	22	0	0	22	0	0	0	0	0	0	23	0	23	45
Approach %	100.0	0.0	0.0		0.0	0.0	0.0			0.0	100.0	0.0		
Total %	48.9	0.0	0.0	48.9	0.0	0.0	0.0	0.0	0.0	0.0	51.1	0.0	51.1	
Exiting Leg Total	23				0				22				45	

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

7:30 AM	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:30 AM	3	0	0	3	0	0	0	0	0	4	0	4	7
7:45 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
8:00 AM	2	0	0	2	0	0	0	0	0	7	0	7	9
8:15 AM	3	0	0	3	0	0	0	0	0	4	0	4	7
Total Volume	9	0	0	9	0	0	0	0	0	17	0	17	26
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.607	0.000	0.607	0.722
Entering Leg	9	0	0	9	0	0	0	0	0	17	0	17	26
Exiting Leg				17								9	26
Total				26				0				26	52

PDI File #: **250514 C**
 Location: **S: Site Driveway**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
7:15 AM	0	0	0	0	0	0	0	0	0	6	0	6	6
7:30 AM	3	0	0	3	0	0	0	0	0	1	0	1	4
7:45 AM	2	0	0	2	0	0	0	0	0	5	0	5	7
Total	6	0	0	6	0	0	0	0	0	13	0	13	19
8:00 AM	2	0	0	2	0	0	0	0	0	3	0	3	5
8:15 AM	4	0	0	4	0	1	0	1	0	6	0	6	11
8:30 AM	5	0	0	5	0	0	0	0	0	1	0	1	6
8:45 AM	7	0	0	7	0	0	0	0	0	2	0	2	9
Total	18	0	0	18	0	1	0	1	0	12	0	12	31
Grand Total	24	0	0	24	0	1	0	1	0	25	0	25	50
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
Total %	48.0	0.0	0.0	48.0	0.0	2.0	0.0	2.0	0.0	50.0	0.0	50.0	
Exiting Leg Total	25				0				25				50

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

8:00 AM	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	2	0	0	2	0	0	0	0	0	3	0	3	5
8:15 AM	4	0	0	4	0	1	0	1	0	6	0	6	11
8:30 AM	5	0	0	5	0	0	0	0	0	1	0	1	6
8:45 AM	7	0	0	7	0	0	0	0	0	2	0	2	9
Total Volume	18	0	0	18	0	1	0	1	0	12	0	12	31
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
PHF	0.643	0.000	0.000	0.643	0.000	0.250	0.000	0.250	0.000	0.500	0.000	0.500	0.705
Entering Leg	18	0	0	18	0	1	0	1	0	12	0	12	31
Exiting Leg				12				0				19	31
Total				30				1				31	62

PDI File #: **250514 C**
 Location: **S: Site Driveway**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Class:

Articulated Trucks

	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total
	from East				from South				from West				
	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	1	0	0	1	0	0	0	0	0	1	0	1	2
Total	1	0	0	1	0	0	0	0	0	1	0	1	2
Grand Total	1	0	0	1	0	0	0	0	0	1	0	1	2
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	
Exiting Leg Total	1				0				1				2

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

8:00 AM	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
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	1	0	0	1	0	0	0	0	0	1	0	1	2
Total Volume	1	0	0	1	0	0	0	0	0	1	0	1	2
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250
Entering Leg	1	0	0	1	0	0	0	0	0	1	0	1	2
Exiting Leg				1				0				1	2
Total				2				0				2	4

PDI File #: **250514 C**
 Location: **S: Site Driveway**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Class: **Bicycles (on Roadway and Crosswalks)**

	Lakeview Avenue						Site Driveway						Lakeview Avenue						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
7:30 AM	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	1	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	0	0	1	3
8:00 AM	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
8:30 AM	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
Total	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	2	2	0	1	0	0	0	1	3
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	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	66.7	66.7		0.0	33.3	0.0	0.0	0.0	33.3	
Exiting Leg Total	1						2						0						3	

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

7:00 AM	Lakeview Avenue							Site Driveway							Lakeview Avenue							Total
	from East							from South							from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total				
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	
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	1	1	0	0	0	0	0	0	1	1	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	0	0	0	1	3	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0		0.0	100.0	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	0.500	0.500	0.000	0.250	0.000	0.000	0.000	0.250		0.750	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	0	0	1	3	3	
Exiting Leg							1						2						0	3	3	
Total						1						4							1	6	6	

PDI File #: 250514 C
 Location: S: Site Driveway
 Location: E: Lakeview Avenue W: Lakeview Avenue
 City, State: Dracut, MA
 Client: GPI/S. Theriault
 Site Code: NEX-201147.00
 Count Date: Thursday, March 27, 2025
 Start Time: 7:00 AM
 End Time: 9:00 AM



Class: Pedestrians

	Lakeview Avenue						Site Driveway						Lakeview Avenue						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
7:15 AM	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	1	1	0	0	0	0	0	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
Total	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
8:00 AM	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
8:30 AM	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	3	1	4	0	0	0	0	0	0	4
Total	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	4
Grand Total	0	0	0	0	0	0	0	0	0	0	3	4	7	0	0	0	0	0	0	7
Approach %	0	0	0	0	0	0	0	0	0	0	42.857	57.143		0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	42.857	57.143	100	0	0	0	0	0	0	
Exiting Leg Total	0						7						0						7	

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

8:00 AM	Lakeview Avenue						Site Driveway						Lakeview Avenue						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
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	3	1	4	0	0	0	0	0	0	4
Total Volume	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	4
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	25.0		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	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	4
Exiting Leg	0						4						0						4
Total	0						8						0						8

PDI File #: **250514 C**
 Location: **S: Site Driveway**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	223	5	0	228	3	2	0	5	3	203	0	206	439
4:15 PM	218	8	0	226	3	3	0	6	1	224	0	225	457
4:30 PM	234	1	0	235	5	0	0	5	2	232	0	234	474
4:45 PM	222	12	0	234	3	2	0	5	5	208	0	213	452
Total	897	26	0	923	14	7	0	21	11	867	0	878	1822
5:00 PM	208	10	0	218	8	2	0	10	10	243	0	253	481
5:15 PM	193	2	0	195	4	1	0	5	0	230	0	230	430
5:30 PM	228	6	1	235	2	0	0	2	3	181	0	184	421
5:45 PM	193	5	0	198	6	0	0	6	4	189	0	193	397
Total	822	23	1	846	20	3	0	23	17	843	0	860	1729
Grand Total	1719	49	1	1769	34	10	0	44	28	1710	0	1738	3551
Approach %	97.2	2.8	0.1		77.3	22.7	0.0		1.6	98.4	0.0		
Total %	48.4	1.4	0.0	49.8	1.0	0.3	0.0	1.2	0.8	48.2	0.0	48.9	
Exiting Leg Total	1745				77				1729				3551
Cars	1712	49	1	1762	34	10	0	44	28	1699	0	1727	3533
% Cars	99.6	100.0	100.0	99.6	100.0	100.0	0.0	100.0	100.0	99.4	0.0	99.4	99.5
Exiting Leg Total	1734				77				1722				3533
Heavy Vehicles	7	0	0	7	0	0	0	0	0	11	0	11	18
% Heavy Vehicles	0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.6	0.5
Exiting Leg Total	11				0				7				18

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

4:15 PM	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:15 PM	218	8	0	226	3	3	0	6	1	224	0	225	457
4:30 PM	234	1	0	235	5	0	0	5	2	232	0	234	474
4:45 PM	222	12	0	234	3	2	0	5	5	208	0	213	452
5:00 PM	208	10	0	218	8	2	0	10	10	243	0	253	481
Total Volume	882	31	0	913	19	7	0	26	18	907	0	925	1864
% Approach Total	96.6	3.4	0.0		73.1	26.9	0.0		1.9	98.1	0.0		
PHF	0.942	0.646	0.000	0.971	0.594	0.583	0.000	0.650	0.450	0.933	0.000	0.914	0.969
Cars	877	31	0	908	19	7	0	26	18	900	0	918	1852
Cars %	99.4	100.0	0.0	99.5	100.0	100.0	0.0	100.0	100.0	99.2	0.0	99.2	99.4
Heavy Vehicles	5	0	0	5	0	0	0	0	0	7	0	7	12
Heavy Vehicles %	0.6	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.8	0.6
Cars Enter Leg	877	31	0	908	19	7	0	26	18	900	0	918	1852
Heavy Enter Leg	5	0	0	5	0	0	0	0	0	7	0	7	12
Total Entering Leg	882	31	0	913	19	7	0	26	18	907	0	925	1864
Cars Exiting Leg				919				49				884	1852
Heavy Exiting Leg				7				0				5	12
Total Exiting Leg				926				49				889	1864

PDI File #: **250514 C**
 Location: **S: Site Driveway**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Class: **Cars**

	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	222	5	0	227	3	2	0	5	3	203	0	206	438
4:15 PM	217	8	0	225	3	3	0	6	1	220	0	221	452
4:30 PM	234	1	0	235	5	0	0	5	2	231	0	233	473
4:45 PM	220	12	0	232	3	2	0	5	5	207	0	212	449
Total	893	26	0	919	14	7	0	21	11	861	0	872	1812
5:00 PM	206	10	0	216	8	2	0	10	10	242	0	252	478
5:15 PM	193	2	0	195	4	1	0	5	0	229	0	229	429
5:30 PM	228	6	1	235	2	0	0	2	3	179	0	182	419
5:45 PM	192	5	0	197	6	0	0	6	4	188	0	192	395
Total	819	23	1	843	20	3	0	23	17	838	0	855	1721
Grand Total	1712	49	1	1762	34	10	0	44	28	1699	0	1727	3533
Approach %	97.2	2.8	0.1		77.3	22.7	0.0		1.6	98.4	0.0		
Total %	48.5	1.4	0.0	49.9	1.0	0.3	0.0	1.2	0.8	48.1	0.0	48.9	
Exiting Leg Total	1734				77				1722				3533

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

4:15 PM	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:15 PM	217	8	0	225	3	3	0	6	1	220	0	221	452
4:30 PM	234	1	0	235	5	0	0	5	2	231	0	233	473
4:45 PM	220	12	0	232	3	2	0	5	5	207	0	212	449
5:00 PM	206	10	0	216	8	2	0	10	10	242	0	252	478
Total Volume	877	31	0	908	19	7	0	26	18	900	0	918	1852
% Approach Total	96.6	3.4	0.0		73.1	26.9	0.0		2.0	98.0	0.0		
PHF	0.937	0.646	0.000	0.966	0.594	0.583	0.000	0.650	0.450	0.930	0.000	0.911	0.969
Entering Leg	877	31	0	908	19	7	0	26	18	900	0	918	1852
Exiting Leg				919				49				884	1852
Total				1827				75				1802	3704

PDI File #: **250514 C**
 Location: **S: Site Driveway**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total	
	from East				from South				from West					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
4:15 PM	1	0	0	1	0	0	0	0	0	0	4	0	4	5
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	2	0	0	2	0	0	0	0	0	0	1	0	1	3
Total	4	0	0	4	0	0	0	0	0	0	6	0	6	10
5:00 PM	2	0	0	2	0	0	0	0	0	0	1	0	1	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	2
5:45 PM	1	0	0	1	0	0	0	0	0	0	1	0	1	2
Total	3	0	0	3	0	0	0	0	0	0	5	0	5	8
Grand Total	7	0	0	7	0	0	0	0	0	0	11	0	11	18
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0			
Total %	38.9	0.0	0.0	38.9	0.0	0.0	0.0	0.0	0.0	0.0	61.1	0.0	61.1	
Exiting Leg Total	11				0				7				18	
Buses	3	0	0	3	0	0	0	0	0	0	4	0	4	7
% Buses	42.9	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	36.4	0.0	36.4	38.9
Exiting Leg Total	4				0				3				7	
Single-Unit Trucks	4	0	0	4	0	0	0	0	0	0	7	0	7	11
% Single-Unit	57.1	0.0	0.0	57.1	0.0	0.0	0.0	0.0	0.0	0.0	63.6	0.0	63.6	61.1
Exiting Leg Total	7				0				4				11	
Articulated Trucks	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
Exiting Leg Total	0				0				0				0	

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

4:15 PM	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:15 PM	1	0	0	1	0	0	0	0	0	4	0	4	5
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
5:00 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
Total Volume	5	0	0	5	0	0	0	0	0	7	0	7	12
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.438	0.000	0.438	0.600
Buses	2	0	0	2	0	0	0	0	0	2	0	2	4
Buses %	40.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	28.6	0.0	28.6	33.3
Single-Unit Trucks	3	0	0	3	0	0	0	0	0	5	0	5	8
Single-Unit %	60.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	71.4	0.0	71.4	66.7
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	2	0	0	2	0	0	0	0	0	2	0	2	4
Single-Unit Trucks	3	0	0	3	0	0	0	0	0	5	0	5	8
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	5	0	0	5	0	0	0	0	0	7	0	7	12
Buses				2				0				2	4
Single-Unit Trucks				5				0				3	8
Articulated Trucks				0				0				0	0
Total Exiting Leg				7				0				5	12

PDI File #: **250514 C**
 Location: **S: Site Driveway**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Class:

Buses

	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total	
	from East				from South				from West					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
4:15 PM	1	0	0	1	0	0	0	0	0	0	1	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	2	0	0	0	0	0	0	2	0	2	4
5:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
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	2	0	2	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	2	0	2	3
Grand Total	3	0	0	3	0	0	0	0	0	0	4	0	4	7
Approach %	100.0	0.0	0.0		0.0	0.0	0.0			0.0	100.0	0.0		
Total %	42.9	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	57.1	0.0	57.1	
Exiting Leg Total	4				0				3				7	

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

4:00 PM	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
4:15 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	0	0	2	0	0	0	0	0	2	0	2	4
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.500
Entering Leg	2	0	0	2	0	0	0	0	0	2	0	2	4
Exiting Leg				2				0				2	4
Total				4				0				4	8

PDI File #: **250514 C**
 Location: **S: Site Driveway**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Class:

Single-Unit Trucks

	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total
	from East				from South				from West				
	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	3	0	3	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
Total	2	0	0	2	0	0	0	0	0	4	0	4	6
5:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total	2	0	0	2	0	0	0	0	0	3	0	3	5
Grand Total	4	0	0	4	0	0	0	0	0	7	0	7	11
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	36.4	0.0	0.0	36.4	0.0	0.0	0.0	0.0	0.0	63.6	0.0	63.6	
Exiting Leg Total	7				0				4				11

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

4:15 PM	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
5:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total Volume	3	0	0	3	0	0	0	0	0	5	0	5	8
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.417	0.667
Entering Leg	3	0	0	3	0	0	0	0	0	5	0	5	8
Exiting Leg				5				0				3	8
Total				8				0				8	16

PDI File #: **250514 C**
 Location: **S: Site Driveway**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Class:

Articulated Trucks

	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total
	from East				from South				from West				
	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				0				0

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

4:00 PM	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total
	from East				from South				from West				
	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	0
Total				0				0				0	0

PDI File #: **250514 C**
 Location: **S: Site Driveway**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Class: **Bicycles (on Roadway and Crosswalks)**

	Lakeview Avenue						Site Driveway						Lakeview Avenue						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	1	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	1	2
4:30 PM	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	1	2	3	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	0	1	4	5	1	1	0	0	0	2	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:15 PM	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	1	1	2	0	1	0	0	0	1	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	1	3	0	2	0	0	0	2	5
Grand Total	0	0	0	0	0	0	0	0	0	0	3	5	8	1	3	0	0	0	4	12
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	37.5	62.5		25.0	75.0	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	25.0	41.7	66.7	8.3	25.0	0.0	0.0	0.0	33.3		
Exiting Leg Total	3						9						0						12	

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

4:00 PM	Lakeview Avenue						Site Driveway						Lakeview Avenue						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	1	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	1	2
4:30 PM	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	1	2	3	0	0	0	0	0	0	3
Total Volume	0	0	0	0	0	0	0	0	0	0	1	4	5	1	1	0	0	0	2	7
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	80.0		50.0	50.0	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	0.250	0.500	0.417		0.250	0.250	0.000	0.000	0.000	0.500	0.583
Entering Leg	0	0	0	0	0	0	0	0	0	0	1	4	5	1	1	0	0	0	2	7
Exiting Leg	1						6						0						7	
Total	1						11						2						14	

PDI File #: **250514 C**
 Location: **S: Site Driveway**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Class: **Pedestrians**

	Lakeview Avenue						Site Driveway						Lakeview Avenue						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	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
4:30 PM	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	1	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	3	8	11	0	0	0	0	0	0	11
Grand Total	0	0	0	0	0	0	0	0	0	0	4	9	13	0	0	0	0	0	0	13
Approach %	0	0	0	0	0	0	0	0	0	0	30.769	69.231		0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	30.769	69.231	100	0	0	0	0	0	0	
Exiting Leg Total	0						13						0						13	

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

5:00 PM	Lakeview Avenue						Site Driveway						Lakeview Avenue						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
5:00 PM	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	3	8	11	0	0	0	0	0	0	11
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.3	72.7		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	0.750	0.500	0.550	0.000	0.000	0.000	0.000	0.000	0.000	0.550
Entering Leg	0	0	0	0	0	0	0	0	0	3	8	11	0	0	0	0	0	0	11
Exiting Leg	0						11						0						11
Total	0						22						0						22

PDI File #: **250514 C**
 Location: **S: Site Driveway**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**



Class:

Cars and Heavy Vehicles (Combined)

	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	179	8	0	187	1	5	0	6	4	165	0	169	362
11:15 AM	188	5	0	193	5	2	0	7	3	182	0	185	385
11:30 AM	182	5	0	187	6	4	0	10	2	165	0	167	364
11:45 AM	198	7	0	205	14	4	0	18	3	167	0	170	393
Total	747	25	0	772	26	15	0	41	12	679	0	691	1504
12:00 PM	181	2	0	183	11	6	0	17	2	174	0	176	376
12:15 PM	172	4	0	176	10	3	0	13	1	161	0	162	351
12:30 PM	167	4	0	171	5	3	0	8	2	165	0	167	346
12:45 PM	177	2	0	179	4	0	0	4	4	151	0	155	338
Total	697	12	0	709	30	12	0	42	9	651	0	660	1411
1:00 PM	172	8	0	180	6	2	0	8	1	161	0	162	350
1:15 PM	176	1	0	177	1	1	0	2	2	162	0	164	343
1:30 PM	158	4	0	162	2	0	0	2	1	152	0	153	317
1:45 PM	137	1	0	138	5	0	0	5	0	178	0	178	321
Total	643	14	0	657	14	3	0	17	4	653	0	657	1331
Grand Total	2087	51	0	2138	70	30	0	100	25	1983	0	2008	4246
Approach %	97.6	2.4	0.0		70.0	30.0	0.0		1.2	98.8	0.0		
Total %	49.2	1.2	0.0	50.4	1.6	0.7	0.0	2.4	0.6	46.7	0.0	47.3	
Exiting Leg Total	2053				76				2117				4246
Cars	2068	51	0	2119	69	30	0	99	25	1960	0	1985	4203
% Cars	99.1	100.0	0.0	99.1	98.6	100.0	0.0	99.0	100.0	98.8	0.0	98.9	99.0
Exiting Leg Total	2029				76				2098				4203
Heavy Vehicles	19	0	0	19	1	0	0	1	0	23	0	23	43
% Heavy Vehicles	0.9	0.0	0.0	0.9	1.4	0.0	0.0	1.0	0.0	1.2	0.0	1.1	1.0
Exiting Leg Total	24				0				19				43

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:15 AM	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:15 AM	188	5	0	193	5	2	0	7	3	182	0	185	385
11:30 AM	182	5	0	187	6	4	0	10	2	165	0	167	364
11:45 AM	198	7	0	205	14	4	0	18	3	167	0	170	393
12:00 PM	181	2	0	183	11	6	0	17	2	174	0	176	376
Total Volume	749	19	0	768	36	16	0	52	10	688	0	698	1518
% Approach Total	97.5	2.5	0.0		69.2	30.8	0.0		1.4	98.6	0.0		
PHF	0.946	0.679	0.000	0.937	0.643	0.667	0.000	0.722	0.833	0.945	0.000	0.943	0.966
Cars	739	19	0	758	35	16	0	51	10	679	0	689	1498
Cars %	98.7	100.0	0.0	98.7	97.2	100.0	0.0	98.1	100.0	98.7	0.0	98.7	98.7
Heavy Vehicles	10	0	0	10	1	0	0	1	0	9	0	9	20
Heavy Vehicles %	1.3	0.0	0.0	1.3	2.8	0.0	0.0	1.9	0.0	1.3	0.0	1.3	1.3
Cars Enter Leg	739	19	0	758	35	16	0	51	10	679	0	689	1498
Heavy Enter Leg	10	0	0	10	1	0	0	1	0	9	0	9	20
Total Entering Leg	749	19	0	768	36	16	0	52	10	688	0	698	1518
Cars Exiting Leg				714				29				755	1498
Heavy Exiting Leg				10				0				10	20
Total Exiting Leg				724				29				765	1518

PDI File #: **250514 C**
 Location: **S: Site Driveway**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars

	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	176	8	0	184	1	5	0	6	4	162	0	166	356
11:15 AM	185	5	0	190	5	2	0	7	3	178	0	181	378
11:30 AM	179	5	0	184	6	4	0	10	2	163	0	165	359
11:45 AM	194	7	0	201	13	4	0	17	3	164	0	167	385
Total	734	25	0	759	25	15	0	40	12	667	0	679	1478
12:00 PM	181	2	0	183	11	6	0	17	2	174	0	176	376
12:15 PM	172	4	0	176	10	3	0	13	1	159	0	160	349
12:30 PM	165	4	0	169	5	3	0	8	2	165	0	167	344
12:45 PM	175	2	0	177	4	0	0	4	4	150	0	154	335
Total	693	12	0	705	30	12	0	42	9	648	0	657	1404
1:00 PM	172	8	0	180	6	2	0	8	1	159	0	160	348
1:15 PM	176	1	0	177	1	1	0	2	2	159	0	161	340
1:30 PM	157	4	0	161	2	0	0	2	1	151	0	152	315
1:45 PM	136	1	0	137	5	0	0	5	0	176	0	176	318
Total	641	14	0	655	14	3	0	17	4	645	0	649	1321
Grand Total	2068	51	0	2119	69	30	0	99	25	1960	0	1985	4203
Approach %	97.6	2.4	0.0		69.7	30.3	0.0		1.3	98.7	0.0		
Total %	49.2	1.2	0.0	50.4	1.6	0.7	0.0	2.4	0.6	46.6	0.0	47.2	
Exiting Leg Total				2029				76				2098	4203

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:15 AM	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:15 AM	185	5	0	190	5	2	0	7	3	178	0	181	378
11:30 AM	179	5	0	184	6	4	0	10	2	163	0	165	359
11:45 AM	194	7	0	201	13	4	0	17	3	164	0	167	385
12:00 PM	181	2	0	183	11	6	0	17	2	174	0	176	376
Total Volume	739	19	0	758	35	16	0	51	10	679	0	689	1498
% Approach Total	97.5	2.5	0.0		68.6	31.4	0.0		1.5	98.5	0.0		
PHF	0.952	0.679	0.000	0.943	0.673	0.667	0.000	0.750	0.833	0.954	0.000	0.952	0.973
Entering Leg	739	19	0	758	35	16	0	51	10	679	0	689	1498
Exiting Leg				714				29				755	1498
Total				1472				80				1444	2996

PDI File #: **250514 C**
 Location: **S: Site Driveway**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	3	0	0	3	0	0	0	0	0	3	0	3	6
11:15 AM	3	0	0	3	0	0	0	0	0	4	0	4	7
11:30 AM	3	0	0	3	0	0	0	0	0	2	0	2	5
11:45 AM	4	0	0	4	1	0	0	1	0	3	0	3	8
Total	13	0	0	13	1	0	0	1	0	12	0	12	26
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
12:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
12:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
Total	4	0	0	4	0	0	0	0	0	3	0	3	7
1:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
1:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	3
1:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
1:45 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
Total	2	0	0	2	0	0	0	0	0	8	0	8	10
Grand Total	19	0	0	19	1	0	0	1	0	23	0	23	43
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	44.2	0.0	0.0	44.2	2.3	0.0	0.0	2.3	0.0	53.5	0.0	53.5	
Exiting Leg Total	24				0				19				43
Buses	4	0	0	4	0	0	0	0	0	5	0	5	9
% Buses	21.1	0.0	0.0	21.1	0.0	0.0	0.0	0.0	0.0	21.7	0.0	21.7	20.9
Exiting Leg Total	5				0				4				9
Single-Unit Trucks	15	0	0	15	1	0	0	1	0	18	0	18	34
% Single-Unit	78.9	0.0	0.0	78.9	100.0	0.0	0.0	100.0	0.0	78.3	0.0	78.3	79.1
Exiting Leg Total	19				0				15				34
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 11:00 AM to 02:00 PM begins at:

11:00 AM	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	3	0	0	3	0	0	0	0	0	3	0	3	6
11:15 AM	3	0	0	3	0	0	0	0	0	4	0	4	7
11:30 AM	3	0	0	3	0	0	0	0	0	2	0	2	5
11:45 AM	4	0	0	4	1	0	0	1	0	3	0	3	8
Total Volume	13	0	0	13	1	0	0	1	0	12	0	12	26
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.813	0.000	0.000	0.813	0.250	0.000	0.000	0.250	0.000	0.750	0.000	0.750	0.813
Buses	2	0	0	2	0	0	0	0	0	2	0	2	4
Buses %	15.4	0.0	0.0	15.4	0.0	0.0	0.0	0.0	0.0	16.7	0.0	16.7	15.4
Single-Unit Trucks	11	0	0	11	1	0	0	1	0	10	0	10	22
Single-Unit %	84.6	0.0	0.0	84.6	100.0	0.0	0.0	100.0	0.0	83.3	0.0	83.3	84.6
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	2	0	0	2	0	0	0	0	0	2	0	2	4
Single-Unit Trucks	11	0	0	11	1	0	0	1	0	10	0	10	22
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	13	0	0	13	1	0	0	1	0	12	0	12	26
Buses				2				0				2	4
Single-Unit Trucks				11				0				11	22
Articulated Trucks				0				0				0	0
Total Exiting Leg				13				0				13	26

PDI File #: **250514 C**
 Location: **S: Site Driveway**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total	
	from East				from South				from West					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
11:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	0	0	0	0	0	2	0	2	4
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	2	0	2	3
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	1	0	1	2
Grand Total	4	0	0	4	0	0	0	0	0	0	5	0	5	9
Approach %	100.0	0.0	0.0		0.0	0.0	0.0			0.0	100.0	0.0		
Total %	44.4	0.0	0.0	44.4	0.0	0.0	0.0	0.0	0.0	0.0	55.6	0.0	55.6	
Exiting Leg Total	5				0				4				9	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total	
	from East				from South				from West					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
11:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Total Volume	2	0	0	2	0	0	0	0	0	0	2	0	2	4
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0			0.0	100.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000		0.000	0.250	0.000	0.250	0.500
Entering Leg	2	0	0	2	0	0	0	0		0	2	0	2	4
Exiting Leg				2				0					2	4
Total				4				0					4	8

PDI File #: **250514 C**
 Location: **S: Site Driveway**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	2	0	0	2	0	0	0	0	0	3	0	3	5
11:15 AM	3	0	0	3	0	0	0	0	0	2	0	2	5
11:30 AM	3	0	0	3	0	0	0	0	0	2	0	2	5
11:45 AM	3	0	0	3	1	0	0	1	0	3	0	3	7
Total	11	0	0	11	1	0	0	1	0	10	0	10	22
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
12:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total	3	0	0	3	0	0	0	0	0	1	0	1	4
1:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
1:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
1:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
1:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	1	0	0	1	0	0	0	0	0	7	0	7	8
Grand Total	15	0	0	15	1	0	0	1	0	18	0	18	34
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	44.1	0.0	0.0	44.1	2.9	0.0	0.0	2.9	0.0	52.9	0.0	52.9	
Exiting Leg Total	19				0				15				34

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	2	0	0	2	0	0	0	0	0	3	0	3	5
11:15 AM	3	0	0	3	0	0	0	0	0	2	0	2	5
11:30 AM	3	0	0	3	0	0	0	0	0	2	0	2	5
11:45 AM	3	0	0	3	1	0	0	1	0	3	0	3	7
Total Volume	11	0	0	11	1	0	0	1	0	10	0	10	22
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.917	0.000	0.000	0.917	0.250	0.000	0.000	0.250	0.000	0.833	0.000	0.833	0.786
Entering Leg	11	0	0	11	1	0	0	1	0	10	0	10	22
Exiting Leg				11				0				11	22
Total				22				1				21	44

PDI File #: **250514 C**
 Location: **S: Site Driveway**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 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
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 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
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 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				0				0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Lakeview Avenue				Site Driveway				Lakeview Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 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 #: 250514 C
 Location: S: Site Driveway
 Location: E: Lakeview Avenue W: Lakeview Avenue
 City, State: Dracut, MA
 Client: GPI/S. Theriault
 Site Code: NEX-201147.00
 Count Date: Saturday, March 29, 2025
 Start Time: 11:00 AM
 End Time: 2:00 PM



Class: Bicycles (on Roadway and Crosswalks)

	Lakeview Avenue							Site Driveway							Lakeview Avenue							Total
	from East							from South							from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total			
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 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	1	0	0	0	0	1	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 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	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 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	1	0	0	0	1	1	
Approach %	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0			0.0	100.0	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	100.0	0.0	0.0	0.0	100.0		
Exiting Leg Total	1							0							0							1

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Lakeview Avenue						Site Driveway						Lakeview Avenue						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	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	1	0	0	0	0	1	1
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	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	0.250	0.000	0.000	0.000	0.250		0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Exiting Leg	1						0						0						0	1
Total	1						0						1						2	

PDI File #: 250514 C
 Location: S: Site Driveway
 Location: E: Lakeview Avenue W: Lakeview Avenue
 City, State: Dracut, MA
 Client: GPI/S. Theriault
 Site Code: NEX-201147.00
 Count Date: Saturday, March 29, 2025
 Start Time: 11:00 AM
 End Time: 2:00 PM
 Class:



Pedestrians

	Lakeview Avenue						Site Driveway						Lakeview Avenue						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 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
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 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
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1:15 PM	0	0	0	0	0	0	0	0	0	5	1	6	0	0	0	0	0	0	6
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	5	2	7	0	0	0	1	0	1	8
Grand Total	0	0	0	0	0	0	0	0	0	5	2	7	0	0	0	1	0	1	8
Approach %	0	0	0	0	0	0	0	0	0	71.429	28.571		0	0	0	100	0		
Total %	0	0	0	0	0	0	0	0	0	62.5	25	87.5	0	0	0	12.5	0	12.5	
Exiting Leg Total	0						7						1						8

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

1:00 PM	Lakeview Avenue						Site Driveway						Lakeview Avenue						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1:15 PM	0	0	0	0	0	0	0	0	0	5	1	6	0	0	0	0	0	0	6	6
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	5	2	7	0	0	0	0	1	0	1	8
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	71.4	28.6		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	0.500	0.292	0.000	0.000	0.000	0.250	0.000	0.250	0.333	
Entering Leg	0	0	0	0	0	0	0	0	0	5	2	7	0	0	0	1	0	1	8	8
Exiting Leg	0						7						1						8	
Total	0						14						2						16	

PDI File #: **250514 D**
 Location: **N: Primrose Hill Road S: Parking Lot**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue					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	42	0	11	0	53	9	112	1	0	122	0	0	0	0	0	1	108	39	0	148	323
7:15 AM	43	0	6	0	49	11	136	0	0	147	0	0	0	0	0	0	131	42	0	173	369
7:30 AM	43	0	3	0	46	9	103	0	0	112	0	0	3	0	3	0	106	45	0	151	312
7:45 AM	47	0	8	0	55	8	100	0	0	108	0	0	0	0	0	0	121	47	0	168	331
Total	175	0	28	0	203	37	451	1	0	489	0	0	3	0	3	1	466	173	0	640	1335
8:00 AM	32	0	8	0	40	9	91	0	0	100	0	0	0	0	0	0	165	48	0	213	353
8:15 AM	32	0	8	0	40	7	109	0	0	116	0	0	0	0	0	0	147	42	0	189	345
8:30 AM	43	0	6	0	49	9	130	0	0	139	0	0	0	0	0	0	97	34	0	131	319
8:45 AM	28	0	6	0	34	4	99	0	0	103	0	0	0	0	0	0	93	32	0	125	262
Total	135	0	28	0	163	29	429	0	0	458	0	0	0	0	0	0	502	156	0	658	1279
Grand Total	310	0	56	0	366	66	880	1	0	947	0	0	3	0	3	1	968	329	0	1298	2614
Approach %	84.7	0.0	15.3	0.0		7.0	92.9	0.1	0.0		0.0	0.0	100.0	0.0		0.1	74.6	25.3	0.0		
Total %	11.9	0.0	2.1	0.0	14.0	2.5	33.7	0.0	0.0	36.2	0.0	0.0	0.1	0.0	0.1	0.0	37.0	12.6	0.0	49.7	
Exiting Leg Total	395					1024					2					1193					2614
Cars	303	0	53	0	356	63	842	1	0	906	0	0	3	0	3	1	937	314	0	1252	2517
% Cars	97.7	0.0	94.6	0.0	97.3	95.5	95.7	100.0	0.0	95.7	0.0	0.0	100.0	0.0	100.0	100.0	96.8	95.4	0.0	96.5	96.3
Exiting Leg Total	377					990					2					1148					2517
Heavy Vehicles	7	0	3	0	10	3	38	0	0	41	0	0	0	0	0	0	31	15	0	46	97
% Heavy Vehicles	2.3	0.0	5.4	0.0	2.7	4.5	4.3	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	3.2	4.6	0.0	3.5	3.7
Exiting Leg Total	18					34					0					45					97

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

7:15 AM	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue					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	43	0	6	0	49	11	136	0	0	147	0	0	0	0	0	0	131	42	0	173	369
7:30 AM	43	0	3	0	46	9	103	0	0	112	0	0	3	0	3	0	106	45	0	151	312
7:45 AM	47	0	8	0	55	8	100	0	0	108	0	0	0	0	0	0	121	47	0	168	331
8:00 AM	32	0	8	0	40	9	91	0	0	100	0	0	0	0	0	0	165	48	0	213	353
Total Volume	165	0	25	0	190	37	430	0	0	467	0	0	3	0	3	0	523	182	0	705	1365
% Approach Total	86.8	0.0	13.2	0.0		7.9	92.1	0.0	0.0		0.0	0.0	100.0	0.0		0.0	74.2	25.8	0.0		
PHF	0.878	0.000	0.781	0.000	0.864	0.841	0.790	0.000	0.000	0.794	0.000	0.000	0.250	0.000	0.250	0.000	0.792	0.948	0.000	0.827	0.925
Cars	162	0	24	0	186	34	420	0	0	454	0	0	3	0	3	0	505	169	0	674	1317
Cars %	98.2	0.0	96.0	0.0	97.9	91.9	97.7	0.0	0.0	97.2	0.0	0.0	100.0	0.0	100.0	0.0	96.6	92.9	0.0	95.6	96.5
Heavy Vehicles	3	0	1	0	4	3	10	0	0	13	0	0	0	0	0	0	18	13	0	31	48
Heavy Vehicles %	1.8	0.0	4.0	0.0	2.1	8.1	2.3	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	3.4	7.1	0.0	4.4	3.5
Cars Enter Leg	162	0	24	0	186	34	420	0	0	454	0	0	3	0	3	0	505	169	0	674	1317
Heavy Enter Leg	3	0	1	0	4	3	10	0	0	13	0	0	0	0	0	0	18	13	0	31	48
Total Entering Leg	165	0	25	0	190	37	430	0	0	467	0	0	3	0	3	0	523	182	0	705	1365
Cars Exiting Leg	203					529					0					585					1317
Heavy Exiting Leg	16					19					0					13					48
Total Exiting Leg	219					548					0					598					1365

PDI File #: **250514 D**
 Location: **N: Primrose Hill Road S: Parking Lot**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue					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	41	0	11	0	52	9	105	1	0	115	0	0	0	0	0	1	107	39	0	147	314
7:15 AM	43	0	6	0	49	10	135	0	0	145	0	0	0	0	0	0	128	36	0	164	358
7:30 AM	42	0	3	0	45	9	99	0	0	108	0	0	3	0	3	0	104	42	0	146	302
7:45 AM	46	0	8	0	54	8	98	0	0	106	0	0	0	0	0	0	116	45	0	161	321
Total	172	0	28	0	200	36	437	1	0	474	0	0	3	0	3	1	455	162	0	618	1295
8:00 AM	31	0	7	0	38	7	88	0	0	95	0	0	0	0	0	0	157	46	0	203	336
8:15 AM	32	0	6	0	38	7	103	0	0	110	0	0	0	0	0	0	139	41	0	180	328
8:30 AM	41	0	6	0	47	9	124	0	0	133	0	0	0	0	0	0	95	34	0	129	309
8:45 AM	27	0	6	0	33	4	90	0	0	94	0	0	0	0	0	0	91	31	0	122	249
Total	131	0	25	0	156	27	405	0	0	432	0	0	0	0	0	0	482	152	0	634	1222
Grand Total	303	0	53	0	356	63	842	1	0	906	0	0	3	0	3	1	937	314	0	1252	2517
Approach %	85.1	0.0	14.9	0.0		7.0	92.9	0.1	0.0		0.0	0.0	100.0	0.0		0.1	74.8	25.1	0.0		
Total %	12.0	0.0	2.1	0.0	14.1	2.5	33.5	0.0	0.0	36.0	0.0	0.0	0.1	0.0	0.1	0.0	37.2	12.5	0.0	49.7	
Exiting Leg Total	377					990					2					1148					2517

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

7:15 AM	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue					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	43	0	6	0	49	10	135	0	0	145	0	0	0	0	0	0	128	36	0	164	358
7:30 AM	42	0	3	0	45	9	99	0	0	108	0	0	3	0	3	0	104	42	0	146	302
7:45 AM	46	0	8	0	54	8	98	0	0	106	0	0	0	0	0	0	116	45	0	161	321
8:00 AM	31	0	7	0	38	7	88	0	0	95	0	0	0	0	0	0	157	46	0	203	336
Total Volume	162	0	24	0	186	34	420	0	0	454	0	0	3	0	3	0	505	169	0	674	1317
% Approach Total	87.1	0.0	12.9	0.0		7.5	92.5	0.0	0.0		0.0	0.0	100.0	0.0		0.0	74.9	25.1	0.0		
PHF	0.880	0.000	0.750	0.000	0.861	0.850	0.778	0.000	0.000	0.783	0.000	0.000	0.250	0.000	0.250	0.000	0.804	0.918	0.000	0.830	0.920
Entering Leg	162	0	24	0	186	34	420	0	0	454	0	0	3	0	3	0	505	169	0	674	1317
Exiting Leg	203					529					0					585					1317
Total	389					983					3					1259					2634

PDI File #: **250514 D**
 Location: **N: Primrose Hill Road S: Parking Lot**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue					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	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	9
7:15 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	3	6	0	9
7:30 AM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	2	3	0	5
7:45 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	5	2	0	7
Total	3	0	0	0	3	1	14	0	0	15	0	0	0	0	0	0	0	11	11	0	22
8:00 AM	1	0	1	0	2	2	3	0	0	5	0	0	0	0	0	0	0	8	2	0	10
8:15 AM	0	0	2	0	2	0	6	0	0	6	0	0	0	0	0	0	0	8	1	0	9
8:30 AM	2	0	0	0	2	0	6	0	0	6	0	0	0	0	0	0	0	2	0	0	2
8:45 AM	1	0	0	0	1	0	9	0	0	9	0	0	0	0	0	0	0	2	1	0	3
Total	4	0	3	0	7	2	24	0	0	26	0	0	0	0	0	0	0	20	4	0	24
Grand Total	7	0	3	0	10	3	38	0	0	41	0	0	0	0	0	0	0	31	15	0	46
Approach %	70.0	0.0	30.0	0.0		7.3	92.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	67.4	32.6	0.0		
Total %	7.2	0.0	3.1	0.0	10.3	3.1	39.2	0.0	0.0	42.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.0	15.5	0.0	47.4
Exiting Leg Total	18					34					0					45					97
Buses	2	0	3	0	5	0	20	0	0	20	0	0	0	0	0	0	0	14	10	0	24
% Buses	28.6	0.0	100.0	0.0	50.0	0.0	52.6	0.0	0.0	48.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.2	66.7	0.0	52.2
Exiting Leg Total	10					17					0					22					49
Single-Unit Trucks	5	0	0	0	5	2	17	0	0	19	0	0	0	0	0	0	0	17	5	0	22
% Single-Unit	71.4	0.0	0.0	0.0	50.0	66.7	44.7	0.0	0.0	46.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	54.8	33.3	0.0	47.8
Exiting Leg Total	7					17					0					22					46
Articulated Trucks	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	33.3	2.6	0.0	0.0	4.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1
Exiting Leg Total	1					0					0					1					2

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

8:00 AM	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue					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	
8:00 AM	1	0	1	0	2	2	3	0	0	5	0	0	0	0	0	0	8	2	0	10	17
8:15 AM	0	0	2	0	2	0	6	0	0	6	0	0	0	0	0	0	8	1	0	9	17
8:30 AM	2	0	0	0	2	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	10
8:45 AM	1	0	0	0	1	0	9	0	0	9	0	0	0	0	0	0	2	1	0	3	13
Total Volume	4	0	3	0	7	2	24	0	0	26	0	0	0	0	0	0	20	4	0	24	57
% Approach Total	57.1	0.0	42.9	0.0		7.7	92.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	83.3	16.7	0.0		
PHF	0.500	0.000	0.375	0.000	0.875	0.250	0.667	0.000	0.000	0.722	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.500	0.000	0.600	0.838
Buses	0	0	3	0	3	0	11	0	0	11	0	0	0	0	0	0	11	2	0	13	27
Buses %	0.0	0.0	100.0	0.0	42.9	0.0	45.8	0.0	0.0	42.3	0.0	0.0	0.0	0.0	0.0	0.0	55.0	50.0	0.0	54.2	47.4
Single-Unit Trucks	4	0	0	0	4	2	12	0	0	14	0	0	0	0	0	0	9	2	0	11	29
Single-Unit %	100.0	0.0	0.0	0.0	57.1	100.0	50.0	0.0	0.0	53.8	0.0	0.0	0.0	0.0	0.0	0.0	45.0	50.0	0.0	45.8	50.9
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8
Buses	0	0	3	0	3	0	11	0	0	11	0	0	0	0	0	0	11	2	0	13	27
Single-Unit Trucks	4	0	0	0	4	2	12	0	0	14	0	0	0	0	0	0	9	2	0	11	29
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Entering Leg	4	0	3	0	7	2	24	0	0	26	0	0	0	0	0	0	20	4	0	24	57
Buses	2					14					0					11					27
Single-Unit Trucks	4					9					0					16					29
Articulated Trucks	0					0					0					1					1
Total Exiting Leg	6					23					0					28					57

PDI File #: **250514 D**
 Location: **N: Primrose Hill Road S: Parking Lot**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue					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	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	6
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	4	0	4	5
7:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	2	0	4	7
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	4
Total	2	0	0	0	2	0	9	0	0	9	0	0	0	0	0	0	3	8	0	11	22
8:00 AM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	6	1	0	7	10
8:15 AM	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	0	3	1	0	4	9
8:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5
8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total	0	0	3	0	3	0	11	0	0	11	0	0	0	0	0	0	11	2	0	13	27
Grand Total	2	0	3	0	5	0	20	0	0	20	0	0	0	0	0	0	14	10	0	24	49
Approach %	40.0	0.0	60.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	58.3	41.7	0.0		
Total %	4.1	0.0	6.1	0.0	10.2	0.0	40.8	0.0	0.0	40.8	0.0	0.0	0.0	0.0	0.0	0.0	28.6	20.4	0.0	49.0	
Exiting Leg Total	10					17					0					22					49

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

7:30 AM	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue						
	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	3	0	0	3	0	0	0	0	0	0	2	2	0	0	4	7
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	4
8:00 AM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	6	1	0	0	7	10
8:15 AM	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	0	3	1	0	0	4	9
Total Volume	1	0	3	0	4	0	8	0	0	8	0	0	0	0	0	0	12	6	0	0	18	30
% Approach Total	25.0	0.0	75.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	66.7	33.3	0.0			
PHF	0.250	0.000	0.375	0.000	0.500	0.000	0.667	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.750	0.000	0.643	0.750	
Entering Leg	1	0	3	0	4	0	8	0	0	8	0	0	0	0	0	0	12	6	0	0	18	30
Exiting Leg	6					15					0					9					30	
Total	10					23					0					27					60	

PDI File #: **250514 D**
 Location: **N: Primrose Hill Road S: Parking Lot**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue					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	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	5	5
7:30 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	1	3
7:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	4	6
Total	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0	8	3	0	11	17
8:00 AM	1	0	0	0	1	2	1	0	0	3	0	0	0	0	0	0	0	2	1	0	3	7
8:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	5	0	0	5	8
8:30 AM	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	1	5
8:45 AM	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	0	1	1	0	2	9
Total	4	0	0	0	4	2	12	0	0	14	0	0	0	0	0	0	0	9	2	0	11	29
Grand Total	5	0	0	0	5	2	17	0	0	19	0	0	0	0	0	0	0	17	5	0	22	46
Approach %	100.0	0.0	0.0	0.0		10.5	89.5	0.0	0.0		0.0	0.0	0.0	0.0		0.0	77.3	22.7	0.0			
Total %	10.9	0.0	0.0	0.0	10.9	4.3	37.0	0.0	0.0	41.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.0	10.9	0.0	47.8	
Exiting Leg Total	7					17					0					22					46	

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

8:00 AM	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue					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		
8:00 AM	1	0	0	0	1	2	1	0	0	3	0	0	0	0	0	0	2	1	0	0	3	7
8:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	5	0	0	5	8
8:30 AM	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	1	5
8:45 AM	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	0	1	1	0	2	9
Total Volume	4	0	0	0	4	2	12	0	0	14	0	0	0	0	0	0	0	9	2	0	11	29
% Approach Total	100.0	0.0	0.0	0.0		14.3	85.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	81.8	18.2	0.0			
PHF	0.500	0.000	0.000	0.000	0.500	0.250	0.500	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.450	0.500	0.000	0.550	0.806	
Entering Leg	4	0	0	0	4	2	12	0	0	14	0	0	0	0	0	0	0	9	2	0	11	29
Exiting Leg	4					9					0					16					29	
Total	8					23					0					27					58	

PDI File #: **250514 D**
 Location: **N: Primrose Hill Road S: Parking Lot**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue					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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.0	0.0	0.0	0.0		50.0	50.0	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	50.0	50.0	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					1					2

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

7:00 AM	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue					
	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	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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
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	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					0	1
Total					1					1					0					0	2

PDI File #: **250514 D**
 Location: **N: Primrose Hill Road S: Parking Lot**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Primrose Hill Road							Lakeview Avenue							Parking Lot							Lakeview Avenue							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	1	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
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
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	2	0	1	0	0	0	0	1	4
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
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
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
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
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
Grand Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	2	0	1	0	0	0	0	1	4
Approach %	0.0	0.0	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	100.0		0.0	100.0	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	25.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	25.0	
Exiting Leg Total	0							1							2							1							4

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

7:00 AM	Primrose Hill Road							Lakeview Avenue							Parking Lot							Lakeview Avenue							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	1	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
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
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	2	0	1	0	0	0	0	1	4
% Approach Total	0.0	0.0	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	100.0		0.0	100.0	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	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.500
Entering Leg	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	2	0	1	0	0	0	0	1	4
Exiting Leg	0							1							2							1							4
Total	0							2							4							2							8

PDI File #: **250514 D**
 Location: **N: Primrose Hill Road S: Parking Lot**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Primrose Hill Road							Lakeview Avenue							Parking Lot							Lakeview Avenue							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	2	2	0	0	0	0	0	0	0	2
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	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	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	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	3	3	0	0	0	0	0	0	3	
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	
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	
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	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	4	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	4	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	7	0	0	0	0	0	0	7	
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.9	57.1		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	42.9	57.1	100	0	0	0	0	0	0		
Exiting Leg Total	0							0							7							0							7

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

8:00 AM	Primrose Hill Road							Lakeview Avenue							Parking Lot							Lakeview Avenue							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	
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
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
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
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	4
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	4
% 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	75.0	25.0	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	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	4
Exiting Leg	0							0							4							0							4
Total	0							0							8							0							8

PDI File #: **250514 D**
 Location: **N: Primrose Hill Road S: Parking Lot**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue					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	69	0	7	0	76	6	161	0	0	167	0	0	0	0	0	0	157	50	0	207	450
4:15 PM	59	0	5	0	64	5	168	0	0	173	0	0	2	0	2	1	174	52	0	227	466
4:30 PM	54	0	3	0	57	7	180	0	0	187	0	0	0	0	0	0	183	57	0	240	484
4:45 PM	69	0	4	0	73	6	164	0	0	170	0	0	0	0	0	1	159	51	0	211	454
Total	251	0	19	0	270	24	673	0	0	697	0	0	2	0	2	2	673	210	0	885	1854
5:00 PM	70	0	1	0	71	1	144	0	0	145	0	0	0	0	0	0	191	58	0	249	465
5:15 PM	46	0	13	0	59	8	148	0	0	156	0	0	0	0	0	0	188	40	0	228	443
5:30 PM	68	0	6	0	74	4	159	0	0	163	0	0	0	0	0	1	135	40	0	176	413
5:45 PM	43	0	4	0	47	2	156	0	0	158	0	0	0	0	0	0	151	32	0	183	388
Total	227	0	24	0	251	15	607	0	0	622	0	0	0	0	0	1	665	170	0	836	1709
Grand Total	478	0	43	0	521	39	1280	0	0	1319	0	0	2	0	2	3	1338	380	0	1721	3563
Approach %	91.7	0.0	8.3	0.0		3.0	97.0	0.0	0.0		0.0	0.0	100.0	0.0		0.2	77.7	22.1	0.0		
Total %	13.4	0.0	1.2	0.0	14.6	1.1	35.9	0.0	0.0	37.0	0.0	0.0	0.1	0.0	0.1	0.1	37.6	10.7	0.0	48.3	
Exiting Leg Total	419					1381					3					1760					3563
Cars	477	0	42	0	519	38	1274	0	0	1312	0	0	2	0	2	3	1329	378	0	1710	3543
% Cars	99.8	0.0	97.7	0.0	99.6	97.4	99.5	0.0	0.0	99.5	0.0	0.0	100.0	0.0	100.0	100.0	99.3	99.5	0.0	99.4	99.4
Exiting Leg Total	416					1371					3					1753					3543
Heavy Vehicles	1	0	1	0	2	1	6	0	0	7	0	0	0	0	0	0	9	2	0	11	20
% Heavy Vehicles	0.2	0.0	2.3	0.0	0.4	2.6	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.5	0.0	0.6	0.6
Exiting Leg Total	3					10					0					7					20

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

4:15 PM	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue					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	
4:15 PM	59	0	5	0	64	5	168	0	0	173	0	0	2	0	2	1	174	52	0	227	466
4:30 PM	54	0	3	0	57	7	180	0	0	187	0	0	0	0	0	0	183	57	0	240	484
4:45 PM	69	0	4	0	73	6	164	0	0	170	0	0	0	0	0	1	159	51	0	211	454
5:00 PM	70	0	1	0	71	1	144	0	0	145	0	0	0	0	0	0	191	58	0	249	465
Total Volume	252	0	13	0	265	19	656	0	0	675	0	0	2	0	2	2	707	218	0	927	1869
% Approach Total	95.1	0.0	4.9	0.0		2.8	97.2	0.0	0.0		0.0	0.0	100.0	0.0		0.2	76.3	23.5	0.0		
PHF	0.900	0.000	0.650	0.000	0.908	0.679	0.911	0.000	0.000	0.902	0.000	0.000	0.250	0.000	0.250	0.500	0.925	0.940	0.000	0.931	0.965
Cars	251	0	13	0	264	19	651	0	0	670	0	0	2	0	2	2	702	216	0	920	1856
Cars %	99.6	0.0	100.0	0.0	99.6	100.0	99.2	0.0	0.0	99.3	0.0	0.0	100.0	0.0	100.0	100.0	99.3	99.1	0.0	99.2	99.3
Heavy Vehicles	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	5	2	0	7	13
Heavy Vehicles %	0.4	0.0	0.0	0.0	0.4	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.9	0.0	0.8	0.7
Cars Enter Leg	251	0	13	0	264	19	651	0	0	670	0	0	2	0	2	2	702	216	0	920	1856
Heavy Enter Leg	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	5	2	0	7	13
Total Entering Leg	252	0	13	0	265	19	656	0	0	675	0	0	2	0	2	2	707	218	0	927	1869
Cars Exiting Leg	235					715					2					904					1856
Heavy Exiting Leg	2					5					0					6					13
Total Exiting Leg	237					720					2					910					1869

PDI File #: **250514 D**
 Location: **N: Primrose Hill Road S: Parking Lot**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue					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	69	0	7	0	76	5	160	0	0	165	0	0	0	0	0	0	157	50	0	207	448
4:15 PM	58	0	5	0	63	5	168	0	0	173	0	0	2	0	2	1	170	52	0	223	461
4:30 PM	54	0	3	0	57	7	180	0	0	187	0	0	0	0	0	0	182	57	0	239	483
4:45 PM	69	0	4	0	73	6	162	0	0	168	0	0	0	0	0	1	159	49	0	209	450
Total	250	0	19	0	269	23	670	0	0	693	0	0	2	0	2	2	668	208	0	878	1842
5:00 PM	70	0	1	0	71	1	141	0	0	142	0	0	0	0	0	0	191	58	0	249	462
5:15 PM	46	0	12	0	58	8	148	0	0	156	0	0	0	0	0	0	187	40	0	227	441
5:30 PM	68	0	6	0	74	4	159	0	0	163	0	0	0	0	0	1	133	40	0	174	411
5:45 PM	43	0	4	0	47	2	156	0	0	158	0	0	0	0	0	0	150	32	0	182	387
Total	227	0	23	0	250	15	604	0	0	619	0	0	0	0	0	1	661	170	0	832	1701
Grand Total	477	0	42	0	519	38	1274	0	0	1312	0	0	2	0	2	3	1329	378	0	1710	3543
Approach %	91.9	0.0	8.1	0.0		2.9	97.1	0.0	0.0		0.0	0.0	100.0	0.0		0.2	77.7	22.1	0.0		
Total %	13.5	0.0	1.2	0.0	14.6	1.1	36.0	0.0	0.0	37.0	0.0	0.0	0.1	0.0	0.1	0.1	37.5	10.7	0.0	48.3	
Exiting Leg Total	416					1371					3					1753					3543

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

4:15 PM	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue					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	
4:15 PM	58	0	5	0	63	5	168	0	0	173	0	0	2	0	2	1	170	52	0	223	461
4:30 PM	54	0	3	0	57	7	180	0	0	187	0	0	0	0	0	0	182	57	0	239	483
4:45 PM	69	0	4	0	73	6	162	0	0	168	0	0	0	0	0	1	159	49	0	209	450
5:00 PM	70	0	1	0	71	1	141	0	0	142	0	0	0	0	0	0	191	58	0	249	462
Total Volume	251	0	13	0	264	19	651	0	0	670	0	0	2	0	2	2	702	216	0	920	1856
% Approach Total	95.1	0.0	4.9	0.0		2.8	97.2	0.0	0.0		0.0	0.0	100.0	0.0		0.2	76.3	23.5	0.0		
PHF	0.896	0.000	0.650	0.000	0.904	0.679	0.904	0.000	0.000	0.896	0.000	0.000	0.250	0.000	0.250	0.500	0.919	0.931	0.000	0.924	0.961
Entering Leg	251	0	13	0	264	19	651	0	0	670	0	0	2	0	2	2	702	216	0	920	1856
Exiting Leg	235					715					2					904					1856
Total	499					1385					4					1824					3712

PDI File #: **250514 D**
 Location: **N: Primrose Hill Road S: Parking Lot**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue					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	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	5
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	0	0	2	4
Total	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	0	5	2	0	0	7	12
5:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	4	0	0	0	4	8
Grand Total	1	0	1	0	2	1	6	0	0	7	0	0	0	0	0	0	9	2	0	0	11	20
Approach %	50.0	0.0	50.0	0.0		14.3	85.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	81.8	18.2	0.0			
Total %	5.0	0.0	5.0	0.0	10.0	5.0	30.0	0.0	0.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	45.0	10.0	0.0	55.0		
Exiting Leg Total	3					10					0					7					20	
Buses	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	4	0	0	0	4	7
% Buses	100.0	0.0	0.0	0.0	50.0	0.0	33.3	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	44.4	0.0	0.0	36.4	35.0	
Exiting Leg Total	0					4					0					3					7	
Single-Unit Trucks	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	0	5	2	0	0	7	13
% Single-Unit	0.0	0.0	100.0	0.0	50.0	100.0	66.7	0.0	0.0	71.4	0.0	0.0	0.0	0.0	0.0	0.0	55.6	100.0	0.0	63.6	65.0	
Exiting Leg Total	3					6					0					4					13	
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 04:00 PM to 06:00 PM begins at:

4:15 PM	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue						
	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		
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	5
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	0	0	2	4
5:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	5	2	0	0	7	13
% Approach Total	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	71.4	28.6	0.0			
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.417	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.313	0.250	0.000	0.438	0.650	
Buses	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	4
Buses %	100.0	0.0	0.0	0.0	100.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	28.6	30.8
Single-Unit Trucks	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	2	0	0	5	9
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	80.0	0.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	100.0	0.0	0.0	71.4	69.2
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	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	4
Single-Unit Trucks	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	2	0	0	5	9
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	0	0	1	0	5	0	0	5	0	0	0	0	0	0	5	2	0	0	7	13
Buses	0					2					0					2					4	
Single-Unit Trucks	2					3					0					4					9	
Articulated Trucks	0					0					0					0					0	
Total Exiting Leg	2					5					0					6					13	

PDI File #: **250514 D**
 Location: **N: Primrose Hill Road S: Parking Lot**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue					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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
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	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	4
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
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	2	0	0	2	2
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	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Grand Total	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	7
Approach %	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	14.3	0.0	0.0	0.0	14.3	0.0	28.6	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	57.1	0.0	0.0	57.1	
Exiting Leg Total	0					4					0					3					7

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

4:00 PM	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue					
	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
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	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	4
% Approach Total	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.500
Entering Leg	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	4
Exiting Leg					0					2					0					2	4
Total					1					3					0					4	8

PDI File #: **250514 D**
 Location: **N: Primrose Hill Road S: Parking Lot**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue					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	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	3	0	0	3	3
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
4:45 PM	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	2	4
Total	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	3	2	0	5	8
5:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
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
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	0	2	0	0	2	5
Grand Total	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	0	0	5	2	0	7	13
Approach %	0.0	0.0	100.0	0.0		20.0	80.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	71.4	28.6	0.0			
Total %	0.0	0.0	7.7	0.0	7.7	7.7	30.8	0.0	0.0	38.5	0.0	0.0	0.0	0.0	0.0	0.0	38.5	15.4	0.0	53.8		
Exiting Leg Total	3					6					0					4					13	

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

4:15 PM	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue						
	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	Total	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
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
4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	0	0	2	4
5:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	2	0	5	9	
% 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	60.0	40.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.417	0.563	
Entering Leg	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	2	0	5	9	
Exiting Leg	2					3					0					4					9	
Total	2					7					0					9					18	

PDI File #: **250514 D**
 Location: **N: Primrose Hill Road S: Parking Lot**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue					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	
Exiting Leg Total	0					0					0					0					0

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

4:00 PM	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue					
	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	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 #: **250514 D**
 Location: **N: Primrose Hill Road S: Parking Lot**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Primrose Hill Road							Lakeview Avenue							Parking Lot							Lakeview Avenue							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	1	1	0	1	0	0	0	0	0	1	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
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
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	4	4	0	1	0	0	0	0	1	6	
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
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	6	0	0	0	0	0	0	0	0	6
Grand Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	8	10	0	1	0	0	0	0	1	12	
Approach %	0.0	0.0	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	20.0	80.0		0.0	100.0	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	8.3	0.0	0.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0	16.7	66.7	83.3	0.0	8.3	0.0	0.0	0.0	0.0	8.3		
Exiting Leg Total	0							1							10							1							12	

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

4:45 PM	Primrose Hill Road							Lakeview Avenue							Parking Lot							Lakeview Avenue							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		
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	3
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
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	4
Total Volume	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	6	7	0	0	0	0	0	0	0	8
% Approach Total	0.0	0.0	0.0	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	14.3	85.7	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	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.500	0.438	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	
Entering Leg	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	6	7	0	0	0	0	0	0	0	8
Exiting Leg	0							0							7							1							8	
Total	0							1							14							1							16	

PDI File #: **250514 D**
 Location: **N: Primrose Hill Road S: Parking Lot**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Primrose Hill Road							Lakeview Avenue							Parking Lot							Lakeview Avenue							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	2	2	0	0	0	0	0	0	0	2
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	
4:30 PM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4:45 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	3	
Total	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	7	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	4	
5:15 PM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3	
5:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	
5:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	3	
Total	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	3	5	8	0	0	0	0	0	0	12	
Grand Total	0	0	0	0	4	3	7	0	0	0	0	0	0	0	0	0	0	0	5	7	12	0	0	0	0	0	0	19	
Approach %	0	0	0	0	57.1	42.9		0	0	0	0	0	0	0	0	0	0	0	41.7	58.3		0	0	0	0	0	0		
Total %	0	0	0	0	21.1	15.8	36.8	0	0	0	0	0	0	0	0	0	0	0	26.3	36.8	63.2	0	0	0	0	0	0		
Exiting Leg Total	7							0							12							0							19

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

4:30 PM	Primrose Hill Road							Lakeview Avenue							Parking Lot							Lakeview Avenue							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	
4:30 PM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3
Total Volume	0	0	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0	0	3	4	7	0	0	0	0	0	0	0	12
% Approach Total	0.0	0.0	0.0	0.0	80.0	20.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	42.9	57.1		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.500	0.250	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.333	0.438	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	0	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0	0	3	4	7	0	0	0	0	0	0	0	12
Exiting Leg	5							0							7							0							12
Total	10							0							14							0							24

PDI File #: **250514 D**
 Location: **N: Primrose Hill Road S: Parking Lot**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue					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	
11:00 AM	34	0	2	0	36	12	157	0	0	169	0	0	0	0	0	0	142	21	0	163	368
11:15 AM	33	0	5	0	38	4	162	0	0	166	0	0	0	0	0	0	158	24	0	182	386
11:30 AM	44	0	8	0	52	7	134	0	0	141	1	0	0	0	0	1	142	28	0	170	364
11:45 AM	32	0	3	0	35	10	171	0	0	181	0	0	0	0	0	0	149	32	0	181	397
Total	143	0	18	0	161	33	624	0	0	657	1	0	0	0	1	0	591	105	0	696	1515
12:00 PM	33	0	1	0	34	8	152	0	0	160	0	0	0	0	0	0	150	36	0	186	380
12:15 PM	42	0	6	0	48	7	135	0	0	142	0	0	0	0	0	0	145	29	0	174	364
12:30 PM	30	0	8	0	38	12	136	0	0	148	0	0	0	0	0	0	138	36	0	174	360
12:45 PM	51	0	5	0	56	6	135	0	0	141	0	0	0	0	0	0	120	32	0	153	350
Total	156	0	20	0	176	33	558	0	0	591	0	0	0	0	0	0	553	133	0	687	1454
1:00 PM	40	0	6	0	46	3	137	0	0	140	0	0	0	0	0	0	144	21	0	165	351
1:15 PM	34	1	1	0	36	5	140	0	0	145	0	0	0	0	0	0	135	34	0	170	351
1:30 PM	35	0	5	0	40	4	125	0	0	129	0	0	0	0	0	0	125	29	0	154	323
1:45 PM	29	0	6	0	35	3	113	0	0	116	0	0	0	0	0	0	147	32	0	179	330
Total	138	1	18	0	157	15	515	0	0	530	0	0	0	0	0	0	551	116	0	668	1355
Grand Total	437	1	56	0	494	81	1697	0	0	1778	1	0	0	0	1	2	1695	354	0	2051	4324
Approach %	88.5	0.2	11.3	0.0		4.6	95.4	0.0	0.0		100.0	0.0	0.0	0.0		0.1	82.6	17.3	0.0		
Total %	10.1	0.0	1.3	0.0	11.4	1.9	39.2	0.0	0.0	41.1	0.0	0.0	0.0	0.0	0.0	0.0	39.2	8.2	0.0	47.4	
Exiting Leg Total	435					1752					3					2134					4324
Cars	434	1	56	0	491	79	1682	0	0	1761	1	0	0	0	1	2	1674	351	0	2027	4280
% Cars	99.3	100.0	100.0	0.0	99.4	97.5	99.1	0.0	0.0	99.0	100.0	0.0	0.0	0.0	100.0	100.0	98.8	99.2	0.0	98.8	99.0
Exiting Leg Total	430					1731					3					2116					4280
Heavy Vehicles	3	0	0	0	3	2	15	0	0	17	0	0	0	0	0	0	21	3	0	24	44
% Heavy Vehicles	0.7	0.0	0.0	0.0	0.6	2.5	0.9	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.8	0.0	1.2	1.0
Exiting Leg Total	5					21					0					18					44

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:15 AM	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue					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	
11:15 AM	33	0	5	0	38	4	162	0	0	166	0	0	0	0	0	0	158	24	0	182	386
11:30 AM	44	0	8	0	52	7	134	0	0	141	1	0	0	0	1	0	142	28	0	170	364
11:45 AM	32	0	3	0	35	10	171	0	0	181	0	0	0	0	0	0	149	32	0	181	397
12:00 PM	33	0	1	0	34	8	152	0	0	160	0	0	0	0	0	0	150	36	0	186	380
Total Volume	142	0	17	0	159	29	619	0	0	648	1	0	0	0	1	0	599	120	0	719	1527
% Approach Total	89.3	0.0	10.7	0.0		4.5	95.5	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0	83.3	16.7	0.0		
PHF	0.807	0.000	0.531	0.000	0.764	0.725	0.905	0.000	0.000	0.895	0.250	0.000	0.000	0.000	0.250	0.000	0.948	0.833	0.000	0.966	0.962
Cars	140	0	17	0	157	28	613	0	0	641	1	0	0	0	1	0	590	119	0	709	1508
Cars %	98.6	0.0	100.0	0.0	98.7	96.6	99.0	0.0	0.0	98.9	100.0	0.0	0.0	0.0	100.0	0.0	98.5	99.2	0.0	98.6	98.8
Heavy Vehicles	2	0	0	0	2	1	6	0	0	7	0	0	0	0	0	0	9	1	0	10	19
Heavy Vehicles %	1.4	0.0	0.0	0.0	1.3	3.4	1.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.8	0.0	1.4	1.2
Cars Enter Leg	140	0	17	0	157	28	613	0	0	641	1	0	0	0	1	0	590	119	0	709	1508
Heavy Enter Leg	2	0	0	0	2	1	6	0	0	7	0	0	0	0	0	0	9	1	0	10	19
Total Entering Leg	142	0	17	0	159	29	619	0	0	648	1	0	0	0	1	0	599	120	0	719	1527
Cars Exiting Leg	147					608					0					753					1508
Heavy Exiting Leg	2					9					0					8					19
Total Exiting Leg	149					617					0					761					1527

PDI File #: **250514 D**
 Location: **N: Primrose Hill Road S: Parking Lot**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars

	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue					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	
11:00 AM	34	0	2	0	36	12	154	0	0	166	0	0	0	0	0	0	140	21	0	161	363
11:15 AM	33	0	5	0	38	4	161	0	0	165	0	0	0	0	0	0	154	23	0	177	380
11:30 AM	42	0	8	0	50	7	133	0	0	140	1	0	0	0	1	0	140	28	0	168	359
11:45 AM	32	0	3	0	35	9	167	0	0	176	0	0	0	0	0	0	147	32	0	179	390
Total	141	0	18	0	159	32	615	0	0	647	1	0	0	0	1	0	581	104	0	685	1492
12:00 PM	33	0	1	0	34	8	152	0	0	160	0	0	0	0	0	0	149	36	0	185	379
12:15 PM	42	0	6	0	48	7	135	0	0	142	0	0	0	0	0	0	143	29	0	172	362
12:30 PM	29	0	8	0	37	11	135	0	0	146	0	0	0	0	0	0	138	36	0	174	357
12:45 PM	51	0	5	0	56	6	134	0	0	140	0	0	0	0	0	1	119	32	0	152	348
Total	155	0	20	0	175	32	556	0	0	588	0	0	0	0	0	1	549	133	0	683	1446
1:00 PM	40	0	6	0	46	3	136	0	0	139	0	0	0	0	0	0	142	21	0	163	348
1:15 PM	34	1	1	0	36	5	140	0	0	145	0	0	0	0	0	1	132	34	0	167	348
1:30 PM	35	0	5	0	40	4	123	0	0	127	0	0	0	0	0	0	124	28	0	152	319
1:45 PM	29	0	6	0	35	3	112	0	0	115	0	0	0	0	0	0	146	31	0	177	327
Total	138	1	18	0	157	15	511	0	0	526	0	0	0	0	0	1	544	114	0	659	1342
Grand Total	434	1	56	0	491	79	1682	0	0	1761	1	0	0	0	1	2	1674	351	0	2027	4280
Approach %	88.4	0.2	11.4	0.0		4.5	95.5	0.0	0.0		100.0	0.0	0.0	0.0		0.1	82.6	17.3	0.0		
Total %	10.1	0.0	1.3	0.0	11.5	1.8	39.3	0.0	0.0	41.1	0.0	0.0	0.0	0.0	0.0	0.0	39.1	8.2	0.0	47.4	
Exiting Leg Total	430					1731					3					2116					4280

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:15 AM	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue					
	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	
11:15 AM	33	0	5	0	38	4	161	0	0	165	0	0	0	0	0	0	154	23	0	177	380
11:30 AM	42	0	8	0	50	7	133	0	0	140	1	0	0	0	1	0	140	28	0	168	359
11:45 AM	32	0	3	0	35	9	167	0	0	176	0	0	0	0	0	0	147	32	0	179	390
12:00 PM	33	0	1	0	34	8	152	0	0	160	0	0	0	0	0	0	149	36	0	185	379
Total Volume	140	0	17	0	157	28	613	0	0	641	1	0	0	0	1	0	590	119	0	709	1508
% Approach Total	89.2	0.0	10.8	0.0		4.4	95.6	0.0	0.0		100.0	0.0	0.0	0.0		0.0	83.2	16.8	0.0		
PHF	0.833	0.000	0.531	0.000	0.785	0.778	0.918	0.000	0.000	0.911	0.250	0.000	0.000	0.000	0.250	0.000	0.958	0.826	0.000	0.958	0.967
Entering Leg	140	0	17	0	157	28	613	0	0	641	1	0	0	0	1	0	590	119	0	709	1508
Exiting Leg	147					608					0					753					1508
Total	304					1249					1					1462					3016

PDI File #: **250514 D**
 Location: **N: Primrose Hill Road S: Parking Lot**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue					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	
11:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
11:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	1	0	5	6
11:30 AM	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	5
11:45 AM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	2	0	0	2	7
Total	2	0	0	0	2	1	9	0	0	10	0	0	0	0	0	0	10	1	0	11	23
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
12:30 PM	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	8
1:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
1:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	4
1:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7	2	0	9	13
Grand Total	3	0	0	0	3	2	15	0	0	17	0	0	0	0	0	0	21	3	0	24	44
Approach %	100.0	0.0	0.0	0.0		11.8	88.2	0.0	0.0		0.0	0.0	0.0	0.0		0.0	87.5	12.5	0.0		
Total %	6.8	0.0	0.0	0.0	6.8	4.5	34.1	0.0	0.0	38.6	0.0	0.0	0.0	0.0	0.0	0.0	47.7	6.8	0.0	54.5	
Exiting Leg Total	5					21					0					18					44
Buses	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	26.7	0.0	0.0	23.5	0.0	0.0	0.0	0.0	0.0	0.0	19.0	0.0	0.0	16.7	18.2
Exiting Leg Total	0					4					0					4					8
Single-Unit Trucks	3	0	0	0	3	2	11	0	0	13	0	0	0	0	0	0	17	3	0	20	36
% Single-Unit	100.0	0.0	0.0	0.0	100.0	100.0	73.3	0.0	0.0	76.5	0.0	0.0	0.0	0.0	0.0	0.0	81.0	100.0	0.0	83.3	81.8
Exiting Leg Total	5					17					0					14					36
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 11:00 AM to 02:00 PM begins at:

11:00 AM	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue					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		
11:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	0	2	5
11:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	1	0	0	5	6
11:30 AM	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	5
11:45 AM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	2	0	0	0	2	7
Total Volume	2	0	0	0	2	1	9	0	0	10	0	0	0	0	0	0	10	1	0	0	11	23
% Approach Total	100.0	0.0	0.0	0.0		10.0	90.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	90.9	9.1	0.0			
PHF	0.250	0.000	0.000	0.000	0.250	0.250	0.563	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.250	0.000	0.550	0.821	
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	4
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	22.2	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	18.2	17.4
Single-Unit Trucks	2	0	0	0	2	1	7	0	0	8	0	0	0	0	0	0	8	1	0	0	9	19
Single-Unit %	100.0	0.0	0.0	0.0	100.0	100.0	77.8	0.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	100.0	0.0	0.0	81.8	82.6
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
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	4
Single-Unit Trucks	2	0	0	0	2	1	7	0	0	8	0	0	0	0	0	0	8	1	0	0	9	19
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	2	0	0	0	2	1	9	0	0	10	0	0	0	0	0	0	10	1	0	0	11	23
Buses	0					2					0					2					4	
Single-Unit Trucks	2					8					0					9					19	
Articulated Trucks	0					0					0					0					0	
Total Exiting Leg	2					10					0					11					23	

PDI File #: **250514 D**
 Location: **N: Primrose Hill Road S: Parking Lot**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue					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	
11:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
Approach %	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	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	
Exiting Leg Total	0					4					0					4					8

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue						
	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	Total	
11:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
Total Volume	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	
% 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	100.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.500	
Entering Leg	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	
Exiting Leg	0					0					0					0					2	4
Total	0					4					0					4					8	

PDI File #: **250514 D**
 Location: **N: Primrose Hill Road S: Parking Lot**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue					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		
11:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	4
11:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	1	0	3	4
11:30 AM	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	2	5
11:45 AM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	2	0	0	2	6
Total	2	0	0	0	2	1	7	0	0	8	0	0	0	0	0	0	0	8	1	0	9	19
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:30 PM	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	3	0	0	3	6
1:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	2	3
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
1:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	1	1	0	2	4
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	6	2	0	8	11
Grand Total	3	0	0	0	3	2	11	0	0	13	0	0	0	0	0	0	0	17	3	0	20	36
Approach %	100.0	0.0	0.0	0.0		15.4	84.6	0.0	0.0		0.0	0.0	0.0	0.0		0.0	85.0	15.0	0.0			
Total %	8.3	0.0	0.0	0.0	8.3	5.6	30.6	0.0	0.0	36.1	0.0	0.0	0.0	0.0	0.0	0.0	47.2	8.3	0.0	55.6		
Exiting Leg Total	5					17					0					14					36	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue						
	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		
11:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	4
11:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	1	0	0	3	4
11:30 AM	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	5
11:45 AM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	2	0	0	0	2	6
Total Volume	2	0	0	0	2	1	7	0	0	8	0	0	0	0	0	0	8	1	0	0	9	19
% Approach Total	100.0	0.0	0.0	0.0		12.5	87.5	0.0	0.0		0.0	0.0	0.0	0.0		0.0	88.9	11.1	0.0			
PHF	0.250	0.000	0.000	0.000	0.250	0.250	0.583	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	1.000	0.250	0.000	0.750	0.792	
Entering Leg	2	0	0	0	2	1	7	0	0	8	0	0	0	0	0	0	8	1	0	0	9	19
Exiting Leg					2					8						0					9	19
Total	4					16					0					18					38	

PDI File #: **250514 D**
 Location: **N: Primrose Hill Road S: Parking Lot**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue					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	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 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
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 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
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 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	
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Primrose Hill Road					Lakeview Avenue					Parking Lot					Lakeview Avenue					
	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	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 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 #: 250514 D
Location: N: Primrose Hill Road S: Parking Lot
Location: E: Lakeview Avenue W: Lakeview Avenue
City, State: Dracut, MA
Client: GPI/S. Theriault
Site Code: NEX-201147.00
Count Date: Saturday, March 29, 2025
Start Time: 11:00 AM
End Time: 2:00 PM
Class:



Bicycles (on Roadway and Crosswalks)

	Primrose Hill Road							Lakeview Avenue						Parking Lot						Lakeview Avenue								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
11:00 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
11:15 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
11:30 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
11:45 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
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
12:00 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
12:15 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
12:30 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
12:45 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
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
1:00 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
1:15 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
1:30 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
1:45 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
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
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
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		
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
Exiting Leg Total	0							0						0						0								0	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Primrose Hill Road							Lakeview Avenue							Parking Lot							Lakeview Avenue							
	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	Total
11:00 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
11:15 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
11:30 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
11:45 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
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
% 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		
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
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
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **250514 D**
 Location: **N: Primrose Hill Road S: Parking Lot**
 Location: **E: Lakeview Avenue W: Lakeview Avenue**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Pedestrians

	Primrose Hill Road							Lakeview Avenue							Parking Lot							Lakeview Avenue							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	
11:00 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
11:15 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
11:30 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
11:45 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
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
12:00 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
12:15 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
12:30 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
12:45 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
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
1:00 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
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	4
1:30 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
1:45 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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	4
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	4
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75	25		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	75	25	100	0	0	0	0	0	0	
Exiting Leg Total	0							0							4							0							4

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:30 PM	Primrose Hill Road							Lakeview Avenue							Parking Lot							Lakeview Avenue							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	
12:30 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	
12:45 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	
1:00 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	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	4	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	4	
% 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	75.0	25.0		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	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	4	
Exiting Leg	0							0							4							0							4
Total	0							0							8							0							8

PDI File #: **250514 E**
 Location: **N: Mill Street S: Mill Street**
 Location: **E: parking Lot W: Water Street**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Mill Street					parking Lot					Mill Street					Water Street					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	1	7	0	0	8	0	2	1	0	3	0	2	1	0	3	0	3	1	0	4	18
7:15 AM	2	3	2	0	7	0	2	0	0	2	0	5	1	0	6	0	0	4	0	4	19
7:30 AM	1	9	2	0	12	0	3	1	0	4	0	7	0	0	7	0	1	0	0	1	24
7:45 AM	2	7	3	0	12	0	1	0	0	1	2	5	0	0	7	0	1	3	0	4	24
Total	6	26	7	0	39	0	8	2	0	10	2	19	2	0	23	0	5	8	0	13	85
8:00 AM	0	4	3	0	7	0	0	0	0	0	0	11	1	0	12	0	0	2	0	2	21
8:15 AM	0	6	1	0	7	0	2	0	0	2	0	6	1	0	7	0	1	1	0	2	18
8:30 AM	3	7	2	0	12	1	0	0	0	1	2	3	0	0	5	0	0	2	0	2	20
8:45 AM	0	7	2	0	9	3	3	1	0	7	1	10	1	0	12	0	0	0	0	0	28
Total	3	24	8	0	35	4	5	1	0	10	3	30	3	0	36	0	1	5	0	6	87
Grand Total	9	50	15	0	74	4	13	3	0	20	5	49	5	0	59	0	6	13	0	19	172
Approach %	12.2	67.6	20.3	0.0		20.0	65.0	15.0	0.0		8.5	83.1	8.5	0.0		0.0	31.6	68.4	0.0		
Total %	5.2	29.1	8.7	0.0	43.0	2.3	7.6	1.7	0.0	11.6	2.9	28.5	2.9	0.0	34.3	0.0	3.5	7.6	0.0	11.0	
Exiting Leg Total	66					26					53					27					172
Cars	9	48	14	0	71	3	12	3	0	18	5	45	5	0	55	0	6	13	0	19	163
% Cars	100.0	96.0	93.3	0.0	95.9	75.0	92.3	100.0	0.0	90.0	100.0	91.8	100.0	0.0	93.2	0.0	100.0	100.0	0.0	100.0	94.8
Exiting Leg Total	61					25					51					26					163
Heavy Vehicles	0	2	1	0	3	1	1	0	0	2	0	4	0	0	4	0	0	0	0	0	9
% Heavy Vehicles	0.0	4.0	6.7	0.0	4.1	25.0	7.7	0.0	0.0	10.0	0.0	8.2	0.0	0.0	6.8	0.0	0.0	0.0	0.0	0.0	5.2
Exiting Leg Total	5					1					2					1					9

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

7:15 AM	Mill Street					parking Lot					Mill Street					Water Street						
	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	2	3	2	0	7	0	2	0	0	2	0	5	1	0	6	0	0	4	0	4	19	
7:30 AM	1	9	2	0	12	0	3	1	0	4	0	7	0	0	7	0	1	0	0	1	24	
7:45 AM	2	7	3	0	12	0	1	0	0	1	2	5	0	0	7	0	1	3	0	4	24	
8:00 AM	0	4	3	0	7	0	0	0	0	0	0	11	1	0	12	0	0	2	0	2	21	
Total Volume	5	23	10	0	38	0	6	1	0	7	2	28	2	0	32	0	2	9	0	11	88	
% Approach Total	13.2	60.5	26.3	0.0		0.0	85.7	14.3	0.0		6.3	87.5	6.3	0.0		0.0	18.2	81.8	0.0			
PHF	0.625	0.639	0.833	0.000	0.792	0.000	0.500	0.250	0.000	0.438	0.250	0.636	0.500	0.000	0.667	0.000	0.500	0.563	0.000	0.688	0.917	
Cars	5	22	10	0	37	0	6	1	0	7	2	25	2	0	29	0	2	9	0	11	84	
Cars %	100.0	95.7	100.0	0.0	97.4	0.0	100.0	100.0	0.0	100.0	100.0	89.3	100.0	0.0	90.6	0.0	100.0	100.0	0.0	100.0	95.5	
Heavy Vehicles	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	
Heavy Vehicles %	0.0	4.3	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	10.7	0.0	0.0	9.4	0.0	0.0	0.0	0.0	0.0	4.5	
Cars Enter Leg	5	22	10	0	37	0	6	1	0	7	2	25	2	0	29	0	2	9	0	11	84	
Heavy Enter Leg	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	
Total Entering Leg	5	23	10	0	38	0	6	1	0	7	2	28	2	0	32	0	2	9	0	11	88	
Cars Exiting Leg					34					14					23					13		84
Heavy Exiting Leg					3					0					1					0		4
Total Exiting Leg					37					14					24					13		88

PDI File #: **250514 E**
 Location: **N: Mill Street S: Mill Street**
 Location: **E: parking Lot W: Water Street**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Cars

	Mill Street					parking Lot					Mill Street					Water Street					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	1	7	0	0	8	0	2	1	0	3	0	2	1	0	3	0	3	1	0	4	18
7:15 AM	2	3	2	0	7	0	2	0	0	2	0	5	1	0	6	0	0	4	0	4	19
7:30 AM	1	8	2	0	11	0	3	1	0	4	0	7	0	0	7	0	1	0	0	1	23
7:45 AM	2	7	3	0	12	0	1	0	0	1	2	3	0	0	5	0	1	3	0	4	22
Total	6	25	7	0	38	0	8	2	0	10	2	17	2	0	21	0	5	8	0	13	82
8:00 AM	0	4	3	0	7	0	0	0	0	0	0	10	1	0	11	0	0	2	0	2	20
8:15 AM	0	6	1	0	7	0	2	0	0	2	0	5	1	0	6	0	1	1	0	2	17
8:30 AM	3	6	1	0	10	0	0	0	0	0	2	3	0	0	5	0	0	2	0	2	17
8:45 AM	0	7	2	0	9	3	2	1	0	6	1	10	1	0	12	0	0	0	0	0	27
Total	3	23	7	0	33	3	4	1	0	8	3	28	3	0	34	0	1	5	0	6	81
Grand Total	9	48	14	0	71	3	12	3	0	18	5	45	5	0	55	0	6	13	0	19	163
Approach %	12.7	67.6	19.7	0.0		16.7	66.7	16.7	0.0		9.1	81.8	9.1	0.0		0.0	31.6	68.4	0.0		
Total %	5.5	29.4	8.6	0.0	43.6	1.8	7.4	1.8	0.0	11.0	3.1	27.6	3.1	0.0	33.7	0.0	3.7	8.0	0.0	11.7	
Exiting Leg Total	61					25					51					26					163

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

7:15 AM	Mill Street					parking Lot					Mill Street					Water Street					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	2	3	2	0	7	0	2	0	0	2	0	5	1	0	6	0	0	4	0	4	19
7:30 AM	1	8	2	0	11	0	3	1	0	4	0	7	0	0	7	0	1	0	0	1	23
7:45 AM	2	7	3	0	12	0	1	0	0	1	2	3	0	0	5	0	1	3	0	4	22
8:00 AM	0	4	3	0	7	0	0	0	0	0	0	10	1	0	11	0	0	2	0	2	20
Total Volume	5	22	10	0	37	0	6	1	0	7	2	25	2	0	29	0	2	9	0	11	84
% Approach Total	13.5	59.5	27.0	0.0		0.0	85.7	14.3	0.0		6.9	86.2	6.9	0.0		0.0	18.2	81.8	0.0		
PHF	0.625	0.688	0.833	0.000	0.771	0.000	0.500	0.250	0.000	0.438	0.250	0.625	0.500	0.000	0.659	0.000	0.500	0.563	0.000	0.688	0.913
Entering Leg	5	22	10	0	37	0	6	1	0	7	2	25	2	0	29	0	2	9	0	11	84
Exiting Leg	34					14					23					13					84
Total	71					21					52					24					168

PDI File #: **250514 E**
 Location: **N: Mill Street S: Mill Street**
 Location: **E: parking Lot W: Water Street**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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

	Mill Street					parking Lot					Mill Street					Water Street					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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:30 AM	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	1	0	2	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	6
Grand Total	0	2	1	0	3	1	1	0	0	2	0	4	0	0	4	0	0	0	0	0	9
Approach %	0.0	66.7	33.3	0.0		50.0	50.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	22.2	11.1	0.0	33.3	11.1	11.1	0.0	0.0	22.2	0.0	44.4	0.0	0.0	44.4	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	5					1					2					1					9
Buses	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
% Buses	0.0	50.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	55.6
Exiting Leg Total	4					0					1					0					5
Single-Unit Trucks	0	1	1	0	2	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	4
% Single-Unit	0.0	50.0	100.0	0.0	66.7	100.0	100.0	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	44.4
Exiting Leg Total	1					1					1					1					4
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 07:00 AM to 09:00 AM begins at:

7:45 AM	Mill Street					parking Lot					Mill Street					Water Street					
	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	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:30 AM	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	1	1	0	2	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	7
% Approach Total	0.0	50.0	50.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.250	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.583
Buses	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	57.1
Single-Unit Trucks	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Single-Unit %	0.0	100.0	100.0	0.0	100.0	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	42.9
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	4	0	0	4	0	0	0	0	0	4
Single-Unit Trucks	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
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	1	1	0	2	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	7
Buses	4					0					0					0					4
Single-Unit Trucks	1					1					1					0					3
Articulated Trucks	0					0					0					0					0
Total Exiting Leg	5					1					1					0					7

PDI File #: **250514 E**
 Location: **N: Mill Street S: Mill Street**
 Location: **E: parking Lot W: Water Street**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Mill Street					parking Lot					Mill Street					Water Street					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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
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	2	0	0	2	0	0	0	0	0	2
Grand Total	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	0.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	4					0					1					0					5

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

7:30 AM	Mill Street					parking Lot					Mill Street					Water Street					
	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
Exiting Leg	4					0					1					0					5
Total	5					0					5					0					10

PDI File #: **250514 E**
 Location: **N: Mill Street S: Mill Street**
 Location: **E: parking Lot W: Water Street**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Mill Street					parking Lot					Mill Street					Water Street					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	1	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	1	0	2	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Grand Total	0	1	1	0	2	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Approach %	0.0	50.0	50.0	0.0		50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	25.0	25.0	0.0	50.0	25.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1					1					1					1					4

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

8:00 AM	Mill Street					parking Lot					Mill Street					Water Street					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	
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	1	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	1	0	2	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	4
% Approach Total	0.0	50.0	50.0	0.0		50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.250	0.000	0.250	0.250	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.333
Entering Leg	0	1	1	0	2	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Exiting Leg	1					1					1					1					4
Total	3					3					1					1					8

PDI File #: **250514 E**
 Location: **N: Mill Street S: Mill Street**
 Location: **E: parking Lot W: Water Street**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Mill Street					parking Lot					Mill Street					Water Street					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	
Exiting Leg Total	0					0					0					0					0

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

7:00 AM	Mill Street					parking Lot					Mill Street					Water Street					
	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	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 #: **250514 E**
 Location: **N: Mill Street S: Mill Street**
 Location: **E: parking Lot W: Water Street**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Mill Street							parking Lot							Mill Street							Water Street							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
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
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
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
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
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
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
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
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
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
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
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		
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
Exiting Leg Total	0							0							0							0							0

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

7:00 AM	Mill Street							parking Lot							Mill Street							Water Street								
	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	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
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
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
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
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
% 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
Exiting Leg	0							0							0							0							0	
Total	0							0							0							0							0	

PDI File #: **250514 E**
 Location: **N: Mill Street S: Mill Street**
 Location: **E: parking Lot W: Water Street**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Mill Street							parking Lot							Mill Street							Water Street							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
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
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
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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
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
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
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
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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	100	100	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	100	100	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:

7:00 AM	Mill Street							parking Lot							Mill Street							Water Street							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	
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	
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	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	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		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	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	0.250	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Exiting Leg	0							1							0							0							1
Total	0							2							0							0							2

PDI File #: **250514 E**
 Location: **N: Mill Street S: Mill Street**
 Location: **E: parking Lot W: Water Street**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Mill Street					parking Lot					Mill Street					Water Street					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	5	7	2	0	14	0	0	1	0	1	2	9	6	0	17	0	2	3	0	5	37
4:15 PM	5	11	1	0	17	2	4	1	0	7	3	13	5	0	21	0	2	4	0	6	51
4:30 PM	3	12	4	0	19	0	4	1	0	5	2	11	0	0	13	0	3	3	0	6	43
4:45 PM	2	7	9	0	18	3	5	4	0	12	4	9	1	0	14	0	4	2	0	6	50
Total	15	37	16	0	68	5	13	7	0	25	11	42	12	0	65	0	11	12	0	23	181
5:00 PM	3	8	0	0	11	3	7	1	0	11	2	7	0	0	9	0	5	0	0	5	36
5:15 PM	1	9	1	0	11	1	2	2	0	5	0	8	0	0	8	0	1	1	0	2	26
5:30 PM	1	10	4	0	15	4	1	0	0	5	0	7	0	0	7	0	2	1	0	3	30
5:45 PM	1	12	3	0	16	4	3	1	0	8	1	10	0	0	11	0	5	2	0	7	42
Total	6	39	8	0	53	12	13	4	0	29	3	32	0	0	35	0	13	4	0	17	134
Grand Total	21	76	24	0	121	17	26	11	0	54	14	74	12	0	100	0	24	16	0	40	315
Approach %	17.4	62.8	19.8	0.0		31.5	48.1	20.4	0.0		14.0	74.0	12.0	0.0		0.0	60.0	40.0	0.0		
Total %	6.7	24.1	7.6	0.0	38.4	5.4	8.3	3.5	0.0	17.1	4.4	23.5	3.8	0.0	31.7	0.0	7.6	5.1	0.0	12.7	
Exiting Leg Total	107					62					87					59					315
Cars	21	76	24	0	121	17	26	11	0	54	14	72	12	0	98	0	24	16	0	40	313
% Cars	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	97.3	100.0	0.0	98.0	0.0	100.0	100.0	0.0	100.0	99.4
Exiting Leg Total	105					62					87					59					313
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.6
Exiting Leg Total	2					0					0					0					2

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

4:00 PM	Mill Street					parking Lot					Mill Street					Water Street					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	5	7	2	0	14	0	0	1	0	1	2	9	6	0	17	0	2	3	0	5	37
4:15 PM	5	11	1	0	17	2	4	1	0	7	3	13	5	0	21	0	2	4	0	6	51
4:30 PM	3	12	4	0	19	0	4	1	0	5	2	11	0	0	13	0	3	3	0	6	43
4:45 PM	2	7	9	0	18	3	5	4	0	12	4	9	1	0	14	0	4	2	0	6	50
Total Volume	15	37	16	0	68	5	13	7	0	25	11	42	12	0	65	0	11	12	0	23	181
% Approach Total	22.1	54.4	23.5	0.0		20.0	52.0	28.0	0.0		16.9	64.6	18.5	0.0		0.0	47.8	52.2	0.0		
PHF	0.750	0.771	0.444	0.000	0.895	0.417	0.650	0.438	0.000	0.521	0.688	0.808	0.500	0.000	0.774	0.000	0.688	0.750	0.000	0.958	0.887
Cars	15	37	16	0	68	5	13	7	0	25	11	41	12	0	64	0	11	12	0	23	180
Cars %	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	97.6	100.0	0.0	98.5	0.0	100.0	100.0	0.0	100.0	99.4
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.6
Cars Enter Leg	15	37	16	0	68	5	13	7	0	25	11	41	12	0	64	0	11	12	0	23	180
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Entering Leg	15	37	16	0	68	5	13	7	0	25	11	42	12	0	65	0	11	12	0	23	181
Cars Exiting Leg					58					38					44					40	180
Heavy Exiting Leg					1					0					0					0	1
Total Exiting Leg					59					38					44					40	181

PDI File #: **250514 E**
 Location: **N: Mill Street S: Mill Street**
 Location: **E: parking Lot W: Water Street**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Mill Street					parking Lot					Mill Street					Water Street					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	5	7	2	0	14	0	0	1	0	1	2	9	6	0	17	0	2	3	0	5	37
4:15 PM	5	11	1	0	17	2	4	1	0	7	3	13	5	0	21	0	2	4	0	6	51
4:30 PM	3	12	4	0	19	0	4	1	0	5	2	10	0	0	12	0	3	3	0	6	42
4:45 PM	2	7	9	0	18	3	5	4	0	12	4	9	1	0	14	0	4	2	0	6	50
Total	15	37	16	0	68	5	13	7	0	25	11	41	12	0	64	0	11	12	0	23	180
5:00 PM	3	8	0	0	11	3	7	1	0	11	2	7	0	0	9	0	5	0	0	5	36
5:15 PM	1	9	1	0	11	1	2	2	0	5	0	8	0	0	8	0	1	1	0	2	26
5:30 PM	1	10	4	0	15	4	1	0	0	5	0	6	0	0	6	0	2	1	0	3	29
5:45 PM	1	12	3	0	16	4	3	1	0	8	1	10	0	0	11	0	5	2	0	7	42
Total	6	39	8	0	53	12	13	4	0	29	3	31	0	0	34	0	13	4	0	17	133
Grand Total	21	76	24	0	121	17	26	11	0	54	14	72	12	0	98	0	24	16	0	40	313
Approach %	17.4	62.8	19.8	0.0		31.5	48.1	20.4	0.0		14.3	73.5	12.2	0.0		0.0	60.0	40.0	0.0		
Total %	6.7	24.3	7.7	0.0	38.7	5.4	8.3	3.5	0.0	17.3	4.5	23.0	3.8	0.0	31.3	0.0	7.7	5.1	0.0	12.8	
Exiting Leg Total	105					62					87					59					313

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

4:00 PM	Mill Street					parking Lot					Mill Street					Water Street					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	5	7	2	0	14	0	0	1	0	1	2	9	6	0	17	0	2	3	0	5	37
4:15 PM	5	11	1	0	17	2	4	1	0	7	3	13	5	0	21	0	2	4	0	6	51
4:30 PM	3	12	4	0	19	0	4	1	0	5	2	10	0	0	12	0	3	3	0	6	42
4:45 PM	2	7	9	0	18	3	5	4	0	12	4	9	1	0	14	0	4	2	0	6	50
Total Volume	15	37	16	0	68	5	13	7	0	25	11	41	12	0	64	0	11	12	0	23	180
% Approach Total	22.1	54.4	23.5	0.0		20.0	52.0	28.0	0.0		17.2	64.1	18.8	0.0		0.0	47.8	52.2	0.0		
PHF	0.750	0.771	0.444	0.000	0.895	0.417	0.650	0.438	0.000	0.521	0.688	0.788	0.500	0.000	0.762	0.000	0.688	0.750	0.000	0.958	0.882
Entering Leg	15	37	16	0	68	5	13	7	0	25	11	41	12	0	64	0	11	12	0	23	180
Exiting Leg					58					38					44					40	180
Total					126					63					108					63	360

PDI File #: **250514 E**
 Location: **N: Mill Street S: Mill Street**
 Location: **E: parking Lot W: Water Street**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

	Mill Street					parking Lot					Mill Street					Water Street					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	1	0	0	1	0	0	0	0	0	1
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	1	0	0	1	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	1	0	0	1	0	0	0	0	0	1
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	1	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	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	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	2					0					0					0					2
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	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	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0
Exiting Leg Total	1					0					0					0					1
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0
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:

4:00 PM	Mill Street					parking Lot					Mill Street					Water Street					
	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	1	0	0	1	0	0	0	0	0	1
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	1	0	0	1	0	0	0	0	0	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	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	0.250	0.000	0.000	0.250	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	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	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	0	0	0	0	0	0	1	0	0	1	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	0	0	0	0	0	0	1	0	0	1	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 #: **250514 E**
 Location: **N: Mill Street S: Mill Street**
 Location: **E: parking Lot W: Water Street**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Class: **Buses**

	Mill Street					parking Lot					Mill Street					Water Street					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	1	0	0	1	0	0	0	0	0	1
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	1	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	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	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1					0					0					0					1

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

4:45 PM	Mill Street					parking Lot					Mill Street					Water Street					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	
4:45 PM	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	1	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	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	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	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Exiting Leg	1					0					0					0					1
Total	1					0					1					0					2

PDI File #: **250514 E**
 Location: **N: Mill Street S: Mill Street**
 Location: **E: parking Lot W: Water Street**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Mill Street					parking Lot					Mill Street					Water Street					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	1	0	0	1	0	0	0	0	0	1
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	1	0	0	1	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	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	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	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1					0					0					0					1

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

4:00 PM	Mill Street					parking Lot					Mill Street					Water Street					
	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	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	1	0	0	0	1	0	0	0	0	1
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	1	0	0	1	0	0	0	0	0	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	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	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Exiting Leg	1					0					0					0					1
Total	1					0					1					0					2

PDI File #: **250514 E**
 Location: **N: Mill Street S: Mill Street**
 Location: **E: parking Lot W: Water Street**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Mill Street					parking Lot					Mill Street					Water Street					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	
Exiting Leg Total	0					0					0					0					0

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

4:00 PM	Mill Street					parking Lot					Mill Street					Water Street					
	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	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 #: **250514 E**
 Location: **N: Mill Street S: Mill Street**
 Location: **E: parking Lot W: Water Street**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Mill Street							parking Lot							Mill Street							Water Street							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
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
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
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
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
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
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
5:30 PM	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
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
Total	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	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		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	100.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	2							0							0							0							2

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

4:45 PM	Mill Street							parking Lot							Mill Street							Water Street							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	
4:45 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	
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	
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	
5:30 PM	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Total Volume	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
% Approach Total	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		0.0	0.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.250	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250		
Entering Leg	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Exiting Leg	2							0							0							0							2
Total	4							0							0							0							4

PDI File #: **250514 E**
 Location: **N: Mill Street S: Mill Street**
 Location: **E: parking Lot W: Water Street**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Mill Street							parking Lot							Mill Street							Water Street							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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	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	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
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	1	0	1	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
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
5:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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
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
Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	2	0	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Approach %	0	0	0	0	100	0		0	0	0	0	100	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
Total %	0	0	0	0	50	0	50	0	0	0	0	50	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg Total	2							2							0							0							4

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

4:00 PM	Mill Street							parking Lot							Mill Street							Water Street							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	1	0	1	0	0	0	0	0	0	0	0	0	0	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	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	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Total Volume	0	0	0	0	1	0	1	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
% Approach Total	0.0	0.0	0.0	0.0	100.0	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			
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	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	0.375		
Entering Leg	0	0	0	0	1	0	1	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
Exiting Leg	1							2							0							0							3
Total	2							4							0							0							6

PDI File #: **250514 E**
 Location: **N: Mill Street S: Mill Street**
 Location: **E: parking Lot W: Water Street**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Mill Street					parking Lot					Mill Street					Water Street					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	
11:00 AM	0	8	0	0	8	2	1	3	0	6	1	5	1	0	7	0	1	1	0	2	23
11:15 AM	0	8	3	0	11	4	4	1	0	9	2	3	0	0	5	0	1	2	0	3	28
11:30 AM	3	5	2	0	10	2	1	0	0	3	0	12	0	0	12	0	1	1	0	2	27
11:45 AM	0	7	1	0	8	4	1	1	0	6	0	8	1	0	9	1	4	1	0	6	29
Total	3	28	6	0	37	12	7	5	0	24	3	28	2	0	33	1	7	5	0	13	107
12:00 PM	1	8	2	0	11	2	2	1	0	5	1	7	0	0	8	0	1	1	0	2	26
12:15 PM	1	8	2	0	11	1	2	2	0	5	2	8	0	0	10	0	2	1	0	3	29
12:30 PM	2	9	2	0	13	3	4	2	0	9	1	9	0	0	10	1	1	2	0	4	36
12:45 PM	1	3	4	0	8	2	0	1	0	3	0	6	0	0	6	0	2	0	0	2	19
Total	5	28	10	0	43	8	8	6	0	22	4	30	0	0	34	1	6	4	0	11	110
1:00 PM	4	9	4	0	17	2	1	0	0	3	1	8	0	0	9	0	1	1	0	2	31
1:15 PM	2	6	2	0	10	3	0	0	0	3	4	4	1	0	9	0	0	5	0	5	27
1:30 PM	2	6	2	0	10	2	1	0	0	3	0	4	2	0	6	0	0	5	0	5	24
1:45 PM	3	5	1	0	9	1	1	0	0	2	1	7	1	0	9	0	1	0	0	1	21
Total	11	26	9	0	46	8	3	0	0	11	6	23	4	0	33	0	2	11	0	13	103
Grand Total	19	82	25	0	126	28	18	11	0	57	13	81	6	0	100	2	15	20	0	37	320
Approach %	15.1	65.1	19.8	0.0		49.1	31.6	19.3	0.0		13.0	81.0	6.0	0.0		5.4	40.5	54.1	0.0		
Total %	5.9	25.6	7.8	0.0	39.4	8.8	5.6	3.4	0.0	17.8	4.1	25.3	1.9	0.0	31.3	0.6	4.7	6.3	0.0	11.6	
Exiting Leg Total	129					53					95					43					320
Cars	19	80	25	0	124	28	18	11	0	57	13	78	6	0	97	2	15	20	0	37	315
% Cars	100.0	97.6	100.0	0.0	98.4	100.0	100.0	100.0	0.0	100.0	100.0	96.3	100.0	0.0	97.0	100.0	100.0	100.0	0.0	100.0	98.4
Exiting Leg Total	126					53					93					43					315
Heavy Vehicles	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
% Heavy Vehicles	0.0	2.4	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	1.6
Exiting Leg Total	3					0					2					0					5

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:45 AM	Mill Street					parking Lot					Mill Street					Water Street					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	
11:45 AM	0	7	1	0	8	4	1	1	0	6	0	8	1	0	9	1	4	1	0	6	29
12:00 PM	1	8	2	0	11	2	2	1	0	5	1	7	0	0	8	0	1	1	0	2	26
12:15 PM	1	8	2	0	11	1	2	2	0	5	2	8	0	0	10	0	2	1	0	3	29
12:30 PM	2	9	2	0	13	3	4	2	0	9	1	9	0	0	10	1	1	2	0	4	36
Total Volume	4	32	7	0	43	10	9	6	0	25	4	32	1	0	37	2	8	5	0	15	120
% Approach Total	9.3	74.4	16.3	0.0		40.0	36.0	24.0	0.0		10.8	86.5	2.7	0.0		13.3	53.3	33.3	0.0		
PHF	0.500	0.889	0.875	0.000	0.827	0.625	0.563	0.750	0.000	0.694	0.500	0.889	0.250	0.000	0.925	0.500	0.500	0.625	0.000	0.625	0.833
Cars	4	32	7	0	43	10	9	6	0	25	4	32	1	0	37	2	8	5	0	15	120
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	100.0	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	4	32	7	0	43	10	9	6	0	25	4	32	1	0	37	2	8	5	0	15	120
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	4	32	7	0	43	10	9	6	0	25	4	32	1	0	37	2	8	5	0	15	120
Cars Exiting Leg	47					19					40					14					120
Heavy Exiting Leg	0					0					0					0					0
Total Exiting Leg	47					19					40					14					120

PDI File #: **250514 E**
 Location: **N: Mill Street S: Mill Street**
 Location: **E: parking Lot W: Water Street**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars

	Mill Street					parking Lot					Mill Street					Water Street					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	
11:00 AM	0	8	0	0	8	2	1	3	0	6	1	5	1	0	7	0	1	1	0	2	23
11:15 AM	0	8	3	0	11	4	4	1	0	9	2	3	0	0	5	0	1	2	0	3	28
11:30 AM	3	4	2	0	9	2	1	0	0	3	0	11	0	0	11	0	1	1	0	2	25
11:45 AM	0	7	1	0	8	4	1	1	0	6	0	8	1	0	9	1	4	1	0	6	29
Total	3	27	6	0	36	12	7	5	0	24	3	27	2	0	32	1	7	5	0	13	105
12:00 PM	1	8	2	0	11	2	2	1	0	5	1	7	0	0	8	0	1	1	0	2	26
12:15 PM	1	8	2	0	11	1	2	2	0	5	2	8	0	0	10	0	2	1	0	3	29
12:30 PM	2	9	2	0	13	3	4	2	0	9	1	9	0	0	10	1	1	2	0	4	36
12:45 PM	1	3	4	0	8	2	0	1	0	3	0	6	0	0	6	0	2	0	0	2	19
Total	5	28	10	0	43	8	8	6	0	22	4	30	0	0	34	1	6	4	0	11	110
1:00 PM	4	9	4	0	17	2	1	0	0	3	1	6	0	0	7	0	1	1	0	2	29
1:15 PM	2	6	2	0	10	3	0	0	0	3	4	4	1	0	9	0	0	5	0	5	27
1:30 PM	2	5	2	0	9	2	1	0	0	3	0	4	2	0	6	0	0	5	0	5	23
1:45 PM	3	5	1	0	9	1	1	0	0	2	1	7	1	0	9	0	1	0	0	1	21
Total	11	25	9	0	45	8	3	0	0	11	6	21	4	0	31	0	2	11	0	13	100
Grand Total	19	80	25	0	124	28	18	11	0	57	13	78	6	0	97	2	15	20	0	37	315
Approach %	15.3	64.5	20.2	0.0		49.1	31.6	19.3	0.0		13.4	80.4	6.2	0.0		5.4	40.5	54.1	0.0		
Total %	6.0	25.4	7.9	0.0	39.4	8.9	5.7	3.5	0.0	18.1	4.1	24.8	1.9	0.0	30.8	0.6	4.8	6.3	0.0	11.7	
Exiting Leg Total	126					53					93					43					315

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:45 AM	Mill Street					parking Lot					Mill Street					Water Street					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	
11:45 AM	0	7	1	0	8	4	1	1	0	6	0	8	1	0	9	1	4	1	0	6	29
12:00 PM	1	8	2	0	11	2	2	1	0	5	1	7	0	0	8	0	1	1	0	2	26
12:15 PM	1	8	2	0	11	1	2	2	0	5	2	8	0	0	10	0	2	1	0	3	29
12:30 PM	2	9	2	0	13	3	4	2	0	9	1	9	0	0	10	1	1	2	0	4	36
Total Volume	4	32	7	0	43	10	9	6	0	25	4	32	1	0	37	2	8	5	0	15	120
% Approach Total	9.3	74.4	16.3	0.0		40.0	36.0	24.0	0.0		10.8	86.5	2.7	0.0		13.3	53.3	33.3	0.0		
PHF	0.500	0.889	0.875	0.000	0.827	0.625	0.563	0.750	0.000	0.694	0.500	0.889	0.250	0.000	0.925	0.500	0.500	0.625	0.000	0.625	0.833
Entering Leg	4	32	7	0	43	10	9	6	0	25	4	32	1	0	37	2	8	5	0	15	120
Exiting Leg					47					19				40						14	120
Total					90					44				77						29	240

PDI File #: **250514 E**
 Location: **N: Mill Street S: Mill Street**
 Location: **E: parking Lot W: Water Street**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Mill Street					parking Lot					Mill Street					Water Street					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	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 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
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Grand Total	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	40.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	3					0					2					0					5
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	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	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	20.0
Exiting Leg Total	1					0					0					0					1
Single-Unit Trucks	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
% Single-Unit	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	80.0
Exiting Leg Total	2					0					2					0					4
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 11:00 AM to 02:00 PM begins at:

12:45 PM	Mill Street					parking Lot					Mill Street					Water Street					
	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	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.375
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	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	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	33.3
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Single-Unit %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	66.7
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	1	0	0	1	0	0	0	0	0	1
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
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	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Buses	1					0					0					0					1
Single-Unit Trucks	1					0					1					0					2
Articulated Trucks	0					0					0					0					0
Total Exiting Leg	2					0					1					0					3

PDI File #: **250514 E**
 Location: **N: Mill Street S: Mill Street**
 Location: **E: parking Lot W: Water Street**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	Mill Street					parking Lot					Mill Street					Water Street					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	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 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
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 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
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 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	1	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	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	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1					0					0					0					1

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:15 PM	Mill Street					parking Lot					Mill Street					Water Street					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	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	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	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	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Exiting Leg	1					0					0					0					1
Total	1					0					1					0					2

PDI File #: **250514 E**
 Location: **N: Mill Street S: Mill Street**
 Location: **E: parking Lot W: Water Street**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	Mill Street					parking Lot					Mill Street					Water Street					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	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 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
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Grand Total	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	2					0					2					0					4

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Mill Street					parking Lot					Mill Street					Water Street					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	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:45 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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Exiting Leg	1					0					1					0					2
Total	2					0					2					0					4

PDI File #: **250514 E**
 Location: **N: Mill Street S: Mill Street**
 Location: **E: parking Lot W: Water Street**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	Mill Street					parking Lot					Mill Street					Water Street					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	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 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
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 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
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 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	
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Mill Street					parking Lot					Mill Street					Water Street					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	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 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 #: **250514 E**
 Location: **N: Mill Street S: Mill Street**
 Location: **E: parking Lot W: Water Street**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Mill Street							parking Lot							Mill Street							Water Street							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	
11:00 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
11:15 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
11:30 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
11:45 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
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
12:00 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
12:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:30 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
12:45 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
Total	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
1:00 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
1:15 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
1:30 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
1:45 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
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
Grand Total	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Approach %	0.0	0.0	0.0	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	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	100.0	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	0.0
Exiting Leg Total	0							0							0							2							2

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	Mill Street							parking Lot							Mill Street							Water Street								
	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	Total	
11:30 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
11:45 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
12:00 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
12:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
% Approach Total	0.0	0.0	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	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	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	0.000	0.000	0.000	0.250		
Entering Leg	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Exiting Leg	0							0							0							2							2	
Total	0							2							0							2							4	

PDI File #: **250514 E**
 Location: **N: Mill Street S: Mill Street**
 Location: **E: parking Lot W: Water Street**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Pedestrians

	Mill Street							parking Lot							Mill Street							Water Street							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	
11:00 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
11:15 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
11:30 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
11:45 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
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
12:00 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
12:15 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
12:30 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
12:45 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
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
1:00 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
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 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
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	100	100	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	100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0							2							0							0							2

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:45 PM	Mill Street							parking Lot							Mill Street							Water Street							
	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	
12:45 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
1:00 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
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	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	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500		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	0.500	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg							0							2													0	2	
Total							0						4														0	4	

PDI File #: **250514 F**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Mill Street W: Driveway**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Mammoth Road					Mill Street					Mammoth Road					Driveway					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	114	1	0	115	1	0	7	0	8	2	48	0	0	50	0	0	0	0	0	173
7:15 AM	0	118	2	0	120	3	0	7	0	10	4	55	0	0	59	0	0	0	0	0	189
7:30 AM	0	100	3	0	103	0	0	10	0	10	4	51	0	0	55	0	0	0	0	0	168
7:45 AM	0	87	0	0	87	2	0	7	0	9	5	60	0	0	65	0	0	0	0	0	161
Total	0	419	6	0	425	6	0	31	0	37	15	214	0	0	229	0	0	0	0	0	691
8:00 AM	0	81	2	0	83	1	0	3	0	4	6	57	0	0	63	0	0	0	0	0	150
8:15 AM	0	89	2	0	91	0	0	6	0	6	3	58	0	0	61	0	0	0	0	0	158
8:30 AM	0	104	0	0	104	0	0	5	0	5	4	47	0	0	51	0	0	0	0	0	160
8:45 AM	0	92	0	0	92	1	0	5	0	6	7	46	0	0	53	0	0	0	0	0	151
Total	0	366	4	0	370	2	0	19	0	21	20	208	0	0	228	0	0	0	0	0	619
Grand Total	0	785	10	0	795	8	0	50	0	58	35	422	0	0	457	0	0	0	0	0	1310
Approach %	0.0	98.7	1.3	0.0		13.8	0.0	86.2	0.0		7.7	92.3	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	59.9	0.8	0.0	60.7	0.6	0.0	3.8	0.0	4.4	2.7	32.2	0.0	0.0	34.9	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	430					45					835										1310
Cars	0	772	7	0	779	7	0	48	0	55	34	406	0	0	440	0	0	0	0	0	1274
% Cars	0.0	98.3	70.0	0.0	98.0	87.5	0.0	96.0	0.0	94.8	97.1	96.2	0.0	0.0	96.3	0.0	0.0	0.0	0.0	0.0	97.3
Exiting Leg Total	413					41					820					0					1274
Heavy Vehicles	0	13	3	0	16	1	0	2	0	3	1	16	0	0	17	0	0	0	0	0	36
% Heavy Vehicles	0.0	1.7	30.0	0.0	2.0	12.5	0.0	4.0	0.0	5.2	2.9	3.8	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	2.7
Exiting Leg Total	17					4					15					0					36

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

7:00 AM	Mammoth Road					Mill Street					Mammoth Road					Driveway					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	114	1	0	115	1	0	7	0	8	2	48	0	0	50	0	0	0	0	0	173
7:15 AM	0	118	2	0	120	3	0	7	0	10	4	55	0	0	59	0	0	0	0	0	189
7:30 AM	0	100	3	0	103	0	0	10	0	10	4	51	0	0	55	0	0	0	0	0	168
7:45 AM	0	87	0	0	87	2	0	7	0	9	5	60	0	0	65	0	0	0	0	0	161
Total Volume	0	419	6	0	425	6	0	31	0	37	15	214	0	0	229	0	0	0	0	0	691
% Approach Total	0.0	98.6	1.4	0.0		16.2	0.0	83.8	0.0		6.6	93.4	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.888	0.500	0.000	0.885	0.500	0.000	0.775	0.000	0.925	0.750	0.892	0.000	0.000	0.881	0.000	0.000	0.000	0.000	0.000	0.914
Cars	0	413	3	0	416	5	0	30	0	35	14	209	0	0	223	0	0	0	0	0	674
Cars %	0.0	98.6	50.0	0.0	97.9	83.3	0.0	96.8	0.0	94.6	93.3	97.7	0.0	0.0	97.4	0.0	0.0	0.0	0.0	0.0	97.5
Heavy Vehicles	0	6	3	0	9	1	0	1	0	2	1	5	0	0	6	0	0	0	0	0	17
Heavy Vehicles %	0.0	1.4	50.0	0.0	2.1	16.7	0.0	3.2	0.0	5.4	6.7	2.3	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	2.5
Cars Enter Leg	0	413	3	0	416	5	0	30	0	35	14	209	0	0	223	0	0	0	0	0	674
Heavy Enter Leg	0	6	3	0	9	1	0	1	0	2	1	5	0	0	6	0	0	0	0	0	17
Total Entering Leg	0	419	6	0	425	6	0	31	0	37	15	214	0	0	229	0	0	0	0	0	691
Cars Exiting Leg	214					17					443					0					674
Heavy Exiting Leg	6					4					7					0					17
Total Exiting Leg	220					21					450					0					691

PDI File #: **250514 F**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Mill Street W: Driveway**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Mammoth Road					Mill Street					Mammoth Road					Driveway					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	114	0	0	114	1	0	7	0	8	2	48	0	0	50	0	0	0	0	0	172
7:15 AM	0	117	2	0	119	3	0	7	0	10	4	54	0	0	58	0	0	0	0	0	187
7:30 AM	0	97	1	0	98	0	0	10	0	10	4	50	0	0	54	0	0	0	0	0	162
7:45 AM	0	85	0	0	85	1	0	6	0	7	4	57	0	0	61	0	0	0	0	0	153
Total	0	413	3	0	416	5	0	30	0	35	14	209	0	0	223	0	0	0	0	0	674
8:00 AM	0	81	2	0	83	1	0	3	0	4	6	52	0	0	58	0	0	0	0	0	145
8:15 AM	0	88	2	0	90	0	0	6	0	6	3	55	0	0	58	0	0	0	0	0	154
8:30 AM	0	101	0	0	101	0	0	4	0	4	4	46	0	0	50	0	0	0	0	0	155
8:45 AM	0	89	0	0	89	1	0	5	0	6	7	44	0	0	51	0	0	0	0	0	146
Total	0	359	4	0	363	2	0	18	0	20	20	197	0	0	217	0	0	0	0	0	600
Grand Total	0	772	7	0	779	7	0	48	0	55	34	406	0	0	440	0	0	0	0	0	1274
Approach %	0.0	99.1	0.9	0.0		12.7	0.0	87.3	0.0		7.7	92.3	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	60.6	0.5	0.0	61.1	0.5	0.0	3.8	0.0	4.3	2.7	31.9	0.0	0.0	34.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	413					41					820					0					1274

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

7:00 AM	Mammoth Road					Mill Street					Mammoth Road					Driveway					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	114	0	0	114	1	0	7	0	8	2	48	0	0	50	0	0	0	0	0	172
7:15 AM	0	117	2	0	119	3	0	7	0	10	4	54	0	0	58	0	0	0	0	0	187
7:30 AM	0	97	1	0	98	0	0	10	0	10	4	50	0	0	54	0	0	0	0	0	162
7:45 AM	0	85	0	0	85	1	0	6	0	7	4	57	0	0	61	0	0	0	0	0	153
Total Volume	0	413	3	0	416	5	0	30	0	35	14	209	0	0	223	0	0	0	0	0	674
% Approach Total	0.0	99.3	0.7	0.0		14.3	0.0	85.7	0.0		6.3	93.7	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.882	0.375	0.000	0.874	0.417	0.000	0.750	0.000	0.875	0.875	0.917	0.000	0.000	0.914	0.000	0.000	0.000	0.000	0.000	0.901
Entering Leg	0	413	3	0	416	5	0	30	0	35	14	209	0	0	223	0	0	0	0	0	674
Exiting Leg					214					17					443						674
Total					630					52					666					0	1348

PDI File #: **250514 F**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Mill Street W: Driveway**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Mammoth Road					Mill Street					Mammoth Road					Driveway					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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
7:30 AM	0	3	2	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
7:45 AM	0	2	0	0	2	1	0	1	0	2	1	3	0	0	4	0	0	0	0	0	8
Total	0	6	3	0	9	1	0	1	0	2	1	5	0	0	6	0	0	0	0	0	17
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
8:30 AM	0	3	0	0	3	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	5
8:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	0	7	0	0	7	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	19
Grand Total	0	13	3	0	16	1	0	2	0	3	1	16	0	0	17	0	0	0	0	0	36
Approach %	0.0	81.3	18.8	0.0		33.3	0.0	66.7	0.0		5.9	94.1	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	36.1	8.3	0.0	44.4	2.8	0.0	5.6	0.0	8.3	2.8	44.4	0.0	0.0	47.2	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	17					4					15					0					36
Buses	0	3	3	0	6	1	0	1	0	2	0	5	0	0	5	0	0	0	0	0	13
% Buses	0.0	23.1	100.0	0.0	37.5	100.0	0.0	50.0	0.0	66.7	0.0	31.3	0.0	0.0	29.4	0.0	0.0	0.0	0.0	0.0	36.1
Exiting Leg Total	6					3					4					0					13
Single-Unit Trucks	0	9	0	0	9	0	0	1	0	1	1	10	0	0	11	0	0	0	0	0	21
% Single-Unit	0.0	69.2	0.0	0.0	56.3	0.0	0.0	50.0	0.0	33.3	100.0	62.5	0.0	0.0	64.7	0.0	0.0	0.0	0.0	0.0	58.3
Exiting Leg Total	10					1					10					0					21
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Articulated	0.0	7.7	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	5.6
Exiting Leg Total	1					0					1					0					2

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

7:30 AM	Mammoth Road					Mill Street					Mammoth Road					Driveway					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	3	2	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
7:45 AM	0	2	0	0	2	1	0	1	0	2	1	3	0	0	4	0	0	0	0	0	8
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total Volume	0	6	2	0	8	1	0	1	0	2	1	12	0	0	13	0	0	0	0	0	23
% Approach Total	0.0	75.0	25.0	0.0		50.0	0.0	50.0	0.0		7.7	92.3	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.250	0.000	0.400	0.250	0.000	0.250	0.000	0.250	0.250	0.600	0.000	0.000	0.650	0.000	0.000	0.000	0.000	0.000	0.719
Buses	0	2	2	0	4	1	0	1	0	2	0	4	0	0	4	0	0	0	0	0	10
Buses %	0.0	33.3	100.0	0.0	50.0	100.0	0.0	100.0	0.0	100.0	0.0	33.3	0.0	0.0	30.8	0.0	0.0	0.0	0.0	0.0	43.5
Single-Unit Trucks	0	4	0	0	4	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	12
Single-Unit %	0.0	66.7	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	100.0	58.3	0.0	0.0	61.5	0.0	0.0	0.0	0.0	0.0	52.2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	4.3
Buses	0	2	2	0	4	1	0	1	0	2	0	4	0	0	4	0	0	0	0	0	10
Single-Unit Trucks	0	4	0	0	4	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	12
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Entering Leg	0	6	2	0	8	1	0	1	0	2	1	12	0	0	13	0	0	0	0	0	23
Buses	5					2					3					0					10
Single-Unit Trucks	7					1					4					0					12
Articulated Trucks	1					0					0					0					1
Total Exiting Leg	13					3					7					0					23

PDI File #: **250514 F**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Mill Street W: Driveway**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Mammoth Road					Mill Street					Mammoth Road					Driveway					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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	1	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	0	1	3	0	4	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	6
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
Grand Total	0	3	3	0	6	1	0	1	0	2	0	5	0	0	5	0	0	0	0	0	13
Approach %	0.0	50.0	50.0	0.0		50.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	23.1	23.1	0.0	46.2	7.7	0.0	7.7	0.0	15.4	0.0	38.5	0.0	0.0	38.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	6					3					4					0					13

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

7:30 AM	Mammoth Road					Mill Street					Mammoth Road					Driveway					
	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	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	1	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total Volume	0	2	2	0	4	1	0	1	0	2	0	4	0	0	4	0	0	0	0	0	10
% Approach Total	0.0	50.0	50.0	0.0		50.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.250	0.000	0.500	0.250	0.000	0.250	0.000	0.250	0.000	0.333	0.000	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.833
Entering Leg	0	2	2	0	4	1	0	1	0	2	0	4	0	0	4	0	0	0	0	0	10
Exiting Leg	5					2					3					0					10
Total	9					4					7					0					20

PDI File #: **250514 F**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Mill Street W: Driveway**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Mammoth Road					Mill Street					Mammoth Road					Driveway					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	1	0	0	1	0	0	0	0	0	1
7:30 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
7:45 AM	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	5
Total	0	4	0	0	4	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	10
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
8:30 AM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4
8:45 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total	0	5	0	0	5	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	11
Grand Total	0	9	0	0	9	0	0	1	0	1	1	10	0	0	11	0	0	0	0	0	21
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		9.1	90.9	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	42.9	0.0	0.0	42.9	0.0	0.0	4.8	0.0	4.8	4.8	47.6	0.0	0.0	52.4	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	10					1					10					0					21

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

7:30 AM	Mammoth Road					Mill Street					Mammoth Road					Driveway					
	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	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
7:45 AM	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	5
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total Volume	0	4	0	0	4	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	12
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		12.5	87.5	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.333	0.000	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.250	0.583	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.600
Entering Leg	0	4	0	0	4	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	12
Exiting Leg					7					1		4			4					0	12
Total					11					1				12						0	24

PDI File #: **250514 F**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Mill Street W: Driveway**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Mammoth Road					Mill Street					Mammoth Road					Driveway					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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	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	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1					0					1					0					2

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

7:15 AM	Mammoth Road					Mill Street					Mammoth Road					Driveway					
	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Exiting Leg	1					0					1					0					2
Total	2					0					2					0					4

PDI File #: **250514 F**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Mill Street W: Driveway**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Class:

Bicycles (on Roadway and Crosswalks)

	Mammoth Road							Mill Street							Mammoth Road							Driveway							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
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
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
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
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
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
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
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
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
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
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
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		
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
Exiting Leg Total	0							0							0							0							0

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

7:00 AM	Mammoth Road							Mill Street							Mammoth Road							Driveway							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	
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	
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	
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	
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	
% 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	
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	
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	
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **250514 F**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Mill Street W: Driveway**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Mammoth Road							Mill Street							Mammoth Road							Driveway							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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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
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
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
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	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	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Grand Total	0	0	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Approach %	0	0	0	0	0	0	0	0	0	0	0	60	40		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	60	40	100	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg Total	0							5							0							0							5

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

8:00 AM	Mammoth Road							Mill Street							Mammoth Road							Driveway							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	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	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	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	25.0		0.0	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	0.375	0.250	0.500	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		0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Exiting Leg	0							4							0							0							4
Total	0							8							0							0							8

PDI File #: **250514 F**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Mill Street W: Driveway**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Mammoth Road					Mill Street					Mammoth Road					Driveway					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	74	1	0	75	1	0	4	0	5	9	99	0	0	108	0	0	0	0	0	188	
4:15 PM	0	63	2	0	65	3	0	7	0	10	11	106	0	0	117	0	0	0	0	0	192	
4:30 PM	0	65	2	0	67	1	0	10	0	11	8	100	0	0	108	0	0	0	0	0	186	
4:45 PM	0	72	0	0	72	0	0	8	0	8	10	97	0	0	107	0	0	0	0	0	187	
Total	0	274	5	0	279	5	0	29	0	34	38	402	0	0	440	0	0	0	0	0	753	
5:00 PM	0	68	0	0	68	4	0	4	0	8	8	104	0	0	112	0	0	0	0	0	188	
5:15 PM	0	60	5	0	65	2	0	8	0	10	8	100	0	0	108	0	0	0	0	0	183	
5:30 PM	0	69	0	0	69	1	0	4	0	5	7	91	0	0	98	0	0	0	0	0	172	
5:45 PM	0	52	1	0	53	1	0	7	0	8	9	85	0	0	94	0	0	0	0	0	155	
Total	0	249	6	0	255	8	0	23	0	31	32	380	0	0	412	0	0	0	0	0	698	
Grand Total	0	523	11	0	534	13	0	52	0	65	70	782	0	0	852	0	0	0	0	0	1451	
Approach %	0.0	97.9	2.1	0.0		20.0	0.0	80.0	0.0		8.2	91.8	0.0	0.0		0.0	0.0	0.0	0.0			
Total %	0.0	36.0	0.8	0.0	36.8	0.9	0.0	3.6	0.0	4.5	4.8	53.9	0.0	0.0	58.7	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	795					81					575										0	1451
Cars	0	518	11	0	529	13	0	52	0	65	69	771	0	0	840	0	0	0	0	0	1434	
% Cars	0.0	99.0	100.0	0.0	99.1	100.0	0.0	100.0	0.0	100.0	98.6	98.6	0.0	0.0	98.6	0.0	0.0	0.0	0.0	0.0	98.8	
Exiting Leg Total	784					80					570										0	1434
Heavy Vehicles	0	5	0	0	5	0	0	0	0	0	1	11	0	0	12	0	0	0	0	0	17	
% Heavy Vehicles	0.0	1.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	1.4	1.4	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	1.2	
Exiting Leg Total	11					1					5										0	17

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

4:00 PM	Mammoth Road					Mill Street					Mammoth Road					Driveway					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	74	1	0	75	1	0	4	0	5	9	99	0	0	108	0	0	0	0	0	188
4:15 PM	0	63	2	0	65	3	0	7	0	10	11	106	0	0	117	0	0	0	0	0	192
4:30 PM	0	65	2	0	67	1	0	10	0	11	8	100	0	0	108	0	0	0	0	0	186
4:45 PM	0	72	0	0	72	0	0	8	0	8	10	97	0	0	107	0	0	0	0	0	187
Total Volume	0	274	5	0	279	5	0	29	0	34	38	402	0	0	440	0	0	0	0	0	753
% Approach Total	0.0	98.2	1.8	0.0		14.7	0.0	85.3	0.0		8.6	91.4	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.926	0.625	0.000	0.930	0.417	0.000	0.725	0.000	0.773	0.864	0.948	0.000	0.000	0.940	0.000	0.000	0.000	0.000	0.000	0.980
Cars	0	271	5	0	276	5	0	29	0	34	38	398	0	0	436	0	0	0	0	0	746
Cars %	0.0	98.9	100.0	0.0	98.9	100.0	0.0	100.0	0.0	100.0	100.0	99.0	0.0	0.0	99.1	0.0	0.0	0.0	0.0	0.0	99.1
Heavy Vehicles	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Heavy Vehicles %	0.0	1.1	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.9
Cars Enter Leg	0	271	5	0	276	5	0	29	0	34	38	398	0	0	436	0	0	0	0	0	746
Heavy Enter Leg	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Total Entering Leg	0	274	5	0	279	5	0	29	0	34	38	402	0	0	440	0	0	0	0	0	753
Cars Exiting Leg	403					43					300					0					746
Heavy Exiting Leg	4					0					3					0					7
Total Exiting Leg	407					43					303					0					753

PDI File #: **250514 F**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Mill Street W: Driveway**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Mammoth Road					Mill Street					Mammoth Road					Driveway					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	74	1	0	75	1	0	4	0	5	9	98	0	0	107	0	0	0	0	0	187
4:15 PM	0	63	2	0	65	3	0	7	0	10	11	106	0	0	117	0	0	0	0	0	192
4:30 PM	0	64	2	0	66	1	0	10	0	11	8	99	0	0	107	0	0	0	0	0	184
4:45 PM	0	70	0	0	70	0	0	8	0	8	10	95	0	0	105	0	0	0	0	0	183
Total	0	271	5	0	276	5	0	29	0	34	38	398	0	0	436	0	0	0	0	0	746
5:00 PM	0	68	0	0	68	4	0	4	0	8	8	103	0	0	111	0	0	0	0	0	187
5:15 PM	0	59	5	0	64	2	0	8	0	10	8	100	0	0	108	0	0	0	0	0	182
5:30 PM	0	69	0	0	69	1	0	4	0	5	6	89	0	0	95	0	0	0	0	0	169
5:45 PM	0	51	1	0	52	1	0	7	0	8	9	81	0	0	90	0	0	0	0	0	150
Total	0	247	6	0	253	8	0	23	0	31	31	373	0	0	404	0	0	0	0	0	688
Grand Total	0	518	11	0	529	13	0	52	0	65	69	771	0	0	840	0	0	0	0	0	1434
Approach %	0.0	97.9	2.1	0.0		20.0	0.0	80.0	0.0		8.2	91.8	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	36.1	0.8	0.0	36.9	0.9	0.0	3.6	0.0	4.5	4.8	53.8	0.0	0.0	58.6	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	784					80					570					0					1434

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

4:00 PM	Mammoth Road					Mill Street					Mammoth Road					Driveway					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	74	1	0	75	1	0	4	0	5	9	98	0	0	107	0	0	0	0	0	187
4:15 PM	0	63	2	0	65	3	0	7	0	10	11	106	0	0	117	0	0	0	0	0	192
4:30 PM	0	64	2	0	66	1	0	10	0	11	8	99	0	0	107	0	0	0	0	0	184
4:45 PM	0	70	0	0	70	0	0	8	0	8	10	95	0	0	105	0	0	0	0	0	183
Total Volume	0	271	5	0	276	5	0	29	0	34	38	398	0	0	436	0	0	0	0	0	746
% Approach Total	0.0	98.2	1.8	0.0		14.7	0.0	85.3	0.0		8.7	91.3	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.916	0.625	0.000	0.920	0.417	0.000	0.725	0.000	0.773	0.864	0.939	0.000	0.000	0.932	0.000	0.000	0.000	0.000	0.000	0.971
Entering Leg	0	271	5	0	276	5	0	29	0	34	38	398	0	0	436	0	0	0	0	0	746
Exiting Leg					403					43					300						746
Total					679					77					736					0	1492

PDI File #: **250514 F**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Mill Street W: Driveway**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



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

	Mammoth Road					Mill Street					Mammoth Road					Driveway					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	1	0	0	1	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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	3
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
Total	0	2	0	0	2	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	10
Grand Total	0	5	0	0	5	0	0	0	0	0	1	11	0	0	12	0	0	0	0	0	17
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		8.3	91.7	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	29.4	0.0	0.0	29.4	0.0	0.0	0.0	0.0	0.0	5.9	64.7	0.0	0.0	70.6	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	11					1					5					0					17
Buses	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	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	100.0	0.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	5.9
Exiting Leg Total	0					1					0					0					1
Single-Unit Trucks	0	3	0	0	3	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	13
% Single-Unit	0.0	60.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	90.9	0.0	0.0	83.3	0.0	0.0	0.0	0.0	0.0	76.5
Exiting Leg Total	10					0					3					0					13
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% Articulated	0.0	40.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	17.6
Exiting Leg Total	1					0					2					0					3

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

5:00 PM	Mammoth Road					Mill Street					Mammoth Road					Driveway					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	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	3
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
Total Volume	0	2	0	0	2	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	10
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		12.5	87.5	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.250	0.438	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500
Buses	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	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	100.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	10.0
Single-Unit Trucks	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8
Single-Unit %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	85.7	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	80.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	10.0
Buses	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Single-Unit Trucks	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Entering Leg	0	2	0	0	2	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	10
Buses	0					1					0					0					1
Single-Unit Trucks	6					0					2					0					8
Articulated Trucks	1					0					0					0					1
Total Exiting Leg	7					1					2					0					10

PDI File #: **250514 F**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Mill Street W: Driveway**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Mammoth Road					Mill Street					Mammoth Road					Driveway					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	1	0	0	0	1	0	0	0	0	0	1
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	1	0	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	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		
Total %	0.0	0.0	0.0	0.0	0.0	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	
Exiting Leg Total	0					1					0					0					1

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

4:45 PM	Mammoth Road					Mill Street					Mammoth Road					Driveway					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		
4:45 PM	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	1	0	0	0	1	0	0	0	0	0	1	
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	
% Approach Total	0.0	0.0	0.0	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			
PHF	0.000	0.000	0.000	0.000	0.000	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	0.250	
Entering Leg	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	
Exiting Leg	0					1					0					0					1	
Total	0					1					1					0					2	

PDI File #: **250514 F**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Mill Street W: Driveway**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Mammoth Road					Mill Street					Mammoth Road					Driveway					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	1	0	0	1	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	1	0	0	1	0	0	0	0	0	1
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
Total	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8
Grand Total	0	3	0	0	3	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	13
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	23.1	0.0	0.0	23.1	0.0	0.0	0.0	0.0	0.0	0.0	76.9	0.0	0.0	76.9	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	10					0					3					0					13

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

5:00 PM	Mammoth Road					Mill Street					Mammoth Road					Driveway					
	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	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
Total Volume	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.400
Entering Leg	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8
Exiting Leg	6					0					2					0					8
Total	8					0					8					0					16

PDI File #: **250514 F**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Mill Street W: Driveway**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Mammoth Road					Mill Street					Mammoth Road					Driveway					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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
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	1	0	0	1	0	0	0	0	0	1
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	1	0	0	1	0	0	0	0	0	1
Grand Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1					0					2					0					3

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

4:00 PM	Mammoth Road					Mill Street					Mammoth Road					Driveway					
	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	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	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	0.500	0.000	0.000	0.500	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	0.500
Entering Leg	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg	0					0					2					0					2
Total	2					0					2					0					

PDI File #: **250514 F**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Mill Street W: Driveway**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Class:

Bicycles (on Roadway and Crosswalks)

	Mammoth Road							Mill Street							Mammoth Road							Driveway							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	1	1	0	0	0	0	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	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
4:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
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
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
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
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
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
Grand Total	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		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		
Total %	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	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	
Exiting Leg Total	0							1							1							0							2

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

4:00 PM	Mammoth Road							Mill Street							Mammoth Road							Driveway							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	1	1	0	0	0	0	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	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
4:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total Volume	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		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		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	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	0.500	
Entering Leg	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Exiting Leg	0							1							1							0							2
Total	1							2							1							0							4

PDI File #: **250514 F**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Mill Street W: Driveway**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Thursday, March 27, 2025**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Mammoth Road							Mill Street							Mammoth Road							Driveway							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
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
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
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
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
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
Total	0	0	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Grand Total	0	0	0	0	0	0	0	0	0	0	0	3	5	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Approach %	0	0	0	0	0	0	0	0	0	0	0	37.5	62.5		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	37.5	62.5	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total	0							8							0							0							8

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

4:30 PM	Mammoth Road							Mill Street							Mammoth Road							Driveway							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	
4:30 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	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	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	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	3	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	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		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.750	0.500	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	0.500	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	3	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
Exiting Leg	0							6							0							0							6
Total	0							12							0							0							12

PDI File #: **250514 F**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Mill Street W: Driveway**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Mammoth Road					Mill Street					Mammoth Road					Driveway					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		
11:00 AM	0	56	1	0	57	0	0	6	0	6	3	80	0	0	83	0	0	0	0	0	146	
11:15 AM	0	63	2	0	65	0	0	5	0	5	4	56	0	0	60	0	0	0	0	0	130	
11:30 AM	0	70	0	0	70	0	0	5	0	5	5	59	0	0	64	0	0	0	0	0	139	
11:45 AM	0	59	0	0	59	1	0	2	0	3	6	55	0	0	61	0	0	0	0	0	123	
Total	0	248	3	0	251	1	0	18	0	19	18	250	0	0	268	0	0	0	0	0	538	
12:00 PM	0	63	1	0	64	2	0	10	0	12	7	57	0	0	64	0	0	0	0	0	140	
12:15 PM	0	64	3	0	67	1	0	5	0	6	9	62	0	0	71	0	0	0	0	0	144	
12:30 PM	0	59	1	0	60	3	0	8	0	11	4	64	0	0	68	0	0	0	0	0	139	
12:45 PM	0	49	0	0	49	1	0	3	0	4	6	77	0	0	83	0	0	0	0	0	136	
Total	0	235	5	0	240	7	0	26	0	33	26	260	0	0	286	0	0	0	0	0	559	
1:00 PM	0	57	2	0	59	1	0	5	0	6	6	72	0	0	78	0	0	0	0	0	143	
1:15 PM	0	52	2	0	54	0	0	5	0	5	5	76	0	0	81	0	0	0	0	0	140	
1:30 PM	0	61	2	0	63	3	0	3	0	6	4	65	0	0	69	0	0	0	0	0	138	
1:45 PM	0	57	1	0	58	0	0	2	0	2	7	81	0	0	88	0	0	0	0	0	148	
Total	0	227	7	0	234	4	0	15	0	19	22	294	0	0	316	0	0	0	0	0	569	
Grand Total	0	710	15	0	725	12	0	59	0	71	66	804	0	0	870	0	0	0	0	0	1666	
Approach %	0.0	97.9	2.1	0.0		16.9	0.0	83.1	0.0		7.6	92.4	0.0	0.0		0.0	0.0	0.0	0.0			
Total %	0.0	42.6	0.9	0.0	43.5	0.7	0.0	3.5	0.0	4.3	4.0	48.3	0.0	0.0	52.2	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	816					81					769										0	1666
Cars	0	706	15	0	721	12	0	56	0	68	64	797	0	0	861	0	0	0	0	0	1650	
% Cars	0.0	99.4	100.0	0.0	99.4	100.0	0.0	94.9	0.0	95.8	97.0	99.1	0.0	0.0	99.0	0.0	0.0	0.0	0.0	0.0	99.0	
Exiting Leg Total	809					79					762										0	1650
Heavy Vehicles	0	4	0	0	4	0	0	3	0	3	2	7	0	0	9	0	0	0	0	0	16	
% Heavy Vehicles	0.0	0.6	0.0	0.0	0.6	0.0	0.0	5.1	0.0	4.2	3.0	0.9	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	
Exiting Leg Total	7					2					7										0	16

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

1:00 PM	Mammoth Road					Mill Street					Mammoth Road					Driveway					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	
1:00 PM	0	57	2	0	59	1	0	5	0	6	6	72	0	0	78	0	0	0	0	0	143
1:15 PM	0	52	2	0	54	0	0	5	0	5	5	76	0	0	81	0	0	0	0	0	140
1:30 PM	0	61	2	0	63	3	0	3	0	6	4	65	0	0	69	0	0	0	0	0	138
1:45 PM	0	57	1	0	58	0	0	2	0	2	7	81	0	0	88	0	0	0	0	0	148
Total Volume	0	227	7	0	234	4	0	15	0	19	22	294	0	0	316	0	0	0	0	0	569
% Approach Total	0.0	97.0	3.0	0.0		21.1	0.0	78.9	0.0		7.0	93.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.930	0.875	0.000	0.929	0.333	0.000	0.750	0.000	0.792	0.786	0.907	0.000	0.000	0.898	0.000	0.000	0.000	0.000	0.000	0.961
Cars	0	226	7	0	233	4	0	14	0	18	20	291	0	0	311	0	0	0	0	0	562
Cars %	0.0	99.6	100.0	0.0	99.6	100.0	0.0	93.3	0.0	94.7	90.9	99.0	0.0	0.0	98.4	0.0	0.0	0.0	0.0	0.0	98.8
Heavy Vehicles	0	1	0	0	1	0	0	1	0	1	2	3	0	0	5	0	0	0	0	0	7
Heavy Vehicles %	0.0	0.4	0.0	0.0	0.4	0.0	0.0	6.7	0.0	5.3	9.1	1.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	1.2
Cars Enter Leg	0	226	7	0	233	4	0	14	0	18	20	291	0	0	311	0	0	0	0	0	562
Heavy Enter Leg	0	1	0	0	1	0	0	1	0	1	2	3	0	0	5	0	0	0	0	0	7
Total Entering Leg	0	227	7	0	234	4	0	15	0	19	22	294	0	0	316	0	0	0	0	0	569
Cars Exiting Leg	295					27					240					0					562
Heavy Exiting Leg	3					2					2					0					7
Total Exiting Leg	298					29					242					0					569

PDI File #: **250514 F**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Mill Street W: Driveway**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars

	Mammoth Road					Mill Street					Mammoth Road					Driveway					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	
11:00 AM	0	56	1	0	57	0	0	6	0	6	3	80	0	0	83	0	0	0	0	0	146
11:15 AM	0	62	2	0	64	0	0	5	0	5	4	54	0	0	58	0	0	0	0	0	127
11:30 AM	0	69	0	0	69	0	0	4	0	4	5	59	0	0	64	0	0	0	0	0	137
11:45 AM	0	59	0	0	59	1	0	2	0	3	6	55	0	0	61	0	0	0	0	0	123
Total	0	246	3	0	249	1	0	17	0	18	18	248	0	0	266	0	0	0	0	0	533
12:00 PM	0	62	1	0	63	2	0	10	0	12	7	56	0	0	63	0	0	0	0	0	138
12:15 PM	0	64	3	0	67	1	0	5	0	6	9	61	0	0	70	0	0	0	0	0	143
12:30 PM	0	59	1	0	60	3	0	7	0	10	4	64	0	0	68	0	0	0	0	0	138
12:45 PM	0	49	0	0	49	1	0	3	0	4	6	77	0	0	83	0	0	0	0	0	136
Total	0	234	5	0	239	7	0	25	0	32	26	258	0	0	284	0	0	0	0	0	555
1:00 PM	0	57	2	0	59	1	0	5	0	6	4	72	0	0	76	0	0	0	0	0	141
1:15 PM	0	52	2	0	54	0	0	5	0	5	5	75	0	0	80	0	0	0	0	0	139
1:30 PM	0	60	2	0	62	3	0	3	0	6	4	64	0	0	68	0	0	0	0	0	136
1:45 PM	0	57	1	0	58	0	0	1	0	1	7	80	0	0	87	0	0	0	0	0	146
Total	0	226	7	0	233	4	0	14	0	18	20	291	0	0	311	0	0	0	0	0	562
Grand Total	0	706	15	0	721	12	0	56	0	68	64	797	0	0	861	0	0	0	0	0	1650
Approach %	0.0	97.9	2.1	0.0		17.6	0.0	82.4	0.0		7.4	92.6	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	42.8	0.9	0.0	43.7	0.7	0.0	3.4	0.0	4.1	3.9	48.3	0.0	0.0	52.2	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	809					79					762					0					1650

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

1:00 PM	Mammoth Road					Mill Street					Mammoth Road					Driveway					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	
1:00 PM	0	57	2	0	59	1	0	5	0	6	4	72	0	0	76	0	0	0	0	0	141
1:15 PM	0	52	2	0	54	0	0	5	0	5	5	75	0	0	80	0	0	0	0	0	139
1:30 PM	0	60	2	0	62	3	0	3	0	6	4	64	0	0	68	0	0	0	0	0	136
1:45 PM	0	57	1	0	58	0	0	1	0	1	7	80	0	0	87	0	0	0	0	0	146
Total Volume	0	226	7	0	233	4	0	14	0	18	20	291	0	0	311	0	0	0	0	0	562
% Approach Total	0.0	97.0	3.0	0.0		22.2	0.0	77.8	0.0		6.4	93.6	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.942	0.875	0.000	0.940	0.333	0.000	0.700	0.000	0.750	0.714	0.909	0.000	0.000	0.894	0.000	0.000	0.000	0.000	0.000	0.962
Entering Leg	0	226	7	0	233	4	0	14	0	18	20	291	0	0	311	0	0	0	0	0	562
Exiting Leg	295					27					240					0					562
Total	528					45					551					0					1124

PDI File #: **250514 F**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Mill Street W: Driveway**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Mammoth Road					Mill Street					Mammoth Road					Driveway					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	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
11:30 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	5
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	4
1:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
1:45 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
Total	0	1	0	0	1	0	0	1	0	1	2	3	0	0	5	0	0	0	0	0	7
Grand Total	0	4	0	0	4	0	0	3	0	3	2	7	0	0	9	0	0	0	0	0	16
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		22.2	77.8	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	25.0	0.0	0.0	25.0	0.0	0.0	18.8	0.0	18.8	12.5	43.8	0.0	0.0	56.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	7					2					7					0					16
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	4	0	0	4	0	0	3	0	3	2	7	0	0	9	0	0	0	0	0	16
% Single-Unit	0.0	100.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Exiting Leg Total	7					2					7					0					16
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 11:00 AM to 02:00 PM begins at:

11:15 AM	Mammoth Road					Mill Street					Mammoth Road					Driveway					
	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	
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
11:30 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total Volume	0	3	0	0	3	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	7
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.250	0.000	0.250	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.583
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	3	0	0	3	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	7
Single-Unit %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	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	3	0	0	3	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	7
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	3	0	0	3	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	7
Buses	0					0					0					0					0
Single-Unit Trucks	3					0					4					0					7
Articulated Trucks	0					0					0					0					0
Total Exiting Leg	3					0					4					0					7

PDI File #: 250514 F
Location: N: Mammoth Road S: Mammoth Road
Location: E: Mill Street W: Driveway
City, State: Dracut, MA
Client: GPI/S. Theriault
Site Code: NEX-201147.00
Count Date: Saturday, March 29, 2025
Start Time: 11:00 AM
End Time: 2:00 PM
Class:



Buses

	Mammoth Road					Mill Street					Mammoth Road					Driveway					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	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 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
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 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
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 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	
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Mammoth Road					Mill Street					Mammoth Road					Driveway					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	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 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 #: **250514 F**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Mill Street W: Driveway**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	Mammoth Road					Mill Street					Mammoth Road					Driveway					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	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
11:30 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	5
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	4
1:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
1:45 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
Total	0	1	0	0	1	0	0	1	0	1	2	3	0	0	5	0	0	0	0	0	7
Grand Total	0	4	0	0	4	0	0	3	0	3	2	7	0	0	9	0	0	0	0	0	16
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		22.2	77.8	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	25.0	0.0	0.0	25.0	0.0	0.0	18.8	0.0	18.8	12.5	43.8	0.0	0.0	56.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	7					2					7					0					16

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:15 AM	Mammoth Road					Mill Street					Mammoth Road					Driveway					
	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	
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
11:30 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total Volume	0	3	0	0	3	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	7
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.250	0.000	0.250	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.583
Entering Leg	0	3	0	0	3	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	7
Exiting Leg	3					0					4					0					7
Total	6					1					7					0					14

PDI File #: **250514 F**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Mill Street W: Driveway**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	Mammoth Road					Mill Street					Mammoth Road					Driveway					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	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 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
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 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
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 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	
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Mammoth Road					Mill Street					Mammoth Road					Driveway					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	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 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 #: **250514 F**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Mill Street W: Driveway**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Mammoth Road							Mill Street							Mammoth Road							Driveway							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	
11:00 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
11:15 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
11:30 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
11:45 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
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
12:00 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
12:15 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
12:30 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
12:45 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
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
1:00 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
1:15 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
1:30 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
1:45 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
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
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
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
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
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Mammoth Road							Mill Street							Mammoth Road							Driveway							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	
11:00 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
11:15 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
11:30 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
11:45 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
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
% 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
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
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
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **250514 F**
 Location: **N: Mammoth Road S: Mammoth Road**
 Location: **E: Mill Street W: Driveway**
 City, State: **Dracut, MA**
 Client: **GPI/S. Theriault**
 Site Code: **NEX-201147.00**
 Count Date: **Saturday, March 29, 2025**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Pedestrians

	Mammoth Road							Mill Street							Mammoth Road							Driveway							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	
11:00 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
11:15 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
11:30 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
11:45 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
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
12:00 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
12:15 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
12:30 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
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 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
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Grand Total	0	0	0	0	0	0	0	0	0	0	0	3	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Approach %	0	0	0	0	0	0	0	0	0	0	0	50	50	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	50	50	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0							6							0							0							6

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

1:00 PM	Mammoth Road							Mill Street							Mammoth Road							Driveway							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	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 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
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.625
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.375	0.625	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	0.625	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Exiting Leg	0							5							0							0							5
Total	0							10							0							0							10

250514- Dracut OD Parking Study
 GPI/S. Theriault
 Thursday 3/27/25- Saturday 3/29/25

	Western Parking		Eastern Parking		Total	
	Enter	Exit	Enter	Exit	Enter	Exit
<u>Thursday 3/27/25</u>						
7:15 AM	1	0	3	3	4	3
7:30 AM	0	1	2	0	2	1
7:45 AM	1	1	11	1	12	2
8:00 AM	1	1	6	2	7	3
					25	9
4:15 PM	4	5	15	13	19	18
4:30 PM	3	2	20	18	23	20
4:45 PM	4	2	25	18	29	20
5:00 PM	2	3	25	17	27	20
					98	78
<u>Saturday 3/29/25</u>						
11:15 AM	1	0	15	12	16	12
11:30 AM	2	1	13	10	15	11
11:45 AM	0	1	14	19	14	20
12:00 PM	1	1	12	17	13	18
					58	61

TRAFFIC VOLUME ADJUSTMENT DATA

Massachusetts Highway Department
Statewide Traffic Data Collection
2023 Weekday Seasonal Factors

Factor Group	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Axle Factor
R1	1.23	1.14	1.11	1.06	1.01	0.96	0.93	0.91	1.00	0.97	1.04	1.08	0.77
R3	1.11	1.07	1.02	0.95	0.90	0.89	0.87	0.87	0.92	0.89	0.95	0.99	0.98
R4-R7	1.19	1.16	1.10	1.00	0.92	0.91	0.87	0.88	0.93	0.93	1.01	1.06	0.98
U1-Boston	1.07	1.05	1.00	0.95	0.93	0.92	0.92	0.92	0.94	0.93	0.96	0.99	0.94
U1-Essex	1.14	1.11	1.06	1.00	0.95	0.91	0.87	0.87	0.94	0.95	1.00	1.03	0.96
U1-Southeast	1.12	1.09	1.04	0.96	0.91	0.87	0.84	0.86	0.92	0.94	0.98	1.03	0.96
U1-West	1.05	1.02	0.98	0.96	0.94	0.93	0.94	0.94	0.95	0.92	0.96	0.98	0.81
U1-Worcester	1.06	1.04	0.97	0.93	0.92	0.90	0.92	0.92	0.93	0.92	0.94	0.97	0.88
U3	1.05	1.02	0.96	0.92	0.89	0.89	0.91	0.92	0.91	0.90	0.94	0.96	0.98
U4-U7	1.02	1.00	0.94	0.89	0.86	0.88	0.91	0.92	0.89	0.88	0.91	0.91	0.99
UR2	1.05	1.01	0.97	0.92	0.90	0.90	0.91	0.91	0.91	0.90	0.94	0.97	0.98
Rec - East	1.17	1.16	1.09	1.04	0.92	0.84	0.76	0.80	0.93	1.00	1.03	1.06	0.98
Rec - West	1.46	1.38	1.32	1.06	0.94	0.79	0.59	0.69	0.97	0.99	1.18	1.28	0.98

Round off:

0-999 = 10

>1000 = 100

U = Urban

R = Rural

1 - Interstate

2 - Freeway and Expressway

3 - Other Principal Arterial

4 - Minor Arterial

5 - Major Collector

6 - Minor Collector

7 - Local Road and Street

UR2 Group - Combination of Urban Freeways and Expressways and Rural Freeways and Expressways.

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

Recreational - West Group - Continuous Stations 2 and 189 including stations 1066,1067,1083,1084,1085,1086,1087,1088,1089,1090,1091,1092,1093,1094,1095,1096,1097,1098,1099,1100,1101,1102,1103,1104,1105,1106,1107,1108,1113,1114,1116,2196,2197 and 2198.

Traffic Growth Rate^a

Location	Years												Annual Rate
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	
STATION 4083 - DRACUT - MAMMOTH ROAD NORTH OF LAKEVIEW AVENUE		10,748			10,917						12,924		2.1%
STATION 257528 - DRACUT - MAMMOTH ROAD AT DRACUT TOWNLINE			11,778								11,107		-0.7%
STATION 4058 - TYNGSBOROUGH - COBURN ROAD EAST OF LAKEVIEW AVENUE			1,543			1,784						1,936	2.9%
STATION 4093 - LOWELL - VETERANS OF FOREIGN WARS HIGHWAY EAST ON UNIVERSITY AVE	16,028			13,281			12,728						-3.7%
STATION 4103 - DRACUT - BRIDGE STREET AT NEW HAMPSHIRE STATE LINE	11,295	11,179	12,620		12,485	12,158	11,152					12,058	0.7%
Average Annual Growth Rate													0.2%

^a Source: Based upon historical data; MassDOT Transportation Data Management System.

MASSDOT CRASH RATE WORKSHEETS

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Dracut COUNT DATE : March 27 2025

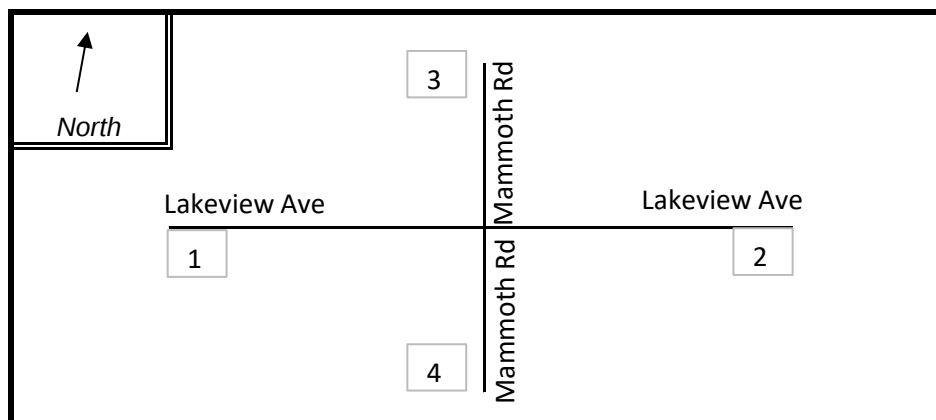
DISTRICT : 4 UNSIGNALIZED : ☐ SIGNALIZED : ☒

~ INTERSECTION DATA ~

MAJOR STREET : Lakeview Avenue

MINOR STREET(S) : Mammoth Road

**INTERSECTION
DIAGRAM**
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	SB	NB		
PEAK HOURLY VOLUMES (AM/PM) :	558	425	521	437		1,941

" K " FACTOR :

0.091

INTERSECTION ADT (V) = TOTAL DAILY
APPROACH VOLUME :

21,330

TOTAL # OF CRASHES :

22

OF
YEARS :

5

AVERAGE # OF
CRASHES PER YEAR (A) :

4.40

CRASH RATE CALCULATION :

0.57

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

Comments : Thursday PM volumes used

Project Title & Date : NEX-2021147 - Dracut, MA

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Dracut COUNT DATE : March 27 2025

DISTRICT : 4 UNSIGNALIZED : ☒ X SIGNALIZED : ☐

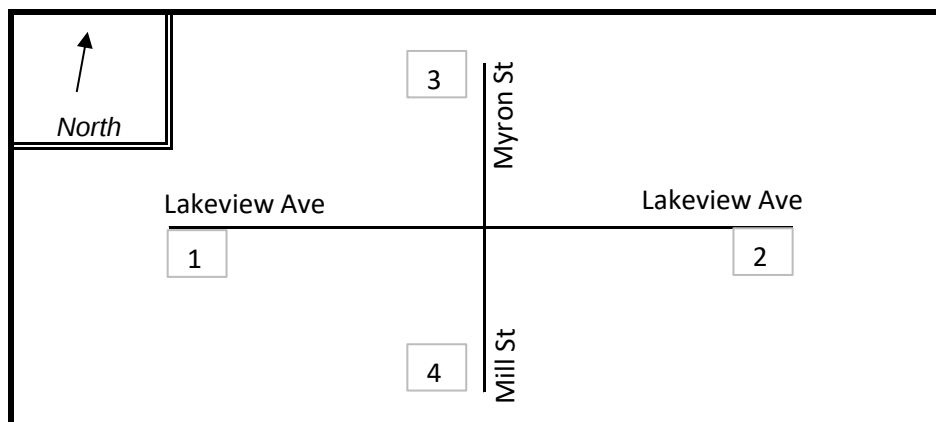
~ INTERSECTION DATA ~

MAJOR STREET : Lakeview Avenue

MINOR STREET(S) : Myron Street

Mill Street

**INTERSECTION
DIAGRAM
(Label Approaches)**



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	SB	NB		
PEAK HOURLY VOLUMES (AM/PM) :	905	889	0	75		1,869

" K " FACTOR :

0.091

INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :

20,538

TOTAL # OF CRASHES :

2

OF YEARS :

5

AVERAGE # OF CRASHES PER YEAR (A) :

0.40

CRASH RATE CALCULATION :

0.05

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

Comments : Thursday PM volumes used

Project Title & Date : NEX-2021147 - Dracut, MA

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Dracut COUNT DATE : March 27 2025

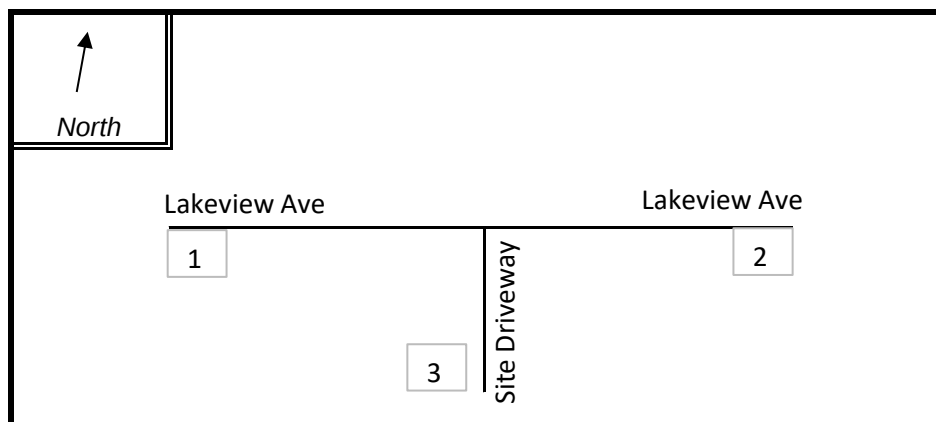
DISTRICT : 4 UNSIGNALIZED : ☒ X SIGNALIZED : ☐

~ INTERSECTION DATA ~

MAJOR STREET : Lakeview Avenue

MINOR STREET(S) : Site Driveway

**INTERSECTION
DIAGRAM
(Label Approaches)**



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB			
PEAK HOURLY VOLUMES (AM/PM) :	931	913	26			1,870

" K " FACTOR :

0.091

INTERSECTION ADT (V) = TOTAL DAILY
APPROACH VOLUME :

20,549

TOTAL # OF CRASHES :

4

OF
YEARS :

5

AVERAGE # OF
CRASHES PER YEAR (A) :

0.80

CRASH RATE CALCULATION :

0.11

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

Comments : Thursday PM volumes used

Project Title & Date : NEX-2021147 - Dracut, MA

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Dracut COUNT DATE : March 27 2025

DISTRICT : 4 UNSIGNALIZED : ☒ X SIGNALIZED : ☐

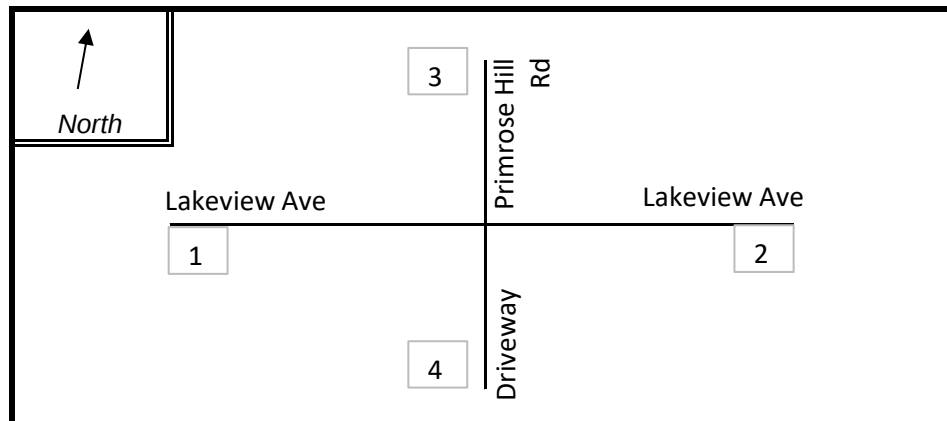
~ INTERSECTION DATA ~

MAJOR STREET : Lakeview Avenue

MINOR STREET(S) : Primrose Hill Road

Driveway

**INTERSECTION
DIAGRAM
(Label Approaches)**



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	SB	NB		
PEAK HOURLY VOLUMES (AM/PM) :	932	677	266	2		1,877

" K " FACTOR :

0.091

INTERSECTION ADT (V) = TOTAL DAILY
APPROACH VOLUME :

20,626

TOTAL # OF CRASHES :

8

OF
YEARS :

5

AVERAGE # OF
CRASHES PER YEAR (A) :

1.60

CRASH RATE CALCULATION :

0.21

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

Comments : Thursday PM volumes used

Project Title & Date : NEX-2021147 - Dracut, MA

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Dracut COUNT DATE : March 27 2025

DISTRICT : 4 UNSIGNALIZED : ☒ X SIGNALIZED : ☐

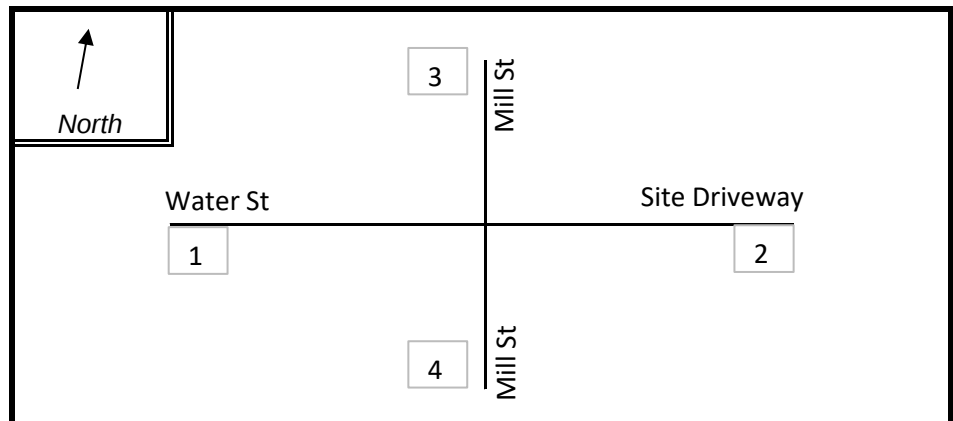
~ INTERSECTION DATA ~

MAJOR STREET : Mill Street

MINOR STREET(S) : Water Street

Site Driveway

**INTERSECTION
DIAGRAM
(Label Approaches)**



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	SB	NB		
PEAK HOURLY VOLUMES (AM/PM) :	23	25	68	65		181

" K " FACTOR :

0.099

INTERSECTION ADT (V) = TOTAL DAILY
APPROACH VOLUME :

1,828

TOTAL # OF CRASHES :

1

OF
YEARS :

5

AVERAGE # OF
CRASHES PER YEAR (A) :

0.20

CRASH RATE CALCULATION :

0.30

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

Comments : Thursday PM volumes used

Project Title & Date : NEX-2021147 - Dracut, MA

SIGHT DISTANCE CALCULATIONS

AASHTO Recommended Sight Distance Summary (Passenger Vehicles)

LOCATION: Lakeview Avenue at Site Driveway

Side Street Direction: NB
 Number of Lanes on Mainline = 2
 Median Width (Feet) = 0

STOPPING SIGHT DISTANCE

Mainline Direction: EB
 85th Percentile Speed (V) = 36 MPH
 Grade (G) = -1.7%
 Apply Grade Adjustment No
 Brake Reaction Time (T) = 2.5 seconds
 Deceleration Rate (A) = 11.2 ft/s²
 SSD = 1.47 V * T + 1.075 V²/A = 257 FT

SSD =	260 FT
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Mainline Direction: WB
 85th Percentile Speed (V) = 35 MPH
 Grade (G) = 1.7%
 Apply Grade Adjustment No
 Brake Reaction Time (T) = 2.5 seconds
 Deceleration Rate (A) = 11.2 ft/s²
 SSD = 1.47 V * T + 1.075 V²/A = 241 FT

SSD =	245 FT
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INTERSECTION SIGHT DISTANCE

RIGHT TURN FROM STOP: West of Driveway
 Posted Speed (V) = 25 MPH
 Minor Street Approach Grade (G) = 2.5%
 Apply Grade Adjustment No
 Time Gap (t_g) = 6.5 seconds
 ISD (Right Turn from Stop) = 1.47 * t_g * V = 239 FT

ISD (Right Turn from Stop) =	240 FT
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LEFT TURN FROM STOP: East of Driveway
 Posted Speed (V) = 25 MPH
 Minor Street Approach Grade (G) = 2.5%
 Apply Grade Adjustment No
 Time Gap (t_g) = 7.5 seconds
 ISD (Left Turn from Stop) = 1.47 * t_g * V = 276 FT

ISD (Left Turn from Stop) =	280 FT
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AASHTO Recommended Sight Distance Summary (Passenger Vehicles)

LOCATION: Lakeview Avenue at Mill Street

Side Street Direction: NB
 Number of Lanes on Mainline = 2
 Median Width (Feet) = 0

STOPPING SIGHT DISTANCE

Mainline Direction: EB
 85th Percentile Speed (V) = 36 MPH
 Grade (G) = -3.2%
 Apply Grade Adjustment Yes
 Brake Reaction Time (T) = 2.5 seconds
 Deceleration Rate (A) = 11.2 ft/s²
 $SSD = 1.47 V * T + 1.075 V^2 / A = 270 \text{ FT}$

SSD =	270 FT
--------------	---------------

Mainline Direction: WB
 85th Percentile Speed (V) = 35 MPH
 Grade (G) = 3.2%
 Apply Grade Adjustment Yes
 Brake Reaction Time (T) = 2.5 seconds
 Deceleration Rate (A) = 11.2 ft/s²
 $SSD = 1.47 V * T + 1.075 V^2 / A = 237 \text{ FT}$

SSD =	240 FT
--------------	---------------

INTERSECTION SIGHT DISTANCE

RIGHT TURN FROM STOP: West of Driveway
 Posted Speed (V) = 25 MPH
 Minor Street Approach Grade (G) = 1.0%
 Apply Grade Adjustment No
 Time Gap (t_g) = 6.5 seconds
 $ISD (\text{Right Turn from Stop}) = 1.47 * t_g * V = 239 \text{ FT}$

ISD (Right Turn from Stop) =	240 FT
-------------------------------------	---------------

LEFT TURN FROM STOP: East of Driveway
 Posted Speed (V) = 25 MPH
 Minor Street Approach Grade (G) = 1.0%
 Apply Grade Adjustment No
 Time Gap (t_g) = 7.5 seconds
 $ISD (\text{Left Turn from Stop}) = 1.47 * t_g * V = 276 \text{ FT}$

ISD (Left Turn from Stop) =	280 FT
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AASHTO Recommended Sight Distance Summary (Passenger Vehicles)

LOCATION: Mill Street at Site Driveway

Side Street Direction: WB
 Number of Lanes on Mainline = 2
 Median Width (Feet) = 0

STOPPING SIGHT DISTANCE

Mainline Direction: NB
 85th Percentile Speed (V) = 32 MPH
 Grade (G) = -1.7%
 Apply Grade Adjustment No
 Brake Reaction Time (T) = 2.5 seconds
 Deceleration Rate (A) = 11.2 ft/s²
 $SSD = 1.47 V * T + 1.075 V^2 / A = 216 \text{ FT}$

SSD =	220 FT
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Mainline Direction: SB
 85th Percentile Speed (V) = 30 MPH
 Grade (G) = 1.7%
 Apply Grade Adjustment No
 Brake Reaction Time (T) = 2.5 seconds
 Deceleration Rate (A) = 11.2 ft/s²
 $SSD = 1.47 V * T + 1.075 V^2 / A = 193 \text{ FT}$

SSD =	195 FT
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INTERSECTION SIGHT DISTANCE

RIGHT TURN FROM STOP: South of Driveway
 Posted Speed (V) = 30 MPH
 Minor Street Approach Grade (G) = 0.0%
 Apply Grade Adjustment No
 Time Gap (t_g) = 6.5 seconds
 $ISD (\text{Right Turn from Stop}) = 1.47 * t_g * V = 287 \text{ FT}$

ISD (Right Turn from Stop) =	290 FT
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LEFT TURN FROM STOP: North of Driveway
 Posted Speed (V) = 30 MPH
 Minor Street Approach Grade (G) = 0.0%
 Apply Grade Adjustment No
 Time Gap (t_g) = 7.5 seconds
 $ISD (\text{Left Turn from Stop}) = 1.47 * t_g * V = 331 \text{ FT}$

ISD (Left Turn from Stop) =	335 FT
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TRIP GENERATION CALCULATIONS

ADDITIONAL

86 Units Multifamily Housing (Mid-Rise)
 23 Units Multifamily Housing (Low-Rise)
 17 Units Single-Family Attached Housing
 126 Total

-13 KSF Commercial/Restaurant Space (no credit taken)

EXISTING

47 Units Multifamily Housing (Mid-Rise)
 74.5 KSF Commercial/Restaurant Space

	ADDITIONAL				EXISTING	PROPOSED
	LUC 221	LUC 220	LUC 215		COUNT	Total
	Units	Units	Units	TOTAL	DATA	Trips
Weekday AM						
In	6	7	2	15	51	66
Out	<u>20</u>	<u>23</u>	<u>6</u>	<u>49</u>	<u>20</u>	<u>69</u>
Total	26	30	8	64	71	135
Weekday PM						
In	21	19	6	46	185	231
Out	<u>13</u>	<u>11</u>	<u>4</u>	<u>28</u>	<u>129</u>	<u>157</u>
Total	34	30	10	74	314	388
Saturday Midday						
In	18	5	5	28	106	134
Out	<u>17</u>	<u>4</u>	<u>5</u>	<u>26</u>	<u>138</u>	<u>164</u>
Total	35	9	10	54	244	298

Institute of Transportation Engineers (ITE)

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

General Urban/Suburban

Average Vehicle Trips Ends vs: Dwelling Units
Independent Variable (X): 86

AVERAGE WEEKDAY DAILY

$$T = 4.77 * (X) - 46.46$$

$$T = 4.77 \quad * \quad 86 \quad - \quad 46.46$$

$$T = 363.76$$

$$T = 364 \quad \text{vehicle trips}$$

with 50% (182 vpd) entering and 50% (182 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 0.44 * (X) - 11.61$$

$$T = 0.44 \quad * \quad 86 \quad - \quad 11.61$$

$$T = 26.23$$

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

with 23% (6 vph) entering and 77% (20 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 0.39 * (X) + 0.34$$

$$T = 0.39 \quad * \quad 86 \quad + \quad 0.34$$

$$T = 33.88$$

$$T = 34 \quad \text{vehicle trips}$$

with 61% (21 vph) entering and 39% (13 vph) exiting.

SATURDAY DAILY

$$\text{Ln } T = 0.94 \text{ Ln } (X) + 1.84$$

$$\text{Ln } T = 0.94 \quad \text{Ln}(86) + 1.84$$

$$\text{Ln } T = 6.03$$

$$T = 414.51$$

$$T = 414 \quad \text{vehicle trips}$$

with 50% (207 vpd) entering and 50% (207 vpd) exiting.

SATURDAY PEAK HOUR OF GENERATOR

$$\text{Ln } T = 1.00 \text{ Ln } (X) - 0.91$$

$$\text{Ln } T = 1.00 \quad \text{Ln}(86) - 0.91$$

$$\text{Ln } T = 3.54$$

$$T = 34.62$$

$$T = 35 \quad \text{vehicle trips}$$

with 51% (18 vpd) entering and 49% (17 vpd) exiting.

Institute of Transportation Engineers (ITE)

Land Use Code (LUC) 220 - Multifamily Housing (Low-Rise)

General Urban/Suburban

Average Vehicle Trips Ends vs: Dwelling Units

Independent Variable (X): 23

AVERAGE WEEKDAY DAILY

$$T = 6.41 * (X) + 75.31$$

$$T = 6.41 * 23 + 75.31$$

$$T = 222.74$$

T = 222 vehicle trips
with 50% (111 vpd) entering and 50% (111 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 0.31 * (X) + 22.85$$

$$T = 0.31 * 23 + 22.85$$

$$T = 29.98$$

T = 30 vehicle trips
with 24% (7 vph) entering and 76% (23 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 0.43 * (X) + 20.55$$

$$T = 0.43 * 23 + 20.55$$

$$T = 30.44$$

T = 30 vehicle trips
with 63% (19 vph) entering and 37% (11 vph) exiting.

SATURDAY DAILY

$$T = 4.55 * (X)$$

$$T = 4.55 * 23$$

$$T = 104.65$$

T = 104 vehicle trips
with 50% (52 vpd) entering and 50% (52 vpd) exiting.

SATURDAY PEAK HOUR OF GENERATOR

$$T = 0.41 * (X)$$

$$T = 0.41 * 23$$

$$T = 9.43$$

T = 9 vehicle trips
*with 51% (5 vph) entering and 49% (4 vph) exiting.

** Distribution not given for Sat Midday Peak Hour, used distribution from LUC 221 - Dwelling Units*

Institute of Transportation Engineers (ITE)

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

General Urban/Suburban

Average Vehicle Trips Ends vs: Dwelling Units

Independent Variable (X): 17

AVERAGE WEEKDAY DAILY

$$T = 7.20 * (X)$$

$$T = 7.20 * 17$$

$$T = 122.40$$

$$T = 122 \text{ vehicle trips}$$

with 50% (61 vpd) entering and 50% (61 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 0.48 * (X)$$

$$T = 0.48 * 17$$

$$T = 8.16$$

$$T = 8 \text{ vehicle trips}$$

with 25% (2 vph) entering and 75% (6 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 0.57 * (X)$$

$$T = 0.57 * 17$$

$$T = 9.69$$

$$T = 10 \text{ vehicle trips}$$

with 59% (6 vph) entering and 41% (4 vph) exiting.

SATURDAY DAILY

$$T = 8.76 * (X)$$

$$T = 8.76 * 17$$

$$T = 148.92$$

$$T = 148 \text{ vehicle trips}$$

with 50% (74 vpd) entering and 50% (74 vpd) exiting.

SATURDAY PEAK HOUR OF GENERATOR

$$T = 0.57 * (X)$$

$$T = 0.57 * 17$$

$$T = 9.69$$

$$T = 10 \text{ vehicle trips}$$

with 48% (5 vph) entering and 52% (5 vph) exiting.

PROPOSED

131 Units Multifamily Housing (Mid-Rise)
 25 Units Multifamily Housing (Low-Rise)
 17 Units Single-Family Attached Housing
 173 Total

61.5 KSF Commercial/Restaurant Space

EXISTING

47 Units Multifamily Housing (Mid-Rise)
 74.5 KSF Commercial/Restaurant Space

		PROPOSED					EXISTING			ADDITIONAL TRIPS
		LUC 221 Units	LUC 220 Units	LUC 215 Units	LUC 821 SF	TOTAL	LUC 221 Units	LUC 821 SF	TOTAL	
Weekday Daily										
	In	289	118	61	2,076	2,544	89	2,515	2,604	-60
	Out	<u>289</u>	<u>118</u>	<u>61</u>	<u>2,076</u>	<u>2,544</u>	<u>89</u>	<u>2,515</u>	<u>2,604</u>	<u>-60</u>
	Total	578	236	122	4,152	5,088	178	5,030	5,208	-120
Saturday Daily										
	In	308	57	74	2,493	2,932	117	3,020	3,137	-205
	Out	<u>308</u>	<u>57</u>	<u>74</u>	<u>2,493</u>	<u>2,932</u>	<u>117</u>	<u>3,020</u>	<u>3,137</u>	<u>-205</u>
	Total	616	114	148	4,986	5,864	234	6,040	6,274	-410

Institute of Transportation Engineers (ITE)

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

General Urban/Suburban

Average Vehicle Trips Ends vs: Dwelling Units
Independent Variable (X): 131

AVERAGE WEEKDAY DAILY

$$T = 4.77 * (X) - 46.46$$

$$T = 4.77 \quad * \quad 131 \quad - \quad 46.46$$

$$T = 578.41$$

$$T = 578 \quad \text{vehicle trips}$$

with 50% (289 vpd) entering and 50% (289 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 0.44 * (X) - 11.61$$

$$T = 0.44 \quad * \quad 131 \quad - \quad 11.61$$

$$T = 46.03$$

$$T = 46 \quad \text{vehicle trips}$$

with 23% (11 vph) entering and 77% (35 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 0.39 * (X) + 0.34$$

$$T = 0.39 \quad * \quad 131 \quad + \quad 0.34$$

$$T = 51.43$$

$$T = 51 \quad \text{vehicle trips}$$

with 61% (31 vph) entering and 39% (20 vph) exiting.

SATURDAY DAILY

$$\text{Ln } T = 0.94 \text{ Ln } (X) + 1.84$$

$$\text{Ln } T = 0.94 \quad \text{Ln}(131) + 1.84$$

$$\text{Ln } T = 6.42$$

$$T = 615.65$$

$$T = 616 \quad \text{vehicle trips}$$

with 50% (308 vpd) entering and 50% (308 vpd) exiting.

SATURDAY PEAK HOUR OF GENERATOR

$$\text{Ln } T = 1.00 \text{ Ln } (X) - 0.91$$

$$\text{Ln } T = 1.00 \quad \text{Ln}(131) - 0.91$$

$$\text{Ln } T = 3.97$$

$$T = 52.73$$

$$T = 53 \quad \text{vehicle trips}$$

with 51% (27 vpd) entering and 49% (26 vpd) exiting.

Institute of Transportation Engineers (ITE)

Land Use Code (LUC) 220 - Multifamily Housing (Low-Rise)

General Urban/Suburban

Average Vehicle Trips Ends vs: Dwelling Units

Independent Variable (X): 25

AVERAGE WEEKDAY DAILY

$$T = 6.41 * (X) + 75.31$$

$$T = 6.41 * 25 + 75.31$$

$$T = 235.56$$

T = 236 vehicle trips
with 50% (118 vpd) entering and 50% (118 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 0.31 * (X) + 22.85$$

$$T = 0.31 * 25 + 22.85$$

$$T = 30.60$$

T = 31 vehicle trips
with 24% (7 vph) entering and 76% (24 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 0.43 * (X) + 20.55$$

$$T = 0.43 * 25 + 20.55$$

$$T = 31.30$$

T = 31 vehicle trips
with 63% (20 vph) entering and 37% (11 vph) exiting.

SATURDAY DAILY

$$T = 4.55 * (X)$$

$$T = 4.55 * 25$$

$$T = 113.75$$

T = 114 vehicle trips
with 50% (57 vpd) entering and 50% (57 vpd) exiting.

SATURDAY PEAK HOUR OF GENERATOR

$$T = 0.41 * (X)$$

$$T = 0.41 * 25$$

$$T = 10.25$$

T = 10 vehicle trips
*with 51% (5 vph) entering and 49% (5 vph) exiting.

** Distribution not given for Sat Midday Peak Hour, used distribution from LUC 221 - Dwelling Units*

Institute of Transportation Engineers (ITE)

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

General Urban/Suburban

Average Vehicle Trips Ends vs: Dwelling Units

Independent Variable (X): 17

AVERAGE WEEKDAY DAILY

$$T = 7.20 * (X)$$

$$T = 7.20 * 17$$

$$T = 122.40$$

$$T = 122 \text{ vehicle trips}$$

with 50% (61 vpd) entering and 50% (61 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 0.48 * (X)$$

$$T = 0.48 * 17$$

$$T = 8.16$$

$$T = 8 \text{ vehicle trips}$$

with 25% (2 vph) entering and 75% (6 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 0.57 * (X)$$

$$T = 0.57 * 17$$

$$T = 9.69$$

$$T = 10 \text{ vehicle trips}$$

with 59% (6 vph) entering and 41% (4 vph) exiting.

SATURDAY DAILY

$$T = 8.76 * (X)$$

$$T = 8.76 * 17$$

$$T = 148.92$$

$$T = 148 \text{ vehicle trips}$$

with 50% (74 vpd) entering and 50% (74 vpd) exiting.

SATURDAY PEAK HOUR OF GENERATOR

$$T = 0.57 * (X)$$

$$T = 0.57 * 17$$

$$T = 9.69$$

$$T = 10 \text{ vehicle trips}$$

with 48% (5 vph) entering and 52% (5 vph) exiting.

Institute of Transportation Engineers (ITE)

Land Use Code (LUC) 821 - Shopping Plaza (40-150k)

General Urban/Suburban

Average Vehicle Trips Ends vs: 1000 Sq. Ft. Gross Floor Area
Independent Variable (X): 61.500

AVERAGE WEEKDAY DAILY

$$T = 67.52 * (X)$$

$$T = 67.52 * 61.500$$

$$T = 4152.48$$

T = 4,152 vehicle trips
with 50% (2,076 vph) entering and 50% (2,076 vph) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 1.73 * (X)$$

$$T = 1.73 * 61.500$$

$$T = 106.40$$

T = 106 vehicle trips
with 62% (66 vph) entering and 38% (40 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 5.19 * (X)$$

$$T = 5.19 * 61.500$$

$$T = 319.19$$

T = 319 vehicle trips
with 49% (156 vph) entering and 51% (163 vph) exiting.

SATURDAY DAILY

$$T = 81.07 * (X)$$

$$T = 81.07 * 61.500$$

$$T = 4985.81$$

T = 4,986 vehicle trips
with 50% (2,493 vph) entering and 50% (2,493 vph) exiting.

SATURDAY PEAK HOUR OF GENERATOR

$$T = 6.22 * (X)$$

$$T = 6.22 * 61.500$$

$$T = 382.53$$

T = 383 vehicle trips
with 52% (199 vph) entering and 48% (184 vph) exiting.

Institute of Transportation Engineers (ITE)

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

General Urban/Suburban

Average Vehicle Trips Ends vs: Dwelling Units
Independent Variable (X): 47

AVERAGE WEEKDAY DAILY

$$T = 4.77 * (X) - 46.46$$

$$T = 4.77 \quad * \quad 47 \quad - \quad 46.46$$

$$T = 177.73$$

$$T = 178 \quad \text{vehicle trips}$$

with 50% (89 vpd) entering and 50% (89 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 0.44 * (X) - 11.61$$

$$T = 0.44 \quad * \quad 47 \quad - \quad 11.61$$

$$T = 9.07$$

$$T = 9 \quad \text{vehicle trips}$$

with 23% (2 vph) entering and 77% (7 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 0.39 * (X) + 0.34$$

$$T = 0.39 \quad * \quad 47 \quad + \quad 0.34$$

$$T = 18.67$$

$$T = 19 \quad \text{vehicle trips}$$

with 61% (12 vph) entering and 39% (7 vph) exiting.

SATURDAY DAILY

$$\text{Ln } T = 0.94 \text{ Ln } (X) + 1.84$$

$$\text{Ln } T = 0.94 \quad \text{Ln}(47) + 1.84$$

$$\text{Ln } T = 5.46$$

$$T = 234.90$$

$$T = 234 \quad \text{vehicle trips}$$

with 50% (117 vpd) entering and 50% (117 vpd) exiting.

SATURDAY PEAK HOUR OF GENERATOR

$$\text{Ln } T = 1.00 \text{ Ln } (X) - 0.91$$

$$\text{Ln } T = 1.00 \quad \text{Ln}(47) - 0.91$$

$$\text{Ln } T = 2.94$$

$$T = 18.92$$

$$T = 19 \quad \text{vehicle trips}$$

with 51% (10 vpd) entering and 49% (9 vpd) exiting.

Institute of Transportation Engineers (ITE)

Land Use Code (LUC) 821 - Shopping Plaza (40-150k)

General Urban/Suburban

Average Vehicle Trips Ends vs: 1000 Sq. Ft. Gross Floor Area
Independent Variable (X): 74.500

AVERAGE WEEKDAY DAILY

$$T = 67.52 * (X)$$

$$T = 67.52 * 74.500$$

$$T = 5030.24$$

$$T = 5,030 \text{ vehicle trips}$$

with 50% (2,515 vph) entering and 50% (2,515 vph) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 1.73 * (X)$$

$$T = 1.73 * 74.500$$

$$T = 128.89$$

$$T = 129 \text{ vehicle trips}$$

with 62% (80 vph) entering and 38% (49 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 5.19 * (X)$$

$$T = 5.19 * 74.500$$

$$T = 386.66$$

$$T = 387 \text{ vehicle trips}$$

with 49% (190 vph) entering and 51% (197 vph) exiting.

SATURDAY DAILY

$$T = 81.07 * (X)$$

$$T = 81.07 * 74.500$$

$$T = 6039.72$$

$$T = 6,040 \text{ vehicle trips}$$

with 50% (3,020 vph) entering and 50% (3,020 vph) exiting.

SATURDAY PEAK HOUR OF GENERATOR

$$T = 6.22 * (X)$$

$$T = 6.22 * 74.500$$

$$T = 463.39$$

$$T = 463 \text{ vehicle trips}$$

with 52% (241 vph) entering and 48% (222 vph) exiting.

TRAFFIC IMPACT AND ACCESS STUDY

Beaver Brook Mill Redevelopment – Dracut, Massachusetts

JOURNEY-TO-WORK DATA

Destination Analysis												
Workers: Living in 01826												
Showing: Employment locations grouped by ZIP Codes (ZCTA)												
Job Counts by ZIP Codes (ZCTA) Where Workers are Employed - All Jobs												
	2022		To/From North		To/From South	To/From East	To/From West	To/From North		To/From South	To/From East	To/From West
	Count	Share	Mammoth Rd	Primrose Hill	Mammoth Rd	Lakeview	Lakeview	Mammoth Rd	Primrose Hill	Mammoth Rd	Lakeview	Lakeview
01826	1,588	8.3%			5%	90%	5%	0	0	79	1429	79
01852	1,038	5.4%			50%	50%		0	0	519	519	0
01810	725	3.8%		40%	30%	30%		0	290	218	218	0
01854	711	3.7%			100%			0	0	711	0	0
01824	621	3.2%			100%			0	0	621	0	0
01876	486	2.5%				100%		0	0	0	486	0
01801	447	2.3%		50%	25%	25%		0	224	112	112	0
01851	443	2.3%			100%			0	0	443	0	0
01803	426	2.2%			100%			0	0	426	0	0
01821	383	2.0%			50%	50%		0	0	192	192	0
01844	374	2.0%	40%	60%				150	224	0	0	0
01887	358	1.9%		50%		50%		0	179	0	179	0
01843	278	1.5%		50%		50%		0	139	0	139	0
03079	267	1.4%	70%	30%				187	80	0	0	0
03060	260	1.4%	50%				50%	130	0	0	0	130
01862	258	1.4%			70%	30%		0	0	181	77	0
01886	258	1.4%			30%		70%	0	0	77	0	181
01730	254	1.3%			100%			0	0	254	0	0
01879	238	1.2%	40%				60%	95	0	0	0	143
02139	203	1.1%		40%	60%			0	81	122	0	0
02451	195	1.0%			100%			0	0	195	0	0
01845	185	1.0%	20%	20%	40%	40%		37	37	74	74	0
01863	180	0.9%			100%			0	0	180	0	0
03051	180	0.9%	40%				60%	72	0	0	0	108
02116	172	0.9%		50%	50%			0	86	86	0	0
								671	1340	4489	3424	641
								6%	13%	42%	32%	6%
								5%	15%	45%	30%	5%

CAPACITY ANALYSIS METHODOLOGY

CAPACITY ANALYSIS METHODOLOGY

A primary result of capacity analysis is the assignment of levels of service to traffic facilities under various traffic flow conditions. The capacity analysis methodology is based on the concepts and procedures in the *Highway Capacity Manual* (HCM).⁷ The concept of level of service (LOS) is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six levels of service are defined for each type of facility. They are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst. Since the level of service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of levels of service, depending on the time of day, day of week, or period of year. A description of the operating condition under each level of service is provided below:

- *LOS A* describes conditions with little to no delay to motorists.
- *LOS B* represents a desirable level with relatively low delay to motorists.
- *LOS C* describes conditions with average delays to motorists.
- *LOS D* describes operations where the influence of congestion becomes more noticeable. Delays are still within an acceptable range.
- *LOS E* represents operating conditions with high delay values. This level is considered by many agencies to be the limit of acceptable delay.
- *LOS F* is considered to be unacceptable to most drivers with high delay values that often occur, when arrival flow rates exceed the capacity of the intersection.

Unsignalized Intersections

Levels of service for unsignalized intersections are calculated using the operational analysis methodology of the HCM. The procedure accounts for lane configuration on both the minor and major street approaches, conflicting traffic stream volumes, and the type of intersection control (STOP, YIELD, or all-way STOP control). The definition of level of service for unsignalized intersections is a function of average *control* delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The level-of-service criteria for unsignalized intersections are shown in Table A-1.

Signalized Intersections

Levels of service for signalized intersections are also calculated using the operational analysis methodology of the HCM. The methodology for signalized intersections assesses the effects of signal type, timing, phasing, and progression; vehicle mix; and geometrics on average *control* delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Table A-1 summarizes the relationship between level of service and average control delay.

⁷ *Highway Capacity Manual 2000*, Transportation Research Board; Washington, D.C.; 2000.

TABLE A-1
Level-of-Service Criteria for Intersections

Level of Service	Unsignalized Intersection Criteria Average Control Delay (Seconds per Vehicle)	Signalized Intersection Criteria Average Control Delay (Seconds per Vehicle)
A	≤10	≤10
B	>10 and ≤15	>10 and ≤20
C	>15 and ≤25	>20 and ≤35
D	>25 and ≤35	>35 and ≤55
E	>35 and ≤50	>55 and ≤80
F	>50	>80

Source *Highway Capacity Manual 2000*, Transportation Research Board; Washington, D.C.; 2000.
Pages 10-16, 20-6, and 17-2.

For signalized intersections, this delay criterion may be applied in assigning level-of-service designations to individual lane groups, to individual intersection approaches, or to the entire intersection. For unsignalized intersections, this delay criterion may be applied in assigning level-of-service designations to individual lane groups or to individual intersection approaches.

TRAFFIC IMPACT AND ACCESS STUDY

Beaver Brook Mill Redevelopment – Dracut, Massachusetts

STOP-DELAY/QUEUE STUDY

Mill Street NB Stop-Queue-Delay
onto Lakeview Avenue
Queue/Delay Study
City, State: Dracut, MA
Date: Thursday, March 27, 2025
Time: 7:15am-8:15am
PDI File#: 250515-Queue-Delay
Client: GPI/ S. Theriault
Client #: NEX-201147.00

Mill St NB

Vehicle #	Entered Queue	Left Queue	Delay in sec.	Queue Length	Turning Movement
1	7:15:23 AM	7:15:23 AM	00:00	1	Right
2	7:16:50 AM	7:16:53 AM	00:03	1	Right
3	7:17:48 AM	7:17:52 AM	00:04	1	Right
4	7:19:26 AM	7:19:26 AM	00:00	1	Right
5	7:19:49 AM	7:20:02 AM	00:13	1	Right
6	7:20:07 AM	7:20:12 AM	00:05	1	Right
7	7:20:22 AM	7:20:42 AM	00:20	1	Right
8	7:21:09 AM	7:21:26 AM	00:17	1	Right
9	7:27:01 AM	7:27:07 AM	00:06	1	Right
10	7:27:46 AM	7:27:46 AM	00:00	1	Right
11	7:28:33 AM	7:28:33 AM	00:00	1	Right
12	7:31:03 AM	7:31:03 AM	00:00	1	Right
13	7:31:11 AM	7:31:43 AM	00:32	1	Left
14	7:32:54 AM	7:33:00 AM	00:06	1	Right
15	7:33:50 AM	7:33:53 AM	00:03	1	Right
16	7:39:31 AM	7:39:31 AM	00:00	1	Right
17	7:40:52 AM	7:40:52 AM	00:00	1	Right
18	7:42:54 AM	7:42:56 AM	00:02	1	Right
19	7:44:47 AM	7:44:47 AM	00:00	1	Right
20	7:45:12 AM	7:45:12 AM	00:00	1	Right
21	7:47:21 AM	7:47:47 AM	00:26	1	Right
22	7:51:31 AM	7:51:31 AM	00:00	1	Right
23	7:53:33 AM	7:53:55 AM	00:22	1	Right
24	7:54:17 AM	7:54:23 AM	00:06	1	Right
25	7:58:34 AM	7:58:46 AM	00:12	1	Right
26	7:58:53 AM	7:58:59 AM	00:06	1	Right
27	8:00:58 AM	8:00:59 AM	00:01	1	Right
28	8:02:04 AM	8:02:19 AM	00:15	1	Right
29	8:02:13 AM	8:02:34 AM	00:21	2	Right
30	8:04:32 AM	8:04:32 AM	00:00	1	Right
31	8:04:45 AM	8:04:46 AM	00:01	1	Right
32	8:05:37 AM	8:05:37 AM	00:00	1	Right
33	8:06:26 AM	8:06:31 AM	00:05	1	Right
34	8:07:29 AM	8:07:40 AM	00:11	1	Right
35	8:10:00 AM	8:10:00 AM	00:00	1	Right
36	8:10:04 AM	8:10:06 AM	00:02	1	Right
37	8:11:22 AM	8:11:37 AM	00:15	1	Right
38	8:12:47 AM	8:12:56 AM	00:09	1	Right

Totals

Total Vehicles	38
Ave Stopped Time	00:07
Max Stopped Time	00:32
Average Queue	1.03
Max Queue	2
Total Delay	0:04:23

Mill Street NB Stop-Queue-Delay
 onto Lakeview Avenue
 Queue/Delay Study
 City, State: Dracut, MA
 Date: Thursday, March 27, 2025
 Time: 4:15pm-5:15pm
 PDI File#: 250515-Queue-Delay
 Client: GPI/ S. Theriault
 Client #: NEX-201147.00

Vehicle #	Entered Queue	Left Queue	Delay in sec.	Queue Length	Turning Movement
1	4:15:30 PM	4:15:36 PM	00:06	1	Right
2	4:16:17 PM	4:16:47 PM	00:30	1	Right
3	4:20:33 PM	4:20:33 PM	00:00	1	Right
4	4:20:45 PM	4:20:49 PM	00:04	1	Right
5	4:21:22 PM	4:21:29 PM	00:07	1	Right
6	4:21:48 PM	4:21:57 PM	00:09	1	Right
7	4:22:09 PM	4:22:11 PM	00:02	1	Right
8	4:23:23 PM	4:23:32 PM	00:09	1	Right
9	4:23:25 PM	4:23:57 PM	00:32	2	Right
10	4:24:00 PM	4:24:27 PM	00:27	1	Left
11	4:25:25 PM	4:25:31 PM	00:06	1	Right
12	4:25:38 PM	4:25:38 PM	00:00	1	Right
13	4:26:41 PM	4:26:43 PM	00:02	1	Right
14	4:27:33 PM	4:27:33 PM	00:00	1	Right
15	4:27:41 PM	4:27:41 PM	00:00	1	Right
16	4:27:50 PM	4:28:03 PM	00:13	1	Right
17	4:28:10 PM	4:28:26 PM	00:16	1	Right
18	4:29:47 PM	4:29:53 PM	00:06	1	Right
19	4:30:01 PM	4:30:41 PM	00:40	1	Right
20	4:30:21 PM	4:30:45 PM	00:24	2	Right
21	4:30:40 PM	4:31:52 PM	01:12	3	Left
22	4:31:41 PM	4:32:36 PM	00:55	2	Left
23	4:31:21 PM	4:33:03 PM	01:42	3	Left
24	4:32:02 PM	4:33:18 PM	01:16	3	Right
25	4:32:48 PM	4:33:24 PM	00:36	3	Left
26	4:34:51 PM	4:34:56 PM	00:05	1	Right
27	4:35:35 PM	4:35:37 PM	00:02	1	Right
28	4:36:01 PM	4:36:03 PM	00:02	1	Right
29	4:36:58 PM	4:37:17 PM	00:19	1	Left
30	4:37:14 PM	4:38:19 PM	01:05	2	Left
31	4:37:50 PM	4:38:23 PM	00:33	2	Right
32	4:38:29 PM	4:38:46 PM	00:17	1	Left
33	4:40:09 PM	4:40:16 PM	00:07	1	Right
34	4:40:59 PM	4:40:59 PM	00:00	1	Right
35	4:41:03 PM	4:41:07 PM	00:04	1	Right
36	4:41:12 PM	4:41:29 PM	00:17	1	Right
37	4:41:16 PM	4:41:40 PM	00:24	2	Right
38	4:41:47 PM	4:41:49 PM	00:02	1	Right
39	4:41:56 PM	4:41:56 PM	00:00	1	Right
40	4:43:28 PM	4:43:49 PM	00:21	1	Left
41	4:44:23 PM	4:44:23 PM	00:00	1	Right
42	4:45:38 PM	4:45:38 PM	00:00	1	Right
43	4:46:15 PM	4:46:20 PM	00:05	1	Right
44	4:48:01 PM	4:48:35 PM	00:34	1	Left
45	4:48:33 PM	4:48:37 PM	00:04	2	Right
46	4:48:56 PM	4:49:05 PM	00:09	1	Right
47	4:50:20 PM	4:50:20 PM	00:00	1	Right
48	4:50:29 PM	4:50:33 PM	00:04	1	Left
49	4:50:36 PM	4:51:01 PM	00:25	1	Left
50	4:50:37 PM	4:51:12 PM	00:35	2	Right
51	4:51:16 PM	4:51:16 PM	00:00	1	Right
52	4:53:35 PM	4:54:06 PM	00:31	1	Right
53	4:54:46 PM	4:54:50 PM	00:04	1	Right
54	4:54:53 PM	4:56:00 PM	01:07	1	Left
55	4:55:06 PM	4:56:03 PM	00:57	2	Right
56	4:56:19 PM	4:56:27 PM	00:08	1	Right
57	4:58:00 PM	4:58:00 PM	00:00	1	Right
58	4:58:39 PM	4:58:43 PM	00:04	1	Right
59	4:58:50 PM	4:59:50 PM	01:00	1	Right
60	4:59:34 PM	4:59:58 PM	00:24	2	Right
61	5:00:25 PM	5:00:31 PM	00:06	1	Right
62	5:00:29 PM	5:01:09 PM	00:40	2	Right
63	5:00:36 PM	5:01:18 PM	00:42	2	Right
64	5:00:52 PM	5:01:30 PM	00:38	3	Right
65	5:01:03 PM	5:02:09 PM	01:06	4	Left
66	5:01:30 PM	5:02:13 PM	00:43	2	Right
67	5:05:12 PM	5:05:55 PM	00:43	1	Right
68	5:07:42 PM	5:07:54 PM	00:12	1	Right
69	5:08:18 PM	5:08:18 PM	00:00	1	Right
70	5:08:29 PM	5:08:50 PM	00:21	1	Left
71	5:08:46 PM	5:08:59 PM	00:13	2	Left
72	5:10:24 PM	5:10:56 PM	00:32	1	Left
73	5:11:54 PM	5:12:01 PM	00:07	1	Right
74	5:12:12 PM	5:12:18 PM	00:06	1	Right
75	5:13:33 PM	5:13:40 PM	00:07	1	Right
76	5:14:03 PM	5:15:27 PM	01:24	1	Left

Mill St NB	
Ralph Road	
Totals	
Total Vehicles	76
Ave Stopped Time	00:21
Max Stopped Time	01:42
Average Queue	1.36
Max Queue	4
Total Delay	0:27:03

Mill Street NB Stop-Queue-Delay
onto Lakeview Avenue
Queue/Delay Study
City, State: Dracut, MA
Date: Saturday, March 29, 2025
Time: 11:15am-12:15pm
PDI File#: 250515-Queue-Delay
Client: GPI/ S. Theriault
Client #: NEX-201147.00

Mill St NB
Ralph Road
Totals

Vehicle #	Entered Queue	Left Queue	Delay in sec.	Queue Length	Turning Movement
1	11:15:22 AM	11:15:25 AM	00:03	1	Right
2	11:15:55 AM	11:16:48 AM	00:53	1	Left
3	11:16:28 AM	11:16:54 AM	00:26	2	Right
4	11:17:44 AM	11:17:51 AM	00:07	1	Right
5	11:17:46 AM	11:17:56 AM	00:10	2	Left
6	11:18:03 AM	11:18:21 AM	00:18	1	Left
7	11:18:37 AM	11:18:49 AM	00:12	1	Right
8	11:21:28 AM	11:21:50 AM	00:22	1	Right
9	11:23:12 AM	11:23:28 AM	00:16	1	Right
10	11:23:46 AM	11:23:53 AM	00:07	1	Right
11	11:28:38 AM	11:28:38 AM	00:00	1	Right
12	11:29:22 AM	11:30:20 AM	00:58	1	Left
13	11:30:01 AM	11:30:26 AM	00:25	2	Left
14	11:31:08 AM	11:31:19 AM	00:11	1	Right
15	11:32:37 AM	11:32:46 AM	00:09	1	Right
16	11:33:13 AM	11:33:36 AM	00:23	1	Thru
17	11:35:46 AM	11:35:50 AM	00:04	1	Left
18	11:36:14 AM	11:36:17 AM	00:03	1	Right
19	11:39:05 AM	11:39:05 AM	00:00	1	Right
20	11:40:52 AM	11:40:57 AM	00:05	1	Right
21	11:41:04 AM	11:41:13 AM	00:09	1	Right
22	11:41:05 AM	11:41:21 AM	00:16	2	Right
23	11:41:43 AM	11:41:54 AM	00:11	1	Right
24	11:41:44 AM	11:41:58 AM	00:14	2	Right
25	11:42:25 AM	11:42:26 AM	00:01	1	Right
26	11:42:53 AM	11:42:53 AM	00:00	1	Right
27	11:44:50 AM	11:45:04 AM	00:14	1	Right
28	11:49:08 AM	11:49:38 AM	00:30	1	Left
29	11:49:10 AM	11:49:42 AM	00:32	2	Right
30	11:51:15 AM	11:51:23 AM	00:08	1	Right
31	11:51:30 AM	11:52:00 AM	00:30	1	Left
32	11:51:50 AM	11:52:06 AM	00:16	2	Right
33	11:53:52 AM	11:54:12 AM	00:20	1	Right
34	11:56:55 AM	11:56:55 AM	00:00	1	Right
35	11:57:24 AM	11:57:24 AM	00:00	1	Right
36	11:58:40 AM	11:58:47 AM	00:07	1	Right
37	11:59:32 AM	11:59:39 AM	00:07	1	Left
38	11:59:55 AM	11:59:59 AM	00:04	1	Right
39	12:00:26 PM	12:00:28 PM	00:02	1	Right
40	12:01:02 PM	12:01:28 PM	00:26	1	Right
41	12:04:18 PM	12:04:19 PM	00:01	1	Right
42	12:04:33 PM	12:04:40 PM	00:07	1	Left
43	12:08:28 PM	12:08:47 PM	00:19	1	Right
44	12:10:18 PM	12:10:19 PM	00:01	1	Right
45	12:10:49 PM	12:10:49 PM	00:00	1	Right
46	12:12:35 PM	12:12:47 PM	00:12	1	Right
47	12:12:46 PM	12:12:58 PM	00:12	2	Right
48	12:13:41 PM	12:13:41 PM	00:00	1	Right
49	12:13:48 PM	12:14:18 PM	00:30	1	Left

Total Vehicles	49
Ave Stopped Time	00:13
Max Stopped Time	00:58
Average Queue	1.16
Max Queue	2
Total Delay	0:10:41

Stop-Delay Calculations

		Avg Stopped		Control		Final Control
		Time (sec)		Delay	Adjusted tc	Delay Check
Mill Street Approach						
AM	7	x 1.3 =	9.1	2.0, 1.0	9.2	√
PM	21	x 1.3 =	27.3	4.2, 3.6	27.5	√
SAT	13	x 1.3 =	16.9	5.1, 4.5, 4.1	16.9	√

CAPACITY AND QUEUE ANALYSIS WORKSHEETS

1: Mammoth Rd & Lakeview Ave
Lanes, Volumes, Timings

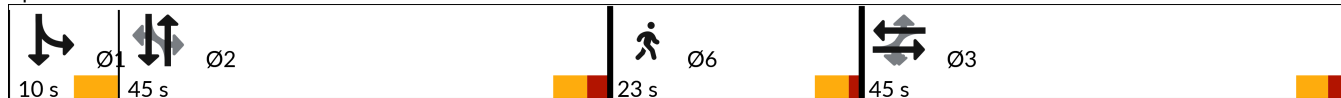
2025 Existing
Timing Plan: Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	328	19	32	297	0	21	168	71	263	327	43
Future Volume (vph)	21	328	19	32	297	0	21	168	71	263	327	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	175		0	0		0	150		0
Storage Lanes	1		1	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			No			Yes			No			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1350			1050			1136			789	
Travel Time (s)		30.7			23.9			25.8			17.9	
Peak Hour Factor	0.91	0.91	0.91	0.78	0.78	0.78	0.78	0.78	0.78	0.93	0.93	0.93
Heavy Vehicles (%)	5%	5%	0%	3%	4%	0%	0%	4%	4%	3%	2%	2%
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		D.P+P	NA	
Protected Phases		3			3			2		1	12	
Permitted Phases	3		3	3			2			2		
Detector Phase	3	3	3	3	3		2	2		1	12	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		6.0		
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0		
Total Split (s)	45.0	45.0	45.0	45.0	45.0		45.0	45.0		10.0		
Total Split (%)	36.6%	36.6%	36.6%	36.6%	36.6%		36.6%	36.6%		8.1%		
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		4.0		
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		0.0		
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0			-1.0		-4.0		
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0		0.0		
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	Max	Max	Max	Max	Max		Max	Max		Max		

Intersection Summary

Area Type: Other
Cycle Length: 123
Actuated Cycle Length: 104.6
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Mammoth Rd & Lakeview Ave



Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	23.0
Total Split (s)	23.0
Total Split (%)	19%
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Intersection Summary	

1: Mammoth Rd & Lakeview Ave
Queues

2025 Existing
Timing Plan: Weekday AM

								
Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	23	360	21	41	381	333	283	398
v/c Ratio	0.09	0.50	0.03	0.15	0.53	0.50	0.54	0.41
Control Delay (s/veh)	24.2	28.4	22.6	24.9	29.0	28.7	20.2	17.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.2	28.4	22.6	24.9	29.0	28.7	20.2	17.5
Queue Length 50th (ft)	9	165	8	16	177	153	92	135
Queue Length 95th (ft)	34	341	31	45	300	265	216	307
Internal Link Dist (ft)		1270			970	1056		709
Turn Bay Length (ft)	150		150	175			150	
Base Capacity (vph)	254	714	637	275	721	660	528	972
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.50	0.03	0.15	0.53	0.50	0.54	0.41
Intersection Summary								

1: Mammoth Rd & Lakeview Ave
HCM Signalized Intersection Capacity Analysis

2025 Existing
Timing Plan: Weekday AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	328	19	32	297	0	21	168	71	263	327	43
Future Volume (vph)	21	328	19	32	297	0	21	168	71	263	327	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0		0.0	0.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00			0.96		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1719	1810	1615	1752	1827			1758		1752	1830	
Flt Permitted	0.36	1.00	1.00	0.38	1.00			0.95		0.45	1.00	
Satd. Flow (perm)	644	1810	1615	700	1827			1675		832	1830	
Peak-hour factor, PHF	0.91	0.91	0.91	0.78	0.78	0.78	0.78	0.78	0.78	0.93	0.93	0.93
Adj. Flow (vph)	23	360	21	41	381	0	27	215	91	283	352	46
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	3	0
Lane Group Flow (vph)	23	360	21	41	381	0	0	333	0	283	395	0
Heavy Vehicles (%)	5%	5%	0%	3%	4%	0%	0%	4%	4%	3%	2%	2%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		D.P+P	NA	
Protected Phases		3			3			2		1	1 2	
Permitted Phases	3		3	3			2			2		
Actuated Green, G (s)	40.3	40.3	40.3	40.3	40.3			40.3		46.3	50.3	
Effective Green, g (s)	41.3	41.3	41.3	41.3	41.3			41.3		54.3	54.3	
Actuated g/C Ratio	0.38	0.38	0.38	0.38	0.38			0.38		0.50	0.50	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0			5.0		4.0		
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0			2.0		2.0		
Lane Grp Cap (vph)	246	693	618	268	699			641		504	921	
v/s Ratio Prot		0.20			c0.21					c0.05	0.22	
v/s Ratio Perm	0.04		0.01	0.06				c0.20		0.23		
v/c Ratio	0.09	0.52	0.03	0.15	0.55			0.52		0.56	0.43	
Uniform Delay, d1	21.3	25.6	20.8	21.8	25.9			25.6		17.1	16.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.8	2.8	0.1	1.2	3.0			3.0		4.5	1.5	
Delay (s)	22.0	28.4	20.9	23.0	29.0			28.6		21.6	18.4	
Level of Service	C	C	C	C	C			C		C	B	
Approach Delay (s/veh)		27.6			28.4			28.6			19.7	
Approach LOS		C			C			C			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			25.1			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.50									
Actuated Cycle Length (s)			107.8			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			68.9%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

2: Mill St/Myron St & Lakeview Ave
Lanes, Volumes, Timings

2025 Existing
Timing Plan: Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	669	12	33	550	7	1	0	37	0	0	0
Future Volume (vph)	1	669	12	33	550	7	1	0	37	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1050			203			700			431	
Travel Time (s)		23.9			4.6			15.9			9.8	
Confl. Bikes (#/hr)			2			1						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.79	0.79	0.79	0.25	0.25	0.25
Heavy Vehicles (%)	0%	4%	0%	3%	3%	0%	0%	0%	8%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2: Mill St/Myron St & Lakeview Ave HCM Unsignalized Intersection Capacity Analysis

2025 Existing
Timing Plan: Weekday AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	669	12	33	550	7	1	0	37	0	0	0
Future Volume (Veh/h)	1	669	12	33	550	7	1	0	37	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.79	0.79	0.79	0.25	0.25	0.25
Hourly flow rate (vph)	1	787	14	39	647	8	1	0	47	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		1050										
pX, platoon unblocked				0.77			0.77	0.77	0.77	0.77	0.77	
vC, conflicting volume	655			801			1525	1529	794	1572	1532	651
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	655			590			1533	1538	581	1594	1542	651
tC, single (s)	4.1			4.1			*2.0	6.5	*1.0	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.4	3.5	4.0	3.3
p0 queue free %	100			95			100	100	95	100	100	100
cM capacity (veh/h)	942			753			622	85	905	61	85	472
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	802	694	48									
Volume Left	1	39	1									
Volume Right	14	8	47									
cSH	942	753	896									
Volume to Capacity	0.00	0.05	0.05									
Queue Length 95th (ft)	0	4	4									
Control Delay (s/veh)	0.0	1.4	9.2									
Lane LOS	A	A	A									
Approach Delay (s/veh)	0.0	1.4	9.2									
Approach LOS			A									
Intersection Summary												
Average Delay			0.9									
Intersection Capacity Utilization			65.3%			ICU Level of Service			C			
Analysis Period (min)			15									

* User Entered Value

3: Site Driveway & Lakeview Ave Lanes, Volumes, Timings

2025 Existing
Timing Plan: Weekday AM

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	703	3	9	590	0	4
Future Volume (vph)	703	3	9	590	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	203			238	524	
Travel Time (s)	4.6			5.4	11.9	
Confl. Peds. (#/hr)		1	1			
Confl. Bikes (#/hr)		2				
Peak Hour Factor	0.84	0.84	0.84	0.84	0.50	0.50
Heavy Vehicles (%)	5%	0%	0%	2%	0%	0%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

3: Site Driveway & Lakeview Ave HCM Unsignalized Intersection Capacity Analysis

2025 Existing
Timing Plan: Weekday AM

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	EB	EB	WB	WB	NB	NB
Traffic Volume (veh/h)	703	3	9	590	0	4
Future Volume (Veh/h)	703	3	9	590	0	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.50	0.50
Hourly flow rate (vph)	837	4	11	702	0	8
Pedestrians					1	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					0	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	1253					
pX, platoon unblocked			0.79		0.79	0.79
vC, conflicting volume			842		1564	840
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			672		1581	669
tC, single (s)			4.1		6.4	*1.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	99
cM capacity (veh/h)			737		95	962
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	841	713	8			
Volume Left	0	11	0			
Volume Right	4	0	8			
cSH	1700	737	962			
Volume to Capacity	0.49	0.01	0.01			
Queue Length 95th (ft)	0	1	1			
Control Delay (s/veh)	0.0	0.4	8.8			
Lane LOS		A	A			
Approach Delay (s/veh)	0.0	0.4	8.8			
Approach LOS			A			
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			48.2%	ICU Level of Service		A
Analysis Period (min)			15			

* User Entered Value

4: Lakeview Ave & Primrose Hill Rd
Lanes, Volumes, Timings

2025 Existing
Timing Plan: Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	525	0	0	431	37	3	0	0	25	0	165
Future Volume (vph)	182	525	0	0	431	37	3	0	0	25	0	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		238			959			517			725	
Travel Time (s)		5.4			21.8			11.8			16.5	
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)			2			1						
Peak Hour Factor	0.83	0.83	0.83	0.79	0.79	0.79	0.25	0.25	0.25	0.86	0.86	0.86
Heavy Vehicles (%)	7%	3%	0%	0%	2%	8%	0%	0%	0%	4%	0%	2%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

4: Lakeview Ave & Primrose Hill Rd
HCM Unsignalized Intersection Capacity Analysis

2025 Existing
Timing Plan: Weekday AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	525	0	0	431	37	3	0	0	25	0	165
Future Volume (Veh/h)	182	525	0	0	431	37	3	0	0	25	0	165
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.79	0.79	0.79	0.25	0.25	0.25	0.86	0.86	0.86
Hourly flow rate (vph)	219	633	0	0	546	47	12	0	0	29	0	192
Pedestrians								1				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								3.5				
Percent Blockage								0				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	593			634			1834	1665	634	1641	1642	570
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	593			634			1834	1665	634	1641	1642	570
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	77			100			61	100	100	56	100	63
cM capacity (veh/h)	959			958			31	75	482	65	78	521
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	852	593	12	221								
Volume Left	219	0	12	29								
Volume Right	0	47	0	192								
cSH	959	958	31	272								
Volume to Capacity	0.23	0.00	0.39	0.81								
Queue Length 95th (ft)	22	0	31	162								
Control Delay (s/veh)	5.2	0.0	182.9	57.5								
Lane LOS	A		F	F								
Approach Delay (s/veh)	5.2	0.0	182.9	57.5								
Approach LOS			F	F								
Intersection Summary												
Average Delay			11.5									
Intersection Capacity Utilization			83.6%		ICU Level of Service				E			
Analysis Period (min)			15									

5: Mill St & Water St/Site Driveway
Lanes, Volumes, Timings

2025 Existing
Timing Plan: Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	2	0	1	6	0	2	28	2	10	23	5
Future Volume (vph)	9	2	0	1	6	0	2	28	2	10	23	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		400			356			188			700	
Travel Time (s)		9.1			8.1			4.3			15.9	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.69	0.69	0.69	0.44	0.44	0.44	0.67	0.67	0.67	0.79	0.79	0.79
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%	4%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

5: Mill St & Water St/Site Driveway HCM Unsignalized Intersection Capacity Analysis

2025 Existing
Timing Plan: Weekday AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	2	0	1	6	0	2	28	2	10	23	5
Future Volume (Veh/h)	9	2	0	1	6	0	2	28	2	10	23	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.69	0.69	0.69	0.44	0.44	0.44	0.67	0.67	0.67	0.79	0.79	0.79
Hourly flow rate (vph)	13	3	0	2	14	0	3	42	3	13	29	6
Pedestrians					1							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					3.5							
Percent Blockage					0							
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	115	110	32	110	112	45	35			46		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	115	110	32	110	112	45	35			46		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	100	100	98	100	100			99		
cM capacity (veh/h)	848	775	1048	862	774	1030	1589			1573		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	16	16	48	48								
Volume Left	13	2	3	13								
Volume Right	0	0	3	6								
cSH	833	784	1589	1573								
Volume to Capacity	0.02	0.02	0.00	0.01								
Queue Length 95th (ft)	1	2	0	1								
Control Delay (s/veh)	9.4	9.7	0.5	2.0								
Lane LOS	A	A	A	A								
Approach Delay (s/veh)	9.4	9.7	0.5	2.0								
Approach LOS	A	A										
Intersection Summary												
Average Delay			3.3									
Intersection Capacity Utilization			15.1%		ICU Level of Service				A			
Analysis Period (min)			15									

6: Mammoth Rd & Mill St
Lanes, Volumes, Timings

2025 Existing
Timing Plan: Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	31	0	6	0	214	15	6	419	0
Future Volume (vph)	0	0	0	31	0	6	0	214	15	6	419	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		494			516			929			1136	
Travel Time (s)		11.2			11.7			21.1			25.8	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.25	0.25	0.25	0.93	0.93	0.93	0.88	0.88	0.88	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	3%	0%	17%	0%	2%	7%	50%	1%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

6: Mammoth Rd & Mill St
HCM Unsignalized Intersection Capacity Analysis

2025 Existing
Timing Plan: Weekday AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	31	0	6	0	214	15	6	419	0
Future Volume (Veh/h)	0	0	0	31	0	6	0	214	15	6	419	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.93	0.93	0.93	0.88	0.88	0.88	0.89	0.89	0.89
Hourly flow rate (vph)	0	0	0	33	0	6	0	243	17	7	471	0
Pedestrians					1							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					3.5							
Percent Blockage					0							
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											1136	
pX, platoon unblocked	0.90	0.90	0.90	0.90	0.90		0.90					
vC, conflicting volume	743	746	471	738	738	253	471			261		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	657	661	355	652	652	253	355			261		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.4	4.1			4.6		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.5	2.2			2.7		
p0 queue free %	100	100	100	90	100	99	100			99		
cM capacity (veh/h)	338	344	623	339	348	750	1092			1069		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	39	260	478								
Volume Left	0	33	0	7								
Volume Right	0	6	17	0								
cSH	1700	370	1092	1069								
Volume to Capacity	0.00	0.11	0.00	0.01								
Queue Length 95th (ft)	0	9	0	0								
Control Delay (s/veh)	0.0	15.9	0.0	0.2								
Lane LOS	A	C		A								
Approach Delay (s/veh)	0.0	15.9	0.0	0.2								
Approach LOS	A	C										
Intersection Summary												
Average Delay			0.9									
Intersection Capacity Utilization			36.8%		ICU Level of Service				A			
Analysis Period (min)			15									

1: Mammoth Rd & Lakeview Ave
Lanes, Volumes, Timings

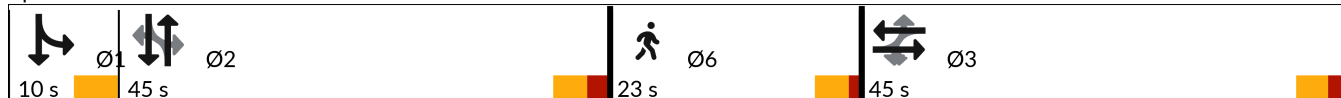
2025 Existing
Timing Plan: Weekday PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	509	26	40	385	0	37	323	77	273	209	39
Future Volume (vph)	23	509	26	40	385	0	37	323	77	273	209	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	175		0	0		0	150		0
Storage Lanes	1		1	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			No			Yes			No			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1350			1050			1136			789	
Travel Time (s)		30.7			23.9			25.8			17.9	
Peak Hour Factor	0.88	0.88	0.88	0.92	0.92	0.92	0.96	0.96	0.96	0.90	0.90	0.90
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	1%	0%	1%	1%	0%
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		D.P+P	NA	
Protected Phases		3			3			2		1	12	
Permitted Phases	3		3	3			2			2		
Detector Phase	3	3	3	3	3		2	2		1	12	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		6.0		
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0		
Total Split (s)	45.0	45.0	45.0	45.0	45.0		45.0	45.0		10.0		
Total Split (%)	36.6%	36.6%	36.6%	36.6%	36.6%		36.6%	36.6%		8.1%		
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		4.0		
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		0.0		
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0			-1.0		-4.0		
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0		0.0		
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	Max	Max	Max	Max	Max		Max	Max		Max		

Intersection Summary

Area Type: Other
Cycle Length: 123
Actuated Cycle Length: 104.6
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Mammoth Rd & Lakeview Ave



Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	23.0
Total Split (s)	23.0
Total Split (%)	19%
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Intersection Summary	

1: Mammoth Rd & Lakeview Ave
Queues

2025 Existing
Timing Plan: Weekday PM

								
Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	26	578	30	43	418	455	303	275
v/c Ratio	0.11	0.78	0.05	0.38	0.56	0.66	0.65	0.28
Control Delay (s/veh)	24.6	37.6	22.5	38.3	29.7	32.9	24.2	15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.6	37.6	22.5	38.3	29.7	32.9	24.2	15.4
Queue Length 50th (ft)	10	307	11	19	198	226	99	84
Queue Length 95th (ft)	36	#634	39	71	400	459	#248	201
Internal Link Dist (ft)		1270			970	1056		709
Turn Bay Length (ft)	150		150	175			150	
Base Capacity (vph)	237	742	637	112	742	691	468	979
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.78	0.05	0.38	0.56	0.66	0.65	0.28

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

1: Mammoth Rd & Lakeview Ave
HCM Signalized Intersection Capacity Analysis

2025 Existing
Timing Plan: Weekday PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	509	26	40	385	0	37	323	77	273	209	39
Future Volume (vph)	23	509	26	40	385	0	37	323	77	273	209	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0		0.0	0.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00			0.98		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1805	1881	1615	1805	1881			1833		1787	1840	
Flt Permitted	0.32	1.00	1.00	0.15	1.00			0.95		0.36	1.00	
Satd. Flow (perm)	600	1881	1615	285	1881			1753		684	1840	
Peak-hour factor, PHF	0.88	0.88	0.88	0.92	0.92	0.92	0.96	0.96	0.96	0.90	0.90	0.90
Adj. Flow (vph)	26	578	30	43	418	0	39	336	80	303	232	43
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	5	0
Lane Group Flow (vph)	26	578	30	43	418	0	0	455	0	303	270	0
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	1%	0%	1%	1%	0%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		D.P+P	NA	
Protected Phases		3			3			2		1	1 2	
Permitted Phases	3		3	3			2			2		
Actuated Green, G (s)	40.3	40.3	40.3	40.3	40.3			40.3		46.3	50.3	
Effective Green, g (s)	41.3	41.3	41.3	41.3	41.3			41.3		54.3	54.3	
Actuated g/C Ratio	0.38	0.38	0.38	0.38	0.38			0.38		0.50	0.50	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0			5.0		4.0		
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0			2.0		2.0		
Lane Grp Cap (vph)	229	720	618	109	720			671		446	926	
v/s Ratio Prot		c0.31			0.22					c0.06	0.15	
v/s Ratio Perm	0.04		0.02	0.15				c0.26		0.28		
v/c Ratio	0.11	0.80	0.05	0.39	0.58			0.68		0.68	0.29	
Uniform Delay, d1	21.4	29.6	20.9	24.2	26.4			27.7		19.0	15.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	1.0	9.2	0.1	10.4	3.4			5.4		8.1	0.8	
Delay (s)	22.4	38.8	21.0	34.5	29.8			33.2		27.1	16.4	
Level of Service	C	D	C	C	C			C		C	B	
Approach Delay (s/veh)		37.3			30.2			33.2			22.0	
Approach LOS		D			C			C			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			30.7			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			107.8			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			82.1%			ICU Level of Service				E		
Analysis Period (min)			15									
c Critical Lane Group												

2: Mill St/Myron St & Lakeview Ave
Lanes, Volumes, Timings

2025 Existing
Timing Plan: Weekday PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	873	30	48	814	27	17	0	58	0	0	0
Future Volume (vph)	2	873	30	48	814	27	17	0	58	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1050			203			700			431	
Travel Time (s)		23.9			4.6			15.9			9.8	
Confl. Peds. (#/hr)	1		6	6		1	1					1
Confl. Bikes (#/hr)			4			1						
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.82	0.82	0.82	0.25	0.25	0.25
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	6%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2: Mill St/Myron St & Lakeview Ave HCM Unsignalized Intersection Capacity Analysis

2025 Existing
Timing Plan: Weekday PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	873	30	48	814	27	17	0	58	0	0	0
Future Volume (Veh/h)	2	873	30	48	814	27	17	0	58	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.82	0.82	0.82	0.25	0.25	0.25
Hourly flow rate (vph)	2	949	33	52	875	29	21	0	71	0	0	0
Pedestrians		1						6			1	
Lane Width (ft)		12.0						12.0			0.0	
Walking Speed (ft/s)		3.5						3.5			3.5	
Percent Blockage		0						1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		1050										
pX, platoon unblocked				0.60			0.60	0.60	0.60	0.60	0.60	
vC, conflicting volume	905			988			1970	1985	972	2035	1987	892
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	905			651			2280	2304	623	2388	2307	892
tC, single (s)	4.1			4.1			*4.2	6.5	*3.6	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.6	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			91			79	100	85	100	100	100
cM capacity (veh/h)	760			567			99	21	460	11	21	344
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	984	956	92									
Volume Left	2	52	21									
Volume Right	33	29	71									
cSH	760	567	251									
Volume to Capacity	0.00	0.09	0.37									
Queue Length 95th (ft)	0	8	40									
Control Delay (s/veh)	0.1	2.9	27.5									
Lane LOS	A	A	D									
Approach Delay (s/veh)	0.1	2.9	27.5									
Approach LOS			D									
Intersection Summary												
Average Delay			2.6									
Intersection Capacity Utilization			99.4%			ICU Level of Service			F			
Analysis Period (min)			15									

* User Entered Value

3: Site Driveway & Lakeview Ave Lanes, Volumes, Timings

2025 Existing
Timing Plan: Weekday PM

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	913	18	31	882	7	19
Future Volume (vph)	913	18	31	882	7	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	203			238	524	
Travel Time (s)	4.6			5.4	11.9	
Confl. Peds. (#/hr)		6	6			
Confl. Bikes (#/hr)		5				
Peak Hour Factor	0.91	0.91	0.97	0.97	0.65	0.65
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

3: Site Driveway & Lakeview Ave HCM Unsignalized Intersection Capacity Analysis

2025 Existing
Timing Plan: Weekday PM

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	👉			👈	👈	👉
Traffic Volume (veh/h)	913	18	31	882	7	19
Future Volume (Veh/h)	913	18	31	882	7	19
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.97	0.97	0.65	0.65
Hourly flow rate (vph)	1003	20	32	909	11	29
Pedestrians					6	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	1253					
pX, platoon unblocked			0.63		0.63	0.63
vC, conflicting volume			1029		1992	1019
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			751		2283	735
tC, single (s)			4.1		*4.2	*3.6
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			94		90	94
cM capacity (veh/h)			542		105	449
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	1023	941	40			
Volume Left	0	32	11			
Volume Right	20	0	29			
cSH	1700	542	236			
Volume to Capacity	0.60	0.06	0.17			
Queue Length 95th (ft)	0	5	15			
Control Delay (s/veh)	0.0	1.9	23.3			
Lane LOS		A	C			
Approach Delay (s/veh)	0.0	1.9	23.3			
Approach LOS			C			
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			81.5%	ICU Level of Service		D
Analysis Period (min)			15			

* User Entered Value

4: Lakeview Ave & Primrose Hill Rd
Lanes, Volumes, Timings

2025 Existing
Timing Plan: Weekday PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	219	711	2	0	658	19	2	0	0	13	0	253
Future Volume (vph)	219	711	2	0	658	19	2	0	0	13	0	253
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		238			959			517			725	
Travel Time (s)		5.4			21.8			11.8			16.5	
Confl. Peds. (#/hr)	3		6	6		3						
Confl. Bikes (#/hr)			3			1						
Peak Hour Factor	0.93	0.93	0.93	0.90	0.90	0.90	0.25	0.25	0.25	0.91	0.91	0.91
Heavy Vehicles (%)	1%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

4: Lakeview Ave & Primrose Hill Rd
HCM Unsignalized Intersection Capacity Analysis

2025 Existing
Timing Plan: Weekday PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	219	711	2	0	658	19	2	0	0	13	0	253
Future Volume (Veh/h)	219	711	2	0	658	19	2	0	0	13	0	253
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.90	0.90	0.90	0.25	0.25	0.25	0.91	0.91	0.91
Hourly flow rate (vph)	235	765	2	0	731	21	8	0	0	14	0	278
Pedestrians								6			3	
Lane Width (ft)								12.0			12.0	
Walking Speed (ft/s)								3.5			3.5	
Percent Blockage								1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	755			773			2262	1997	772	1981	1988	745
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	755			773			2262	1997	772	1981	1988	745
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	73			100			0	100	100	62	100	33
cM capacity (veh/h)	858			846			8	44	400	36	44	415
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	1002	752	8	292								
Volume Left	235	0	8	14								
Volume Right	2	21	0	278								
cSH	858	846	8	277								
Volume to Capacity	0.27	0.00	1.06	1.05								
Queue Length 95th (ft)	28	0	44	286								
Control Delay (s/veh)	6.6	0.0	972.0	109.8								
Lane LOS	A		F	F								
Approach Delay (s/veh)	6.6	0.0	972.0	109.8								
Approach LOS			F	F								
Intersection Summary												
Average Delay			22.6									
Intersection Capacity Utilization			111.4%		ICU Level of Service				H			
Analysis Period (min)			15									

5: Mill St & Water St/Site Driveway
Lanes, Volumes, Timings

2025 Existing
Timing Plan: Weekday PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	11	0	7	13	5	12	42	11	16	37	15
Future Volume (vph)	12	11	0	7	13	5	12	42	11	16	37	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		400			356			188			700	
Travel Time (s)		9.1			8.1			4.3			15.9	
Confl. Peds. (#/hr)	1					1			2	2		
Peak Hour Factor	0.96	0.96	0.96	0.52	0.52	0.52	0.77	0.77	0.77	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

5: Mill St & Water St/Site Driveway
HCM Unsignalized Intersection Capacity Analysis

2025 Existing
Timing Plan: Weekday PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	11	0	7	13	5	12	42	11	16	37	15
Future Volume (Veh/h)	12	11	0	7	13	5	12	42	11	16	37	15
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.52	0.52	0.52	0.77	0.77	0.77	0.90	0.90	0.90
Hourly flow rate (vph)	12	11	0	13	25	10	16	55	14	18	41	17
Pedestrians					2						1	
Lane Width (ft)					12.0						12.0	
Walking Speed (ft/s)					3.5						3.5	
Percent Blockage					0						0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	203	189	50	187	190	65	58			71		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	203	189	50	187	190	65	58			71		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	98	100	98	96	99	99			99		
cM capacity (veh/h)	717	693	1025	753	692	1002	1559			1539		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	23	48	85	76								
Volume Left	12	13	16	18								
Volume Right	0	10	14	17								
cSH	705	757	1559	1539								
Volume to Capacity	0.03	0.06	0.01	0.01								
Queue Length 95th (ft)	3	5	1	1								
Control Delay (s/veh)	10.3	10.1	1.4	1.8								
Lane LOS	B	B	A	A								
Approach Delay (s/veh)	10.3	10.1	1.4	1.8								
Approach LOS	B	B										
Intersection Summary												
Average Delay			4.2									
Intersection Capacity Utilization			15.8%		ICU Level of Service				A			
Analysis Period (min)			15									

6: Mammoth Rd & Mill St
Lanes, Volumes, Timings

2025 Existing
Timing Plan: Weekday PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	29	0	5	0	402	38	5	274	0
Future Volume (vph)	0	0	0	29	0	5	0	402	38	5	274	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		494			516			929			1136	
Travel Time (s)		11.2			11.7			21.1			25.8	
Confl. Peds. (#/hr)									3	3		
Confl. Bikes (#/hr)									1			1
Peak Hour Factor	0.25	0.25	0.25	0.77	0.77	0.77	0.94	0.94	0.94	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

6: Mammoth Rd & Mill St
HCM Unsignalized Intersection Capacity Analysis

2025 Existing
Timing Plan: Weekday PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	29	0	5	0	402	38	5	274	0
Future Volume (Veh/h)	0	0	0	29	0	5	0	402	38	5	274	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.77	0.77	0.77	0.94	0.94	0.94	0.93	0.93	0.93
Hourly flow rate (vph)	0	0	0	38	0	6	0	428	40	5	295	0
Pedestrians					3							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					3.5							
Percent Blockage					0							
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											1136	
pX, platoon unblocked	0.98	0.98	0.98	0.98	0.98		0.98					
vC, conflicting volume	759	776	295	756	756	451	295			471		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	747	765	276	744	744	451	276			471		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	88	100	99	100			100		
cM capacity (veh/h)	321	328	756	325	337	611	1278			1098		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	44	468	300								
Volume Left	0	38	0	5								
Volume Right	0	6	40	0								
cSH	1700	347	1278	1098								
Volume to Capacity	0.00	0.13	0.00	0.00								
Queue Length 95th (ft)	0	11	0	0								
Control Delay (s/veh)	0.0	16.9	0.0	0.2								
Lane LOS	A	C		A								
Approach Delay (s/veh)	0.0	16.9	0.0	0.2								
Approach LOS	A	C										
Intersection Summary												
Average Delay			1.0									
Intersection Capacity Utilization			33.5%		ICU Level of Service				A			
Analysis Period (min)			15									

1: Mammoth Rd & Lakeview Ave
Lanes, Volumes, Timings

2025 Existing
Timing Plan: Saturday Midday

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	349	32	53	345	1	31	177	73	235	162	26
Future Volume (vph)	26	349	32	53	345	1	31	177	73	235	162	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	175		0	0		0	150		0
Storage Lanes	1		1	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			No			Yes			No			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1350			1050			1136			789	
Travel Time (s)		30.7			23.9			25.8			17.9	
Peak Hour Factor	0.97	0.97	0.97	0.91	0.91	0.91	0.91	0.91	0.91	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	3%	1%	0%	1%	1%	0%
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		D.P+P	NA	
Protected Phases		3			3			2		1	12	
Permitted Phases	3		3	3			2			2		
Detector Phase	3	3	3	3	3		2	2		1	12	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		6.0		
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0		
Total Split (s)	45.0	45.0	45.0	45.0	45.0		45.0	45.0		10.0		
Total Split (%)	36.6%	36.6%	36.6%	36.6%	36.6%		36.6%	36.6%		8.1%		
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		4.0		
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		0.0		
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0			-1.0		-4.0		
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0		0.0		
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	Max	Max	Max	Max	Max		Max	Max		Max		

Intersection Summary

Area Type: Other
Cycle Length: 123
Actuated Cycle Length: 104.6
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Mammoth Rd & Lakeview Ave



Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	23.0
Total Split (s)	23.0
Total Split (%)	19%
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Intersection Summary	

1: Mammoth Rd & Lakeview Ave
Queues

2025 Existing
Timing Plan: Saturday Midday

								
Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	27	360	33	58	380	309	242	194
v/c Ratio	0.10	0.49	0.05	0.20	0.51	0.45	0.43	0.20
Control Delay (s/veh)	24.2	27.9	22.6	25.9	28.5	27.5	17.8	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.2	27.9	22.6	25.9	28.5	27.5	17.8	14.4
Queue Length 50th (ft)	10	164	12	23	175	139	76	56
Queue Length 95th (ft)	39	336	42	71	357	292	182	141
Internal Link Dist (ft)		1270			970	1056		709
Turn Bay Length (ft)	150		150	175			150	
Base Capacity (vph)	267	742	637	284	742	682	559	980
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.49	0.05	0.20	0.51	0.45	0.43	0.20
Intersection Summary								

1: Mammoth Rd & Lakeview Ave
HCM Signalized Intersection Capacity Analysis

2025 Existing
Timing Plan: Saturday Midday

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	349	32	53	345	1	31	177	73	235	162	26
Future Volume (vph)	26	349	32	53	345	1	31	177	73	235	162	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0		0.0	0.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00			0.97		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.99		0.95	1.00	
Satd. Flow (prot)	1805	1881	1615	1805	1880			1806		1787	1844	
Flt Permitted	0.36	1.00	1.00	0.38	1.00			0.95		0.48	1.00	
Satd. Flow (perm)	679	1881	1615	721	1880			1728		894	1844	
Peak-hour factor, PHF	0.97	0.97	0.97	0.91	0.91	0.91	0.91	0.91	0.91	0.97	0.97	0.97
Adj. Flow (vph)	27	360	33	58	379	1	34	195	80	242	167	27
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	27	360	33	58	380	0	0	309	0	242	190	0
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	3%	1%	0%	1%	1%	0%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		D.P+P	NA	
Protected Phases		3			3			2		1	1 2	
Permitted Phases	3		3	3			2			2		
Actuated Green, G (s)	40.3	40.3	40.3	40.3	40.3			40.3		46.3	50.3	
Effective Green, g (s)	41.3	41.3	41.3	41.3	41.3			41.3		54.3	54.3	
Actuated g/C Ratio	0.38	0.38	0.38	0.38	0.38			0.38		0.50	0.50	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0			5.0		4.0		
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0			2.0		2.0		
Lane Grp Cap (vph)	260	720	618	276	720			662		533	928	
v/s Ratio Prot		0.19			c0.20					c0.04	0.10	
v/s Ratio Perm	0.04		0.02	0.08				c0.18		0.19		
v/c Ratio	0.10	0.50	0.05	0.21	0.53			0.47		0.45	0.20	
Uniform Delay, d1	21.4	25.4	20.9	22.3	25.7			25.0		16.2	14.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.8	2.5	0.2	1.7	2.8			2.4		2.8	0.5	
Delay (s)	22.2	27.8	21.1	24.0	28.5			27.3		19.0	15.3	
Level of Service	C	C	C	C	C			C		B	B	
Approach Delay (s/veh)		26.9			27.9			27.3			17.3	
Approach LOS		C			C			C			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			24.7			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			107.8			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			64.4%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

2: Mill St/Myron St & Lakeview Ave
Lanes, Volumes, Timings

2025 Existing
Timing Plan: Saturday Midday

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	661	17	39	706	20	12	1	37	0	0	0
Future Volume (vph)	2	661	17	39	706	20	12	1	37	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1050			203			700			431	
Travel Time (s)		23.9			4.6			15.9			9.8	
Peak Hour Factor	0.96	0.96	0.96	0.93	0.93	0.93	0.78	0.78	0.78	0.25	0.25	0.25
Heavy Vehicles (%)	0%	1%	0%	3%	1%	5%	0%	0%	3%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2: Mill St/Myron St & Lakeview Ave HCM Unsignalized Intersection Capacity Analysis

2025 Existing
Timing Plan: Saturday Midday

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	661	17	39	706	20	12	1	37	0	0	0
Future Volume (Veh/h)	2	661	17	39	706	20	12	1	37	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.93	0.93	0.93	0.78	0.78	0.78	0.25	0.25	0.25
Hourly flow rate (vph)	2	689	18	42	759	22	15	1	47	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		1050										
pX, platoon unblocked				0.80			0.80	0.80	0.80	0.80	0.80	
vC, conflicting volume	781			707			1556	1567	698	1604	1565	770
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	781			504			1570	1584	493	1630	1582	770
tC, single (s)	4.1			4.1			*5.1	*4.5	*4.1	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			95			91	99	92	100	100	100
cM capacity (veh/h)	845			840			166	199	612	58	83	404
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	709	823	63									
Volume Left	2	42	15									
Volume Right	18	22	47									
cSH	845	840	366									
Volume to Capacity	0.00	0.05	0.17									
Queue Length 95th (ft)	0	4	15									
Control Delay (s/veh)	0.1	1.3	16.9									
Lane LOS	A	A	C									
Approach Delay (s/veh)	0.1	1.3	16.9									
Approach LOS			C									
Intersection Summary												
Average Delay			1.4									
Intersection Capacity Utilization			77.8%			ICU Level of Service			D			
Analysis Period (min)			15									

* User Entered Value

3: Site Driveway & Lakeview Ave Lanes, Volumes, Timings

2025 Existing
Timing Plan: Saturday Midday

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	688	10	19	749	16	36
Future Volume (vph)	688	10	19	749	16	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	203			238	524	
Travel Time (s)	4.6			5.4	11.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.72	0.72
Heavy Vehicles (%)	1%	0%	0%	1%	0%	3%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

3: Site Driveway & Lakeview Ave HCM Unsignalized Intersection Capacity Analysis

2025 Existing
Timing Plan: Saturday Midday

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	👉			👈	👈	👉
Traffic Volume (veh/h)	688	10	19	749	16	36
Future Volume (Veh/h)	688	10	19	749	16	36
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.72	0.72
Hourly flow rate (vph)	732	11	20	797	22	50
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	1253					
pX, platoon unblocked			0.83		0.83	0.83
vC, conflicting volume			743		1575	738
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			586		1590	579
tC, single (s)			4.1		*5.1	*4.1
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		87	92
cM capacity (veh/h)			827		172	598
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	743	817	72			
Volume Left	0	20	22			
Volume Right	11	0	50			
cSH	1700	827	340			
Volume to Capacity	0.44	0.02	0.21			
Queue Length 95th (ft)	0	2	20			
Control Delay (s/veh)	0.0	0.7	18.4			
Lane LOS		A	C			
Approach Delay (s/veh)	0.0	0.7	18.4			
Approach LOS			C			
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			64.7%	ICU Level of Service		C
Analysis Period (min)			15			

* User Entered Value

4: Lakeview Ave & Primrose Hill Rd
Lanes, Volumes, Timings

2025 Existing
Timing Plan: Saturday Midday

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	603	0	0	625	29	0	0	1	17	0	143
Future Volume (vph)	121	603	0	0	625	29	0	0	1	17	0	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		238			959			517			725	
Travel Time (s)		5.4			21.8			11.8			16.5	
Peak Hour Factor	0.97	0.97	0.97	0.90	0.90	0.90	0.25	0.25	0.25	0.76	0.76	0.76
Heavy Vehicles (%)	1%	2%	0%	0%	1%	3%	0%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

4: Lakeview Ave & Primrose Hill Rd
HCM Unsignalized Intersection Capacity Analysis

2025 Existing
Timing Plan: Saturday Midday

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	603	0	0	625	29	0	0	1	17	0	143
Future Volume (Veh/h)	121	603	0	0	625	29	0	0	1	17	0	143
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.90	0.90	0.90	0.25	0.25	0.25	0.76	0.76	0.76
Hourly flow rate (vph)	125	622	0	0	694	32	0	0	4	22	0	188
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	726			622			1770	1598	622	1586	1582	710
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	726			622			1770	1598	622	1586	1582	710
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	86			100			100	100	99	72	100	57
cM capacity (veh/h)	882			969			33	92	490	78	94	435
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	747	726	4	210								
Volume Left	125	0	0	22								
Volume Right	0	32	4	188								
cSH	882	969	490	294								
Volume to Capacity	0.14	0.00	0.01	0.71								
Queue Length 95th (ft)	12	0	1	126								
Control Delay (s/veh)	3.4	0.0	12.4	42.7								
Lane LOS	A		B	E								
Approach Delay (s/veh)	3.4	0.0	12.4	42.7								
Approach LOS			B	E								
Intersection Summary												
Average Delay			6.9									
Intersection Capacity Utilization			99.5%		ICU Level of Service				F			
Analysis Period (min)			15									

5: Mill St & Water St/Site Driveway
Lanes, Volumes, Timings

2025 Existing
Timing Plan: Saturday Midday

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	8	2	6	9	10	1	32	4	7	32	4
Future Volume (vph)	5	8	2	6	9	10	1	32	4	7	32	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		400			356			188			700	
Travel Time (s)		9.1			8.1			4.3			15.9	
Confl. Bikes (#/hr)						2						
Peak Hour Factor	0.63	0.63	0.63	0.69	0.69	0.69	0.93	0.93	0.93	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

5: Mill St & Water St/Site Driveway
HCM Unsignalized Intersection Capacity Analysis

2025 Existing
Timing Plan: Saturday Midday

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	8	2	6	9	10	1	32	4	7	32	4
Future Volume (Veh/h)	5	8	2	6	9	10	1	32	4	7	32	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.63	0.63	0.63	0.69	0.69	0.69	0.93	0.93	0.93	0.83	0.83	0.83
Hourly flow rate (vph)	8	13	3	9	13	14	1	34	4	8	39	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	116	98	42	105	98	36	44			38		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	116	98	42	105	98	36	44			38		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	98	100	99	98	99	100			99		
cM capacity (veh/h)	839	792	1035	862	791	1042	1577			1585		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	24	36	39	52								
Volume Left	8	9	1	8								
Volume Right	3	14	4	5								
cSH	832	893	1577	1585								
Volume to Capacity	0.03	0.04	0.00	0.01								
Queue Length 95th (ft)	2	3	0	0								
Control Delay (s/veh)	9.5	9.2	0.2	1.2								
Lane LOS	A	A	A	A								
Approach Delay (s/veh)	9.5	9.2	0.2	1.2								
Approach LOS	A	A										
Intersection Summary												
Average Delay			4.1									
Intersection Capacity Utilization			15.5%		ICU Level of Service					A		
Analysis Period (min)			15									

6: Mammoth Rd & Mill St
Lanes, Volumes, Timings

2025 Existing
Timing Plan: Saturday Midday

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	15	0	4	0	294	22	7	227	0
Future Volume (vph)	0	0	0	15	0	4	0	294	22	7	227	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		494			516			929			1136	
Travel Time (s)		11.2			11.7			21.1			25.8	
Confl. Peds. (#/hr)									5	5		
Peak Hour Factor	0.25	0.25	0.25	0.79	0.79	0.79	0.90	0.90	0.90	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	7%	0%	0%	0%	1%	9%	0%	1%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

6: Mammoth Rd & Mill St
HCM Unsignalized Intersection Capacity Analysis

2025 Existing
Timing Plan: Saturday Midday

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	15	0	4	0	294	22	7	227	0
Future Volume (Veh/h)	0	0	0	15	0	4	0	294	22	7	227	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.79	0.79	0.79	0.90	0.90	0.90	0.93	0.93	0.93
Hourly flow rate (vph)	0	0	0	19	0	5	0	327	24	8	244	0
Pedestrians					5							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					3.5							
Percent Blockage					0							
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)											1136	
pX, platoon unblocked												
vC, conflicting volume	604	616	244	604	604	344	244			356		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	604	616	244	604	604	344	244			356		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	95	100	99	100			99		
cM capacity (veh/h)	407	404	800	398	410	700	1334			1208		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	24	351	252								
Volume Left	0	19	0	8								
Volume Right	0	5	24	0								
cSH	1700	437	1334	1208								
Volume to Capacity	0.00	0.05	0.00	0.01								
Queue Length 95th (ft)	0	4	0	0								
Control Delay (s/veh)	0.0	13.7	0.0	0.3								
Lane LOS	A	B		A								
Approach Delay (s/veh)	0.0	13.7	0.0	0.3								
Approach LOS	A	B										
Intersection Summary												
Average Delay			0.7									
Intersection Capacity Utilization			27.6%		ICU Level of Service				A			
Analysis Period (min)			15									

1: Mammoth Rd & Lakeview Ave
Lanes, Volumes, Timings

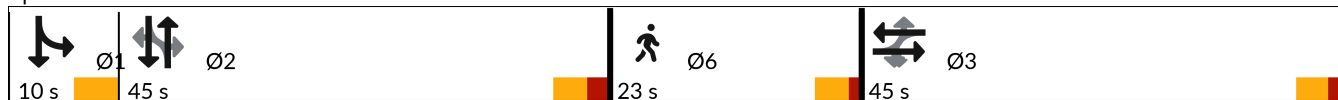
2032 No-Build
Timing Plan: Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	352	20	34	318	0	23	180	76	282	351	46
Future Volume (vph)	23	352	20	34	318	0	23	180	76	282	351	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	175		0	0		0	150		0
Storage Lanes	1		1	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			No			Yes			No			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1350			1050			1136			789	
Travel Time (s)		30.7			23.9			25.8			17.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	0%	3%	4%	0%	0%	4%	4%	3%	2%	2%
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		D.P+P	NA	
Protected Phases		3			3			2		1	12	
Permitted Phases	3		3	3			2			2		
Detector Phase	3	3	3	3	3		2	2		1	12	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		6.0		
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0		
Total Split (s)	45.0	45.0	45.0	45.0	45.0		45.0	45.0		10.0		
Total Split (%)	36.6%	36.6%	36.6%	36.6%	36.6%		36.6%	36.6%		8.1%		
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		4.0		
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		0.0		
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0			-1.0		-4.0		
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0		0.0		
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	Max	Max	Max	Max	Max		Max	Max		Max		

Intersection Summary

Area Type: Other
Cycle Length: 123
Actuated Cycle Length: 104.6
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Mammoth Rd & Lakeview Ave



Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	23.0
Total Split (s)	23.0
Total Split (%)	19%
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Intersection Summary	

1: Mammoth Rd & Lakeview Ave
Queues

2032 No-Build
Timing Plan: Weekday AM

								
Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	25	383	22	37	346	304	307	432
v/c Ratio	0.09	0.54	0.03	0.14	0.48	0.46	0.56	0.44
Control Delay (s/veh)	24.0	29.2	22.6	25.0	27.9	27.8	20.9	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.0	29.2	22.6	25.0	27.9	27.8	20.9	18.1
Queue Length 50th (ft)	10	179	8	14	157	137	101	150
Queue Length 95th (ft)	36	366	32	49	325	290	236	338
Internal Link Dist (ft)		1270			970	1056		709
Turn Bay Length (ft)	150		150	175			150	
Base Capacity (vph)	282	714	637	257	721	658	548	972
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.54	0.03	0.14	0.48	0.46	0.56	0.44
Intersection Summary								

1: Mammoth Rd & Lakeview Ave
HCM Signalized Intersection Capacity Analysis

2032 No-Build
Timing Plan: Weekday AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	352	20	34	318	0	23	180	76	282	351	46
Future Volume (vph)	23	352	20	34	318	0	23	180	76	282	351	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0		0.0	0.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00			0.96		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1719	1810	1615	1752	1827			1758		1752	1830	
Flt Permitted	0.39	1.00	1.00	0.35	1.00			0.95		0.48	1.00	
Satd. Flow (perm)	714	1810	1615	653	1827			1671		877	1830	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	383	22	37	346	0	25	196	83	307	382	50
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	3	0
Lane Group Flow (vph)	25	383	22	37	346	0	0	304	0	307	429	0
Heavy Vehicles (%)	5%	5%	0%	3%	4%	0%	0%	4%	4%	3%	2%	2%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		D.P+P	NA	
Protected Phases		3			3			2		1	1 2	
Permitted Phases	3		3	3			2			2		
Actuated Green, G (s)	40.3	40.3	40.3	40.3	40.3			40.3		46.3	50.3	
Effective Green, g (s)	41.3	41.3	41.3	41.3	41.3			41.3		54.3	54.3	
Actuated g/C Ratio	0.38	0.38	0.38	0.38	0.38			0.38		0.50	0.50	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0			5.0		4.0		
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0			2.0		2.0		
Lane Grp Cap (vph)	273	693	618	250	699			640		522	921	
v/s Ratio Prot		c0.21			0.19					c0.05	c0.23	
v/s Ratio Perm	0.03		0.01	0.06				0.18		0.24		
v/c Ratio	0.09	0.55	0.04	0.15	0.49			0.48		0.59	0.47	
Uniform Delay, d1	21.3	26.0	20.8	21.7	25.3			25.1		18.0	17.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.7	3.2	0.1	1.2	2.5			2.5		4.8	1.7	
Delay (s)	21.9	29.2	20.9	23.0	27.8			27.6		22.8	19.0	
Level of Service	C	C	C	C	C			C		C	B	
Approach Delay (s/veh)		28.3			27.3			27.6			20.6	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			24.9			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.50									
Actuated Cycle Length (s)			107.8			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			72.7%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

2: Mill St/Myron St & Lakeview Ave
Lanes, Volumes, Timings

2032 No-Build
Timing Plan: Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	717	13	35	590	8	1	0	40	0	0	0
Future Volume (vph)	1	717	13	35	590	8	1	0	40	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1050			203			700			431	
Travel Time (s)		23.9			4.6			15.9			9.8	
Confl. Bikes (#/hr)			2			1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	0%	3%	3%	0%	0%	0%	8%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2: Mill St/Myron St & Lakeview Ave
HCM Unsignalized Intersection Capacity Analysis

2032 No-Build
Timing Plan: Weekday AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	717	13	35	590	8	1	0	40	0	0	0
Future Volume (Veh/h)	1	717	13	35	590	8	1	0	40	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	779	14	38	641	9	1	0	43	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		1050										
pX, platoon unblocked				0.74			0.74	0.74	0.74	0.74	0.74	
vC, conflicting volume	650			793			1510	1514	786	1553	1517	646
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	650			541			1513	1519	531	1571	1522	646
tC, single (s)	4.1			4.1			*2.0	6.5	*1.0	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.4	3.5	4.0	3.3
p0 queue free %	100			95			100	100	95	100	100	100
cM capacity (veh/h)	946			754			600	84	862	61	83	476
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	794	688	44									
Volume Left	1	38	1									
Volume Right	14	9	43									
cSH	946	754	853									
Volume to Capacity	0.00	0.05	0.05									
Queue Length 95th (ft)	0	4	4									
Control Delay (s/veh)	0.0	1.3	9.4									
Lane LOS	A	A	A									
Approach Delay (s/veh)	0.0	1.3	9.4									
Approach LOS			A									
Intersection Summary												
Average Delay			0.9									
Intersection Capacity Utilization			69.1%		ICU Level of Service				C			
Analysis Period (min)			15									

* User Entered Value

3: Site Driveway & Lakeview Ave Lanes, Volumes, Timings

2032 No-Build
Timing Plan: Weekday AM

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	754	3	9	633	0	4
Future Volume (vph)	754	3	9	633	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	203			238	524	
Travel Time (s)	4.6			5.4	11.9	
Confl. Peds. (#/hr)		1	1			
Confl. Bikes (#/hr)		2				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	0%	0%	2%	0%	0%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

3: Site Driveway & Lakeview Ave HCM Unsignalized Intersection Capacity Analysis

2032 No-Build
Timing Plan: Weekday AM

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	754	3	9	633	0	4
Future Volume (Veh/h)	754	3	9	633	0	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	820	3	10	688	0	4
Pedestrians					1	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					0	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	1253					
pX, platoon unblocked			0.76		0.76	0.76
vC, conflicting volume			824		1531	823
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			612		1540	610
tC, single (s)			4.1		6.4	*1.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	100
cM capacity (veh/h)			743		96	915
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	823	698	4			
Volume Left	0	10	0			
Volume Right	3	0	4			
cSH	1700	743	915			
Volume to Capacity	0.48	0.01	0.00			
Queue Length 95th (ft)	0	1	0			
Control Delay (s/veh)	0.0	0.4	9.0			
Lane LOS		A	A			
Approach Delay (s/veh)	0.0	0.4	9.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			50.5%		ICU Level of Service	A
Analysis Period (min)			15			

* User Entered Value

4: Lakeview Ave & Primrose Hill Rd
Lanes, Volumes, Timings

2032 No-Build
Timing Plan: Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	195	563	0	0	462	40	3	0	0	27	0	177
Future Volume (vph)	195	563	0	0	462	40	3	0	0	27	0	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		238			959			517			725	
Travel Time (s)		5.4			21.8			11.8			16.5	
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)			2			1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	3%	0%	0%	2%	8%	0%	0%	0%	4%	0%	2%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

4: Lakeview Ave & Primrose Hill Rd
HCM Unsignalized Intersection Capacity Analysis

2032 No-Build
Timing Plan: Weekday AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	563	0	0	462	40	3	0	0	27	0	177
Future Volume (Veh/h)	195	563	0	0	462	40	3	0	0	27	0	177
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	212	612	0	0	502	43	3	0	0	29	0	192
Pedestrians								1				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								3.5				
Percent Blockage								0				
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	545			613			1753	1582	613	1560	1561	524
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	545			613			1753	1582	613	1560	1561	524
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	79			100			92	100	100	62	100	65
cM capacity (veh/h)	999			975			37	86	496	75	89	554
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	824	545	3	221								
Volume Left	212	0	3	29								
Volume Right	0	43	0	192								
cSH	999	975	37	302								
Volume to Capacity	0.21	0.00	0.08	0.73								
Queue Length 95th (ft)	20	0	6	134								
Control Delay (s/veh)	4.8	0.0	111.1	43.5								
Lane LOS	A		F	E								
Approach Delay (s/veh)	4.8	0.0	111.1	43.5								
Approach LOS			F	E								
Intersection Summary												
Average Delay			8.7									
Intersection Capacity Utilization			88.9%		ICU Level of Service				E			
Analysis Period (min)			15									

5: Mill St & Water St/Site Driveway

2032 No-Build

Lanes, Volumes, Timings

Timing Plan: Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	2	0	1	6	0	2	30	2	10	25	5
Future Volume (vph)	10	2	0	1	6	0	2	30	2	10	25	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		400			356			188			700	
Travel Time (s)		9.1			8.1			4.3			15.9	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%	4%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

5: Mill St & Water St/Site Driveway
HCM Unsignalized Intersection Capacity Analysis

2032 No-Build
Timing Plan: Weekday AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	2	0	1	6	0	2	30	2	10	25	5
Future Volume (Veh/h)	10	2	0	1	6	0	2	30	2	10	25	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	2	0	1	7	0	2	33	2	11	27	5
Pedestrians					1							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					3.5							
Percent Blockage					0							
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	93	92	30	92	93	35	32			36		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	93	92	30	92	93	35	32			36		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	100	100	99	100	100			99		
cM capacity (veh/h)	883	795	1051	889	794	1043	1593			1586		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	13	8	37	43								
Volume Left	11	1	2	11								
Volume Right	0	0	2	5								
cSH	868	804	1593	1586								
Volume to Capacity	0.01	0.01	0.00	0.01								
Queue Length 95th (ft)	1	1	0	1								
Control Delay (s/veh)	9.2	9.5	0.4	1.9								
Lane LOS	A	A	A	A								
Approach Delay (s/veh)	9.2	9.5	0.4	1.9								
Approach LOS	A	A										
Intersection Summary												
Average Delay			2.9									
Intersection Capacity Utilization			15.3%		ICU Level of Service					A		
Analysis Period (min)			15									

6: Mammoth Rd & Mill St
Lanes, Volumes, Timings

2032 No-Build
Timing Plan: Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	33	0	6	0	229	16	6	449	0
Future Volume (vph)	0	0	0	33	0	6	0	229	16	6	449	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		494			516			929			1136	
Travel Time (s)		11.2			11.7			21.1			25.8	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	3%	0%	17%	0%	2%	7%	50%	1%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

6: Mammoth Rd & Mill St
HCM Unsignalized Intersection Capacity Analysis

2032 No-Build
Timing Plan: Weekday AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	33	0	6	0	229	16	6	449	0
Future Volume (Veh/h)	0	0	0	33	0	6	0	229	16	6	449	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	36	0	7	0	249	17	7	488	0
Pedestrians					1							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					3.5							
Percent Blockage					0							
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)											1136	
pX, platoon unblocked	0.88	0.88	0.88	0.88	0.88		0.88					
vC, conflicting volume	767	769	488	761	761	259	488			267		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	665	668	349	659	659	259	349			267		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.4	4.1			4.6		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.5	2.2			2.7		
p0 queue free %	100	100	100	89	100	99	100			99		
cM capacity (veh/h)	325	333	615	328	337	744	1074			1063		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	43	266	495								
Volume Left	0	36	0	7								
Volume Right	0	7	17	0								
cSH	1700	361	1074	1063								
Volume to Capacity	0.00	0.12	0.00	0.01								
Queue Length 95th (ft)	0	10	0	0								
Control Delay (s/veh)	0.0	16.3	0.0	0.2								
Lane LOS	A	C		A								
Approach Delay (s/veh)	0.0	16.3	0.0	0.2								
Approach LOS	A	C										
Intersection Summary												
Average Delay			1.0									
Intersection Capacity Utilization			38.4%		ICU Level of Service				A			
Analysis Period (min)			15									

1: Mammoth Rd & Lakeview Ave
Lanes, Volumes, Timings

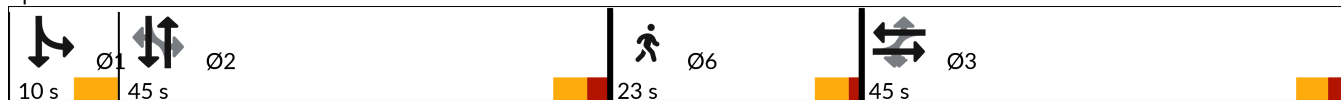
2032 No-Build
Timing Plan: Weekday PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	546	28	43	413	0	40	346	83	293	224	42
Future Volume (vph)	25	546	28	43	413	0	40	346	83	293	224	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	175		0	0		0	150		0
Storage Lanes	1		1	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			No			Yes			No			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1350			1050			1136			789	
Travel Time (s)		30.7			23.9			25.8			17.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	1%	0%	1%	1%	0%
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		D.P+P	NA	
Protected Phases		3			3			2		1	12	
Permitted Phases	3		3	3			2			2		
Detector Phase	3	3	3	3	3		2	2		1	12	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		6.0		
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0		
Total Split (s)	45.0	45.0	45.0	45.0	45.0		45.0	45.0		10.0		
Total Split (%)	36.6%	36.6%	36.6%	36.6%	36.6%		36.6%	36.6%		8.1%		
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		4.0		
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		0.0		
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0			-1.0		-4.0		
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0		0.0		
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	Max	Max	Max	Max	Max		Max	Max		Max		

Intersection Summary

Area Type: Other
Cycle Length: 123
Actuated Cycle Length: 104.6
Natural Cycle: 100
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Mammoth Rd & Lakeview Ave



Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	23.0
Total Split (s)	23.0
Total Split (%)	19%
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Intersection Summary	

1: Mammoth Rd & Lakeview Ave
Queues

2032 No-Build
Timing Plan: Weekday PM

								
Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	27	593	30	47	449	509	318	289
v/c Ratio	0.13	0.80	0.05	0.47	0.61	0.74	0.72	0.30
Control Delay (s/veh)	25.2	38.8	22.6	45.5	30.9	36.1	28.0	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.2	38.8	22.6	45.5	30.9	36.1	28.0	15.6
Queue Length 50th (ft)	11	319	11	21	217	264	105	89
Queue Length 95th (ft)	40	#687	39	#90	436	#575	#301	211
Internal Link Dist (ft)		1270			970	1056		709
Turn Bay Length (ft)	150		150	175			150	
Base Capacity (vph)	212	742	637	100	742	690	441	977
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.80	0.05	0.47	0.61	0.74	0.72	0.30

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

1: Mammoth Rd & Lakeview Ave
HCM Signalized Intersection Capacity Analysis

2032 No-Build
Timing Plan: Weekday PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	546	28	43	413	0	40	346	83	293	224	42
Future Volume (vph)	25	546	28	43	413	0	40	346	83	293	224	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0		0.0	0.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00			0.98		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1805	1881	1615	1805	1881			1833		1787	1839	
Flt Permitted	0.28	1.00	1.00	0.13	1.00			0.95		0.33	1.00	
Satd. Flow (perm)	537	1881	1615	256	1881			1749		621	1839	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	593	30	47	449	0	43	376	90	318	243	46
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	5	0
Lane Group Flow (vph)	27	593	30	47	449	0	0	509	0	318	284	0
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	1%	0%	1%	1%	0%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		D.P+P	NA	
Protected Phases		3			3			2		1	1 2	
Permitted Phases	3		3	3			2			2		
Actuated Green, G (s)	40.3	40.3	40.3	40.3	40.3			40.3		46.3	50.3	
Effective Green, g (s)	41.3	41.3	41.3	41.3	41.3			41.3		54.3	54.3	
Actuated g/C Ratio	0.38	0.38	0.38	0.38	0.38			0.38		0.50	0.50	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0			5.0		4.0		
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0			2.0		2.0		
Lane Grp Cap (vph)	205	720	618	98	720			670		420	926	
v/s Ratio Prot		c0.32			0.24					c0.07	0.15	
v/s Ratio Perm	0.05		0.02	0.18				c0.29		0.31		
v/c Ratio	0.13	0.82	0.05	0.48	0.62			0.76		0.76	0.31	
Uniform Delay, d1	21.6	30.0	20.9	25.1	27.0			28.9		20.5	15.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	1.3	10.3	0.1	15.9	4.0			7.9		12.0	0.9	
Delay (s)	22.9	40.3	21.0	41.0	31.0			36.8		32.6	16.6	
Level of Service	C	D	C	D	C			D		C	B	
Approach Delay (s/veh)		38.7			31.9			36.8			25.0	
Approach LOS		D			C			D			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			33.1			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.74									
Actuated Cycle Length (s)			107.8			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			87.4%			ICU Level of Service				E		
Analysis Period (min)			15									
c Critical Lane Group												

2: Mill St/Myron St & Lakeview Ave
Lanes, Volumes, Timings

2032 No-Build
Timing Plan: Weekday PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	936	32	51	874	29	18	0	62	0	0	0
Future Volume (vph)	2	936	32	51	874	29	18	0	62	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1050			203			700			431	
Travel Time (s)		23.9			4.6			15.9			9.8	
Confl. Peds. (#/hr)	1		6	6		1	1					1
Confl. Bikes (#/hr)			4			1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	6%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2: Mill St/Myron St & Lakeview Ave
HCM Unsignalized Intersection Capacity Analysis

2032 No-Build
Timing Plan: Weekday PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	936	32	51	874	29	18	0	62	0	0	0
Future Volume (Veh/h)	2	936	32	51	874	29	18	0	62	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	1017	35	55	950	32	20	0	67	0	0	0
Pedestrians		1						6			1	
Lane Width (ft)		12.0						12.0			0.0	
Walking Speed (ft/s)		3.5						3.5			3.5	
Percent Blockage		0						1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		1050										
pX, platoon unblocked				0.58			0.58	0.58	0.58	0.58	0.58	
vC, conflicting volume	983			1058			2122	2138	1041	2183	2139	968
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	983			739			2570	2598	709	2675	2600	968
tC, single (s)	4.1			4.1			*4.2	6.5	*3.6	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.6	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			89			73	100	84	100	100	100
cM capacity (veh/h)	711			506			73	13	422	7	13	310
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	1054	1037	87									
Volume Left	2	55	20									
Volume Right	35	32	67									
cSH	711	506	201									
Volume to Capacity	0.00	0.11	0.43									
Queue Length 95th (ft)	0	9	50									
Control Delay (s/veh)	0.1	3.8	35.9									
Lane LOS	A	A	E									
Approach Delay (s/veh)	0.1	3.8	35.9									
Approach LOS			E									
Intersection Summary												
Average Delay			3.3									
Intersection Capacity Utilization			105.4%			ICU Level of Service			G			
Analysis Period (min)			15									

* User Entered Value

3: Site Driveway & Lakeview Ave Lanes, Volumes, Timings

2032 No-Build
Timing Plan: Weekday PM

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	980	18	31	947	7	19
Future Volume (vph)	980	18	31	947	7	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	203			238	524	
Travel Time (s)	4.6			5.4	11.9	
Confl. Peds. (#/hr)		6	6			
Confl. Bikes (#/hr)		5				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

3: Site Driveway & Lakeview Ave HCM Unsignalized Intersection Capacity Analysis

2032 No-Build
Timing Plan: Weekday PM

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	980	18	31	947	7	19
Future Volume (Veh/h)	980	18	31	947	7	19
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1065	20	34	1029	8	21
Pedestrians					6	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	1253					
pX, platoon unblocked			0.61		0.61	0.61
vC, conflicting volume			1091		2178	1081
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			825		2620	808
tC, single (s)			4.1		*4.2	*3.6
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			93		89	95
cM capacity (veh/h)			490		75	414
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	1085	1063	29			
Volume Left	0	34	8			
Volume Right	20	0	21			
cSH	1700	490	184			
Volume to Capacity	0.64	0.07	0.16			
Queue Length 95th (ft)	0	6	14			
Control Delay (s/veh)	0.0	2.6	28.2			
Lane LOS		A	D			
Approach Delay (s/veh)	0.0	2.6	28.2			
Approach LOS			D			
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utilization			84.9%	ICU Level of Service		E
Analysis Period (min)			15			

* User Entered Value

4: Lakeview Ave & Primrose Hill Rd
Lanes, Volumes, Timings

2032 No-Build
Timing Plan: Weekday PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	235	762	2	0	705	20	2	0	0	14	0	271
Future Volume (vph)	235	762	2	0	705	20	2	0	0	14	0	271
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		238			959			517			725	
Travel Time (s)		5.4			21.8			11.8			16.5	
Confl. Peds. (#/hr)	3		6	6		3						
Confl. Bikes (#/hr)			3			1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

4: Lakeview Ave & Primrose Hill Rd
HCM Unsignalized Intersection Capacity Analysis

2032 No-Build
Timing Plan: Weekday PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	762	2	0	705	20	2	0	0	14	0	271
Future Volume (Veh/h)	235	762	2	0	705	20	2	0	0	14	0	271
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	255	828	2	0	766	22	2	0	0	15	0	295
Pedestrians								6			3	
Lane Width (ft)								12.0			12.0	
Walking Speed (ft/s)								3.5			3.5	
Percent Blockage								1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	791			836			2417	2136	835	2119	2126	780
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	791			836			2417	2136	835	2119	2126	780
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	69			100			54	100	100	47	100	25
cM capacity (veh/h)	831			802			4	34	368	28	35	396
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	1085	788	2	310								
Volume Left	255	0	2	15								
Volume Right	2	22	0	295								
cSH	831	802	4	242								
Volume to Capacity	0.31	0.00	0.46	1.28								
Queue Length 95th (ft)	33	0	18	395								
Control Delay (s/veh)	7.8	0.0	1139.1	194.5								
Lane LOS	A		F	F								
Approach Delay (s/veh)	7.8	0.0	1139.1	194.5								
Approach LOS			F	F								
Intersection Summary												
Average Delay			32.5									
Intersection Capacity Utilization			118.7%		ICU Level of Service				H			
Analysis Period (min)			15									

5: Mill St & Water St/Site Driveway

2032 No-Build

Lanes, Volumes, Timings

Timing Plan: Weekday PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	11	0	7	13	5	13	45	11	16	40	16
Future Volume (vph)	13	11	0	7	13	5	13	45	11	16	40	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		400			356			188			700	
Travel Time (s)		9.1			8.1			4.3			15.9	
Confl. Peds. (#/hr)	1					1			2	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

5: Mill St & Water St/Site Driveway
HCM Unsignalized Intersection Capacity Analysis

2032 No-Build
Timing Plan: Weekday PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	11	0	7	13	5	13	45	11	16	40	16
Future Volume (Veh/h)	13	11	0	7	13	5	13	45	11	16	40	16
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	12	0	8	14	5	14	49	12	17	43	17
Pedestrians					2						1	
Lane Width (ft)					12.0						12.0	
Walking Speed (ft/s)					3.5						3.5	
Percent Blockage					0						0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	182	177	52	177	179	58	60			63		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	182	177	52	177	179	58	60			63		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	98	100	99	98	100	99			99		
cM capacity (veh/h)	755	705	1022	766	703	1011	1556			1550		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	26	27	75	77								
Volume Left	14	8	14	17								
Volume Right	0	5	12	17								
cSH	731	765	1556	1550								
Volume to Capacity	0.04	0.04	0.01	0.01								
Queue Length 95th (ft)	3	3	1	1								
Control Delay (s/veh)	10.1	9.9	1.4	1.7								
Lane LOS	B	A	A	A								
Approach Delay (s/veh)	10.1	9.9	1.4	1.7								
Approach LOS	B	A										
Intersection Summary												
Average Delay			3.7									
Intersection Capacity Utilization			16.0%		ICU Level of Service					A		
Analysis Period (min)			15									

6: Mammoth Rd & Mill St
Lanes, Volumes, Timings

2032 No-Build
Timing Plan: Weekday PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	31	0	5	0	431	41	5	294	0
Future Volume (vph)	0	0	0	31	0	5	0	431	41	5	294	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		494			516			929			1136	
Travel Time (s)		11.2			11.7			21.1			25.8	
Confl. Peds. (#/hr)									3	3		
Confl. Bikes (#/hr)									1			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

6: Mammoth Rd & Mill St
HCM Unsignalized Intersection Capacity Analysis

2032 No-Build
Timing Plan: Weekday PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	31	0	5	0	431	41	5	294	0
Future Volume (Veh/h)	0	0	0	31	0	5	0	431	41	5	294	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	34	0	5	0	468	45	5	320	0
Pedestrians					3							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					3.5							
Percent Blockage					0							
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											1136	
pX, platoon unblocked	0.97	0.97	0.97	0.97	0.97		0.97					
vC, conflicting volume	826	846	320	824	824	494	320			516		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	807	828	288	805	805	494	288			516		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	88	100	99	100			100		
cM capacity (veh/h)	290	298	736	293	307	578	1252			1057		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	39	513	325								
Volume Left	0	34	0	5								
Volume Right	0	5	45	0								
cSH	1700	312	1252	1057								
Volume to Capacity	0.00	0.12	0.00	0.00								
Queue Length 95th (ft)	0	11	0	0								
Control Delay (s/veh)	0.0	18.2	0.0	0.2								
Lane LOS	A	C		A								
Approach Delay (s/veh)	0.0	18.2	0.0	0.2								
Approach LOS	A	C										
Intersection Summary												
Average Delay			0.9									
Intersection Capacity Utilization			35.2%		ICU Level of Service				A			
Analysis Period (min)			15									

1: Mammoth Rd & Lakeview Ave
Lanes, Volumes, Timings

2032 No-Build
Timing Plan: Saturday Midday

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	374	34	57	370	1	33	190	78	252	174	28
Future Volume (vph)	28	374	34	57	370	1	33	190	78	252	174	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	175		0	0		0	150		0
Storage Lanes	1		1	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			No			Yes			No			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1350			1050			1136			789	
Travel Time (s)		30.7			23.9			25.8			17.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	3%	1%	0%	1%	1%	0%
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		D.P+P	NA	
Protected Phases		3			3			2		1	12	
Permitted Phases	3		3	3			2			2		
Detector Phase	3	3	3	3	3		2	2		1	12	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		6.0		
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0		
Total Split (s)	45.0	45.0	45.0	45.0	45.0		45.0	45.0		10.0		
Total Split (%)	36.6%	36.6%	36.6%	36.6%	36.6%		36.6%	36.6%		8.1%		
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		4.0		
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		0.0		
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0			-1.0		-4.0		
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0		0.0		
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	Max	Max	Max	Max	Max		Max	Max		Max		

Intersection Summary

Area Type: Other
Cycle Length: 123
Actuated Cycle Length: 104.6
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Mammoth Rd & Lakeview Ave



Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	23.0
Total Split (s)	23.0
Total Split (%)	19%
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Intersection Summary	

1: Mammoth Rd & Lakeview Ave
Queues

2032 No-Build
Timing Plan: Saturday Midday

								
Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	30	407	37	62	403	328	274	219
v/c Ratio	0.12	0.55	0.06	0.25	0.54	0.48	0.50	0.22
Control Delay (s/veh)	24.7	29.3	22.6	27.4	29.2	28.1	19.3	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.7	29.3	22.6	27.4	29.2	28.1	19.3	14.8
Queue Length 50th (ft)	12	191	14	25	189	149	88	65
Queue Length 95th (ft)	42	388	46	78	383	312	207	160
Internal Link Dist (ft)		1270			970	1056		709
Turn Bay Length (ft)	150		150	175			150	
Base Capacity (vph)	248	742	637	245	742	680	546	979
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.55	0.06	0.25	0.54	0.48	0.50	0.22
Intersection Summary								

1: Mammoth Rd & Lakeview Ave
HCM Signalized Intersection Capacity Analysis

2032 No-Build
Timing Plan: Saturday Midday

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	374	34	57	370	1	33	190	78	252	174	28
Future Volume (vph)	28	374	34	57	370	1	33	190	78	252	174	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0		0.0	0.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00			0.97		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.99		0.95	1.00	
Satd. Flow (prot)	1805	1881	1615	1805	1881			1806		1787	1845	
Flt Permitted	0.33	1.00	1.00	0.33	1.00			0.95		0.46	1.00	
Satd. Flow (perm)	631	1881	1615	623	1881			1721		864	1845	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	30	407	37	62	402	1	36	207	85	274	189	30
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	30	407	37	62	403	0	0	328	0	274	215	0
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	3%	1%	0%	1%	1%	0%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		D.P+P	NA	
Protected Phases		3			3			2		1	1 2	
Permitted Phases	3		3	3			2			2		
Actuated Green, G (s)	40.3	40.3	40.3	40.3	40.3			40.3		46.3	50.3	
Effective Green, g (s)	41.3	41.3	41.3	41.3	41.3			41.3		54.3	54.3	
Actuated g/C Ratio	0.38	0.38	0.38	0.38	0.38			0.38		0.50	0.50	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0			5.0		4.0		
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0			2.0		2.0		
Lane Grp Cap (vph)	241	720	618	238	720			659		520	929	
v/s Ratio Prot		c0.22			0.21					c0.05	0.12	
v/s Ratio Perm	0.05		0.02	0.10				c0.19		0.22		
v/c Ratio	0.12	0.57	0.06	0.26	0.56			0.50		0.53	0.23	
Uniform Delay, d1	21.5	26.2	21.0	22.8	26.1			25.3		16.7	15.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	1.1	3.2	0.2	2.6	3.1			2.7		3.8	0.6	
Delay (s)	22.6	29.4	21.2	25.4	29.2			28.0		20.5	15.6	
Level of Service	C	C	C	C	C			C		C	B	
Approach Delay (s/veh)		28.3			28.7			28.0			18.3	
Approach LOS		C			C			C			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			25.6			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.50									
Actuated Cycle Length (s)			107.8			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			67.7%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

2: Mill St/Myron St & Lakeview Ave
Lanes, Volumes, Timings

2032 No-Build
Timing Plan: Saturday Midday

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	710	18	42	757	21	13	1	40	0	0	0
Future Volume (vph)	2	710	18	42	757	21	13	1	40	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1050			203			700			431	
Travel Time (s)		23.9			4.6			15.9			9.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	3%	1%	5%	0%	0%	3%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2: Mill St/Myron St & Lakeview Ave
HCM Unsignalized Intersection Capacity Analysis

2032 No-Build
Timing Plan: Saturday Midday

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	710	18	42	757	21	13	1	40	0	0	0
Future Volume (Veh/h)	2	710	18	42	757	21	13	1	40	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	772	20	46	823	23	14	1	43	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		1050										
pX, platoon unblocked				0.75			0.75	0.75	0.75	0.75	0.75	
vC, conflicting volume	846			792			1713	1724	782	1756	1723	835
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	846			550			1785	1801	536	1844	1799	835
tC, single (s)	4.1			4.1			*5.1	*4.5	*4.1	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			94			89	99	92	100	100	100
cM capacity (veh/h)	800			756			123	153	555	38	56	371
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	794	892	58									
Volume Left	2	46	14									
Volume Right	20	23	43									
cSH	800	756	293									
Volume to Capacity	0.00	0.06	0.20									
Queue Length 95th (ft)	0	5	18									
Control Delay (s/veh)	0.1	1.7	20.3									
Lane LOS	A	A	C									
Approach Delay (s/veh)	0.1	1.7	20.3									
Approach LOS			C									
Intersection Summary												
Average Delay			1.6									
Intersection Capacity Utilization			83.0%		ICU Level of Service				E			
Analysis Period (min)			15									

* User Entered Value

3: Site Driveway & Lakeview Ave Lanes, Volumes, Timings

2032 No-Build
Timing Plan: Saturday Midday

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	740	10	19	804	16	36
Future Volume (vph)	740	10	19	804	16	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	203			238	524	
Travel Time (s)	4.6			5.4	11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	1%	0%	3%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

3: Site Driveway & Lakeview Ave HCM Unsignalized Intersection Capacity Analysis

2032 No-Build
Timing Plan: Saturday Midday

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	740	10	19	804	16	36
Future Volume (Veh/h)	740	10	19	804	16	36
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	804	11	21	874	17	39
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	1253					
pX, platoon unblocked			0.77		0.77	0.77
vC, conflicting volume			815		1726	810
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			614		1792	607
tC, single (s)			4.1		*5.1	*4.1
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		87	93
cM capacity (veh/h)			754		129	548
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	815	895	56			
Volume Left	0	21	17			
Volume Right	11	0	39			
cSH	1700	754	276			
Volume to Capacity	0.48	0.03	0.20			
Queue Length 95th (ft)	0	2	19			
Control Delay (s/veh)	0.0	0.8	21.3			
Lane LOS		A	C			
Approach Delay (s/veh)	0.0	0.8	21.3			
Approach LOS			C			
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			67.6%	ICU Level of Service		C
Analysis Period (min)			15			

* User Entered Value

4: Lakeview Ave & Primrose Hill Rd
Lanes, Volumes, Timings

2032 No-Build
Timing Plan: Saturday Midday

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	646	0	0	670	31	0	0	1	18	0	153
Future Volume (vph)	130	646	0	0	670	31	0	0	1	18	0	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		238			959			517			725	
Travel Time (s)		5.4			21.8			11.8			16.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	2%	0%	0%	1%	3%	0%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

4: Lakeview Ave & Primrose Hill Rd
HCM Unsignalized Intersection Capacity Analysis

2032 No-Build
Timing Plan: Saturday Midday

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	646	0	0	670	31	0	0	1	18	0	153
Future Volume (Veh/h)	130	646	0	0	670	31	0	0	1	18	0	153
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	141	702	0	0	728	34	0	0	1	20	0	166
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	762			702			1895	1746	702	1730	1729	745
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	762			702			1895	1746	702	1730	1729	745
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	84			100			100	100	100	67	100	60
cM capacity (veh/h)	855			905			28	73	442	61	75	416
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	843	762	1	186								
Volume Left	141	0	0	20								
Volume Right	0	34	1	166								
cSH	855	905	442	256								
Volume to Capacity	0.16	0.00	0.00	0.73								
Queue Length 95th (ft)	15	0	0	126								
Control Delay (s/veh)	4.0	0.0	13.2	49.1								
Lane LOS	A		B	E								
Approach Delay (s/veh)	4.0	0.0	13.2	49.1								
Approach LOS			B	E								
Intersection Summary												
Average Delay			7.0									
Intersection Capacity Utilization			105.4%		ICU Level of Service				G			
Analysis Period (min)			15									

5: Mill St & Water St/Site Driveway

2032 No-Build

Lanes, Volumes, Timings

Timing Plan: Saturday Midday

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	8	2	6	9	10	1	34	4	7	34	4
Future Volume (vph)	5	8	2	6	9	10	1	34	4	7	34	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		400			356			188			700	
Travel Time (s)		9.1			8.1			4.3			15.9	
Confl. Bikes (#/hr)						2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

5: Mill St & Water St/Site Driveway
HCM Unsignalized Intersection Capacity Analysis

2032 No-Build
Timing Plan: Saturday Midday

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	8	2	6	9	10	1	34	4	7	34	4
Future Volume (Veh/h)	5	8	2	6	9	10	1	34	4	7	34	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	9	2	7	10	11	1	37	4	8	37	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	112	98	39	103	98	39	41			41		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	112	98	39	103	98	39	41			41		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	99	100	99	99	99	100			99		
cM capacity (veh/h)	849	791	1038	870	791	1038	1581			1581		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	16	28	42	49								
Volume Left	5	7	1	8								
Volume Right	2	11	4	4								
cSH	834	895	1581	1581								
Volume to Capacity	0.02	0.03	0.00	0.01								
Queue Length 95th (ft)	1	2	0	0								
Control Delay (s/veh)	9.4	9.2	0.2	1.2								
Lane LOS	A	A	A	A								
Approach Delay (s/veh)	9.4	9.2	0.2	1.2								
Approach LOS	A	A										
Intersection Summary												
Average Delay			3.5									
Intersection Capacity Utilization			15.7%		ICU Level of Service					A		
Analysis Period (min)			15									

6: Mammoth Rd & Mill St
Lanes, Volumes, Timings

2032 No-Build
Timing Plan: Saturday Midday

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	16	0	4	0	315	24	8	243	0
Future Volume (vph)	0	0	0	16	0	4	0	315	24	8	243	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		494			516			929			1136	
Travel Time (s)		11.2			11.7			21.1			25.8	
Confl. Peds. (#/hr)									5	5		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	7%	0%	0%	0%	1%	9%	0%	1%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

6: Mammoth Rd & Mill St

2032 No-Build

HCM Unsignalized Intersection Capacity Analysis

Timing Plan: Saturday Midday

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	16	0	4	0	315	24	8	243	0
Future Volume (Veh/h)	0	0	0	16	0	4	0	315	24	8	243	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	17	0	4	0	342	26	9	264	0
Pedestrians					5							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					3.5							
Percent Blockage					0							
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)											1136	
pX, platoon unblocked												
vC, conflicting volume	641	655	264	642	642	360	264			373		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	641	655	264	642	642	360	264			373		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	95	100	99	100			99		
cM capacity (veh/h)	384	383	780	375	390	686	1312			1191		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	21	368	273								
Volume Left	0	17	0	9								
Volume Right	0	4	26	0								
cSH	1700	410	1312	1191								
Volume to Capacity	0.00	0.05	0.00	0.01								
Queue Length 95th (ft)	0	4	0	1								
Control Delay (s/veh)	0.0	14.3	0.0	0.3								
Lane LOS	A	B		A								
Approach Delay (s/veh)	0.0	14.3	0.0	0.3								
Approach LOS	A	B										
Intersection Summary												
Average Delay			0.6									
Intersection Capacity Utilization			29.2%		ICU Level of Service				A			
Analysis Period (min)			15									

1: Mammoth Rd & Lakeview Ave
Lanes, Volumes, Timings

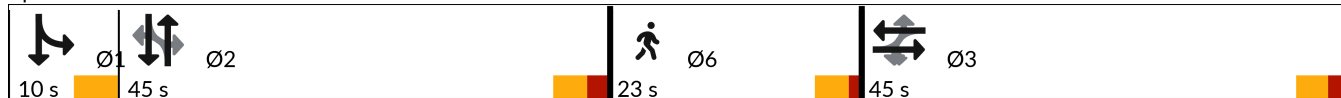
2032 Build
Timing Plan: Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	353	20	34	320	0	23	180	76	283	351	46
Future Volume (vph)	23	353	20	34	320	0	23	180	76	283	351	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	175		0	0		0	150		0
Storage Lanes	1		1	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			No			Yes			No			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1350			1050			1136			789	
Travel Time (s)		30.7			23.9			25.8			17.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	0%	3%	4%	0%	0%	4%	4%	3%	2%	2%
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		D.P+P	NA	
Protected Phases		3			3			2		1	12	
Permitted Phases	3		3	3			2			2		
Detector Phase	3	3	3	3	3		2	2		1	12	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		6.0		
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0		
Total Split (s)	45.0	45.0	45.0	45.0	45.0		45.0	45.0		10.0		
Total Split (%)	36.6%	36.6%	36.6%	36.6%	36.6%		36.6%	36.6%		8.1%		
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		4.0		
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		0.0		
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0			-1.0		-4.0		
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0		0.0		
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	Max	Max	Max	Max	Max		Max	Max		Max		

Intersection Summary

Area Type: Other
Cycle Length: 123
Actuated Cycle Length: 104.6
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Mammoth Rd & Lakeview Ave



Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	23.0
Total Split (s)	23.0
Total Split (%)	19%
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Intersection Summary	

1: Mammoth Rd & Lakeview Ave
Queues

2032 Build
Timing Plan: Weekday AM

								
Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	25	384	22	37	348	304	308	432
v/c Ratio	0.09	0.54	0.03	0.14	0.48	0.46	0.56	0.44
Control Delay (s/veh)	24.0	29.2	22.6	25.0	27.9	27.8	20.9	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.0	29.2	22.6	25.0	27.9	27.8	20.9	18.1
Queue Length 50th (ft)	10	179	8	14	158	137	101	150
Queue Length 95th (ft)	36	367	32	50	327	290	236	338
Internal Link Dist (ft)		1270			970	1056		709
Turn Bay Length (ft)	150		150	175			150	
Base Capacity (vph)	280	714	637	256	721	658	548	972
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.54	0.03	0.14	0.48	0.46	0.56	0.44
Intersection Summary								

1: Mammoth Rd & Lakeview Ave
HCM Signalized Intersection Capacity Analysis

2032 Build
Timing Plan: Weekday AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	353	20	34	320	0	23	180	76	283	351	46
Future Volume (vph)	23	353	20	34	320	0	23	180	76	283	351	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0		0.0	0.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00			0.96		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1719	1810	1615	1752	1827			1758		1752	1830	
Flt Permitted	0.39	1.00	1.00	0.35	1.00			0.95		0.48	1.00	
Satd. Flow (perm)	710	1810	1615	651	1827			1671		877	1830	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	384	22	37	348	0	25	196	83	308	382	50
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	3	0
Lane Group Flow (vph)	25	384	22	37	348	0	0	304	0	308	429	0
Heavy Vehicles (%)	5%	5%	0%	3%	4%	0%	0%	4%	4%	3%	2%	2%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		D.P+P	NA	
Protected Phases		3			3			2		1	1 2	
Permitted Phases	3		3	3			2			2		
Actuated Green, G (s)	40.3	40.3	40.3	40.3	40.3			40.3		46.3	50.3	
Effective Green, g (s)	41.3	41.3	41.3	41.3	41.3			41.3		54.3	54.3	
Actuated g/C Ratio	0.38	0.38	0.38	0.38	0.38			0.38		0.50	0.50	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0			5.0		4.0		
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0			2.0		2.0		
Lane Grp Cap (vph)	272	693	618	249	699			640		522	921	
v/s Ratio Prot		c0.21			0.19					c0.05	c0.23	
v/s Ratio Perm	0.04		0.01	0.06				0.18		0.24		
v/c Ratio	0.09	0.55	0.04	0.15	0.50			0.48		0.59	0.47	
Uniform Delay, d1	21.3	26.0	20.8	21.7	25.3			25.1		18.0	17.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.7	3.2	0.1	1.3	2.5			2.5		4.8	1.7	
Delay (s)	21.9	29.2	20.9	23.0	27.9			27.6		22.8	19.0	
Level of Service	C	C	C	C	C			C		C	B	
Approach Delay (s/veh)		28.4			27.4			27.6			20.6	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			25.0			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.50									
Actuated Cycle Length (s)			107.8			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			72.7%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

2: Mill St/Myron St & Lakeview Ave
Lanes, Volumes, Timings

2032 Build
Timing Plan: Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	718	14	36	591	8	5	0	42	0	0	0
Future Volume (vph)	1	718	14	36	591	8	5	0	42	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1050			203			700			431	
Travel Time (s)		23.9			4.6			15.9			9.8	
Confl. Bikes (#/hr)			2			1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	0%	3%	3%	0%	0%	0%	8%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2: Mill St/Myron St & Lakeview Ave HCM Unsignalized Intersection Capacity Analysis

2032 Build
Timing Plan: Weekday AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	718	14	36	591	8	5	0	42	0	0	0
Future Volume (Veh/h)	1	718	14	36	591	8	5	0	42	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	780	15	39	642	9	5	0	46	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		1050										
pX, platoon unblocked				0.74			0.74	0.74	0.74	0.74	0.74	
vC, conflicting volume	651			795			1514	1519	788	1560	1522	647
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	651			542			1519	1525	531	1582	1529	647
tC, single (s)	4.1			4.1			*2.0	6.5	*1.0	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.4	3.5	4.0	3.3
p0 queue free %	100			95			99	100	95	100	100	100
cM capacity (veh/h)	945			752			598	83	860	59	82	475
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	796	690	51									
Volume Left	1	39	5									
Volume Right	15	9	46									
cSH	945	752	825									
Volume to Capacity	0.00	0.05	0.06									
Queue Length 95th (ft)	0	4	5									
Control Delay (s/veh)	0.0	1.4	9.7									
Lane LOS	A	A	A									
Approach Delay (s/veh)	0.0	1.4	9.7									
Approach LOS			A									
Intersection Summary												
Average Delay			0.9									
Intersection Capacity Utilization			70.0%			ICU Level of Service			C			
Analysis Period (min)			15									

* User Entered Value

3: Site Driveway & Lakeview Ave Lanes, Volumes, Timings

2032 Build
Timing Plan: Weekday AM

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	756	4	14	634	1	24
Future Volume (vph)	756	4	14	634	1	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	203			238	524	
Travel Time (s)	4.6			5.4	11.9	
Confl. Peds. (#/hr)		1	1			
Confl. Bikes (#/hr)		2				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	0%	0%	2%	0%	0%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

3: Site Driveway & Lakeview Ave HCM Unsignalized Intersection Capacity Analysis

2032 Build
Timing Plan: Weekday AM

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	756	4	14	634	1	24
Future Volume (Veh/h)	756	4	14	634	1	24
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	822	4	15	689	1	26
Pedestrians					1	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					0	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	1253					
pX, platoon unblocked			0.76		0.76	0.76
vC, conflicting volume			827		1544	825
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			615		1558	613
tC, single (s)			4.1		*2.0	*1.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	97
cM capacity (veh/h)			740		626	914
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	826	704	27			
Volume Left	0	15	1			
Volume Right	4	0	26			
cSH	1700	740	899			
Volume to Capacity	0.49	0.02	0.03			
Queue Length 95th (ft)	0	2	2			
Control Delay (s/veh)	0.0	0.5	9.1			
Lane LOS		A	A			
Approach Delay (s/veh)	0.0	0.5	9.1			
Approach LOS			A			
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			54.6%	ICU Level of Service		A
Analysis Period (min)			15			

* User Entered Value

4: Lakeview Ave & Primrose Hill Rd
Lanes, Volumes, Timings

2032 Build
Timing Plan: Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	202	578	0	0	466	40	3	0	0	27	0	179
Future Volume (vph)	202	578	0	0	466	40	3	0	0	27	0	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		238			959			517			725	
Travel Time (s)		5.4			21.8			11.8			16.5	
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)			2			1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	3%	0%	0%	2%	8%	0%	0%	0%	4%	0%	2%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

4: Lakeview Ave & Primrose Hill Rd
HCM Unsignalized Intersection Capacity Analysis

2032 Build
Timing Plan: Weekday AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	202	578	0	0	466	40	3	0	0	27	0	179
Future Volume (Veh/h)	202	578	0	0	466	40	3	0	0	27	0	179
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	220	628	0	0	507	43	3	0	0	29	0	195
Pedestrians								1				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								3.5				
Percent Blockage								0				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	550			629			1793	1619	629	1597	1598	529
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	550			629			1793	1619	629	1597	1598	529
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	78			100			91	100	100	59	100	65
cM capacity (veh/h)	995			962			34	81	485	70	84	550
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	848	550	3	224								
Volume Left	220	0	3	29								
Volume Right	0	43	0	195								
cSH	995	962	34	292								
Volume to Capacity	0.22	0.00	0.09	0.77								
Queue Length 95th (ft)	21	0	7	146								
Control Delay (s/veh)	5.0	0.0	121.4	48.4								
Lane LOS	A		F	E								
Approach Delay (s/veh)	5.0	0.0	121.4	48.4								
Approach LOS			F	E								
Intersection Summary												
Average Delay			9.5									
Intersection Capacity Utilization			90.4%		ICU Level of Service				E			
Analysis Period (min)			15									

5: Mill St & Water St/Site Driveway

2032 Build

Lanes, Volumes, Timings

Timing Plan: Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	2	0	23	6	6	2	30	9	12	25	5
Future Volume (vph)	10	2	0	23	6	6	2	30	9	12	25	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		400			356			188			700	
Travel Time (s)		9.1			8.1			4.3			15.9	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%	4%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

5: Mill St & Water St/Site Driveway
 HCM Unsignalized Intersection Capacity Analysis

2032 Build
 Timing Plan: Weekday AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	2	0	23	6	6	2	30	9	12	25	5
Future Volume (Veh/h)	10	2	0	23	6	6	2	30	9	12	25	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	2	0	25	7	7	2	33	10	13	27	5
Pedestrians					1							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					3.5							
Percent Blockage					0							
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	108	104	30	100	101	39	32			44		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	108	104	30	100	101	39	32			44		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	100	97	99	99	100			99		
cM capacity (veh/h)	857	782	1051	877	785	1037	1593			1576		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	13	39	45	45								
Volume Left	11	25	2	13								
Volume Right	0	7	10	5								
cSH	845	883	1593	1576								
Volume to Capacity	0.02	0.04	0.00	0.01								
Queue Length 95th (ft)	1	3	0	1								
Control Delay (s/veh)	9.3	9.3	0.3	2.2								
Lane LOS	A	A	A	A								
Approach Delay (s/veh)	9.3	9.3	0.3	2.2								
Approach LOS	A	A										
Intersection Summary												
Average Delay			4.2									
Intersection Capacity Utilization			16.6%		ICU Level of Service				A			
Analysis Period (min)			15									

6: Mammoth Rd & Mill St
Lanes, Volumes, Timings

2032 Build
Timing Plan: Weekday AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	55	0	6	0	229	23	6	449	0
Future Volume (vph)	0	0	0	55	0	6	0	229	23	6	449	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		494			516			929			1136	
Travel Time (s)		11.2			11.7			21.1			25.8	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	3%	0%	17%	0%	2%	7%	50%	1%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

6: Mammoth Rd & Mill St

2032 Build

HCM Unsignalized Intersection Capacity Analysis

Timing Plan: Weekday AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	55	0	6	0	229	23	6	449	0
Future Volume (Veh/h)	0	0	0	55	0	6	0	229	23	6	449	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	60	0	7	0	249	25	7	488	0
Pedestrians					1							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					3.5							
Percent Blockage					0							
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											1136	
pX, platoon unblocked	0.88	0.88	0.88	0.88	0.88		0.88					
vC, conflicting volume	771	777	488	765	765	263	488			275		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	670	677	349	663	663	263	349			275		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.4	4.1			4.6		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.5	2.2			2.7		
p0 queue free %	100	100	100	82	100	99	100			99		
cM capacity (veh/h)	323	329	615	326	335	740	1074			1055		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	67	274	495								
Volume Left	0	60	0	7								
Volume Right	0	7	25	0								
cSH	1700	346	1074	1055								
Volume to Capacity	0.00	0.19	0.00	0.01								
Queue Length 95th (ft)	0	18	0	1								
Control Delay (s/veh)	0.0	17.9	0.0	0.2								
Lane LOS	A	C		A								
Approach Delay (s/veh)	0.0	17.9	0.0	0.2								
Approach LOS	A	C										
Intersection Summary												
Average Delay			1.5									
Intersection Capacity Utilization			38.5%		ICU Level of Service				A			
Analysis Period (min)			15									

1: Mammoth Rd & Lakeview Ave
Lanes, Volumes, Timings

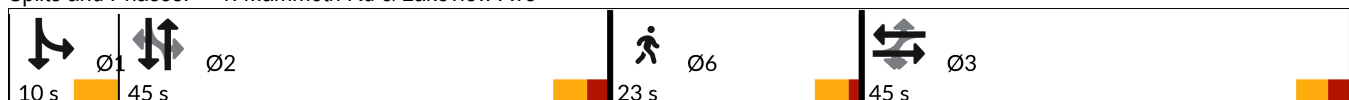
2032 Build
Timing Plan: Weekday PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	548	28	43	414	0	40	346	83	295	224	42
Future Volume (vph)	25	548	28	43	414	0	40	346	83	295	224	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	175		0	0		0	150		0
Storage Lanes	1		1	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			No			Yes			No			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1350			1050			1136			789	
Travel Time (s)		30.7			23.9			25.8			17.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	1%	0%	1%	1%	0%
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		D.P+P	NA	
Protected Phases		3			3			2		1	12	
Permitted Phases	3		3	3			2			2		
Detector Phase	3	3	3	3	3		2	2		1	12	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		6.0		
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0		
Total Split (s)	45.0	45.0	45.0	45.0	45.0		45.0	45.0		10.0		
Total Split (%)	36.6%	36.6%	36.6%	36.6%	36.6%		36.6%	36.6%		8.1%		
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		4.0		
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		0.0		
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0			-1.0		-4.0		
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0		0.0		
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	Max	Max	Max	Max	Max		Max	Max		Max		

Intersection Summary

Area Type: Other
Cycle Length: 123
Actuated Cycle Length: 104.6
Natural Cycle: 100
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Mammoth Rd & Lakeview Ave



Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	23.0
Total Split (s)	23.0
Total Split (%)	19%
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Intersection Summary	

1: Mammoth Rd & Lakeview Ave
Queues

2032 Build
Timing Plan: Weekday PM

								
Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	27	596	30	47	450	509	321	289
v/c Ratio	0.13	0.80	0.05	0.48	0.61	0.74	0.73	0.30
Control Delay (s/veh)	25.2	39.0	22.6	46.5	30.9	36.1	28.3	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.2	39.0	22.6	46.5	30.9	36.1	28.3	15.6
Queue Length 50th (ft)	11	321	11	21	218	264	106	89
Queue Length 95th (ft)	40	#692	39	#91	437	#575	#307	211
Internal Link Dist (ft)		1270			970	1056		709
Turn Bay Length (ft)	150		150	175			150	
Base Capacity (vph)	211	742	637	98	742	690	441	977
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.80	0.05	0.48	0.61	0.74	0.73	0.30

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

1: Mammoth Rd & Lakeview Ave
HCM Signalized Intersection Capacity Analysis

2032 Build
Timing Plan: Weekday PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	548	28	43	414	0	40	346	83	295	224	42
Future Volume (vph)	25	548	28	43	414	0	40	346	83	295	224	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0		0.0	0.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00			0.98		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1805	1881	1615	1805	1881			1833		1787	1839	
Flt Permitted	0.28	1.00	1.00	0.13	1.00			0.95		0.33	1.00	
Satd. Flow (perm)	535	1881	1615	250	1881			1749		621	1839	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	596	30	47	450	0	43	376	90	321	243	46
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	5	0
Lane Group Flow (vph)	27	596	30	47	450	0	0	509	0	321	284	0
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	1%	0%	1%	1%	0%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		D.P+P	NA	
Protected Phases		3			3			2		1	1 2	
Permitted Phases	3		3	3			2			2		
Actuated Green, G (s)	40.3	40.3	40.3	40.3	40.3			40.3		46.3	50.3	
Effective Green, g (s)	41.3	41.3	41.3	41.3	41.3			41.3		54.3	54.3	
Actuated g/C Ratio	0.38	0.38	0.38	0.38	0.38			0.38		0.50	0.50	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0			5.0		4.0		
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0			2.0		2.0		
Lane Grp Cap (vph)	204	720	618	95	720			670		420	926	
v/s Ratio Prot		c0.32			0.24					c0.07	0.15	
v/s Ratio Perm	0.05		0.02	0.19				c0.29		0.31		
v/c Ratio	0.13	0.83	0.05	0.49	0.63			0.76		0.76	0.31	
Uniform Delay, d1	21.6	30.0	20.9	25.3	27.0			28.9		20.7	15.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	1.3	10.6	0.1	17.2	4.1			7.9		12.4	0.9	
Delay (s)	22.9	40.6	21.0	42.6	31.0			36.8		33.2	16.6	
Level of Service	C	D	C	D	C			D		C	B	
Approach Delay (s/veh)		39.0			32.1			36.8			25.3	
Approach LOS		D			C			D			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			33.3			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.74									
Actuated Cycle Length (s)			107.8			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			87.5%			ICU Level of Service				E		
Analysis Period (min)			15									
c Critical Lane Group												

2: Mill St/Myron St & Lakeview Ave
Lanes, Volumes, Timings

2032 Build
Timing Plan: Weekday PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	938	34	53	875	29	20	0	63	0	0	0
Future Volume (vph)	2	938	34	53	875	29	20	0	63	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1050			203			700			431	
Travel Time (s)		23.9			4.6			15.9			9.8	
Confl. Peds. (#/hr)	1		6	6		1	1					1
Confl. Bikes (#/hr)			4			1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	6%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2: Mill St/Myron St & Lakeview Ave
HCM Unsignalized Intersection Capacity Analysis

2032 Build
Timing Plan: Weekday PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	938	34	53	875	29	20	0	63	0	0	0
Future Volume (Veh/h)	2	938	34	53	875	29	20	0	63	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	1020	37	58	951	32	22	0	68	0	0	0
Pedestrians		1						6			1	
Lane Width (ft)		12.0						12.0			0.0	
Walking Speed (ft/s)		3.5						3.5			3.5	
Percent Blockage		0						1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)		1050										
pX, platoon unblocked				0.58			0.58	0.58	0.58	0.58	0.58	
vC, conflicting volume	984			1063			2133	2149	1045	2195	2151	969
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	984			742			2597	2625	710	2705	2629	969
tC, single (s)	4.1			4.1			*4.2	6.5	*3.6	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.6	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			88			69	100	84	100	100	100
cM capacity (veh/h)	710			501			70	12	418	6	12	310
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	1059	1041	90									
Volume Left	2	58	22									
Volume Right	37	32	68									
cSH	710	501	190									
Volume to Capacity	0.00	0.12	0.47									
Queue Length 95th (ft)	0	10	57									
Control Delay (s/veh)	0.1	4.1	40.1									
Lane LOS	A	A	E									
Approach Delay (s/veh)	0.1	4.1	40.1									
Approach LOS			E									
Intersection Summary												
Average Delay			3.7									
Intersection Capacity Utilization			107.3%			ICU Level of Service			G			
Analysis Period (min)			15									

* User Entered Value

3: Site Driveway & Lakeview Ave Lanes, Volumes, Timings

2032 Build
Timing Plan: Weekday PM

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations					 	
Traffic Volume (vph)	981	20	50	949	8	30
Future Volume (vph)	981	20	50	949	8	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	203			238	524	
Travel Time (s)	4.6			5.4	11.9	
Confl. Peds. (#/hr)		6	6			
Confl. Bikes (#/hr)		5				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

3: Site Driveway & Lakeview Ave HCM Unsignalized Intersection Capacity Analysis

2032 Build
Timing Plan: Weekday PM

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	EB			WB	NB	
Traffic Volume (veh/h)	981	20	50	949	8	30
Future Volume (Veh/h)	981	20	50	949	8	30
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1066	22	54	1032	9	33
Pedestrians					6	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	1253					
pX, platoon unblocked			0.60		0.60	0.60
vC, conflicting volume			1094		2223	1083
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			825		2701	807
tC, single (s)			4.1		*4.2	*3.6
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			89		86	92
cM capacity (veh/h)			487		66	412
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	1088	1086	42			
Volume Left	0	54	9			
Volume Right	22	0	33			
cSH	1700	487	195			
Volume to Capacity	0.64	0.11	0.22			
Queue Length 95th (ft)	0	9	20			
Control Delay (s/veh)	0.0	4.2	28.5			
Lane LOS		A	D			
Approach Delay (s/veh)	0.0	4.2	28.5			
Approach LOS			D			
Intersection Summary						
Average Delay			2.6			
Intersection Capacity Utilization			100.7%	ICU Level of Service		G
Analysis Period (min)			15			

* User Entered Value

4: Lakeview Ave & Primrose Hill Rd
Lanes, Volumes, Timings

2032 Build
Timing Plan: Weekday PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	239	770	2	0	719	20	2	0	0	14	0	278
Future Volume (vph)	239	770	2	0	719	20	2	0	0	14	0	278
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		238			959			517			725	
Travel Time (s)		5.4			21.8			11.8			16.5	
Confl. Peds. (#/hr)	3		6	6		3						
Confl. Bikes (#/hr)			3			1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

4: Lakeview Ave & Primrose Hill Rd
HCM Unsignalized Intersection Capacity Analysis

2032 Build
Timing Plan: Weekday PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	239	770	2	0	719	20	2	0	0	14	0	278
Future Volume (Veh/h)	239	770	2	0	719	20	2	0	0	14	0	278
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	260	837	2	0	782	22	2	0	0	15	0	302
Pedestrians								6			3	
Lane Width (ft)								12.0			12.0	
Walking Speed (ft/s)								3.5			3.5	
Percent Blockage								1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	807			845			2459	2171	844	2154	2161	796
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	807			845			2459	2171	844	2154	2161	796
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	68			100			43	100	100	43	100	22
cM capacity (veh/h)	820			796			3	32	364	26	33	387
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	1099	804	2	317								
Volume Left	260	0	2	15								
Volume Right	2	22	0	302								
cSH	820	796	3	235								
Volume to Capacity	0.32	0.00	0.57	1.35								
Queue Length 95th (ft)	34	0	19	430								
Control Delay (s/veh)	8.2	0.0	1466.9	224.0								
Lane LOS	A		F	F								
Approach Delay (s/veh)	8.2	0.0	1466.9	224.0								
Approach LOS			F	F								
Intersection Summary												
Average Delay			37.3									
Intersection Capacity Utilization			120.5%		ICU Level of Service				H			
Analysis Period (min)			15									

5: Mill St & Water St/Site Driveway

2032 Build

Lanes, Volumes, Timings

Timing Plan: Weekday PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	11	0	20	13	8	13	45	32	20	40	16
Future Volume (vph)	13	11	0	20	13	8	13	45	32	20	40	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		400			356			188			700	
Travel Time (s)		9.1			8.1			4.3			15.9	
Confl. Peds. (#/hr)	1					1			2	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

5: Mill St & Water St/Site Driveway
 HCM Unsignalized Intersection Capacity Analysis

2032 Build
 Timing Plan: Weekday PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	11	0	20	13	8	13	45	32	20	40	16
Future Volume (Veh/h)	13	11	0	20	13	8	13	45	32	20	40	16
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	12	0	22	14	9	14	49	35	22	43	17
Pedestrians					2						1	
Lane Width (ft)					12.0						12.0	
Walking Speed (ft/s)					3.5						3.5	
Percent Blockage					0						0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	207	210	52	198	201	70	60			86		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	207	210	52	198	201	70	60			86		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	98	100	97	98	99	99			99		
cM capacity (veh/h)	722	674	1022	739	681	996	1556			1520		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	26	45	98	82								
Volume Left	14	22	14	22								
Volume Right	0	9	35	17								
cSH	699	758	1556	1520								
Volume to Capacity	0.04	0.06	0.01	0.01								
Queue Length 95th (ft)	3	5	1	1								
Control Delay (s/veh)	10.4	10.0	1.1	2.1								
Lane LOS	B	B	A	A								
Approach Delay (s/veh)	10.4	10.0	1.1	2.1								
Approach LOS	B	B										
Intersection Summary												
Average Delay			4.0									
Intersection Capacity Utilization			17.5%		ICU Level of Service				A			
Analysis Period (min)			15									

6: Mammoth Rd & Mill St
Lanes, Volumes, Timings

2032 Build
Timing Plan: Weekday PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	44	0	5	0	431	62	5	294	0
Future Volume (vph)	0	0	0	44	0	5	0	431	62	5	294	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		494			516			929			1136	
Travel Time (s)		11.2			11.7			21.1			25.8	
Confl. Peds. (#/hr)									3	3		
Confl. Bikes (#/hr)									1			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

6: Mammoth Rd & Mill St

2032 Build

HCM Unsignalized Intersection Capacity Analysis

Timing Plan: Weekday PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	44	0	5	0	431	62	5	294	0
Future Volume (Veh/h)	0	0	0	44	0	5	0	431	62	5	294	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	48	0	5	0	468	67	5	320	0
Pedestrians					3							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					3.5							
Percent Blockage					0							
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											1136	
pX, platoon unblocked	0.97	0.97	0.97	0.97	0.97		0.97					
vC, conflicting volume	837	868	320	835	835	505	320			538		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	818	851	288	816	816	505	288			538		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	83	100	99	100			100		
cM capacity (veh/h)	285	289	736	287	303	570	1252			1037		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	53	535	325								
Volume Left	0	48	0	5								
Volume Right	0	5	67	0								
cSH	1700	302	1252	1037								
Volume to Capacity	0.00	0.18	0.00	0.00								
Queue Length 95th (ft)	0	16	0	0								
Control Delay (s/veh)	0.0	19.5	0.0	0.2								
Lane LOS	A	C		A								
Approach Delay (s/veh)	0.0	19.5	0.0	0.2								
Approach LOS	A	C										
Intersection Summary												
Average Delay			1.2									
Intersection Capacity Utilization			36.5%		ICU Level of Service				A			
Analysis Period (min)			15									

1: Mammoth Rd & Lakeview Ave
Lanes, Volumes, Timings

2032 Build
Timing Plan: Saturday Midday

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	375	34	57	371	1	33	190	78	254	174	28
Future Volume (vph)	28	375	34	57	371	1	33	190	78	254	174	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	175		0	0		0	150		0
Storage Lanes	1		1	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			No			Yes			No			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1350			1050			1136			789	
Travel Time (s)		30.7			23.9			25.8			17.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	3%	1%	0%	1%	1%	0%
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		D.P+P	NA	
Protected Phases		3			3			2		1	12	
Permitted Phases	3		3	3			2			2		
Detector Phase	3	3	3	3	3		2	2		1	12	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		6.0		
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0		
Total Split (s)	45.0	45.0	45.0	45.0	45.0		45.0	45.0		10.0		
Total Split (%)	36.6%	36.6%	36.6%	36.6%	36.6%		36.6%	36.6%		8.1%		
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		4.0		
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		0.0		
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0			-1.0		-4.0		
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0		0.0		
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	Max	Max	Max	Max	Max		Max	Max		Max		

Intersection Summary

Area Type: Other
Cycle Length: 123
Actuated Cycle Length: 104.6
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Mammoth Rd & Lakeview Ave



Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	23.0
Total Split (s)	23.0
Total Split (%)	19%
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Intersection Summary	

Queues

Timing Plan: Saturday Midday

								
Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	30	408	37	62	404	328	276	219
v/c Ratio	0.12	0.55	0.06	0.25	0.54	0.48	0.51	0.22
Control Delay (s/veh)	24.7	29.4	22.6	27.5	29.2	28.1	19.4	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.7	29.4	22.6	27.5	29.2	28.1	19.4	14.8
Queue Length 50th (ft)	12	192	14	25	190	149	88	65
Queue Length 95th (ft)	42	389	46	78	384	312	209	160
Internal Link Dist (ft)		1270			970	1056		709
Turn Bay Length (ft)	150		150	175			150	
Base Capacity (vph)	247	742	637	245	742	680	546	979
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.55	0.06	0.25	0.54	0.48	0.51	0.22
Intersection Summary								

1: Mammoth Rd & Lakeview Ave
HCM Signalized Intersection Capacity Analysis

2032 Build
Timing Plan: Saturday Midday

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	375	34	57	371	1	33	190	78	254	174	28
Future Volume (vph)	28	375	34	57	371	1	33	190	78	254	174	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0		0.0	0.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00			0.97		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.99		0.95	1.00	
Satd. Flow (prot)	1805	1881	1615	1805	1881			1806		1787	1845	
Flt Permitted	0.33	1.00	1.00	0.33	1.00			0.95		0.46	1.00	
Satd. Flow (perm)	629	1881	1615	621	1881			1721		864	1845	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	30	408	37	62	403	1	36	207	85	276	189	30
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	30	408	37	62	404	0	0	328	0	276	215	0
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	3%	1%	0%	1%	1%	0%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		D.P+P	NA	
Protected Phases		3			3			2		1	1 2	
Permitted Phases	3		3	3			2			2		
Actuated Green, G (s)	40.3	40.3	40.3	40.3	40.3			40.3		46.3	50.3	
Effective Green, g (s)	41.3	41.3	41.3	41.3	41.3			41.3		54.3	54.3	
Actuated g/C Ratio	0.38	0.38	0.38	0.38	0.38			0.38		0.50	0.50	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0			5.0		4.0		
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0			2.0		2.0		
Lane Grp Cap (vph)	240	720	618	237	720			659		520	929	
v/s Ratio Prot		c0.22			0.21					c0.05	0.12	
v/s Ratio Perm	0.05		0.02	0.10				c0.19		0.22		
v/c Ratio	0.13	0.57	0.06	0.26	0.56			0.50		0.53	0.23	
Uniform Delay, d1	21.5	26.2	21.0	22.8	26.1			25.3		16.7	15.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	1.1	3.2	0.2	2.7	3.1			2.7		3.8	0.6	
Delay (s)	22.6	29.4	21.2	25.5	29.3			28.0		20.5	15.6	
Level of Service	C	C	C	C	C			C		C	B	
Approach Delay (s/veh)		28.3			28.8			28.0			18.4	
Approach LOS		C			C			C			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			25.6			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.50									
Actuated Cycle Length (s)			107.8			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			67.9%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

2: Mill St/Myron St & Lakeview Ave
Lanes, Volumes, Timings

2032 Build
Timing Plan: Saturday Midday

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	711	20	43	757	21	15	1	41	0	0	0
Future Volume (vph)	2	711	20	43	757	21	15	1	41	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1050			203			700			431	
Travel Time (s)		23.9			4.6			15.9			9.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	3%	1%	5%	0%	0%	3%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2: Mill St/Myron St & Lakeview Ave
 HCM Unsignalized Intersection Capacity Analysis

2032 Build
 Timing Plan: Saturday Midday

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	711	20	43	757	21	15	1	41	0	0	0
Future Volume (Veh/h)	2	711	20	43	757	21	15	1	41	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	773	22	47	823	23	16	1	45	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		1050										
pX, platoon unblocked				0.74			0.74	0.74	0.74	0.74	0.74	
vC, conflicting volume	846			795			1717	1728	784	1762	1728	835
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	846			551			1791	1807	536	1853	1806	835
tC, single (s)	4.1			4.1			*5.1	*4.5	*4.1	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			94			87	99	92	100	100	100
cM capacity (veh/h)	800			753			121	152	554	37	56	371
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	797	893	62									
Volume Left	2	47	16									
Volume Right	22	23	45									
cSH	800	753	282									
Volume to Capacity	0.00	0.06	0.22									
Queue Length 95th (ft)	0	5	21									
Control Delay (s/veh)	0.1	1.7	21.3									
Lane LOS	A	A	C									
Approach Delay (s/veh)	0.1	1.7	21.3									
Approach LOS			C									
Intersection Summary												
Average Delay			1.7									
Intersection Capacity Utilization			83.9%			ICU Level of Service			E			
Analysis Period (min)			15									

* User Entered Value

3: Site Driveway & Lakeview Ave Lanes, Volumes, Timings

2032 Build
Timing Plan: Saturday MIDDAY

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	741	11	30	805	16	47
Future Volume (vph)	741	11	30	805	16	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	203			238	524	
Travel Time (s)	4.6			5.4	11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	1%	0%	3%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

3: Site Driveway & Lakeview Ave HCM Unsignalized Intersection Capacity Analysis

2032 Build
Timing Plan: Saturday Midday

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	741	11	30	805	16	47
Future Volume (Veh/h)	741	11	30	805	16	47
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	805	12	33	875	17	51
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	1253					
pX, platoon unblocked			0.77		0.77	0.77
vC, conflicting volume			817		1752	811
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			616		1826	608
tC, single (s)			4.1		*5.1	*4.1
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		86	91
cM capacity (veh/h)			752		122	547
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	817	908	68			
Volume Left	0	33	17			
Volume Right	12	0	51			
cSH	1700	752	293			
Volume to Capacity	0.48	0.04	0.23			
Queue Length 95th (ft)	0	3	22			
Control Delay (s/veh)	0.0	1.2	21.0			
Lane LOS		A	C			
Approach Delay (s/veh)	0.0	1.2	21.0			
Approach LOS			C			
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			77.1%	ICU Level of Service		D
Analysis Period (min)			15			

* User Entered Value

4: Lakeview Ave & Primrose Hill Rd
Lanes, Volumes, Timings

2032 Build
Timing Plan: Saturday Midday

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	134	654	0	0	678	31	0	0	1	18	0	157
Future Volume (vph)	134	654	0	0	678	31	0	0	1	18	0	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		238			959			517			725	
Travel Time (s)		5.4			21.8			11.8			16.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	2%	0%	0%	1%	3%	0%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

4: Lakeview Ave & Primrose Hill Rd
HCM Unsignalized Intersection Capacity Analysis

2032 Build
Timing Plan: Saturday Midday

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	654	0	0	678	31	0	0	1	18	0	157
Future Volume (Veh/h)	134	654	0	0	678	31	0	0	1	18	0	157
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	146	711	0	0	737	34	0	0	1	20	0	171
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	771			711			1928	1774	711	1758	1757	754
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	771			711			1928	1774	711	1758	1757	754
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	83			100			100	100	100	66	100	58
cM capacity (veh/h)	848			898			26	69	436	58	71	411
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	857	771	1	191								
Volume Left	146	0	0	20								
Volume Right	0	34	1	171								
cSH	848	898	436	251								
Volume to Capacity	0.17	0.00	0.00	0.76								
Queue Length 95th (ft)	15	0	0	138								
Control Delay (s/veh)	4.2	0.0	13.3	53.9								
Lane LOS	A		B	F								
Approach Delay (s/veh)	4.2	0.0	13.3	53.9								
Approach LOS			B	F								
Intersection Summary												
Average Delay			7.7									
Intersection Capacity Utilization			106.8%		ICU Level of Service				G			
Analysis Period (min)			15									

5: Mill St & Water St/Site Driveway

2032 Build

Lanes, Volumes, Timings

Timing Plan: Saturday Midday

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	8	2	18	9	13	1	34	17	10	34	4
Future Volume (vph)	5	8	2	18	9	13	1	34	17	10	34	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		400			356			188			700	
Travel Time (s)		9.1			8.1			4.3			15.9	
Confl. Bikes (#/hr)						2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

5: Mill St & Water St/Site Driveway
HCM Unsignalized Intersection Capacity Analysis

2032 Build
Timing Plan: Saturday Midday

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	8	2	18	9	13	1	34	17	10	34	4
Future Volume (Veh/h)	5	8	2	18	9	13	1	34	17	10	34	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	9	2	20	10	14	1	37	18	11	37	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	128	118	39	116	111	46	41			55		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	128	118	39	116	111	46	41			55		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	99	100	98	99	99	100			99		
cM capacity (veh/h)	825	770	1038	852	777	1029	1581			1563		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	16	44	56	52								
Volume Left	5	20	1	11								
Volume Right	2	14	18	4								
cSH	813	881	1581	1563								
Volume to Capacity	0.02	0.05	0.00	0.01								
Queue Length 95th (ft)	2	4	0	1								
Control Delay (s/veh)	9.5	9.3	0.1	1.6								
Lane LOS	A	A	A	A								
Approach Delay (s/veh)	9.5	9.3	0.1	1.6								
Approach LOS	A	A										
Intersection Summary												
Average Delay			3.9									
Intersection Capacity Utilization			18.0%		ICU Level of Service					A		
Analysis Period (min)			15									

6: Mammoth Rd & Mill St
Lanes, Volumes, Timings

2032 Build
Timing Plan: Saturday Midday

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	28	0	4	0	315	37	8	243	0
Future Volume (vph)	0	0	0	28	0	4	0	315	37	8	243	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		494			516			929			1136	
Travel Time (s)		11.2			11.7			21.1			25.8	
Confl. Peds. (#/hr)									5	5		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	7%	0%	0%	0%	1%	9%	0%	1%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

6: Mammoth Rd & Mill St

2032 Build

HCM Unsignalized Intersection Capacity Analysis

Timing Plan: Saturday Midday

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	28	0	4	0	315	37	8	243	0
Future Volume (Veh/h)	0	0	0	28	0	4	0	315	37	8	243	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	30	0	4	0	342	40	9	264	0
Pedestrians					5							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					3.5							
Percent Blockage					0							
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											1136	
pX, platoon unblocked												
vC, conflicting volume	648	669	264	649	649	367	264			387		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	648	669	264	649	649	367	264			387		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	92	100	99	100			99		
cM capacity (veh/h)	380	376	780	371	386	680	1312			1177		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	34	382	273								
Volume Left	0	30	0	9								
Volume Right	0	4	40	0								
cSH	1700	392	1312	1177								
Volume to Capacity	0.00	0.09	0.00	0.01								
Queue Length 95th (ft)	0	7	0	1								
Control Delay (s/veh)	0.0	15.1	0.0	0.3								
Lane LOS	A	C		A								
Approach Delay (s/veh)	0.0	15.1	0.0	0.3								
Approach LOS	A	C										
Intersection Summary												
Average Delay			0.9									
Intersection Capacity Utilization			29.2%		ICU Level of Service				A			
Analysis Period (min)			15									