

APPENDIX A

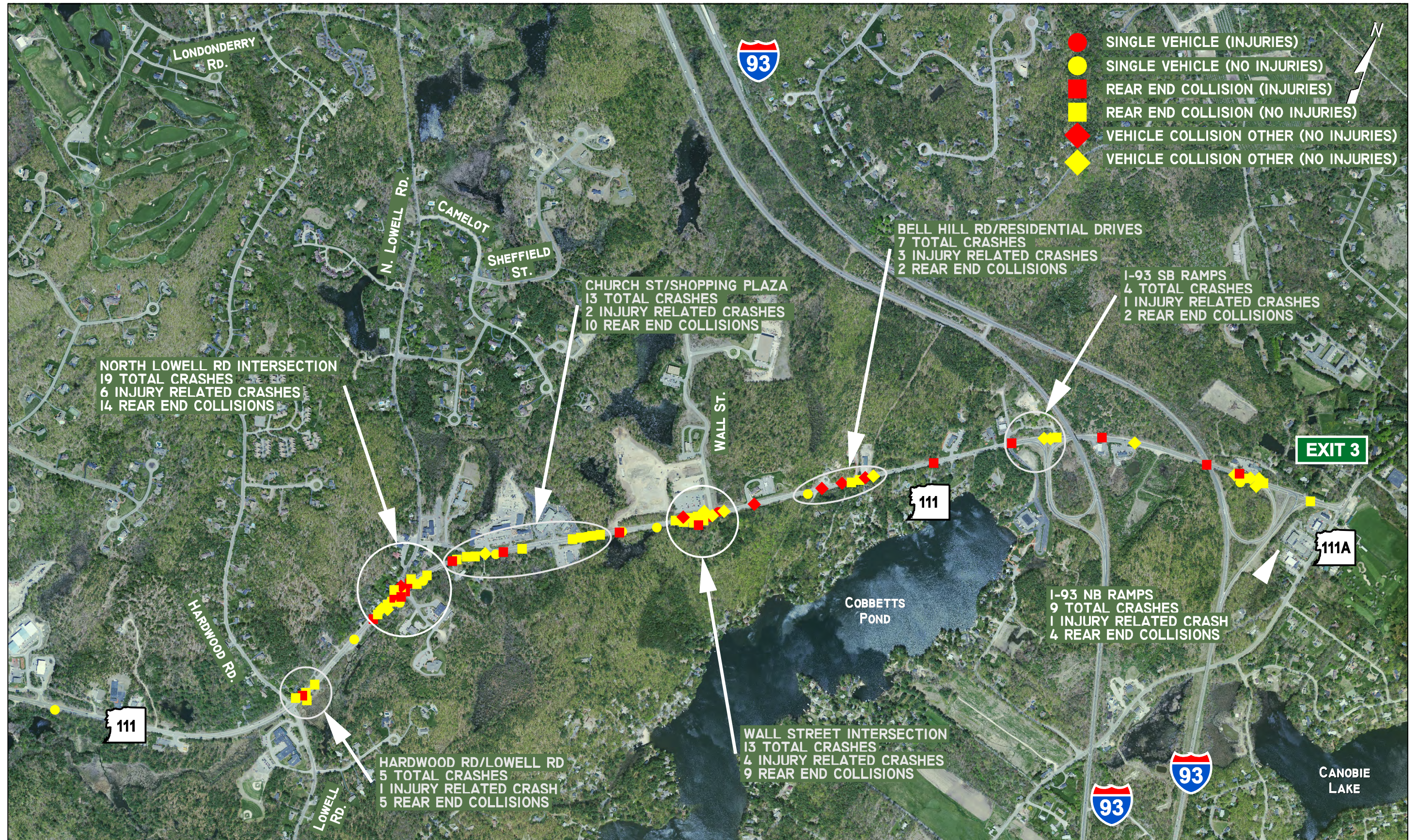
Figures

DRAFT

NH III CORRIDOR & WALL STREET EXTENSION FEASIBILITY STUDY



NH III CORRIDOR & WALL STREET EXTENSION FEASIBILITY STUDY



APPENDIX B

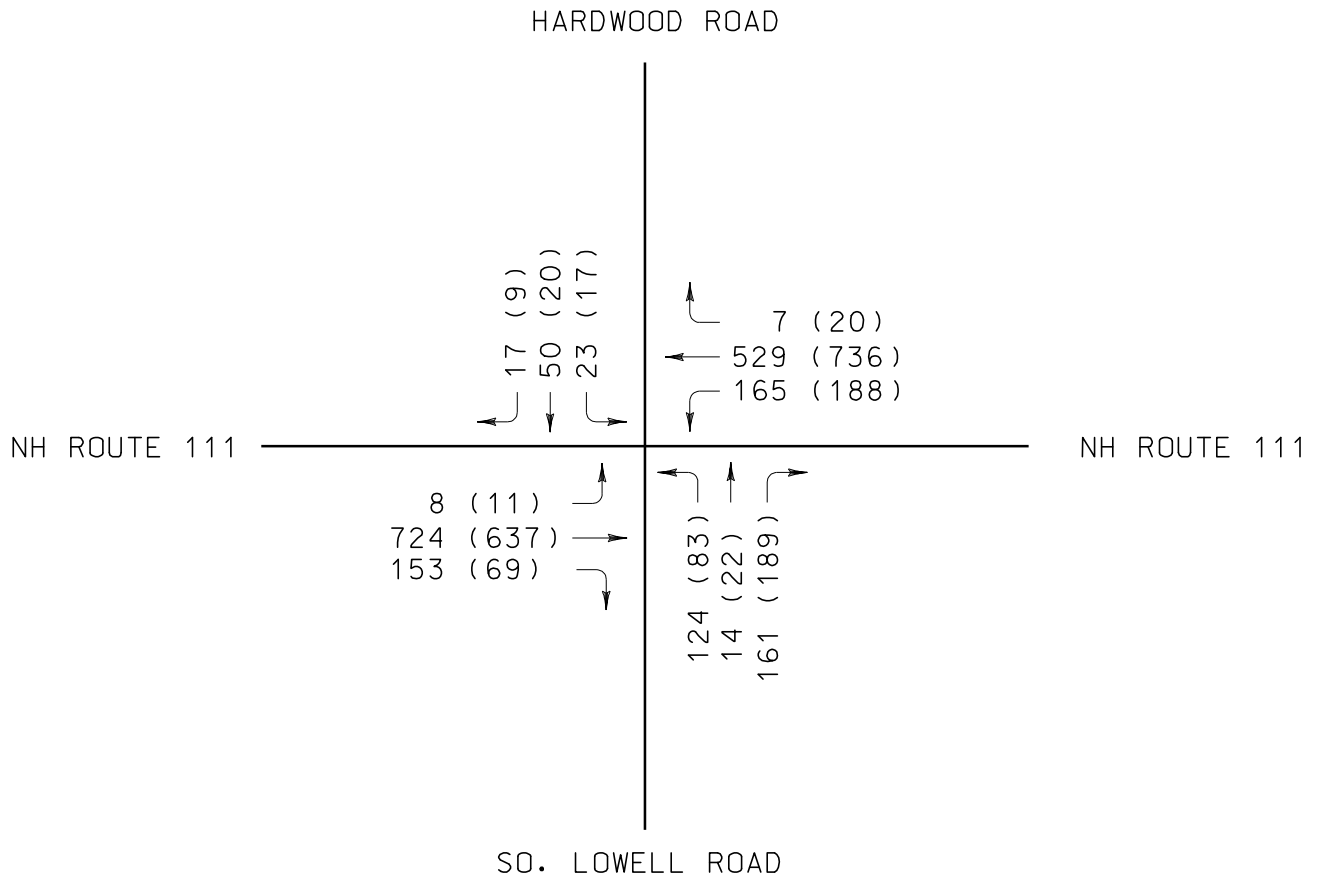
Peak Hour Traffic Volumes 2009

DRAFT

XXX - 2009 PM PEAK
(XXX) - 2009 PM PEAK

Turning Movements

LEGEND



WINDHAM NH 111 CORRIDOR AND WALL STREET
EXTENSION FEASIBILITY STUDY

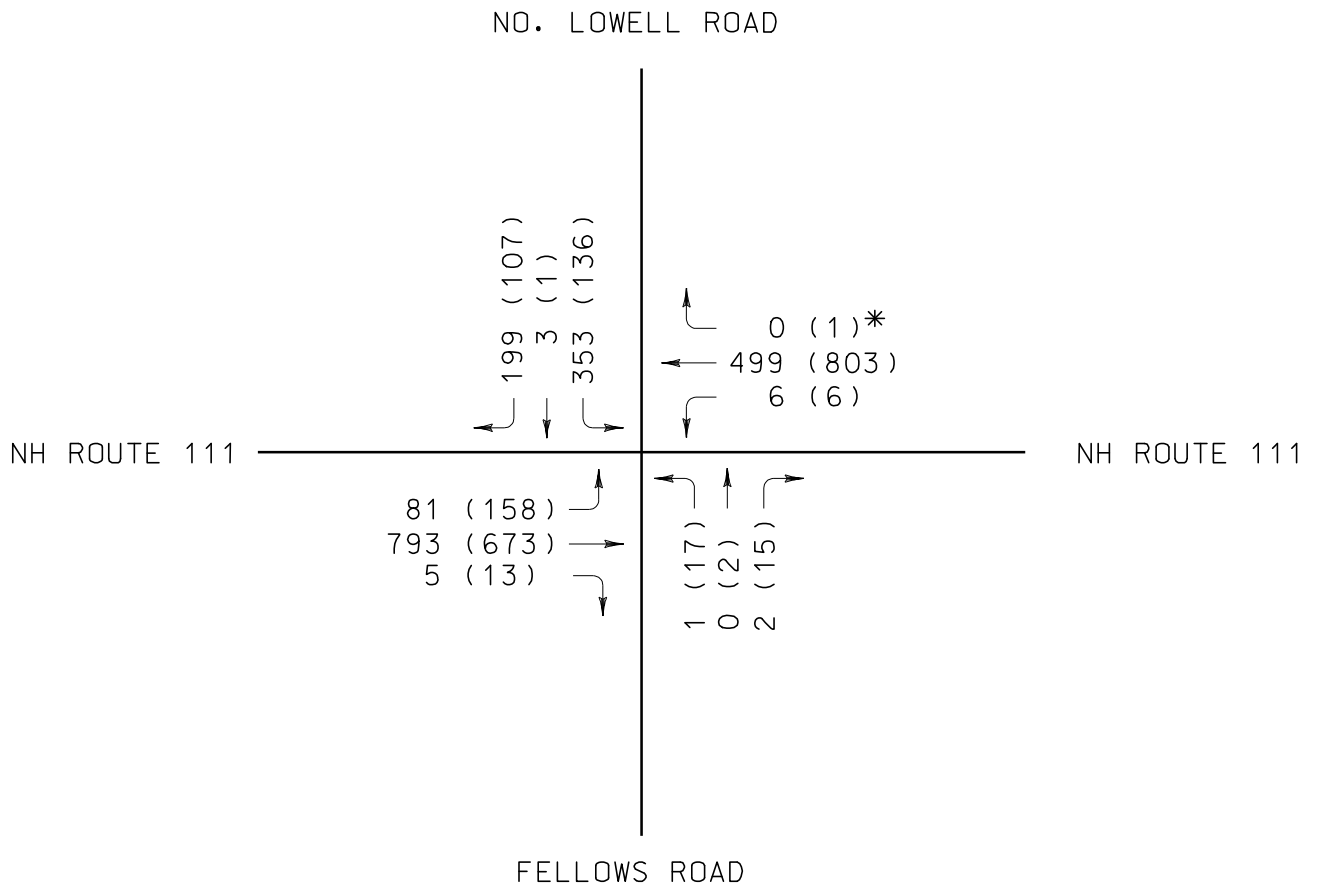
NH ROUTE 111/
SO. LOWELL ROAD/
HARDWOOD ROAD
INTERSECTION

FIGURE B-1

XXX - 2009 PM PEAK
(XXX) - 2009 PM PEAK

Turning Movements

LEGEND



* VEHICLES USE CHURCH STREET AS A BYPASS FOR THIS TURN.



WINDHAM NH 111 CORRIDOR AND WALL STREET
EXTENSION FEASIBILITY STUDY

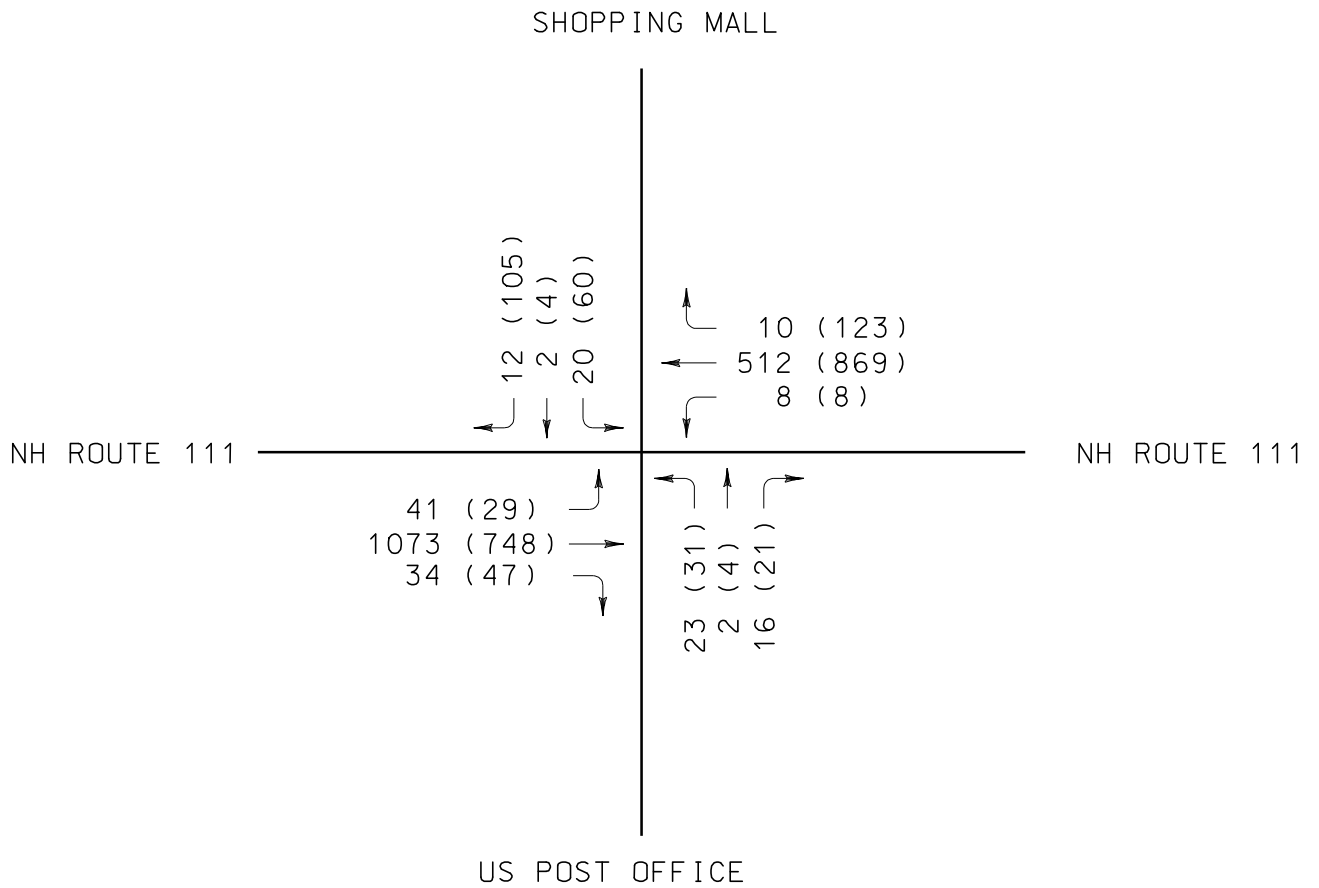
NH ROUTE 111/
NO. LOWELL ROAD/
FELLOWS ROAD
INTERSECTION

FIGURE B-2

XXX - 2009 PM PEAK
 (XXX) - 2009 PM PEAK

Turning Movements

LEGEND



WINDHAM NH 111 CORRIDOR AND & WALL STREET
 EXTENSION FEASIBILITY STUDY

NH ROUTE 111/
 SHOPPING MALL/
 US POST OFFICE
 INTERSECTION

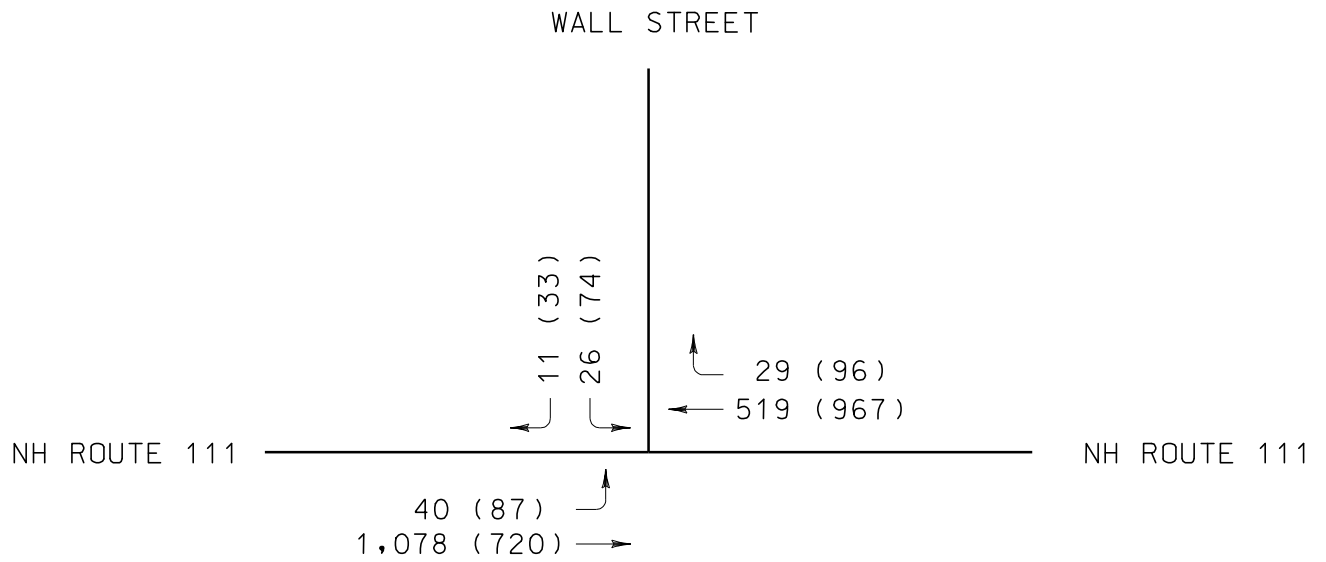


FIGURE B-3

XXX - 2009 PM PEAK
(XXX) - 2009 PM PEAK

Turning Movements

LEGEND



WINDHAM NH 111 CORRIDOR AND WALL STREET
EXTENSION FEASIBILITY STUDY

NH ROUTE 111/
WALL STREET
INTERSECTION



APPENDIX C

Signalized Intersection Level of Service (LOS)

The operating Level of Service (LOS) of a signalized intersection is based on the average control delay per vehicle. The control delay per vehicle is estimated for each lane group, combined for each approach and the intersection as a whole. The criteria, i.e., the delays associated with the corresponding LOS's for signalized intersections, as specified by the *2000 Highway Capacity Manual* are shown in the table below.

LOS	Average Control Delay (Seconds)
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80