



MEMORANDUM

TO: Mr. Eric B. Eby, P.E.
Parking and Transportation Engineer
City of Portsmouth
680 Peverly Hill Road
Portsmouth, NH 03801

DATE: May 11, 2016

Updated May 25, 2016

FROM: Kevin R. Dandrade, P.E., PTOE, Principal
Douglas S. Halpert, E.I.T., Project Engineer

PROJECT NO.: N0620

RE: Traffic Impact Assessment
Water Country Egress Alternatives
Portsmouth, New Hampshire

INTRODUCTION

TEC, Inc. has been retained by the City of Portsmouth and Water Country to prepare a Traffic Impact Assessment (TIA) of the potential traffic-related impacts associated with modifications to the egress movements for Water Country, located along US Route 1 (Lafayette Road) in Portsmouth, New Hampshire. Currently, all Water Country traffic exits the site along a full-access/egress driveway located along the northerly side of Constitution Avenue, approximately 1,100 feet west of US Route 1 (Lafayette Road). Residents within the several neighborhoods surrounding Water Country have raised concerns regarding the high traffic volumes and traffic safety during the summertime weekend evening peak, when a large portion of Water Country patrons exit the site at closing time.

To evaluate the potential of modifying egress movements from the existing Water Country site, TEC and the City of Portsmouth Department of Public Works (DPW), together with input from neighborhood residents, have developed three egress alternatives. These alternatives were developed to depict the most practical egress maneuvers for patrons exiting the Water Country site. The following is a summary of the three egress alternatives:

- Egress Alternative A: Close existing Constitution Avenue exit driveway and construct new egress driveway along southerly side of West Road. Water Country traffic will access US Route 1 via existing unsignalized intersection of US Route 1 / West Road;
- Egress Alternative B: Close existing Constitution Avenue exit driveway and construct new egress driveway along southerly side of West Road. Water Country traffic will be diverted to West Road northbound toward Peverly Hill Road;
- Egress Alternative C: Maintain existing Water Country driveway on Constitution Avenue. Update guide signs for Constitution Avenue at its intersection with Banfield Road to direct all exiting patrons to I-95 by turning right onto Banfield Road northbound.

TEC evaluated the traffic operations, general safety, and feasibility for modifications of the site driveways on the surrounding study area intersections and neighborhoods. The future year planning horizon examines traffic operations under the future year (2026) traffic volume projections, which includes an evaluation of the existing access conditions and the three alternatives. The study area intersections are shown graphically in Figure 1.

TRAFFIC VOLUMES

Base Year Traffic Volumes

To establish base year traffic-volume conditions within the study area, manual turning movement counts (TMCs) were conducted at the study area intersections on Saturday, March 5, 2016 during the Saturday evening (4:00 PM – 6:00 PM) peak period. Traffic volumes exiting the Water County driveway, along Constitution Avenue, were conducted on Saturday August 18 and 25, 2012 during the Saturday Water Country peak hour (5:00 PM – 6:00 PM). These 2012 counts were conducted as part of a previous traffic evaluation for the Southgate Plaza Expansion prepared by Pernaw & Company, Inc.

The traffic volume graphics are provided in Attachment A. A detailed summary of the turning movement counts, partitioned into 15-minute intervals, is provided within Attachment B. In addition, Automatic Traffic Recorder (ATR) counts were conducted along Banfield Road from Thursday, March 3, 2016 through Sunday, March 6, 2016 concurrently with the TMCs to gather daily traffic-volume data during a continuous 96-hour time period. There are historic ATR traffic counts provided by New Hampshire Department of Transportation (NHDOT) along Ocean Road, Peverly Hill Road, and Constitution Avenue which show average annual daily trips. A summary of the ATR traffic data is presented in Table 1. A detailed summary of the ATR data is provided within Attachment C.

Table 1 – Existing Weekday Traffic Volume Summary

Location	Saturday Daily Traffic	Saturday Evening Peak Hour		
		Traffic Volume ^(c)	K Factor ^(d)	Directional Distribution ^(e)
Banfield Road (north of Constitution Avenue)	3,590 ^(a)	307	8.6	53.1% WB
Banfield Road (south of Constitution Avenue)	3,730 ^(a)	356	9.5	52.0% WB
US Route 1 (Lafayette Road) (north of North Road)	16,290 ^(b)	1,970	12.1	58.7% SB
Ocean Road (over B&M RR)	7,300 ^(b)	620	8.5	50.2% SB
Peverly Hill Road (southeast of NH 133)	10,000 ^(b)	550	5.5	53.3% SB
Constitution Avenue (west of US Route 1)	2,500 ^(b)	492	19.7	88.4% EB

^a Daily traffic expressed in vehicles per day (Based on ATR)

^b Daily traffic expressed in vehicles per day (Based on ATR by NHDOT)

^c Hourly traffic expressed in vehicles per hour (Based on TMC)

^d Percent of daily traffic volumes which occurs during the peak hour (Based on TMC)

^e Percent of peak-hour volume in the predominant direction of travel (Based on TMC)



Banfield Road currently serves as an important collector roadway, serving as a local connection for area residents and employees to the Route 1 corridor, and serves as a secondary north-south link parallel to the Route 1 corridor.

General Distribution Characteristics of Water Country Exiting Trips

Based on the traffic counts at Water Country's driveway at Constitution Avenue and the turning movements counted at adjacent intersections, Table 2 summarizes the following approximate distribution characteristics for Water Country's exiting traffic:

Table 2 –Water Country Exiting Trip Distribution

Movement / Route	Actual Percentage of Total Exiting Traffic	Approximate Percentage of Total Exiting Traffic
Right onto Constitution Avenue	53%	50%
Then Right onto Banfield Rd Northbound	22%	20%
Then Left onto Banfield Rd Southbound	31%	30%
Left onto Constitution Avenue	47%	50%
Then Left onto Rt. 1 Northbound	9%	10%
Then Right onto Rt. 1 Southbound	38%	40%

Seasonal Adjustment

Traffic volumes are typically adjusted to reflect peak-month conditions in accordance with NHDOT standards for preparation of a traffic study. A review of historic traffic-volume counts collected by NHDOT at the permanent count station on US Route 1 in North Hampton north of the B&M Bridge¹ indicated that traffic volumes in March are 12.7 percent lower than peak-month conditions during the Saturday peak hour period. This seasonal adjustment factor was not utilized for the Water Country driveway because that volume already represented a seasonal peak use. The NHDOT data shows that the peak traffic conditions occur during the month of August along US Route 1 in this area. Therefore, the March 2016 Saturday evening peak hour traffic volumes were upwardly adjusted to reflect peak-month conditions. Additional summertime traffic counts should be conducted in the future to confirm the actual, current traffic volumes at the key intersections along Constitution Avenue and Banfield Road. The seasonal adjustment data is provided in Attachment D.

Future Year Traffic Volumes

TEC projected traffic volumes in the study area to the year 2026, which reflects a 10-year planning horizon in accordance with NHDOT standards. The future year planning horizon examines traffic operations after the future year (2026) traffic volume projections, which includes an evaluation of the three alternative build conditions (with different assumptions for the redistribution of traffic). A 10-year study horizon is utilized in order to assess the long-term viability of infrastructure needs. A study of only "opening year" conditions would not provide a comprehensive review of operation of the various roadway corridors and the potential increase in regional traffic.

¹ NHDOT Permanent Count Station 345001 – North Hampton – US Route 1 north of B&M Bridge





1" = 1,500'



Study Area Intersections:

1. Banfield Road @ Ocean Road
2. Banfield Road @ Heritage Avenue
3. Banfield Road @ Constitution Avenue
4. Banfield Road @ Pevery Hill Road / Mirona Road
5. Constitution Avenue @ Water Country Driveway
6. West Road @ Campus Drive / Proposed Exit Driveway
7. US Route 1 @ West Road
8. US Route 1 @ Wilson Avenue / Industrial Park Drive
9. US Route 1 @ Pevery Hill Road / Elwyn Road
10. US Route 1 @ Mirona Road
12. Pevery Hill Road @ West Road / Tokens Plaza Driveway

Figure 1

Project Location Map &
Study Area Intersections



General Background Growth

TEC researched traffic-volume data compiled from a NHDOT permanent count station in North Hampton along US Route 1 (Lafayette Road) which shows that traffic on the study area roadway is generally *decreasing* at a rate of approximately 0.29 percent per year from 2012 to 2015 on US Route 1 (Lafayette Road). In addition, temporary count stations along secondary roadways in Portsmouth including Ocean Road, Peeverly Hill Road, and Constitution Avenue near the site shows that traffic on the study area roadway is generally increasing at a rate of approximately 4.43 percent per year.

To provide a conservative (worse-case) analysis scenario and consistency with other projects within the City of Portsmouth, TEC used a 4.43 percent growth rate compounded annually to grow the traffic volumes collected in 2012 to 2016. This interim growth adjustment was not assessed for the Water Country driveway volumes. In order to further provide a reasonable forecast for the 10-year horizon, TEC used a 1.0 percent growth rate compounded annually to account for general background traffic growth and private developments not yet identified. The ambient traffic growth calculation worksheets are provided in Attachment E.

Specific Development by Others

TEC coordinated with the City of Portsmouth Planning Department to identify nearby private / public development projects in the vicinity of the study area that are either in the planning process or were recently approved but not yet occupied. After discussions with City officials and review of recently approved projects, there are two projects identified within the City of Portsmouth along this section of the US Route 1 (Lafayette Road) that would contribute traffic volumes to the study area. The following projects are described below:

- Construction for a 112-unit apartment complex in the Southgate Plaza began in early February 2016. The complex will add a full access/egress driveway along Constitution Avenue. Site generated trips were provided by Waterstone Retail Development, Inc. *Proposed Apartments at Southgate Plaza*, September 2015.
- The Portsmouth Zoning Board of Adjustment has approved a variance for dormitories for up to 60 seasonal workers at Water Country. Other elements related to site plan review are pending with the Planning Board. From a transportation perspective, these dormitories will help to reduce the amount of daily employee trips to/from the water park and reduce the number of occupied spaces. To provide a conservative (worse case) scenario, no trip credit was taken for the removal of the employee-related trips since the facilities are not expected to be operational until 2017.

The traffic volume network generated by these specific developments by others is provided in Attachment F.

2026 Future Year with Existing Egress Traffic Volumes

The 2026 Future Year with Existing Egress traffic-volume networks consist of applying a 1.0 percent compounded annual growth rate over a 10-year horizon with the addition of the



estimated site-generated traffic volumes from the specific developments by others.

ALTERNATIVES ANALYSIS

To evaluate the potential of modifying egress movements from the existing Water Country site, TEC and the City of Portsmouth DPW, with input from the neighborhood residents at recent public meetings, developed three egress alternatives to alter the traffic patterns of exiting traffic. These alternatives were developed to depict potentially practical and reasonable egress maneuvers for patrons exiting the Water Country site as noted on page 1. Each is shown graphically in Figure 2 on the following page.

Water Country Egress Traffic Volume Redistribution

The redistribution of Water Country traffic volumes was based upon existing traffic conditions at the study area intersections. With the three trip distribution alternatives proposed to mitigate the disruption of traffic through the surrounding neighborhoods, each alternative is expected to observe a different redistribution of traffic. The following section describes the redistribution of traffic for each of the three Water Country egress alternatives.

Egress Alternative A – West Road / US Route 1 Exit Route

This scenario would redistribute traffic away from the existing egress driveway on Constitution Avenue to a new egress driveway at the West Road / Campus Drive intersection. All traffic would be then directed eastbound towards US Route 1 (Lafayette Road) via West Road eastbound. The key elements of this scenario are:

- Requires police details and/or other traffic control devices to direct traffic onto West Road toward US Route 1;
- Requires a modification to the existing traffic control to remove the existing left-turn restriction from West Road onto US Route 1 Northbound;
- Increases delays approaching US Route 1 could require a traffic signal and significant costs associated with widening US Route 1 even though the warranting condition for a new traffic signal is questionable;
- Increases the volume of traffic on US Route 1, potentially exacerbating vehicle queuing at adjacent US Route 1 intersections and may result in increased rear-end crashes;
- Reduces vehicle traffic on Constitution Avenue and Banfield Road, but significantly increases the volume of traffic on Ocean Road between US Route 1 and Banfield Road as regional traffic is likely to continue to pursue the same travel routes to I-95 Exit 3;
- Decreases traffic in an area on Banfield Road with approximately 23 residences and 11 businesses and redistribute traffic to Ocean Road, which has approximately 65 residences and 3 businesses; and
- May only slightly decrease the volume of traffic on Peverly Hill Road because access from US Route 1 northbound onto Peverly Hill Road would not be restricted.



Not to Scale

Water Country Egress Alternatives - Portsmouth, New Hampshire

Traffic Impact Assessment

Legend

- Existing Exit Route
- Alternative Route A
- Alternative Route B
- Alternative Route C

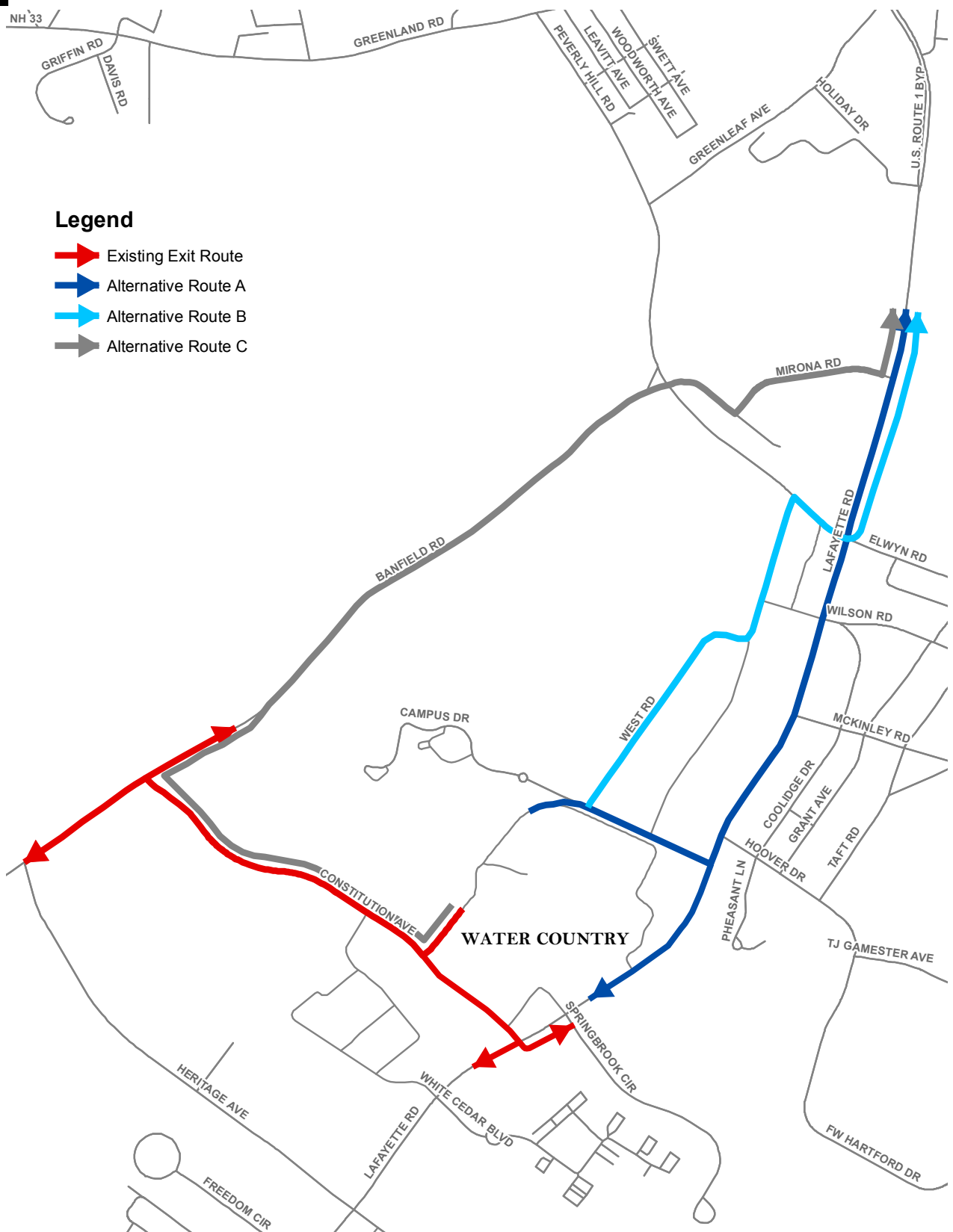


Figure 2

Water Country Alternative Routes



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Egress Alternative B – West Road / Peverly Hill Road Exit Route

This scenario similarly redistributes traffic away from the existing egress driveway on Constitution Avenue to a new egress driveway at the West Road / Campus Drive intersection. All northbound traffic would be required to proceed along West Road toward Peverly Hill Road. The key elements of this scenario are:

- Requires police details and/or other traffic control devices to direct traffic onto West Road toward Peverly Hill Road;
- Introduces a significant volume of traffic on West Road approaching Peverly Hill Road; the delays for right-turning traffic bound for US Route 1 northbound will likely result in significant redistribution to become left-turns onto Peverly Hill Road, Route 33, to ultimately access I-95 Exit 3. The increasingly popular use of mobile phone applications, such as Waze, will provide motorists with the most efficient route;
- Will likely result in excessive demand for traffic to use the privately-owned Wilson Road driveway in order to access the traffic signal on US Route 1. The likely volumes of traffic will significantly degrade operations at this location and may result in potential legal action or closure of the Wilson Road / West Road intersection, neither of which may be beneficial to the public;
- Decreases traffic in an area on Banfield Road with approximately 23 residences and 11 businesses and redistribute traffic to Ocean Road, which has approximately 65 residences and 3 businesses, and Peverly Hill Road, which has 25 residences and 8 businesses;
- Increases the volume of traffic on Peverly Hill Road attempting to access US Route 1, exacerbating vehicle queuing and the conflicting traffic with Elwyn Road; and
- Reduces vehicle traffic on Constitution Avenue and Banfield Road, but increases the volume of traffic on Peverly Hill Road, US Route 1, and US Route 1 Bypass.

Egress Alternative C – Modified Guide Signs at Constitution / Banfield

Alternative C is most similar to existing egress conditions with an emphasis on directing exiting trips toward Banfield Road to turn right onto Banfield Road northbound and use Peverly Hill Road and/or Mirona Road to access I-95 at Exits 3 and 5, respectively. This scenario assumes that the current interstate guide signs facing Constitution Avenue will be removed and replaced with a more prominent sign for all traffic seeking access to I-95 to turn right onto Banfield Road northbound. Those who currently access US Route 1 (Lafayette Road) by exiting left out of the existing Water Country driveway are assumed to operate without a change. The key elements of this scenario are:

- Converts most Water Country left-turns into right-turns at the intersection of Constitution Avenue / Banfield Road and significantly increases the exiting traffic on the northerly portion of Banfield Road;
- May be difficult to monitor or enforce without the consistent presence of a police detail since other roadway users and local residents would still be permitted to turn left;

- The increasingly popular use of mobile phone applications, such as Waze, may continue to direct motorists toward Ocean Road;
- May result in motorist confusion if turn restrictions are only implemented during certain time periods;
- To account for the potential adjustments in guide signs, TEC assumes that 25% of the Water Country trips that turn left from Constitution Avenue onto Banfield Road southbound to access Interstate 95 will continue to do so; 75% of those left-turns will be converted to right turns assuming they follow the new wayfinding signs;
- This adjustment could decrease traffic in an area on the south end of Banfield Road with approximately 18 residences and 1 business and increase traffic to the northerly end of Banfield Road and Peverly Hill Road, which has 30 residences and 18 businesses.

The resulting redistribution of site-generated traffic-volume networks for the Saturday evening peak hours for Alternative A, Alternative B, and Alternative C are presented in Figure A-1 in Attachment A. The 2026 Future Year with Existing Egress Saturday evening, Alternative A, Alternative, B, and Alternative C peak hour traffic volumes are graphically depicted in Figure A-2 in Attachment A.

Capacity and Queue Analysis

Measuring base year and future traffic volumes quantifies traffic flow within the study area. To assess flow quality, TEC conducted roadway capacity and vehicle queue analyses for the Future Year with Existing Egress and the Future Year with the several egress alternatives. Capacity analyses provide an indication of how well the roadway facilities serve the traffic demands placed upon them, with vehicle queue analyses providing a secondary measure of the operational characteristics of an intersection or section of roadway under study.

A peak-hour factor (PHF) is an adjustment used in capacity analyses to account for the traffic spike in the highest 15-minute interval within the peak hour. This factor accounts for the potential variability of traffic flows during the busiest times because it can have a compounding effect of delays and queuing. The values used on the analysis are based principally on the March 2016 traffic volumes at the area intersections, which see more uniform flows of traffic during most periods. Only the Water Country driveway utilized a peaking trend consistent with the 2012 driveway count. A value of 1.0 is representative of uniform flows. A value of 0.25 indicates that most of the traffic in the peak hour occurs in one 15-minute interval within that peak hour. The results of the analysis contained within Table 2 could be worse if a summertime PHF was employed throughout the roadway network.

Traffic Impact Analysis Results

TEC conducted level-of-service and queue analyses for 2026 Future Year Build with existing trip distribution, 2026 Future Year Build Alternative A, 2026 Future Year Build Alternative B, and 2026 Future Year Build Alternative C conditions for the signalized and unsignalized intersections within the study area. The results of the intersection capacity and queue analysis are summarized in Table 3. TEC analyzed the US Route 1 / West Road / St. James Church Driveway intersection as a signalized intersection as possible mitigation for the dramatic increase in trips. The results of the intersection capacity and queue analysis are summarized in Table 4. The detailed capacity analysis worksheets are provided in Attachment G.

Table 3 – Intersection Capacity and Queue Analysis Summary

Intersection / Lane Group	2026 Build Existing Conditions				2026 Build – Alternative A				2026 Build – Alternative B				2026 Build – Alternative C			
	V/C ^a	Delay ^b	LOS ^c	Queue ^d	V/C	Delay	LOS	Queue	V/C	Delay	LOS	Queue	V/C	Delay	LOS	Queue
Banfield Road / Ocean Road																
<i>Saturday Evening Peak Period</i>																
Banfield Road WB Approach	0.89	36.7	E	283	0.71	32.0	D	137	0.71	32.0	D	137	0.57	17.4	C	92
Ocean Road SB Approach	0.12	3.9	A	<25	0.16	4.6	A	<25	0.16	4.6	A	<25	0.12	3.9	A	<25
Banfield Road / Heritage Avenue																
<i>Saturday Evening Peak Period</i>																
Banfield Road WB Approach	0.05	1.3	A	<25	0.05	2.1	A	<25	0.05	2.1	A	<25	0.05	1.7	A	<25
Heritage Avenue NB Approach	0.30	16.3	C	31	0.22	12.5	B	<25	0.22	12.5	B	<25	0.24	13.3	B	25
Banfield Road / Constitution Avenue																
<i>Saturday Evening Peak Period</i>																
Banfield Road WB Approach	0.06	2.9	A	<25	0.05	2.6	A	<25	0.05	2.6	A	<25	0.05	2.6	A	<25
Constitution Avenue NB Approach	1.31	174.9	F	802	0.37	14.5	B	42	0.37	14.5	B	42	1.08	81.8	F	523
Peverly Hill Road / Banfield Road / Mirona Road																
<i>Saturday Evening Peak Period</i>																
Banfield Road EB LT	0.57	17.6	B	53/124	0.48	20.0	C	<25/64					0.69	20.3	C	98/199
Banfield Road EB TH/RT	0.38	15.0	B	44/105	0.21	17.8	B	<25/45					0.50	15.1	B	95/182
Mirona Road WB Approach	0.13	13.5	B	<25/39	0.21	17.7	B	<25/40					0.11	12.4	B	<25/38
Peverly Hill Road NB LT	0.41	23.9	C	<25/51	0.40	22.5	C	<25/43					0.47	28.6	C	<25/54
Peverly Hill Road NB TH/RT	0.39	14.1	B	34/126	0.43	10.4	B	41/146	Same as Alternative A				0.43	17.6	B	50/138
Peverly Hill Road SB LT	0.44	26.7	C	<25/39	0.42	24.9	C	<25/33					0.49	31.7	C	<25/41
Peverly Hill Road SB TH	0.46	15.7	B	60/149	0.34	10.8	B	52/120					0.49	19.4	B	77/163
Peverly Hill Road SB RT	0.09	13.5	B	<25/37	0.08	9.5	A	<25/31					0.08	16.6	B	<25/38
Overall Intersection	0.50	15.8	B	-	0.46	13.8	B	-					0.60	18.1	B	-
Constitution Avenue / Water Country Driveway																
<i>Saturday Evening Peak Period</i>																
Constitution Avenue EB Approach	0.00	0.2	A	<25	0.00	0.0	A	<25					0.00	0.3	A	<25
Water Country Driveway SB Approach	1.07	70.9	F	569	0.00	0.0	A	<25	Same as Alternative A				1.05	64.6	F	540
West Road / Campus Drive / Proposed Driveway																
<i>Saturday Evening Peak Period</i>																
Campus Drive EB Approach	0.00	0.0	A	<25	-	-	-	-	-	-	-	-	-	-	-	-
Proposed Driveway NB Approach	-	-	-	-	0.87	26.0	D	302	0.93	35.3	E	377	-	-	-	-
West Road SB Approach	0.02	8.7	A	<25	0.67	261.3	F	55	0.23	59.8	F	<25	0.02	8.7	A	<25
US Route 1 / West Road / St. James Church Driveway																
<i>Saturday Evening Peak Period</i>																
West Road EB Approach	0.14	24.0	C	<25	>2.0	>999.9	F	>1000	>2.0	>999.9	F	>1000	0.14	23.8	C	<25
St. James Driveway WB Approach	0.04	24.3	C	<25	0.04	21.7	C	<25	0.04	21.7	C	<25	0.04	23.8	C	<25
US Route 1 NB LT	0.01	12.2	B	<25	0.01	12.1	B	<25	0.01	12.1	B	<25	0.01	12.1	B	<25

^a Volume-to-capacity ratio

^b Delay expressed in seconds per vehicle (average)

^c Level of service

^d 50th / 95th Percentile Queue (95th Percentile Queue only in unsignalized intersections)

Table 3 – Intersection Capacity and Queue Analysis Summary (continued)

Intersection / Lane Group	2026 Build Existing Conditions				2026 Build – Alternative A				2026 Build – Alternative B				2026 Build – Alternative C			
	V/C ^a	Delay ^b	LOS ^c	Queue ^d	V/C	Delay	LOS	Queue	V/C	Delay	LOS	Queue	V/C	Delay	LOS	Queue
US Route 1 / Wilson Avenue / Industrial Park Drive																
<i>Saturday Evening Peak Period</i>																
Industrial Park Drive EB LT/TH	0.42	31.5	C	32/63	0.42	31.5	C	32/63	0.62	34.6	C	69/112	0.42	31.5	C	32/63
Industrial Park Drive EB RT	0.13	28.6	C	<25/32	0.13	28.6	C	<25/32	0.13	26.6	C	<25/29	0.13	28.6	C	<25/32
Wilson Avenue WB Approach	0.07	28.2	C	<25/25	0.07	28.2	C	<25/25	0.06	26.1	C	<25/25	0.07	28.2	C	<25/25
US Route 1 NB LT	0.55	34.8	C	47/99	0.55	34.8	C	47/99	0.56	37.4	D	51/109	0.55	34.8	C	47/99
US Route 1 NB TH/RT	0.55	9.5	A	103/300	0.63	10.6	B	128/371	0.54	11.5	B	117/317	0.54	9.4	A	101/294
US Route 1 SB LT	0.41	47.6	D	<25/<25	0.41	47.6	D	<25/<25	0.43	51.7	D	<25/<25	0.41	47.6	D	<25/<25
US Route 1 SB TH/RT	0.79	18.6	B	268/470	0.79	18.4	B	265/465	0.85	23.9	C	306/546	0.79	18.4	B	265/465
Overall Intersection	0.69	16.9	B	-	0.70	16.9	B	-	0.75	20.9	C	-	0.69	16.9	B	-
US Route 1 / Peverly Hill Road / Elwyn Road																
<i>Saturday Evening Peak Period</i>																
Peverly Hill Road EB LT	1.45	292.3	F	289/450	1.19	188.9	F	214/363	2.02	536.7	F	465/646	1.25	211.3	F	232/384
Peverly Hill Road EB TH	0.34	35.1	D	127/191	0.33	34.8	C	127/191	0.33	34.7	C	127/191	0.33	34.9	C	127/191
Peverly Hill Road EB RT	0.08	31.9	C	<25/42	0.08	31.6	C	<25/42	0.08	31.5	C	<25/42	0.08	31.7	C	<25/42
Elwyn Road WB LT	0.79	71.5	E	126/173	0.79	70.8	E	126/173	0.79	70.7	E	126/173	0.79	70.8	E	126/173
Elwyn Road WB TH	0.47	50.2	D	110/150	0.46	49.9	D	110/150	0.46	49.8	D	110/150	0.47	49.9	D	110/150
Elwyn Road WB RT	0.15	46.4	D	<25/32	0.15	46.1	D	<25/32	0.15	46.0	D	<25/32	0.15	46.2	D	<25/32
US Route 1 NB LT	0.54	62.8	E	61/112	0.65	59.3	E	133/202	0.54	62.5	E	61/112	0.53	62.4	E	61/112
US Route 1 NB TH/RT	0.87	43.1	D	520/678	0.94	51.3	D	582/768	0.85	41.8	D	496/622	0.86	42.6	D	510/663
US Route 1 SB LT	0.77	64.2	E	184/276	0.76	63.7	E	184/276	0.76	63.4	E	184/276	0.76	63.8	E	184/276
US Route 1 SB TH	0.57	25.0	C	329/422	0.65	31.5	C	355/466	0.57	25.0	C	325/417	0.57	25.0	C	325/417
US Route 1 SB RT	0.05	18.1	B	<25/<25	0.05	22.5	C	<25/<25	0.05	18.1	B	<25/<25	0.05	18.2	B	<25/<25
Overall Intersection	0.90	56.7	E	-	0.91	52.8	D	-	0.95	84.9	F	-	0.87	49.8	D	-
US Route 1 / Mirona Road / Church Driveway																
<i>Saturday Evening Peak Period</i>																
Mirona Road EB LT/TH	0.77	42.6	D	117/156	0.60	36.1	D	68/100					1.12	114.0	F	280/344
Mirona Road EB RT	0.02	25.5	C	<25/<25	0.02	27.9	C	<25/<25					0.02	23.2	C	<25/<25
Church Driveway WB Approach	0.01	25.4	C	<25/<25	0.01	27.8	C	<25/<25					0.01	23.1	C	<25/<25
US Route 1 NB U-Turn/LT	0.49	43.0	D	27/64	0.46	40.9	D	25/63			Same as Alternative A		0.49	44.6	D	28/64
US Route 1 NB TH/RT	0.67	11.0	B	256/361	0.65	8.6	A	209/358					0.70	14.1	B	269/343
US Route 1 SB Approach	0.77	19.6	B	330/479	0.71	15.9	B	277/439					0.83	25.2	C	350/470
Overall Intersection	0.80	17.7	B	-	0.72	13.8	B	-					0.95	31.6	C	-
Peverly Hill Road / West Road / Yokens Plaza Driveway																
<i>Saturday Evening Peak Period</i>																
Peverly Hill Road EB approach	0.01	0.4	A	<25	0.01	0.4	A	<25	0.01	0.4	A	<25	0.01	0.4	A	<25
Peverly Hill Road WB approach	0.06	2.7	A	<25	0.06	2.1	A	<25	0.06	2.6	A	<25	0.06	2.6	A	<25
West Road NB LT	0.27	19.4	C	27	0.30	21.6	C	31	0.53	25.4	D	74	0.26	18.5	C	25
West Road NB TH/RT	0.05	10.7	B	<25	0.05	10.6	B	<25	0.24	11.2	B	<25	0.05	10.5	B	<25
Yokens Driveway SB Approach	0.08	14.8	B	<25	0.09	16.1	C	<25	0.11	19.5	C	<25	0.08	14.4	B	<25

^a Volume-to-capacity ratio

^b Delay expressed in seconds per vehicle (average)

^c Level of service

^d 50th / 95th Percentile Queue (95th Percentile Queue only in unsignalized intersections)

Table 4 – Intersection Capacity and Queue Analysis Summary – Assumed Mitigation

Intersection / Lane Group	2026 Build Existing Conditions				2026 Build – Alternative A				2026 Build w/ Mitigation			
	V/C ^a	Delay ^b	LOS ^c	Queue ^d	V/C	Delay	LOS	Queue	V/C	Delay	LOS	Queue
US Route 1 / West Road / St. James Church Driveway												
<i>Saturday Evening Peak Period</i>												
West Road EB Approach	0.14	24.0	C	<25	>2.0	>999.9	F	>1000	-	-	-	-
West Road EB LT	-	-	-	-	-	-	-	-	0.80	36.3	D	182/209
West Road EB RT	-	-	-	-	-	-	-	-	1.36	201.6	F	443/443
St. James Driveway WB Approach	0.04	24.3	C	<25	0.04	21.7	C	<25	0.00	41.7	D	<25/<25
US Route 1 NB LT	0.01	12.2	B	<25	0.01	12.1	B	<25	0.07	37.4	D	<25/<25
US Route 1 NB TH/RT	-	-	-	-	-	-	-	-	0.72	19.1	B	210/374
US Route 1 SB TH/RT	-	-	-	-	-	-	-	-	1.00	55.0	E	285/525
Overall Intersection	-	-	-	-	-	-	-	-	1.17	79.6	E	-

^a Volume-to-capacity ratio

^b Delay expressed in seconds per vehicle (average)

^c Level of service

^d 50th / 95th Percentile Queue (95th Percentile Queue only in unsignalized intersections)



CONCLUSIONS AND RECOMMENDATIONS

TEC examined the merits and potential traffic impacts associated with egress alternatives and their trip redistribution for the Water Country Park in Portsmouth, New Hampshire for the study area intersections. The following is a summary of TEC's findings and conclusions of this effort:

- The existing egress condition allows vehicle traffic to access both US Route 1 and Banfield Road in the northbound and southbound directions to maximize the distribution of exiting traffic. The decisions regarding site access and regional distribution of traffic from the original permitting that occurred over 30 years ago retains significant merit.
- Water Country's exiting travel route via Constitution Avenue to Banfield Road southbound to Ocean Road westbound to Route 33 remains the fastest and shortest route to Interstate 95 southbound where the majority of Water Country traffic is destined.
- Despite the removal of trips along the southerly end of Banfield Road in each of the three alternatives, there is minimal improvement in traffic operations at the intersection of Ocean Road / Banfield Road because there is a greater number of 'through' vehicles on Ocean Road northbound, which limits the number acceptable gaps for those waiting to enter the intersection from Banfield Road westbound.
- Based on the traffic data, associated capacity analyses, and available video documentation on-line regarding the traffic conditions, there is a consistent flow of traffic exiting the Water Country facility, but the delays are limited to an acute time period as closing time approaches. The delays and queues at the nearby intersections do not appear excessive based on the seasonally-factored data and do not present noticeable congestion-related challenges for exiting vehicles. TEC recommends that the City collect additional seasonal-peak traffic volumes at the key intersections along Banfield Road and observe the actual delays for traffic. This will also be a way of confirming the appropriateness of the 12.7% seasonal adjustment factor of the March data assumed within this report.
- Egress Alternative A
 - The redistribution of trips to the proposed US Route 1 / West Road / St. James Church driveway intersection under Alternative A and B yields very high delays and a poor level-of-service (LOS F) for the West Road eastbound approach.
 - The installation of a traffic signal may not be permitted by NHDOT due to the inconsistent volume of traffic on the side street.
 - In order to mitigate signal-related delays on US Route 1, this alternative may require the construction of a five-lane cross section across US Route 1 and widening of West Road to provide an exclusive left-turn and an exclusive right-turn lane. The cost associated with these improvements is anticipated to be approximately \$1,000,000 in construction costs, exclusive of the proposed Water Country driveway modifications. Even with these improvements in place, the intersection would still operate over capacity.

- Although this alternative may decrease exiting traffic onto Banfield Road, it is expected to measurably increase traffic on Ocean Road and Peverly Hill Road. As traffic turns right from West Road onto Route 1 southbound under this alternative, some motorists may still use Constitution Avenue in lieu of Ocean Road depending on the actual traffic conditions and real-time data from GPS-based mobile phone applications.
- This egress scheme will require significant personnel or police details to enforce the desired routing pattern.
- This access scenario would need to be employed during all time periods, not just weekend peak times. This may have other greater capacity impacts associated with mid-week Water Country closing times and peak-hour commuter/employee and shopping-related flows along US Route 1, West Road, and Peverly Hill Road.

TEC does not recommend this alternative due to the challenges listed above and the disproportionate increase in traffic within other neighborhoods, such as the Ocean Road area, by influencing traffic to avoid Banfield Road.

Egress Alternative B

- The redistribution of trips under Alternative B yields a poor level-of-service 'F' for the US Route 1 / Peverly Hill Road / Elwyn Road intersection.
- The additional trips to the Peverly Hill Road eastbound left-turn movement is anticipated to increase delay by 340 seconds and a queue which extends back to the Peverly Hill Road / West Road / Yokens Plaza Driveway intersection.
- TEC, Inc. has assumed that a small percentage of vehicles destined to the north on US Route 1 will attempt to use the US Route 1 / Wilson Road intersection in an attempt to avoid this delay. However, it is unreasonable to impose additional traffic along Wilson Road as it is designated as a private driveway for the Market Basket.
- Without significant resources, such as police details, to manage traffic patterns, it will be very difficult to keep exiting patrons from utilizing Peverly Hill Road for access to I-95 via Exit 3.
- The increased delays at US Route 1 / Peverly Hill Road may impact access and egress from other private businesses and increase congestion for other roadway users. NHDOT may require extensive mitigation to attempt to manage peak hour delays.
- This access scenario would need to be employed during all time periods, not just weekend peak times. This may have other greater capacity impacts associated with mid-week Water Country closing times and peak-hour commuter/employee and shopping-related flows along US Route 1, West Road, and Peverly Hill Road.

TEC does not recommend this alternative due to the challenges listed above and the disproportionate increase in traffic within other neighborhoods, such as the Ocean Road and Peverly Hill Road areas, by influencing traffic to avoid Banfield Road.

Egress Alternative C

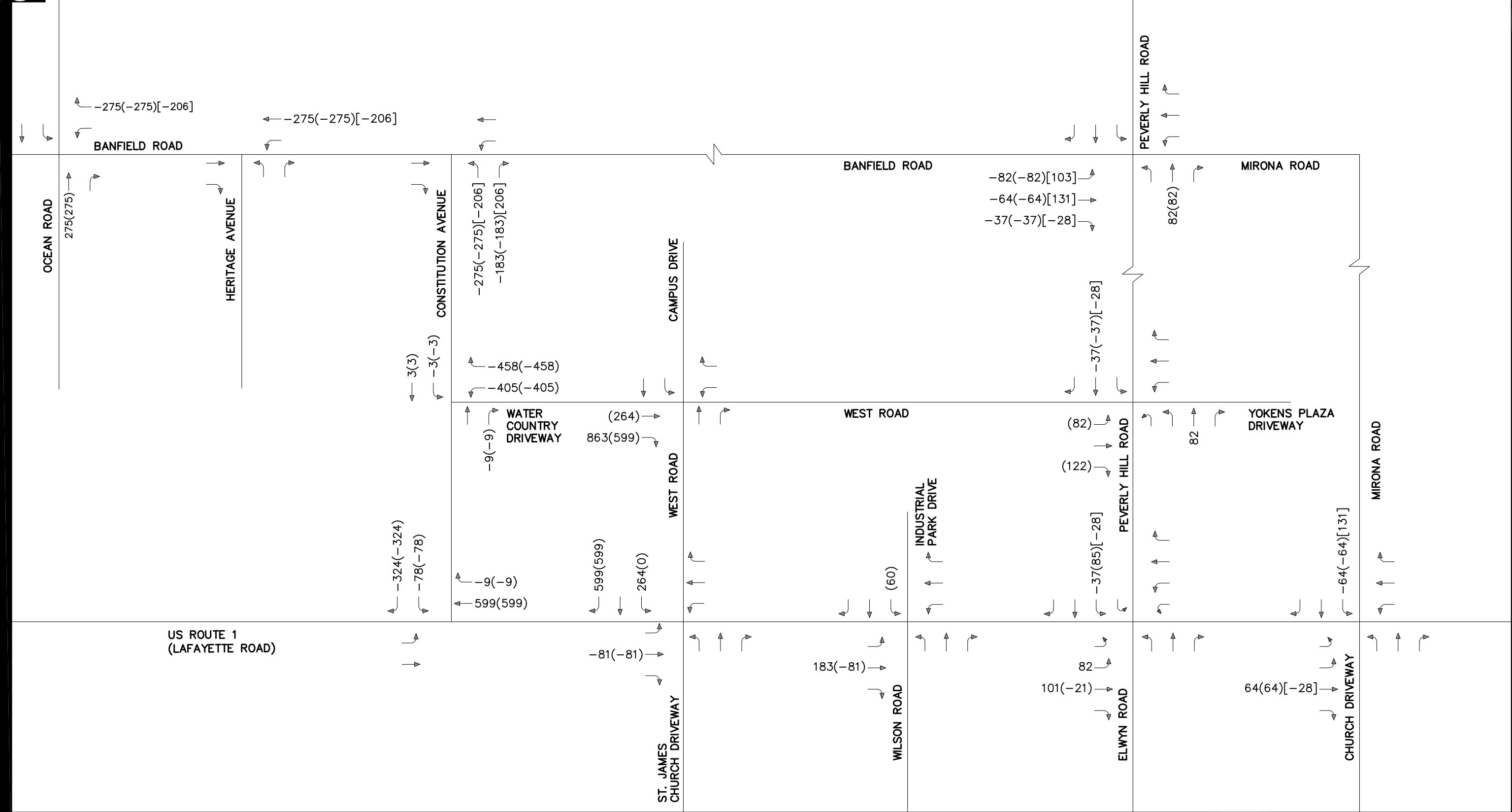
- The redistribution of trips is anticipated to yield a poor level-of-service 'F' for the Banfield Road / Constitution Avenue intersection. Despite the anticipated reduction of over 200 vehicle trips from the Constitution Avenue westbound left-turn movement, the delay is anticipated to be in excess of 80 seconds and the queue in excess of 520 feet.
- The redistribution of trips is anticipated to yield a poor level-of-service 'F' for the Mirona Road eastbound left-turn movement at the US Route 1 / Mirona Road / Church Driveway intersection. The projected increase of over 130 vehicle trips is anticipated to yield a delay in excess of 110 seconds and the queue in excess of 280 feet.
- The use of new guide signs for traffic bound for I-95 from Constitution Avenue onto Banfield Road northbound may disproportionately increase traffic in the Peverly Hill Road neighborhood by guiding traffic principally in one direction. The use of guide signs will not prohibit a patron from turning left onto Banfield Road southbound, especially if they are guided in that direction using a mobile phone navigation application.
- If guide signs are proven to be ineffective, a time-of-day or day-of-week turn prohibition may result in increased driver confusion, impacts to existing businesses that rely upon full access to/from Banfield Road, and could result in U-turn movements elsewhere on Banfield Road for those seeking to access Ocean Road.
- Although traditionally acceptable levels-of-service are tabulated for the intersection of Peverly Hill Road / Banfield Road / Mirona Road, this redistribution trend is likely to impact a greater number of residences and businesses.

TEC does not recommend Alternative C due to the challenges listed above, the increased need for enforcement, and the potentially disproportionate increase in traffic within other neighborhoods, such as the Peverly Hill Road area, by guiding traffic to use only one direction of travel along Banfield Road. However, this alternative is easiest to implement under a trial arrangement. TEC recommends public outreach with the Peverly Hill Road neighborhood and additional data collection during summer weekend periods before considering a trial of Alternative C.

This memorandum documents the considerations for potential changes in egress distribution characteristics for Water Country. Given the high level of trip distribution based on the existing egress condition, it does not focus traffic to one area and effectively distributes the impacts of exiting traffic. The City should carefully consider the potentially acute impacts of limiting access, and the practical limitations associated with enforcement and wayfinding signs, prior to implementing any of the alternatives listed above.

Attachment A

Traffic Volume Networks

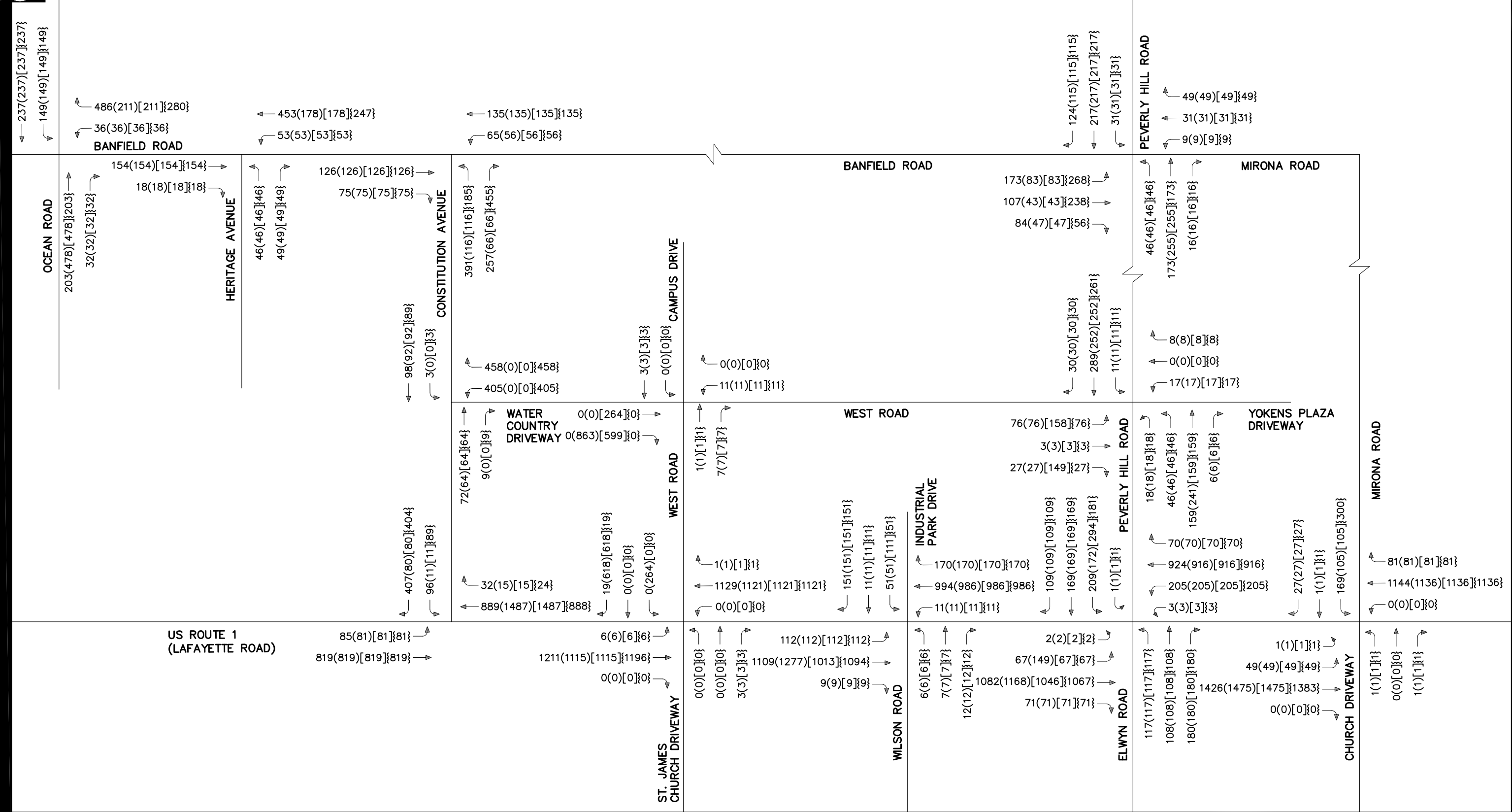


XX(XX)[XX] = Alternative A(Alternative B)[Alternative C]



Figure A-1
2026 Alternative A, Alternative B, and
Alternative C
Trip Redistribution
Saturday Evening
Peak Hour Traffic Volumes

N:\N0620\CAD\Highway\Graphics\T0620_Traffic Networks.dwg 5/11/2016 9:31:36 AM



XX(XX)[XX]{XX} = Existing Distribution(Alternative A)[Alternative B]{Alternative C}

Figure A-2



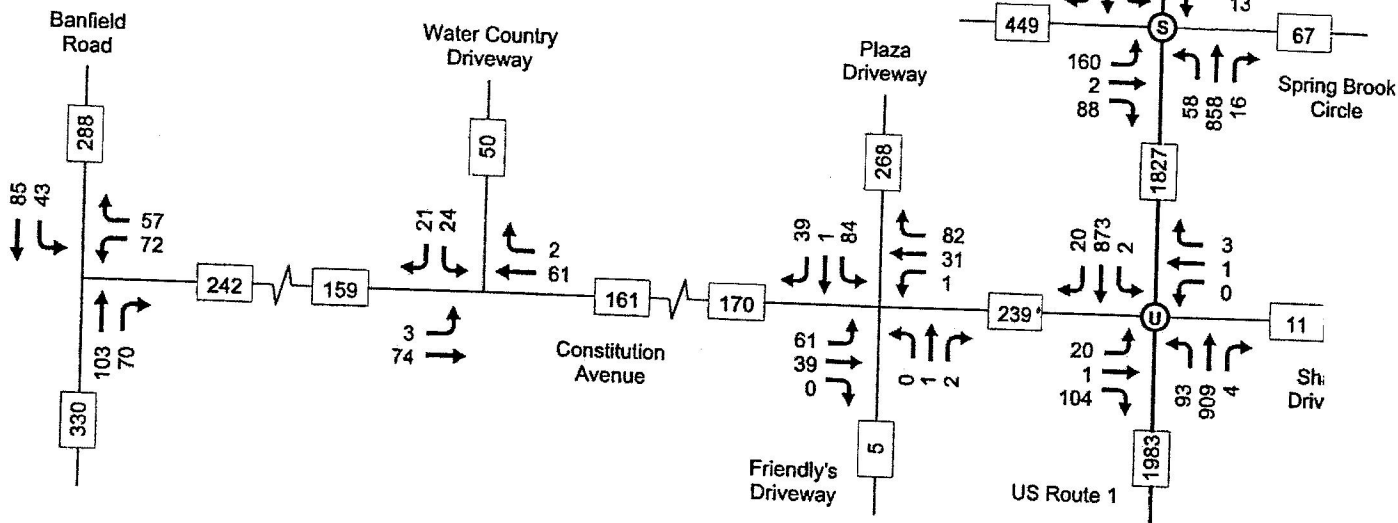
2026 Build Conditions
Existing Distribution, Alternative A,
Alternative B, and Alternative C
Saturday Evening
Peak Hour Traffic Volumes

Attachment B

Turning Movement Counts (TMCs)

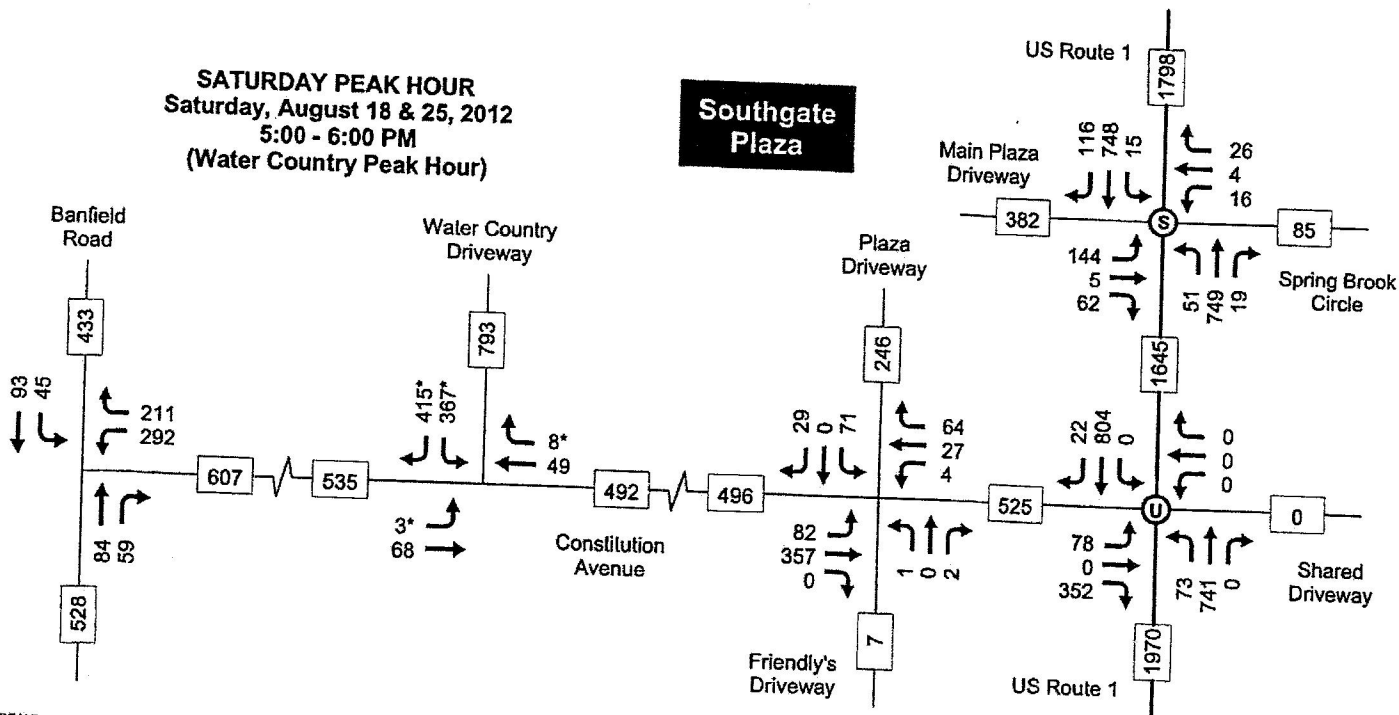
SATURDAY PEAK HOUR
 Saturday, August 18, 2012
 2:15 to 3:15 PM
 (US Route 1 Peak Hour)

Southgate Plaza



SATURDAY PEAK HOUR
 Saturday, August 18 & 25, 2012
 5:00 - 6:00 PM
 (Water Country Peak Hour)

Southgate Plaza



* 8/25/12 count data from 5:00-6:00 PM

1425A

Figure 2

Supplemental 2012 Traffic Volumes

Addendum Two - Traffic Evaluation, Proposed Southgate Plaza Expansion, Portsmouth, New Hampshire





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N/S: Ocean Road
E/W: Banfield Road/ Driveway
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 A
Site Code : T0620
Start Date : 3/3/2016
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Ocean Road From North				Banfield Road From East				Ocean Road From South				Driveway From West				Int. Total	
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn		
07:00 AM	0	52	61	0	16	0	1	0	10	46	0	0	0	0	0	0	0	186
07:15 AM	0	57	75	0	22	0	1	0	4	55	0	0	0	0	0	0	0	214
07:30 AM	0	55	53	0	19	0	2	1	5	73	0	0	0	0	0	0	0	208
07:45 AM	0	82	77	0	32	0	4	0	12	62	0	0	0	0	0	0	0	269
Total	0	246	266	0	89	0	8	1	31	236	0	0	0	0	0	0	0	877
08:00 AM	0	94	59	0	25	0	4	0	5	65	0	0	0	0	0	0	0	252
08:15 AM	0	64	86	0	18	0	2	0	5	76	0	0	0	0	0	0	0	251
08:30 AM	0	59	65	0	27	0	4	0	6	70	0	0	0	0	0	0	0	231
08:45 AM	0	53	72	0	30	0	3	0	11	64	0	0	0	0	0	0	0	233
Total	0	270	282	0	100	0	13	0	27	275	0	0	0	0	0	0	0	967
Grand Total	0	516	548	0	189	0	21	1	58	511	0	0	0	0	0	0	0	1844
Apprch %	0	48.5	51.5	0	89.6	0	10	0.5	10.2	89.8	0	0	0	0	0	0	0	
Total %	0	28	29.7	0	10.2	0	1.1	0.1	3.1	27.7	0	0	0	0	0	0	0	
Cars	0	477	538	0	188	0	21	0	58	488	0	0	0	0	0	0	0	1770
% Cars	0	92.4	98.2	0	99.5	0	100	0	100	95.5	0	0	0	0	0	0	0	96
Heavy Vehicles	0	39	10	0	1	0	0	1	0	23	0	0	0	0	0	0	0	74
% Heavy Vehicles	0	7.6	1.8	0	0.5	0	0	100	0	4.5	0	0	0	0	0	0	0	4

Start Time	Ocean Road From North					Banfield Road From East					Ocean Road From South					Driveway From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	82	77	0	159	32	0	4	0	36	12	62	0	0	74	0	0	0	0	0	269
08:00 AM	0	94	59	0	153	25	0	4	0	29	5	65	0	0	70	0	0	0	0	0	252
08:15 AM	0	64	86	0	150	18	0	2	0	20	5	76	0	0	81	0	0	0	0	0	251
08:30 AM	0	59	65	0	124	27	0	4	0	31	6	70	0	0	76	0	0	0	0	0	231
Total Volume	0	299	287	0	586	102	0	14	0	116	28	273	0	0	301	0	0	0	0	0	1003
% App. Total	0	51	49	0		87.9	0	12.1	0		9.3	90.7	0	0		0	0	0	0		
PHF	.000	.795	.834	.000	.921	.797	.000	.875	.000	.806	.583	.898	.000	.000	.929	.000	.000	.000	.000	.000	.932
Cars	0	279	283	0	562	101	0	14	0	115	28	258	0	0	286	0	0	0	0	0	963
% Cars	0	93.3	98.6	0	95.9	99.0	0	100	0	99.1	100	94.5	0	0	95.0	0	0	0	0	0	96.0
Heavy Vehicles	0	20	4	0	24	1	0	0	0	1	0	15	0	0	15	0	0	0	0	0	40
% Heavy Vehicles	0	6.7	1.4	0	4.1	1.0	0	0	0	0.9	0	5.5	0	0	5.0	0	0	0	0	0	4.0



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E/W: Banfield Road/ Driveway
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 A
Site Code : T0620
Start Date : 3/3/2016
Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Ocean Road From North					Banfield Road From East					Ocean Road From South					Driveway From West					Int. Total
	Right	Thru	Left	Peds EB	Peds WB	Right	Thru	Left	Peds SB	Peds NB	Right	Thru	Left	Peds WB	Peds EB	Right	Thru	Left	Peds NB	Peds SB	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 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	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 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	1
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	

Start Time	Ocean Road From North						Banfield Road From East						Ocean Road From South						Driveway From West						Int. Total			
	Right	Thru	Left	Peds EB	Peds WB	App. Total	Right	Thru	Left	Peds SB	Peds NB	App. Total	Right	Thru	Left	Peds WB	Peds EB	App. Total	Right	Thru	Left	Peds NB	Peds SB	App. Total				
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																												
Peak Hour for Entire Intersection Begins at 07:00 AM																												
07:00 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
07:15 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
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	
07:45 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	1	1	1	1	
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100				
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250	.250	



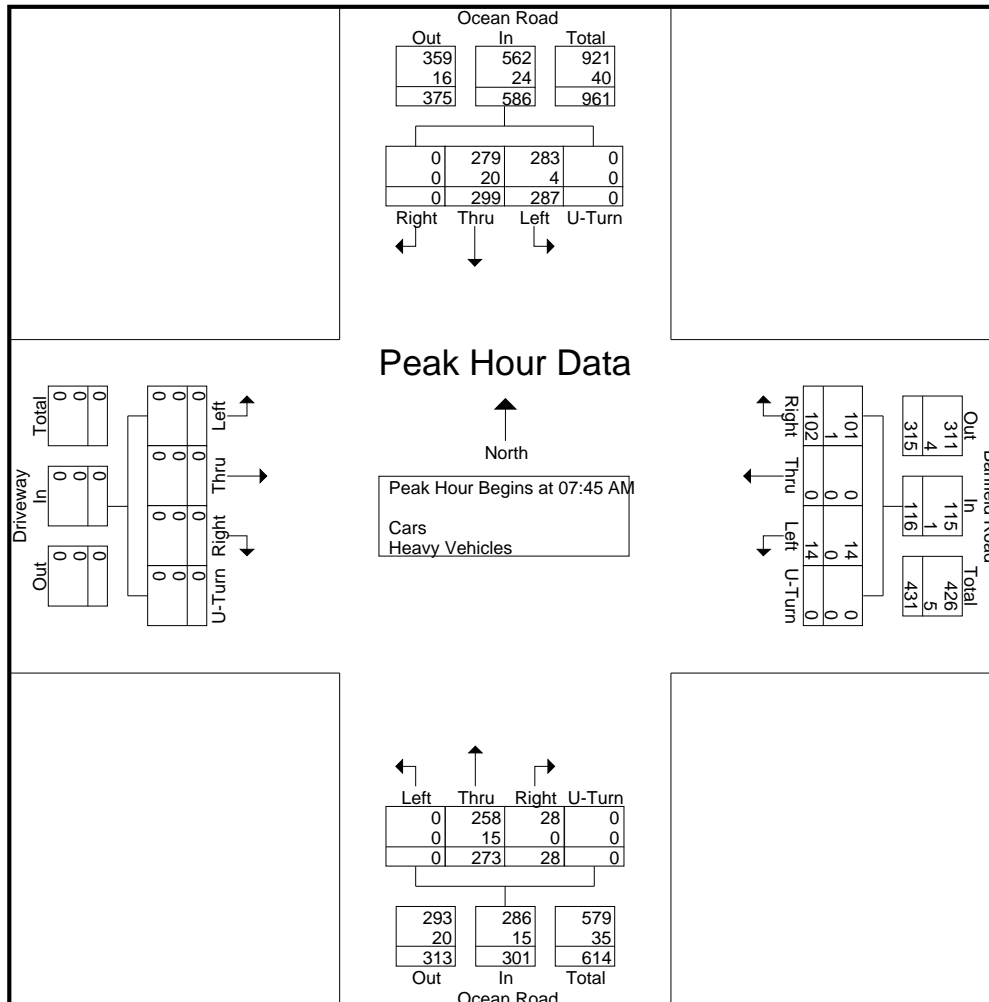
PRECISION
DATA
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N/S: Ocean Road
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City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 A
Site Code : T0620
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Start Time	Ocean Road From North					Banfield Road From East					Ocean Road From South					Driveway From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	82	77	0	159	32	0	4	0	36	12	62	0	0	74	0	0	0	0	0	269
08:00 AM	0	94	59	0	153	25	0	4	0	29	5	65	0	0	70	0	0	0	0	0	252
08:15 AM	0	64	86	0	150	18	0	2	0	20	5	76	0	0	81	0	0	0	0	0	251
08:30 AM	0	59	65	0	124	27	0	4	0	31	6	70	0	0	76	0	0	0	0	0	231
Total Volume	0	299	287	0	586	102	0	14	0	116	28	273	0	0	301	0	0	0	0	0	1003
% App. Total	0	51	49	0		87.9	0	12.1	0		9.3	90.7	0	0		0	0	0	0		
PHF	.000	.795	.834	.000	.921	.797	.000	.875	.000	.806	.583	.898	.000	.000	.929	.000	.000	.000	.000	.000	.932
Cars	0	279	283	0	562	101	0	14	0	115	28	258	0	0	286	0	0	0	0	0	963
% Cars	0	93.3	98.6	0	95.9	99.0	0	100	0	99.1	100	94.5	0	0	95.0	0	0	0	0	0	96.0
Heavy Vehicles	0	20	4	0	24	1	0	0	0	1	0	15	0	0	15	0	0	0	0	0	40
% Heavy Vehicles	0	6.7	1.4	0	4.1	1.0	0	0	0	0.9	0	5.5	0	0	5.0	0	0	0	0	0	4.0





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Client: TEC/ S. Gregorio

File Name : 164943 AA
Site Code : T0620
Start Date : 3/3/2016
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Ocean Road From North				Banfield Road From East				Ocean Road From South				Driveway From West				Int. Total	
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn		
03:00 PM	0	77	34	0	36	0	14	0	4	28	0	0	0	0	0	1	0	194
03:15 PM	0	57	39	0	46	0	6	0	4	76	0	0	0	0	0	0	0	228
03:30 PM	0	84	39	0	65	0	11	0	2	80	0	0	0	0	0	0	0	281
03:45 PM	0	63	50	0	46	0	8	0	7	49	0	0	0	0	0	0	0	223
Total	0	281	162	0	193	0	39	0	17	233	0	0	0	0	0	1	0	926
04:00 PM	0	87	42	0	63	0	9	0	7	67	0	0	0	0	0	0	0	275
04:15 PM	0	55	37	0	43	0	9	0	3	58	0	0	0	0	0	0	0	205
04:30 PM	1	62	34	0	99	0	9	0	5	63	0	0	0	0	0	0	0	273
04:45 PM	0	83	45	0	90	0	12	0	8	64	0	0	0	0	0	0	0	302
Total	1	287	158	0	295	0	39	0	23	252	0	0	0	0	0	0	0	1055
05:00 PM	0	79	44	0	104	0	12	0	5	83	0	0	0	0	0	0	0	327
05:15 PM	0	104	34	0	82	0	18	0	9	67	0	0	0	0	0	0	0	314
05:30 PM	0	109	37	0	59	0	13	0	6	54	0	0	0	0	0	0	0	278
05:45 PM	1	68	30	0	41	0	13	0	6	38	0	0	0	0	0	0	0	197
Total	1	360	145	0	286	0	56	0	26	242	0	0	0	0	0	0	0	1116
06:00 PM	0	70	24	0	41	0	10	0	8	36	0	0	0	0	0	0	0	189
06:15 PM	0	62	16	0	37	0	9	0	3	34	0	0	0	0	0	0	0	161
06:30 PM	0	42	15	0	28	0	3	0	2	23	0	0	0	0	0	0	0	113
06:45 PM	0	25	17	0	26	0	2	0	4	38	0	0	0	0	0	0	0	112
Total	0	199	72	0	132	0	24	0	17	131	0	0	0	0	0	0	0	575
Grand Total	2	1127	537	0	906	0	158	0	83	858	0	0	0	0	0	1	0	3672
Apprch %	0.1	67.6	32.2	0	85.2	0	14.8	0	8.8	91.2	0	0	0	0	0	100	0	
Total %	0.1	30.7	14.6	0	24.7	0	4.3	0	2.3	23.4	0	0	0	0	0	0	0	
Cars	2	1104	529	0	898	0	155	0	77	827	0	0	0	0	0	1	0	3593
% Cars	100	98	98.5	0	99.1	0	98.1	0	92.8	96.4	0	0	0	0	0	100	0	97.8
Heavy Vehicles	0	23	8	0	8	0	3	0	6	31	0	0	0	0	0	0	0	79
% Heavy Vehicles	0	2	1.5	0	0.9	0	1.9	0	7.2	3.6	0	0	0	0	0	0	0	2.2

Start Time	Ocean Road From North					Banfield Road From East					Ocean Road From South					Driveway From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	83	45	0	128	90	0	12	0	102	8	64	0	0	72	0	0	0	0	0	302
05:00 PM	0	79	44	0	123	104	0	12	0	116	5	83	0	0	88	0	0	0	0	0	327
05:15 PM	0	104	34	0	138	82	0	18	0	100	9	67	0	0	76	0	0	0	0	0	314
05:30 PM	0	109	37	0	146	59	0	13	0	72	6	54	0	0	60	0	0	0	0	0	278
Total Volume	0	375	160	0	535	335	0	55	0	390	28	268	0	0	296	0	0	0	0	0	1221
% App. Total	0	70.1	29.9	0		85.9	0	14.1	0		9.5	90.5	0	0		0	0	0	0	0	
PHF	.000	.860	.889	.000	.916	.805	.000	.764	.000	.841	.778	.807	.000	.000	.841	.000	.000	.000	.000	.000	.933
Cars	0	370	157	0	527	335	0	55	0	390	26	260	0	0	286	0	0	0	0	0	1203
% Cars	0	98.7	98.1	0	98.5	100	0	100	0	100	92.9	97.0	0	0	96.6	0	0	0	0	0	98.5
Heavy Vehicles	0	5	3	0	8	0	0	0	0	0	2	8	0	0	10	0	0	0	0	0	18
% Heavy Vehicles	0	1.3	1.9	0	1.5	0	0	0	0	0	7.1	3.0	0	0	3.4	0	0	0	0	0	1.5



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File Name : 164943 AA
Site Code : T0620
Start Date : 3/3/2016
Page No : 1

N/S: Ocean Road
E/W: Banfield Road/ Driveway
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

Groups Printed- Heavy Vehicles

Start Time	Ocean Road From North				Banfield Road From East				Ocean Road From South				Driveway From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
03:00 PM	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	4
03:15 PM	0	4	1	0	0	0	0	0	0	4	0	0	0	0	0	0	9
03:30 PM	0	3	1	0	0	0	1	0	0	2	0	0	0	0	0	0	7
03:45 PM	0	1	0	0	1	0	0	0	1	3	0	0	0	0	0	0	6
Total	0	10	2	0	2	0	1	0	1	10	0	0	0	0	0	0	26
04:00 PM	0	0	0	0	4	0	1	0	1	4	0	0	0	0	0	0	10
04:15 PM	0	2	1	0	1	0	0	0	0	4	0	0	0	0	0	0	8
04:30 PM	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	0	5
04:45 PM	0	3	2	0	0	0	0	0	2	3	0	0	0	0	0	0	10
Total	0	8	3	0	5	0	1	0	5	11	0	0	0	0	0	0	33
05:00 PM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4
05:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
05:30 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
05:45 PM	0	1	1	0	1	0	1	0	0	1	0	0	0	0	0	0	5
Total	0	3	2	0	1	0	1	0	0	6	0	0	0	0	0	0	13
06:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
06:15 PM	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	4
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	1	0	0	0	0	0	0	4	0	0	0	0	0	0	7
Grand Total	0	23	8	0	8	0	3	0	6	31	0	0	0	0	0	0	79
Apprch %	0	74.2	25.8	0	72.7	0	27.3	0	16.2	83.8	0	0	0	0	0	0	
Total %	0	29.1	10.1	0	10.1	0	3.8	0	7.6	39.2	0	0	0	0	0	0	

Start Time	Ocean Road From North					Banfield Road From East					Ocean Road From South					Driveway From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	4	0	1	0	5	1	4	0	0	5	0	0	0	0	0	10
04:15 PM	0	2	1	0	3	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	8
04:30 PM	0	3	0	0	3	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	5
04:45 PM	0	3	2	0	5	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	10
Total Volume	0	8	3	0	11	5	0	1	0	6	5	11	0	0	16	0	0	0	0	0	33
% App. Total	0	72.7	27.3	0		83.3	0	16.7	0		31.2	68.8	0	0		0	0	0	0	0	
PHF	.000	.667	.375	.000	.550	.313	.000	.250	.000	.300	.625	.688	.000	.000	.800	.000	.000	.000	.000	.000	.825



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File Name : 164943 AA
Site Code : T0620
Start Date : 3/3/2016
Page No : 1

N/S: Ocean Road
E/W: Banfield Road/ Driveway
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

Groups Printed- Peds and Bicycles

Start Time	Ocean Road From North					Banfield Road From East					Ocean Road From South					Driveway From West					Int. Total	
	Right	Thru	Left	Peds EB	Peds WB	Right	Thru	Left	Peds SB	Peds NB	Right	Thru	Left	Peds WB	Peds EB	Right	Thru	Left	Peds NB	Peds SB		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3
Apprch %	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	50	50	50	50
Total %	0	0	0	0	33.3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	33.3	33.3	33.3

Start Time	Ocean Road From North						Banfield Road From East						Ocean Road From South						Driveway From West						Int. Total	
	Right	Thru	Left	Peds EB	Peds WB	App. Total	Right	Thru	Left	Peds SB	Peds NB	App. Total	Right	Thru	Left	Peds WB	Peds EB	App. Total	Right	Thru	Left	Peds NB	Peds SB	App. Total		
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 03:30 PM																										
03:30 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
03:45 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
04:00 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
04:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3	3
Total Volume	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3	3
% App. Total	0	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	50	50	50	50
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250	.250	.250	



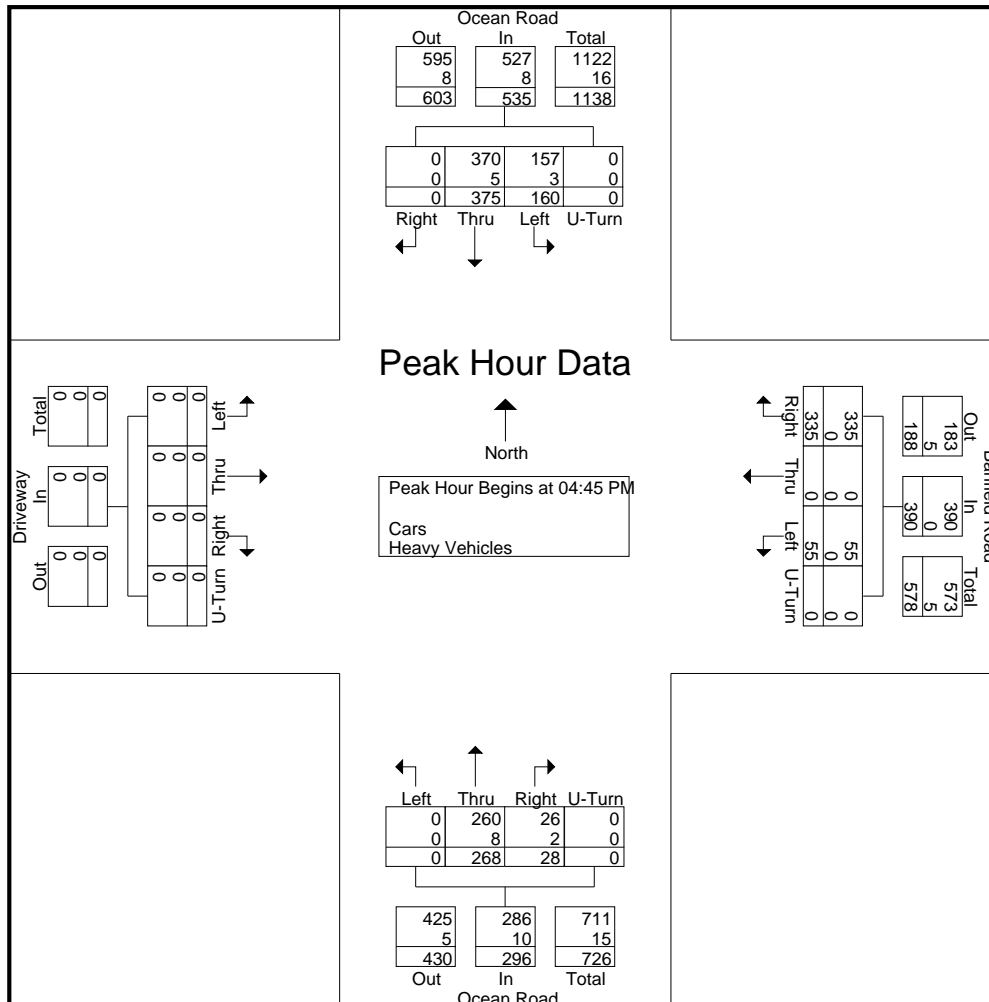
PRECISION
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N/S: Ocean Road
E/W: Banfield Road/ Driveway
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 AA
Site Code : T0620
Start Date : 3/3/2016
Page No : 1

Start Time	Ocean Road From North					Banfield Road From East					Ocean Road From South					Driveway From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	83	45	0	128	90	0	12	0	102	8	64	0	0	72	0	0	0	0	0	302
05:00 PM	0	79	44	0	123	104	0	12	0	116	5	83	0	0	88	0	0	0	0	0	327
05:15 PM	0	104	34	0	138	82	0	18	0	100	9	67	0	0	76	0	0	0	0	0	314
05:30 PM	0	109	37	0	146	59	0	13	0	72	6	54	0	0	60	0	0	0	0	0	278
Total Volume	0	375	160	0	535	335	0	55	0	390	28	268	0	0	296	0	0	0	0	0	1221
% App. Total	0	70.1	29.9	0		85.9	0	14.1	0		9.5	90.5	0	0		0	0	0	0		
PHF	.000	.860	.889	.000	.916	.805	.000	.764	.000	.841	.778	.807	.000	.000	.841	.000	.000	.000	.000	.000	.933
Cars	0	370	157	0	527	335	0	55	0	390	26	260	0	0	286	0	0	0	0	0	1203
% Cars	0	98.7	98.1	0	98.5	100	0	100	0	100	92.9	97.0	0	0	96.6	0	0	0	0	0	98.5
Heavy Vehicles	0	5	3	0	8	0	0	0	0	0	2	8	0	0	10	0	0	0	0	0	18
% Heavy Vehicles	0	1.3	1.9	0	1.5	0	0	0	0	0	7.1	3.0	0	0	3.4	0	0	0	0	0	1.5





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File Name : 164943 AAA
Site Code : T0620
Start Date : 3/5/2016
Page No : 1

N/S: Ocean Road
E/W: Banfield Road/ Driveway
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

Groups Printed- Cars - Heavy Vehicles

Start Time	Ocean Road From North				Banfield Road From East				Ocean Road From South				Driveway From West				Int. Total	
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn		
11:00 AM	0	51	28	0	32	0	9	0	6	37	0	0	0	0	0	0	0	163
11:15 AM	0	50	31	0	30	0	4	0	6	46	0	0	0	0	0	0	0	167
11:30 AM	0	43	33	0	26	0	5	0	6	45	0	0	0	0	0	0	0	158
11:45 AM	0	60	39	0	31	0	3	0	12	61	0	0	0	0	0	0	0	206
Total	0	204	131	0	119	0	21	0	30	189	0	0	0	0	0	0	0	694
12:00 PM	0	71	35	0	37	0	6	0	7	53	1	0	0	0	0	0	0	210
12:15 PM	0	49	30	0	45	0	7	0	4	50	0	0	0	0	0	0	0	185
12:30 PM	0	55	36	0	44	0	7	0	5	45	0	0	0	0	0	0	0	192
12:45 PM	1	61	42	0	36	0	6	0	4	41	0	0	0	0	0	0	0	191
Total	1	236	143	0	162	0	26	0	20	189	1	0	0	0	0	0	0	778
Grand Total	1	440	274	0	281	0	47	0	50	378	1	0	0	0	0	0	0	1472
Apprch %	0.1	61.5	38.3	0	85.7	0	14.3	0	11.7	88.1	0.2	0	0	0	0	0	0	
Total %	0.1	29.9	18.6	0	19.1	0	3.2	0	3.4	25.7	0.1	0	0	0	0	0	0	
Cars	1	432	272	0	278	0	47	0	50	373	1	0	0	0	0	0	0	1454
% Cars	100	98.2	99.3	0	98.9	0	100	0	100	98.7	100	0	0	0	0	0	0	98.8
Heavy Vehicles	0	8	2	0	3	0	0	0	0	5	0	0	0	0	0	0	0	18
% Heavy Vehicles	0	1.8	0.7	0	1.1	0	0	0	0	1.3	0	0	0	0	0	0	0	1.2

Start Time	Ocean Road From North					Banfield Road From East					Ocean Road From South					Driveway From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	0	60	39	0	99	31	0	3	0	34	12	61	0	0	73	0	0	0	0	0	206
12:00 PM	0	71	35	0	106	37	0	6	0	43	7	53	1	0	61	0	0	0	0	0	210
12:15 PM	0	49	30	0	79	45	0	7	0	52	4	50	0	0	54	0	0	0	0	0	185
12:30 PM	0	55	36	0	91	44	0	7	0	51	5	45	0	0	50	0	0	0	0	0	192
Total Volume	0	235	140	0	375	157	0	23	0	180	28	209	1	0	238	0	0	0	0	0	793
% App. Total	0	62.7	37.3	0		87.2	0	12.8	0		11.8	87.8	0.4	0		0	0	0	0		
PHF	.000	.827	.897	.000	.884	.872	.000	.821	.000	.865	.583	.857	.250	.000	.815	.000	.000	.000	.000	.000	.944
Cars	0	228	138	0	366	156	0	23	0	179	28	207	1	0	236	0	0	0	0	0	781
% Cars	0	97.0	98.6	0	97.6	99.4	0	100	0	99.4	100	99.0	100	0	99.2	0	0	0	0	0	98.5
Heavy Vehicles	0	7	2	0	9	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	12
% Heavy Vehicles	0	3.0	1.4	0	2.4	0.6	0	0	0	0.6	0	1.0	0	0	0.8	0	0	0	0	0	1.5



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N/S: Ocean Road
E/W: Banfield Road/ Driveway
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 AAA
Site Code : T0620
Start Date : 3/5/2016
Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Ocean Road From North					Banfield Road From East					Ocean Road From South					Driveway From West					Int. Total
	Right	Thru	Left	Peds EB	Peds WB	Right	Thru	Left	Peds SB	Peds NB	Right	Thru	Left	Peds WB	Peds EB	Right	Thru	Left	Peds NB	Peds SB	
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
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
Grand Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
Apprch %	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	50	
Total %	0	0	33.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	33.3	

Start Time	Ocean Road From North						Banfield Road From East						Ocean Road From South						Driveway From West						Int. Total			
	Right	Thru	Left	Peds EB	Peds WB	App. Total	Right	Thru	Left	Peds SB	Peds NB	App. Total	Right	Thru	Left	Peds WB	Peds EB	App. Total	Right	Thru	Left	Peds NB	Peds SB	App. Total				
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																												
Peak Hour for Entire Intersection Begins at 11:00 AM																												
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
11:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	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
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
Total Volume	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0
% App. Total	0	0	100	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	50	50		0	0	0	0
PHF	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250	.250	.250	.250	.250



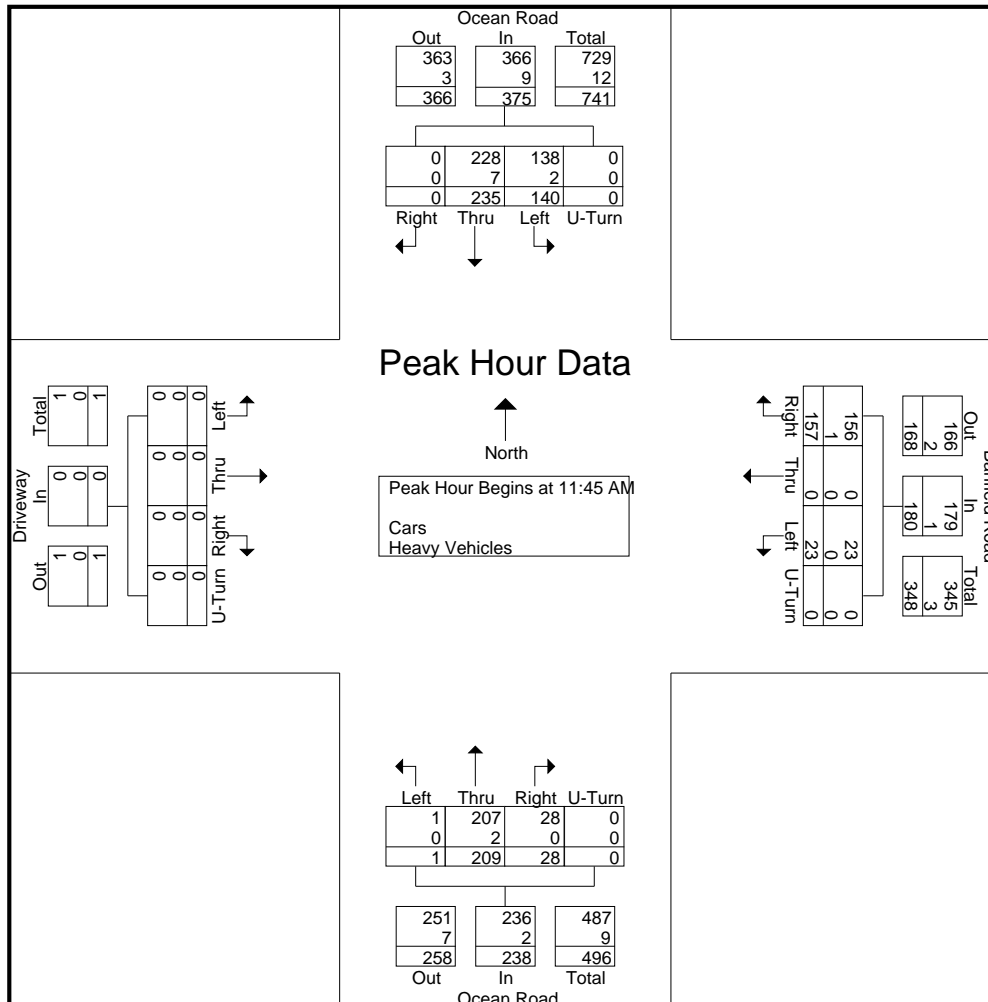
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INDUSTRIES, LLC

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File Name : 164943 AAA
Site Code : T0620
Start Date : 3/5/2016
Page No : 1

N/S: Ocean Road
E/W: Banfield Road/ Driveway
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

Start Time	Ocean Road From North					Banfield Road From East					Ocean Road From South					Driveway From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	0	60	39	0	99	31	0	3	0	34	12	61	0	0	73	0	0	0	0	0	206
12:00 PM	0	71	35	0	106	37	0	6	0	43	7	53	1	0	61	0	0	0	0	0	210
12:15 PM	0	49	30	0	79	45	0	7	0	52	4	50	0	0	54	0	0	0	0	0	185
12:30 PM	0	55	36	0	91	44	0	7	0	51	5	45	0	0	50	0	0	0	0	0	192
Total Volume	0	235	140	0	375	157	0	23	0	180	28	209	1	0	238	0	0	0	0	0	793
% App. Total	0	62.7	37.3	0		87.2	0	12.8	0		11.8	87.8	0.4	0		0	0	0	0		
PHF	.000	.827	.897	.000	.884	.872	.000	.821	.000	.865	.583	.857	.250	.000	.815	.000	.000	.000	.000	.000	.944
Cars	0	228	138	0	366	156	0	23	0	179	28	207	1	0	236	0	0	0	0	0	781
% Cars	0	97.0	98.6	0	97.6	99.4	0	100	0	99.4	100	99.0	100	0	99.2	0	0	0	0	0	98.5
Heavy Vehicles	0	7	2	0	9	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	12
% Heavy Vehicles	0	3.0	1.4	0	2.4	0.6	0	0	0	0.6	0	1.0	0	0	0.8	0	0	0	0	0	1.5





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N/S: Ocean Road
E/W: Banfield Road/ Driveway
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 AAAA
Site Code : T0620
Start Date : 3/5/2016
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Ocean Road From North				Banfield Road From East				Ocean Road From South				Driveway From West				Int. Total	
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn		
04:00 PM	0	52	32	0	41	0	7	0	5	36	0	0	0	0	0	0	0	173
04:15 PM	0	47	36	0	35	0	6	0	9	36	0	0	0	0	0	0	0	169
04:30 PM	0	39	27	0	47	0	6	0	5	48	0	0	0	0	0	0	0	172
04:45 PM	0	53	25	0	23	0	10	0	7	43	0	0	0	0	0	0	0	161
Total	0	191	120	0	146	0	29	0	26	163	0	0	0	0	0	0	0	675
05:00 PM	0	49	18	0	41	0	2	0	6	40	0	0	0	0	0	0	0	156
05:15 PM	0	38	24	0	29	0	6	0	5	46	0	0	0	0	0	0	0	148
05:30 PM	0	46	24	0	27	0	7	0	2	39	0	0	0	0	0	0	0	145
05:45 PM	0	47	34	0	15	0	4	0	4	34	0	0	0	0	0	0	0	138
Total	0	180	100	0	112	0	19	0	17	159	0	0	0	0	0	0	0	587
Grand Total	0	371	220	0	258	0	48	0	43	322	0	0	0	0	0	0	0	1262
Apprch %	0	62.8	37.2	0	84.3	0	15.7	0	11.8	88.2	0	0	0	0	0	0	0	
Total %	0	29.4	17.4	0	20.4	0	3.8	0	3.4	25.5	0	0	0	0	0	0	0	
Cars	0	368	220	0	258	0	47	0	43	318	0	0	0	0	0	0	0	1254
% Cars	0	99.2	100	0	100	0	97.9	0	100	98.8	0	0	0	0	0	0	0	99.4
Heavy Vehicles	0	3	0	0	0	0	1	0	0	4	0	0	0	0	0	0	0	8
% Heavy Vehicles	0	0.8	0	0	0	0	2.1	0	0	1.2	0	0	0	0	0	0	0	0.6

Start Time	Ocean Road From North					Banfield Road From East					Ocean Road From South					Driveway From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	52	32	0	84	41	0	7	0	48	5	36	0	0	41	0	0	0	0	0	173
04:15 PM	0	47	36	0	83	35	0	6	0	41	9	36	0	0	45	0	0	0	0	0	169
04:30 PM	0	39	27	0	66	47	0	6	0	53	5	48	0	0	53	0	0	0	0	0	172
04:45 PM	0	53	25	0	78	23	0	10	0	33	7	43	0	0	50	0	0	0	0	0	161
Total Volume	0	191	120	0	311	146	0	29	0	175	26	163	0	0	189	0	0	0	0	0	675
% App. Total	0	61.4	38.6	0		83.4	0	16.6	0		13.8	86.2	0	0		0	0	0	0		
PHF	.000	.901	.833	.000	.926	.777	.000	.725	.000	.825	.722	.849	.000	.000	.892	.000	.000	.000	.000	.000	.975
Cars	0	189	120	0	309	146	0	29	0	175	26	162	0	0	188	0	0	0	0	0	672
% Cars	0	99.0	100	0	99.4	100	0	100	0	100	100	99.4	0	0	99.5	0	0	0	0	0	99.6
Heavy Vehicles	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% Heavy Vehicles	0	1.0	0	0	0.6	0	0	0	0	0	0	0.6	0	0	0.5	0	0	0	0	0	0.4



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N/S: Ocean Road
E/W: Banfield Road/ Driveway
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 AAAA
Site Code : T0620
Start Date : 3/5/2016
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Ocean Road From North				Banfield Road From East				Ocean Road From South				Driveway From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	1	0	0	3	0	0	0	0	0	0	5
Grand Total	0	3	0	0	0	0	1	0	0	4	0	0	0	0	0	0	8
Apprch %	0	100	0	0	0	0	100	0	0	100	0	0	0	0	0	0	
Total %	0	37.5	0	0	0	0	12.5	0	0	50	0	0	0	0	0	0	

Start Time	Ocean Road From North					Banfield Road From East					Ocean Road From South					Driveway From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
Total Volume	0	3	0	0	3	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	6
% App. Total	0	100	0	0		0	0	100	0		0	100	0	0		0	0	0	0		
PHF	.000	.375	.000	.000	.375	.000	.000	.250	.000	.250	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.750



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N/S: Ocean Road
E/W: Banfield Road/ Driveway
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 AAAA
Site Code : T0620
Start Date : 3/5/2016
Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Ocean Road From North					Banfield Road From East					Ocean Road From South					Driveway From West					Int. Total
	Right	Thru	Left	Peds EB	Peds WB	Right	Thru	Left	Peds SB	Peds NB	Right	Thru	Left	Peds WB	Peds EB	Right	Thru	Left	Peds NB	Peds SB	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Ocean Road From North						Banfield Road From East						Ocean Road From South						Driveway From West						Int. Total			
	Right	Thru	Left	Peds EB	Peds WB	App. Total	Right	Thru	Left	Peds SB	Peds NB	App. Total	Right	Thru	Left	Peds WB	Peds EB	App. Total	Right	Thru	Left	Peds NB	Peds SB	App. Total				
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																												
Peak Hour for Entire Intersection Begins at 04:00 PM																												
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0	0	100		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250



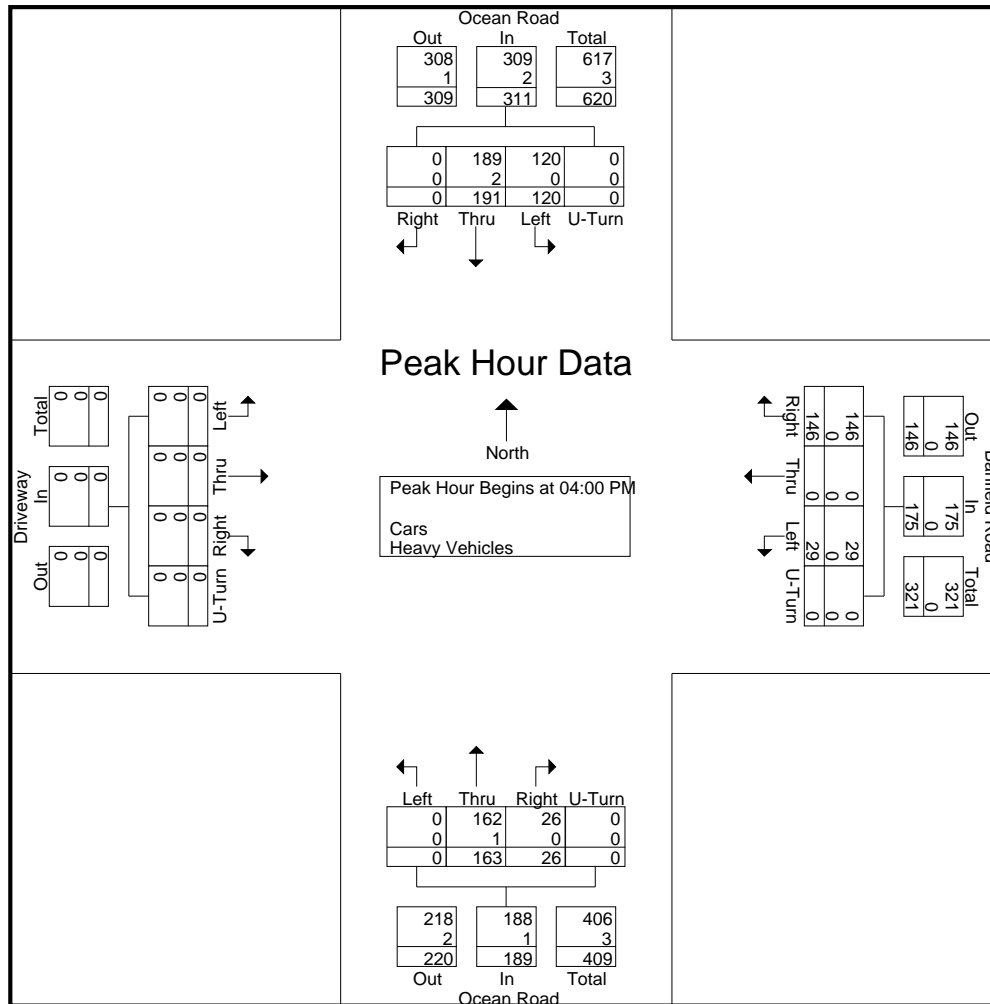
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N/S: Ocean Road
E/W: Banfield Road/ Driveway
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 AAAA
Site Code : T0620
Start Date : 3/5/2016
Page No : 1

Start Time	Ocean Road From North					Banfield Road From East					Ocean Road From South					Driveway From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	52	32	0	84	41	0	7	0	48	5	36	0	0	41	0	0	0	0	0	173
04:15 PM	0	47	36	0	83	35	0	6	0	41	9	36	0	0	45	0	0	0	0	0	169
04:30 PM	0	39	27	0	66	47	0	6	0	53	5	48	0	0	53	0	0	0	0	0	172
04:45 PM	0	53	25	0	78	23	0	10	0	33	7	43	0	0	50	0	0	0	0	0	161
Total Volume	0	191	120	0	311	146	0	29	0	175	26	163	0	0	189	0	0	0	0	0	675
% App. Total	0	61.4	38.6	0		83.4	0	16.6	0		13.8	86.2	0	0		0	0	0	0		
PHF	.000	.901	.833	.000	.926	.777	.000	.725	.000	.825	.722	.849	.000	.000	.892	.000	.000	.000	.000	.000	.975
Cars	0	189	120	0	309	146	0	29	0	175	26	162	0	0	188	0	0	0	0	0	672
% Cars	0	99.0	100	0	99.4	100	0	100	0	100	100	99.4	0	0	99.5	0	0	0	0	0	99.6
Heavy Vehicles	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% Heavy Vehicles	0	1.0	0	0	0.6	0	0	0	0	0	0	0.6	0	0	0.5	0	0	0	0	0	0.4





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S: Constitution Avenue
E/W: Banfield Road
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 B
Site Code : T0620
Start Date : 3/3/2016
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Banfield Road From East			Constitution Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
07:00 AM	14	3	0	6	4	0	6	43	0	76
07:15 AM	28	9	0	10	3	0	14	44	0	108
07:30 AM	17	7	0	10	3	0	18	36	0	91
07:45 AM	39	15	0	12	5	0	14	46	0	131
Total	98	34	0	38	15	0	52	169	0	406
08:00 AM	28	19	0	8	8	0	19	38	0	120
08:15 AM	19	11	0	7	7	0	23	50	0	117
08:30 AM	30	11	0	11	3	0	14	50	0	119
08:45 AM	27	10	0	7	4	1	26	48	0	123
Total	104	51	0	33	22	1	82	186	0	479
Grand Total	202	85	0	71	37	1	134	355	0	885
Apprch %	70.4	29.6	0	65.1	33.9	0.9	27.4	72.6	0	
Total %	22.8	9.6	0	8	4.2	0.1	15.1	40.1	0	
Cars	199	85	0	64	37	1	132	348	0	866
% Cars	98.5	100	0	90.1	100	100	98.5	98	0	97.9
Heavy Vehicles	3	0	0	7	0	0	2	7	0	19
% Heavy Vehicles	1.5	0	0	9.9	0	0	1.5	2	0	2.1

Start Time	Banfield Road From East				Constitution Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	39	15	0	54	12	5	0	17	14	46	0	60	131
08:00 AM	28	19	0	47	8	8	0	16	19	38	0	57	120
08:15 AM	19	11	0	30	7	7	0	14	23	50	0	73	117
08:30 AM	30	11	0	41	11	3	0	14	14	50	0	64	119
Total Volume	116	56	0	172	38	23	0	61	70	184	0	254	487
% App. Total	67.4	32.6	0		62.3	37.7	0		27.6	72.4	0		
PHF	.744	.737	.000	.796	.792	.719	.000	.897	.761	.920	.000	.870	.929
Cars	114	56	0	170	36	23	0	59	68	181	0	249	478
% Cars	98.3	100	0	98.8	94.7	100	0	96.7	97.1	98.4	0	98.0	98.2
Heavy Vehicles	2	0	0	2	2	0	0	2	2	3	0	5	9
% Heavy Vehicles	1.7	0	0	1.2	5.3	0	0	3.3	2.9	1.6	0	2.0	1.8



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Email: datarequests@pdillc.com

S: Constitution Avenue
E/W: Banfield Road
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 B
Site Code : T0620
Start Date : 3/3/2016
Page No : 1

Groups Printed- Cars

Start Time	Banfield Road From East			Constitution Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
07:00 AM	14	3	0	5	4	0	6	42	0	74
07:15 AM	27	9	0	7	3	0	14	43	0	103
07:30 AM	17	7	0	9	3	0	18	34	0	88
07:45 AM	38	15	0	12	5	0	14	45	0	129
Total	96	34	0	33	15	0	52	164	0	394
08:00 AM	28	19	0	7	8	0	19	37	0	118
08:15 AM	19	11	0	6	7	0	21	50	0	114
08:30 AM	29	11	0	11	3	0	14	49	0	117
08:45 AM	27	10	0	7	4	1	26	48	0	123
Total	103	51	0	31	22	1	80	184	0	472
Grand Total	199	85	0	64	37	1	132	348	0	866
Apprch %	70.1	29.9	0	62.7	36.3	1	27.5	72.5	0	
Total %	23	9.8	0	7.4	4.3	0.1	15.2	40.2	0	

Start Time	Banfield Road From East				Constitution Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	38	15	0	53	12	5	0	17	14	45	0	59	129
08:00 AM	28	19	0	47	7	8	0	15	19	37	0	56	118
08:15 AM	19	11	0	30	6	7	0	13	21	50	0	71	114
08:30 AM	29	11	0	40	11	3	0	14	14	49	0	63	117
Total Volume	114	56	0	170	36	23	0	59	68	181	0	249	478
% App. Total	67.1	32.9	0		61	39	0		27.3	72.7	0		
PHF	.750	.737	.000	.802	.750	.719	.000	.868	.810	.905	.000	.877	.926



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Client: TEC/ S. Gregorio

File Name : 164943 B
Site Code : T0620
Start Date : 3/3/2016
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Banfield Road From East			Constitution Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
07:00 AM	0	0	0	1	0	0	0	1	0	2
07:15 AM	1	0	0	3	0	0	0	1	0	5
07:30 AM	0	0	0	1	0	0	0	2	0	3
07:45 AM	1	0	0	0	0	0	0	1	0	2
Total	2	0	0	5	0	0	0	5	0	12
08:00 AM	0	0	0	1	0	0	0	1	0	2
08:15 AM	0	0	0	1	0	0	2	0	0	3
08:30 AM	1	0	0	0	0	0	0	1	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	2	0	0	2	2	0	7
Grand Total	3	0	0	7	0	0	2	7	0	19
Apprch %	100	0	0	100	0	0	22.2	77.8	0	
Total %	15.8	0	0	36.8	0	0	10.5	36.8	0	

Start Time	Banfield Road From East				Constitution Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	0	0	0	1	0	0	1	0	1	0	1	2
07:15 AM	1	0	0	1	3	0	0	3	0	1	0	1	5
07:30 AM	0	0	0	0	1	0	0	1	0	2	0	2	3
07:45 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total Volume	2	0	0	2	5	0	0	5	0	5	0	5	12
% App. Total	100	0	0		100	0	0		0	100	0		
PHF	.500	.000	.000	.500	.417	.000	.000	.417	.000	.625	.000	.625	.600



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Client: TEC/ S. Gregorio

File Name : 164943 B
Site Code : T0620
Start Date : 3/3/2016
Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Banfield Road From East				Constitution Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	Peds SB	Peds NB	Right	Left	Peds WB	Peds EB	Right	Thru	Peds NB	Peds SB	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 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
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	
Total %													

Start Time	Banfield Road From East					Constitution Avenue From South					Banfield Road From West					Int. Total
	Thru	Left	Peds SB	Peds NB	App. Total	Right	Left	Peds WB	Peds EB	App. Total	Right	Thru	Peds NB	Peds SB	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 07:00 AM																
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	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
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



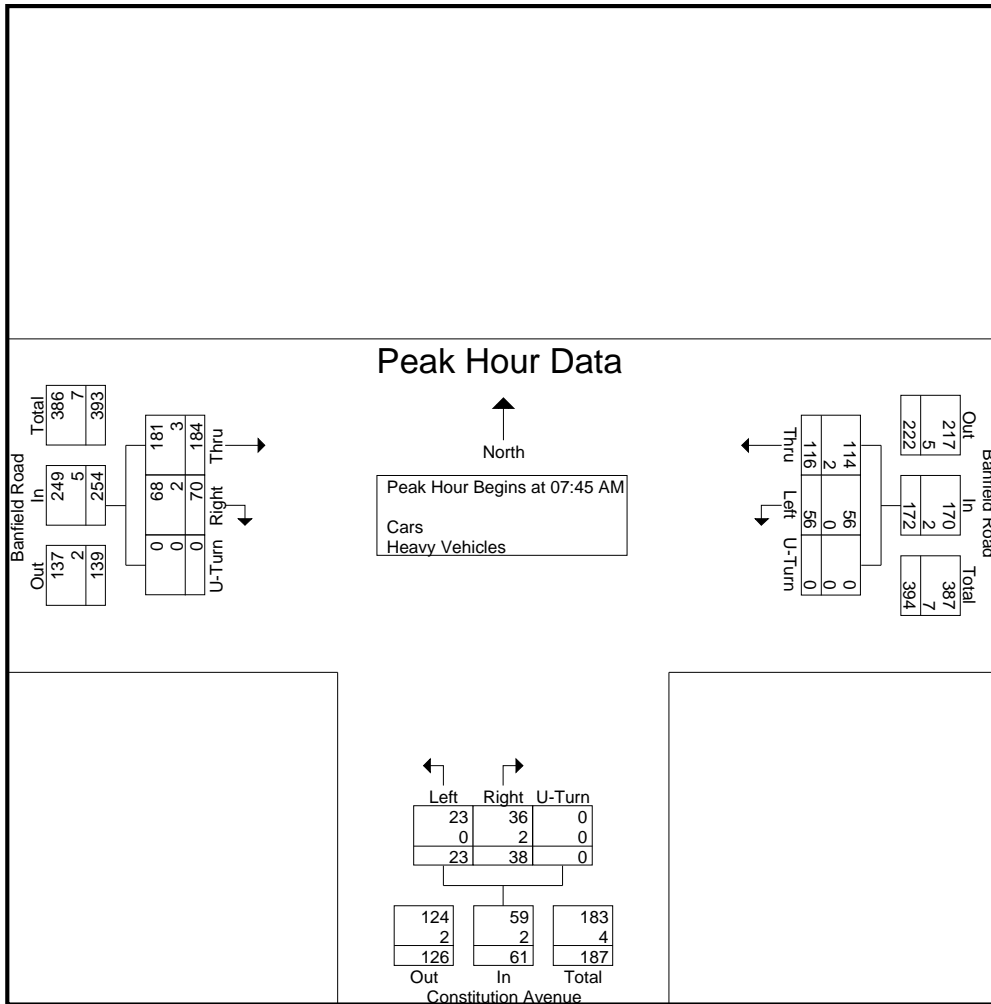
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Start Time	Banfield Road From East				Constitution Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	39	15	0	54	12	5	0	17	14	46	0	60	131
08:00 AM	28	19	0	47	8	8	0	16	19	38	0	57	120
08:15 AM	19	11	0	30	7	7	0	14	23	50	0	73	117
08:30 AM	30	11	0	41	11	3	0	14	14	50	0	64	119
Total Volume	116	56	0	172	38	23	0	61	70	184	0	254	487
% App. Total	67.4	32.6	0		62.3	37.7	0		27.6	72.4	0		
PHF	.744	.737	.000	.796	.792	.719	.000	.897	.761	.920	.000	.870	.929
Cars	114	56	0	170	36	23	0	59	68	181	0	249	478
% Cars	98.3	100	0	98.8	94.7	100	0	96.7	97.1	98.4	0	98.0	98.2
Heavy Vehicles	2	0	0	2	2	0	0	2	2	3	0	5	9
% Heavy Vehicles	1.7	0	0	1.2	5.3	0	0	3.3	2.9	1.6	0	2.0	1.8





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S: Constitution Avenue
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Client: TEC/ S. Gregorio

File Name : 164943 BB
Site Code : T0620
Start Date : 3/3/2016
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Banfield Road From East			Constitution Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
03:00 PM	32	14	0	16	16	0	19	31	0	128
03:15 PM	29	16	0	8	27	0	17	27	0	124
03:30 PM	49	22	0	13	18	0	13	35	0	150
03:45 PM	35	23	0	19	16	0	16	38	0	147
Total	145	75	0	56	77	0	65	131	0	549
04:00 PM	51	19	0	24	23	0	12	44	0	173
04:15 PM	48	19	0	16	17	0	17	23	0	140
04:30 PM	50	14	0	27	21	0	16	40	0	168
04:45 PM	54	14	0	22	22	0	15	43	0	170
Total	203	66	0	89	83	0	60	150	0	651
05:00 PM	55	17	0	31	44	0	20	56	0	223
05:15 PM	53	9	0	20	30	0	18	31	0	161
05:30 PM	58	12	0	15	27	0	12	39	0	163
05:45 PM	33	10	0	14	15	0	10	20	0	102
Total	199	48	0	80	116	0	60	146	0	649
06:00 PM	32	20	0	5	17	0	10	28	0	112
06:15 PM	29	3	0	9	9	0	9	16	0	75
06:30 PM	21	9	0	9	8	0	4	22	0	73
06:45 PM	18	8	0	7	14	0	10	14	0	71
Total	100	40	0	30	48	0	33	80	0	331
Grand Total	647	229	0	255	324	0	218	507	0	2180
Apprch %	73.9	26.1	0	44	56	0	30.1	69.9	0	
Total %	29.7	10.5	0	11.7	14.9	0	10	23.3	0	
Cars	636	221	0	253	323	0	215	496	0	2144
% Cars	98.3	96.5	0	99.2	99.7	0	98.6	97.8	0	98.3
Heavy Vehicles	11	8	0	2	1	0	3	11	0	36
% Heavy Vehicles	1.7	3.5	0	0.8	0.3	0	1.4	2.2	0	1.7

Start Time	Banfield Road From East				Constitution Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	50	14	0	64	27	21	0	48	16	40	0	56	168
04:45 PM	54	14	0	68	22	22	0	44	15	43	0	58	170
05:00 PM	55	17	0	72	31	44	0	75	20	56	0	76	223
05:15 PM	53	9	0	62	20	30	0	50	18	31	0	49	161
Total Volume	212	54	0	266	100	117	0	217	69	170	0	239	722
% App. Total	79.7	20.3	0		46.1	53.9	0		28.9	71.1	0		
PHF	.964	.794	.000	.924	.806	.665	.000	.723	.863	.759	.000	.786	.809
Cars	211	52	0	263	100	117	0	217	66	166	0	232	712
% Cars	99.5	96.3	0	98.9	100	100	0	100	95.7	97.6	0	97.1	98.6
Heavy Vehicles	1	2	0	3	0	0	0	0	3	4	0	7	10
% Heavy Vehicles	0.5	3.7	0	1.1	0	0	0	0	4.3	2.4	0	2.9	1.4



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S: Constitution Avenue
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City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 BB
Site Code : T0620
Start Date : 3/3/2016
Page No : 1

Groups Printed- Cars

Start Time	Banfield Road From East			Constitution Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
03:00 PM	29	14	0	15	16	0	19	30	0	123
03:15 PM	28	13	0	8	27	0	17	25	0	118
03:30 PM	47	21	0	12	17	0	13	33	0	143
03:45 PM	34	23	0	19	16	0	16	37	0	145
Total	138	71	0	54	76	0	65	125	0	529
04:00 PM	50	18	0	24	23	0	12	43	0	170
04:15 PM	48	18	0	16	17	0	17	23	0	139
04:30 PM	50	13	0	27	21	0	15	38	0	164
04:45 PM	53	13	0	22	22	0	14	41	0	165
Total	201	62	0	89	83	0	58	145	0	638
05:00 PM	55	17	0	31	44	0	20	56	0	223
05:15 PM	53	9	0	20	30	0	17	31	0	160
05:30 PM	57	12	0	15	27	0	12	39	0	162
05:45 PM	32	10	0	14	15	0	10	20	0	101
Total	197	48	0	80	116	0	59	146	0	646
06:00 PM	32	20	0	5	17	0	10	28	0	112
06:15 PM	29	3	0	9	9	0	9	16	0	75
06:30 PM	21	9	0	9	8	0	4	22	0	73
06:45 PM	18	8	0	7	14	0	10	14	0	71
Total	100	40	0	30	48	0	33	80	0	331
Grand Total	636	221	0	253	323	0	215	496	0	2144
Apprch %	74.2	25.8	0	43.9	56.1	0	30.2	69.8	0	
Total %	29.7	10.3	0	11.8	15.1	0	10	23.1	0	

Start Time	Banfield Road From East				Constitution Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	50	13	0	63	27	21	0	48	15	38	0	53	164
04:45 PM	53	13	0	66	22	22	0	44	14	41	0	55	165
05:00 PM	55	17	0	72	31	44	0	75	20	56	0	76	223
05:15 PM	53	9	0	62	20	30	0	50	17	31	0	48	160
Total Volume	211	52	0	263	100	117	0	217	66	166	0	232	712
% App. Total	80.2	19.8	0		46.1	53.9	0		28.4	71.6	0		
PHF	.959	.765	.000	.913	.806	.665	.000	.723	.825	.741	.000	.763	.798



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Groups Printed- Heavy Vehicles

Start Time	Banfield Road From East			Constitution Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
03:00 PM	3	0	0	1	0	0	0	1	0	5
03:15 PM	1	3	0	0	0	0	0	2	0	6
03:30 PM	2	1	0	1	1	0	0	2	0	7
03:45 PM	1	0	0	0	0	0	0	1	0	2
Total	7	4	0	2	1	0	0	6	0	20
04:00 PM	1	1	0	0	0	0	0	1	0	3
04:15 PM	0	1	0	0	0	0	0	0	0	1
04:30 PM	0	1	0	0	0	0	1	2	0	4
04:45 PM	1	1	0	0	0	0	1	2	0	5
Total	2	4	0	0	0	0	2	5	0	13
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	0	1
05:30 PM	1	0	0	0	0	0	0	0	0	1
05:45 PM	1	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	0	0	1	0	0	3
06:00 PM	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	11	8	0	2	1	0	3	11	0	36
Apprch %	57.9	42.1	0	66.7	33.3	0	21.4	78.6	0	
Total %	30.6	22.2	0	5.6	2.8	0	8.3	30.6	0	

Start Time	Banfield Road From East			App. Total	Constitution Avenue From South			App. Total	Banfield Road From West			Int. Total	
	Thru	Left	U-Turn		Right	Left	U-Turn		Right	Thru	U-Turn		App. Total
03:00 PM	3	0	0	3	1	0	0	1	0	1	0	1	5
03:15 PM	1	3	0	4	0	0	0	0	0	2	0	2	6
03:30 PM	2	1	0	3	1	1	0	2	0	2	0	2	7
03:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total Volume	7	4	0	11	2	1	0	3	0	6	0	6	20
% App. Total	63.6	36.4	0		66.7	33.3	0		0	100	0		
PHF	.583	.333	.000	.688	.500	.250	.000	.375	.000	.750	.000	.750	.714

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM



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Groups Printed- Peds and Bicycles

Start Time	Banfield Road From East				Constitution Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	Peds SB	Peds NB	Right	Left	Peds WB	Peds EB	Right	Thru	Peds NB	Peds SB	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 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
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 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
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 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	1	0	0	0	0	1
Apprch %	0	0	0	0	0	0	0	100	0	0	0	0	
Total %	0	0	0	0	0	0	0	100	0	0	0	0	

Start Time	Banfield Road From East				Constitution Avenue From South				Banfield Road From West				Int. Total		
	Thru	Left	Peds SB	Peds NB	App. Total	Right	Left	Peds WB	Peds EB	App. Total	Right	Thru		Peds NB	Peds SB
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% App. Total	0	0	0	0	0	0	0	100	100	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 03:45 PM



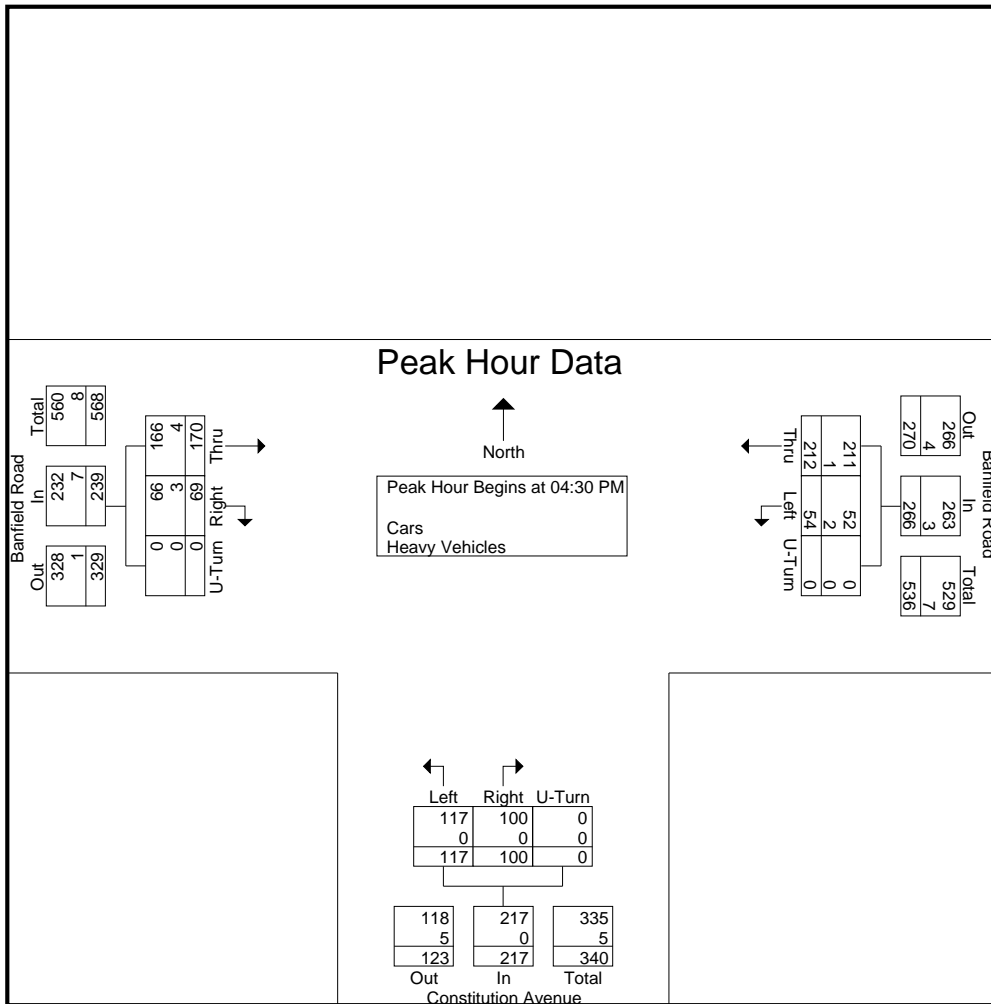
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S: Constitution Avenue
E/W: Banfield Road
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 BB
Site Code : T0620
Start Date : 3/3/2016
Page No : 1

Start Time	Banfield Road From East				Constitution Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	50	14	0	64	27	21	0	48	16	40	0	56	168
04:45 PM	54	14	0	68	22	22	0	44	15	43	0	58	170
05:00 PM	55	17	0	72	31	44	0	75	20	56	0	76	223
05:15 PM	53	9	0	62	20	30	0	50	18	31	0	49	161
Total Volume	212	54	0	266	100	117	0	217	69	170	0	239	722
% App. Total	79.7	20.3	0		46.1	53.9	0		28.9	71.1	0		
PHF	.964	.794	.000	.924	.806	.665	.000	.723	.863	.759	.000	.786	.809
Cars	211	52	0	263	100	117	0	217	66	166	0	232	712
% Cars	99.5	96.3	0	98.9	100	100	0	100	95.7	97.6	0	97.1	98.6
Heavy Vehicles	1	2	0	3	0	0	0	0	3	4	0	7	10
% Heavy Vehicles	0.5	3.7	0	1.1	0	0	0	0	4.3	2.4	0	2.9	1.4





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City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 BBB
Site Code : T0620
Start Date : 3/5/2016
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Banfield Road From East			Constitution Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
11:00 AM	27	15	0	11	13	0	15	32	0	113
11:15 AM	25	14	0	8	13	0	18	29	0	107
11:30 AM	23	20	0	10	10	0	14	24	0	101
11:45 AM	22	18	0	11	10	0	12	44	0	117
Total	97	67	0	40	46	0	59	129	0	438
12:00 PM	25	21	0	23	13	0	16	23	0	121
12:15 PM	39	15	0	13	15	0	16	23	0	121
12:30 PM	22	8	0	13	19	0	15	24	0	101
12:45 PM	32	18	0	13	11	0	16	33	0	123
Total	118	62	0	62	58	0	63	103	0	466
Grand Total	215	129	0	102	104	0	122	232	0	904
Apprch %	62.5	37.5	0	49.5	50.5	0	34.5	65.5	0	
Total %	23.8	14.3	0	11.3	11.5	0	13.5	25.7	0	
Cars	214	122	0	101	103	0	121	230	0	891
% Cars	99.5	94.6	0	99	99	0	99.2	99.1	0	98.6
Heavy Vehicles	1	7	0	1	1	0	1	2	0	13
% Heavy Vehicles	0.5	5.4	0	1	1	0	0.8	0.9	0	1.4

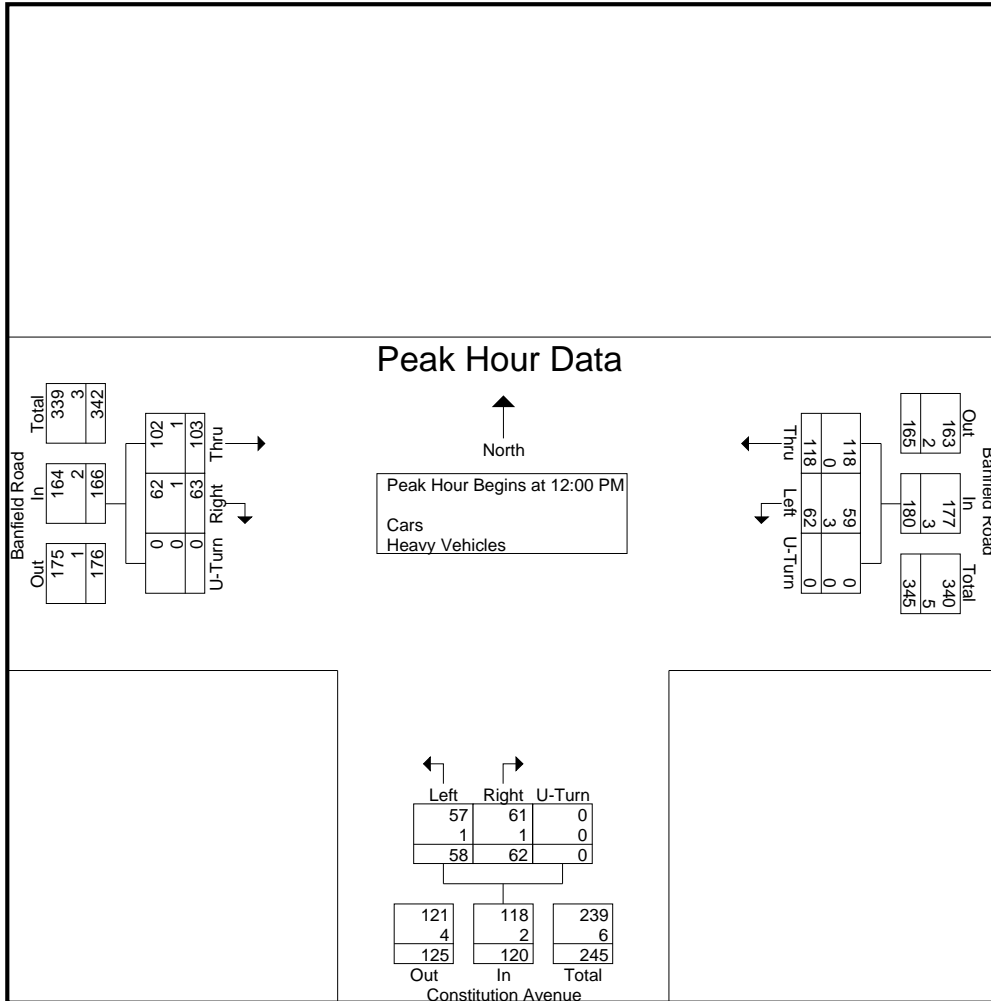
Start Time	Banfield Road From East				Constitution Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:00 PM													
12:00 PM	25	21	0	46	23	13	0	36	16	23	0	39	121
12:15 PM	39	15	0	54	13	15	0	28	16	23	0	39	121
12:30 PM	22	8	0	30	13	19	0	32	15	24	0	39	101
12:45 PM	32	18	0	50	13	11	0	24	16	33	0	49	123
Total Volume	118	62	0	180	62	58	0	120	63	103	0	166	466
% App. Total	65.6	34.4	0		51.7	48.3	0		38	62	0		
PHF	.756	.738	.000	.833	.674	.763	.000	.833	.984	.780	.000	.847	.947
Cars	118	59	0	177	61	57	0	118	62	102	0	164	459
% Cars	100	95.2	0	98.3	98.4	98.3	0	98.3	98.4	99.0	0	98.8	98.5
Heavy Vehicles	0	3	0	3	1	1	0	2	1	1	0	2	7
% Heavy Vehicles	0	4.8	0	1.7	1.6	1.7	0	1.7	1.6	1.0	0	1.2	1.5

S: Constitution Avenue
 E/W: Banfield Road
 City, State: Portsmouth, NH
 Client: TEC/ S. Gregorio



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S: Constitution Avenue
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City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

Groups Printed- Cars

Start Time	Banfield Road From East			Constitution Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
11:00 AM	27	14	0	11	13	0	15	32	0	112
11:15 AM	25	14	0	8	13	0	18	29	0	107
11:30 AM	22	19	0	10	10	0	14	24	0	99
11:45 AM	22	16	0	11	10	0	12	43	0	114
Total	96	63	0	40	46	0	59	128	0	432
12:00 PM	25	20	0	22	13	0	16	23	0	119
12:15 PM	39	13	0	13	15	0	15	22	0	117
12:30 PM	22	8	0	13	19	0	15	24	0	101
12:45 PM	32	18	0	13	10	0	16	33	0	122
Total	118	59	0	61	57	0	62	102	0	459
Grand Total	214	122	0	101	103	0	121	230	0	891
Apprch %	63.7	36.3	0	49.5	50.5	0	34.5	65.5	0	
Total %	24	13.7	0	11.3	11.6	0	13.6	25.8	0	

Start Time	Banfield Road From East				Constitution Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:00 PM													
12:00 PM	25	20	0	45	22	13	0	35	16	23	0	39	119
12:15 PM	39	13	0	52	13	15	0	28	15	22	0	37	117
12:30 PM	22	8	0	30	13	19	0	32	15	24	0	39	101
12:45 PM	32	18	0	50	13	10	0	23	16	33	0	49	122
Total Volume	118	59	0	177	61	57	0	118	62	102	0	164	459
% App. Total	66.7	33.3	0		51.7	48.3	0		37.8	62.2	0		
PHF	.756	.738	.000	.851	.693	.750	.000	.843	.969	.773	.000	.837	.941

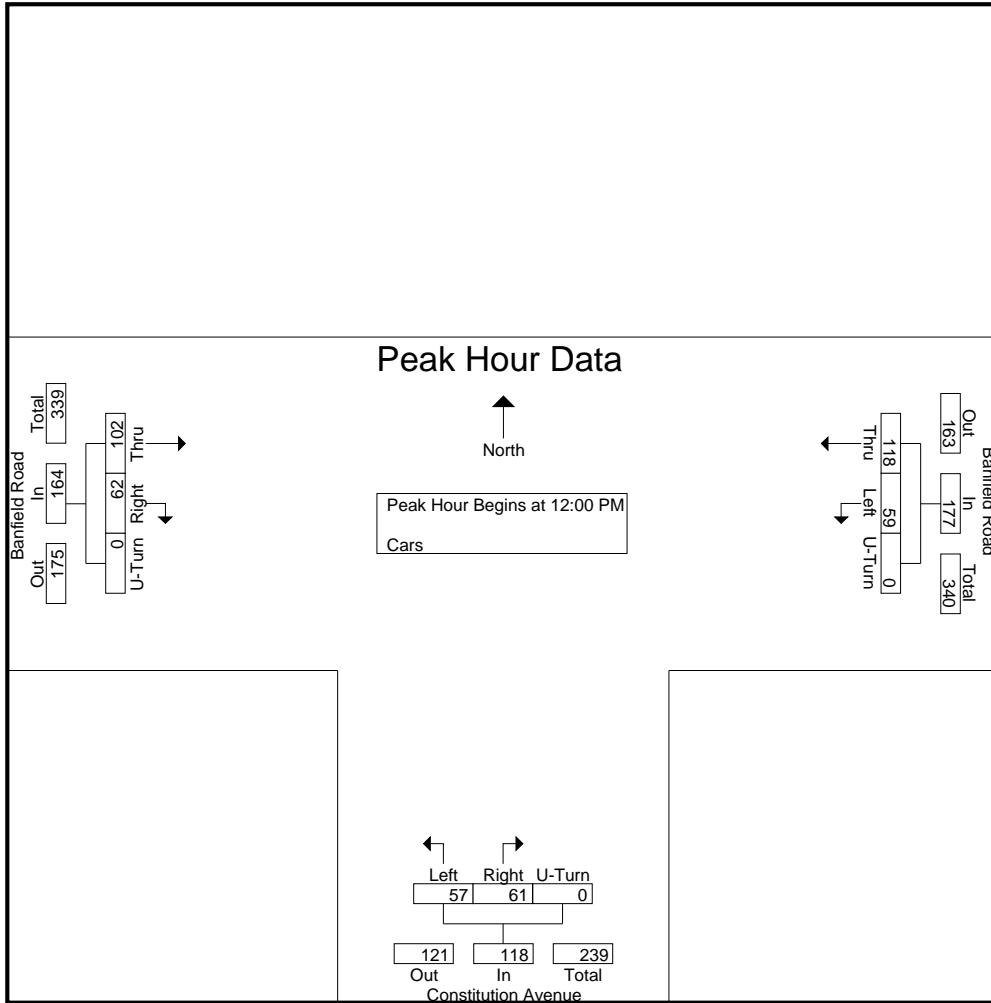


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Groups Printed- Heavy Vehicles

Start Time	Banfield Road From East			Constitution Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
11:00 AM	0	1	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0
11:30 AM	1	1	0	0	0	0	0	0	0	2
11:45 AM	0	2	0	0	0	0	0	0	1	3
Total	1	4	0	0	0	0	0	1	0	6
12:00 PM	0	1	0	1	0	0	0	0	0	2
12:15 PM	0	2	0	0	0	0	1	1	0	4
12:30 PM	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	1	0	0	0	0	1
Total	0	3	0	1	1	0	1	1	0	7
Grand Total	1	7	0	1	1	0	1	2	0	13
Apprch %	12.5	87.5	0	50	50	0	33.3	66.7	0	
Total %	7.7	53.8	0	7.7	7.7	0	7.7	15.4	0	

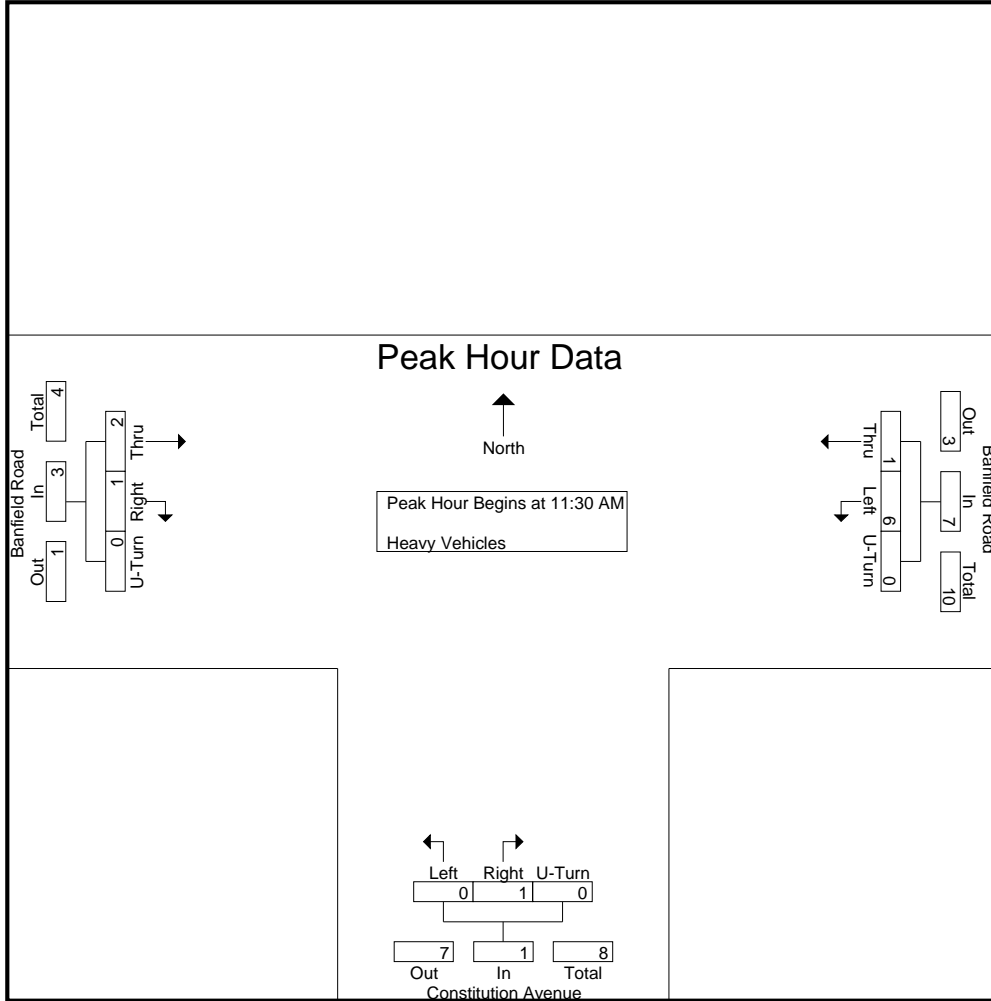
Start Time	Banfield Road From East				Constitution Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:30 AM													
11:30 AM	1	1	0	2	0	0	0	0	0	0	0	0	2
11:45 AM	0	2	0	2	0	0	0	0	0	1	0	1	3
12:00 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
12:15 PM	0	2	0	2	0	0	0	0	1	1	0	2	4
Total Volume	1	6	0	7	1	0	0	1	1	2	0	3	11
% App. Total	14.3	85.7	0		100	0	0		33.3	66.7	0		
PHF	.250	.750	.000	.875	.250	.000	.000	.250	.250	.500	.000	.375	.688

S: Constitution Avenue
 E/W: Banfield Road
 City, State: Portsmouth, NH
 Client: TEC/ S. Gregorio



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City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

Groups Printed- Peds and Bicycles

Start Time	Banfield Road From East				Constitution Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	Peds SB	Peds NB	Right	Left	Peds WB	Peds EB	Right	Thru	Peds NB	Peds SB	
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	1	0	0	1
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	1	0	0	1
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
Grand Total	0	0	0	0	0	0	0	0	0	1	0	0	1
Apprch %	0	0	0	0	0	0	0	0	0	100	0	0	
Total %	0	0	0	0	0	0	0	0	0	100	0	0	

Start Time	Banfield Road From East					Constitution Avenue From South					Banfield Road From West					Int. Total
	Thru	Left	Peds SB	Peds NB	App. Total	Right	Left	Peds WB	Peds EB	App. Total	Right	Thru	Peds NB	Peds SB	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 11:00 AM																
11:00 AM	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	1	0	0	1	1
11:30 AM	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
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250

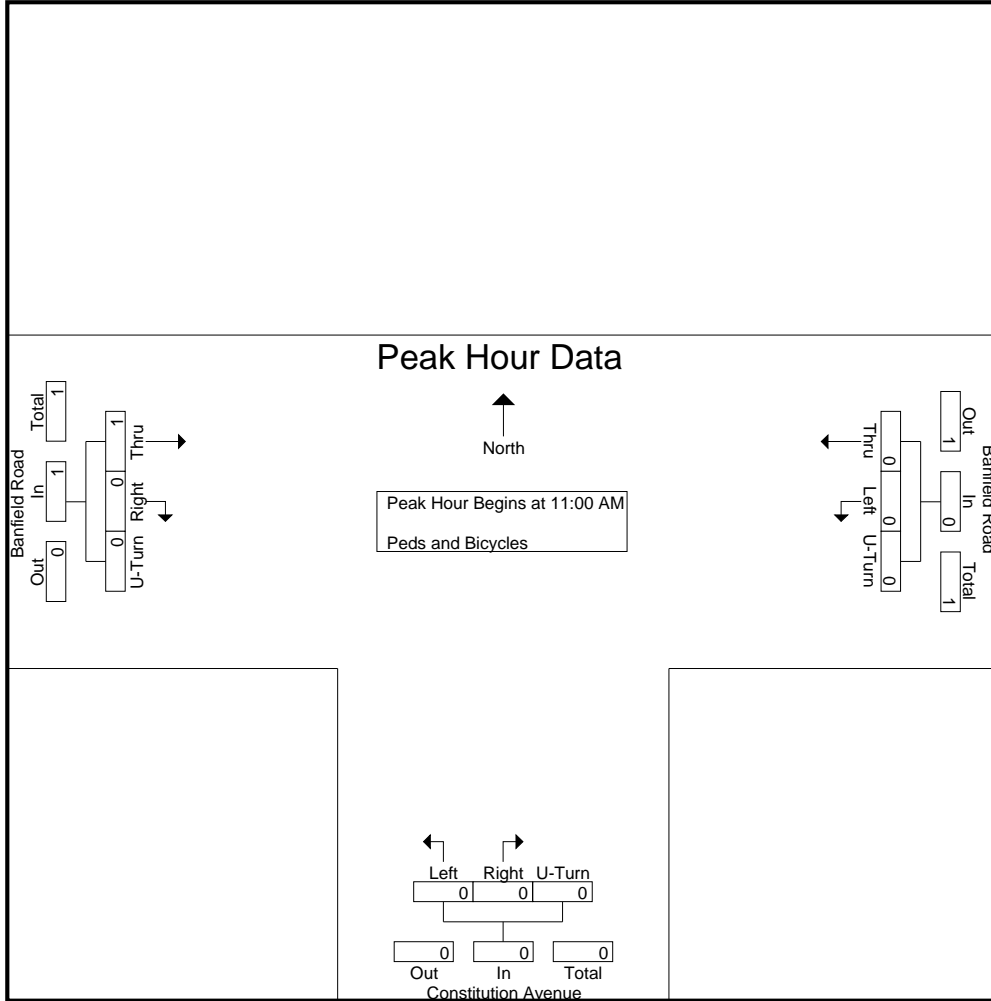


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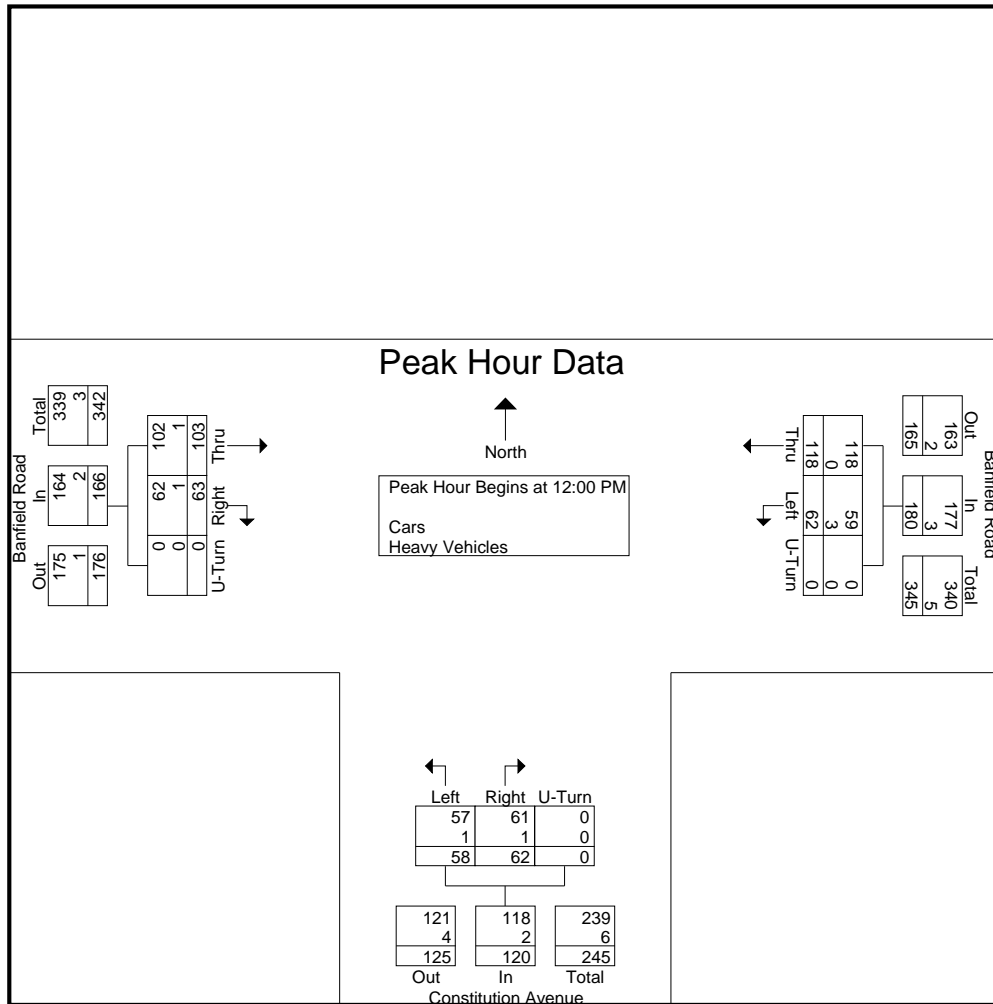
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Start Time	Banfield Road From East				Constitution Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:00 PM													
12:00 PM	25	21	0	46	23	13	0	36	16	23	0	39	121
12:15 PM	39	15	0	54	13	15	0	28	16	23	0	39	121
12:30 PM	22	8	0	30	13	19	0	32	15	24	0	39	101
12:45 PM	32	18	0	50	13	11	0	24	16	33	0	49	123
Total Volume	118	62	0	180	62	58	0	120	63	103	0	166	466
% App. Total	65.6	34.4	0		51.7	48.3	0		38	62	0		
PHF	.756	.738	.000	.833	.674	.763	.000	.833	.984	.780	.000	.847	.947
Cars	118	59	0	177	61	57	0	118	62	102	0	164	459
% Cars	100	95.2	0	98.3	98.4	98.3	0	98.3	98.4	99.0	0	98.8	98.5
Heavy Vehicles	0	3	0	3	1	1	0	2	1	1	0	2	7
% Heavy Vehicles	0	4.8	0	1.7	1.6	1.7	0	1.7	1.6	1.0	0	1.2	1.5





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S: Constitution Avenue
E/W: Banfield Road
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

Groups Printed- Cars

Start Time	Banfield Road From East			Constitution Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
04:00 PM	29	18	0	14	18	0	17	28	0	124
04:15 PM	28	16	0	7	19	0	17	38	0	125
04:30 PM	34	8	0	8	18	0	17	18	0	103
04:45 PM	22	6	0	8	15	0	13	23	0	87
Total	113	48	0	37	70	0	64	107	0	439
05:00 PM	24	12	0	6	17	0	7	26	0	92
05:15 PM	18	5	0	9	13	0	10	17	0	72
05:30 PM	22	2	0	2	12	0	11	21	0	70
05:45 PM	13	4	0	8	10	0	17	18	0	70
Total	77	23	0	25	52	0	45	82	0	304
Grand Total	190	71	0	62	122	0	109	189	0	743
Apprch %	72.8	27.2	0	33.7	66.3	0	36.6	63.4	0	
Total %	25.6	9.6	0	8.3	16.4	0	14.7	25.4	0	

Start Time	Banfield Road From East				Constitution Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	29	18	0	47	14	18	0	32	17	28	0	45	124
04:15 PM	28	16	0	44	7	19	0	26	17	38	0	55	125
04:30 PM	34	8	0	42	8	18	0	26	17	18	0	35	103
04:45 PM	22	6	0	28	8	15	0	23	13	23	0	36	87
Total Volume	113	48	0	161	37	70	0	107	64	107	0	171	439
% App. Total	70.2	29.8	0		34.6	65.4	0		37.4	62.6	0		
PHF	.831	.667	.000	.856	.661	.921	.000	.836	.941	.704	.000	.777	.878



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File Name : 164943 BBBB
Site Code : T0620
Start Date : 3/5/2016
Page No : 1

S: Constitution Avenue
E/W: Banfield Road
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

Groups Printed- Peds and Bicycles

Start Time	Banfield Road From East				Constitution Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	Peds SB	Peds NB	Right	Left	Peds WB	Peds EB	Right	Thru	Peds NB	Peds SB	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	0	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 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	1	0	0	0	0	0	1	2
Apprch %	0	0	0	0	0	100	0	0	0	0	0	100	
Total %	0	0	0	0	0	50	0	0	0	0	0	50	

Start Time	Banfield Road From East					Constitution Avenue From South					Banfield Road From West					Int. Total
	Thru	Left	Peds SB	Peds NB	App. Total	Right	Left	Peds WB	Peds EB	App. Total	Right	Thru	Peds NB	Peds SB	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 04:00 PM																
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	2
% App. Total	0	0	0	0	0	0	100	0	0	0	0	0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.250	.250	.500



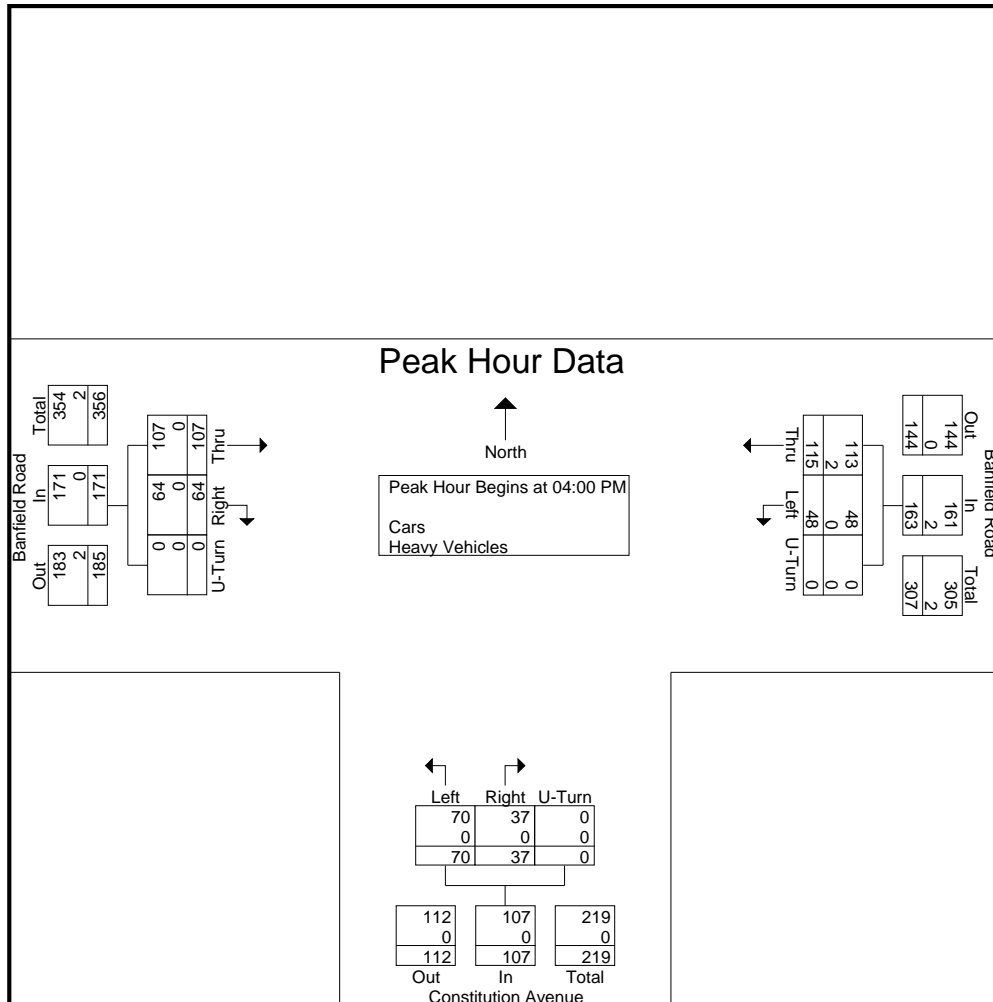
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S: Constitution Avenue
E/W: Banfield Road
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 BBBB
Site Code : T0620
Start Date : 3/5/2016
Page No : 1

Start Time	Banfield Road From East				Constitution Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	29	18	0	47	14	18	0	32	17	28	0	45	124
04:15 PM	29	16	0	45	7	19	0	26	17	38	0	55	126
04:30 PM	34	8	0	42	8	18	0	26	17	18	0	35	103
04:45 PM	23	6	0	29	8	15	0	23	13	23	0	36	88
Total Volume	115	48	0	163	37	70	0	107	64	107	0	171	441
% App. Total	70.6	29.4	0		34.6	65.4	0		37.4	62.6	0		
PHF	.846	.667	.000	.867	.661	.921	.000	.836	.941	.704	.000	.777	.875
Cars	113	48	0	161	37	70	0	107	64	107	0	171	439
% Cars	98.3	100	0	98.8	100	100	0	100	100	100	0	100	99.5
Heavy Vehicles	2	0	0	2	0	0	0	0	0	0	0	0	2
% Heavy Vehicles	1.7	0	0	1.2	0	0	0	0	0	0	0	0	0.5





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S: Heritage Avenue
E/W: Banfield Road
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 C
Site Code : T0620
Start Date : 3/3/2016
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Banfield Road From East			Heritage Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
07:00 AM	10	6	0	9	6	0	23	36	0	90
07:15 AM	14	16	0	5	10	0	31	53	0	129
07:30 AM	9	12	0	10	13	0	22	44	0	110
07:45 AM	23	21	0	7	12	0	38	50	0	151
Total	56	55	0	31	41	0	114	183	0	480
08:00 AM	19	16	0	19	10	0	27	38	0	129
08:15 AM	13	11	0	6	12	0	29	65	0	136
08:30 AM	19	17	0	16	7	0	22	50	0	131
08:45 AM	19	13	0	12	15	0	15	63	0	137
Total	70	57	0	53	44	0	93	216	0	533
Grand Total	126	112	0	84	85	0	207	399	0	1013
Apprch %	52.9	47.1	0	49.7	50.3	0	34.2	65.8	0	
Total %	12.4	11.1	0	8.3	8.4	0	20.4	39.4	0	
Cars	125	110	0	83	82	0	206	396	0	1002
% Cars	99.2	98.2	0	98.8	96.5	0	99.5	99.2	0	98.9
Heavy Vehicles	1	2	0	1	3	0	1	3	0	11
% Heavy Vehicles	0.8	1.8	0	1.2	3.5	0	0.5	0.8	0	1.1

Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	23	21	0	44	7	12	0	19	38	50	0	88	151
08:00 AM	19	16	0	35	19	10	0	29	27	38	0	65	129
08:15 AM	13	11	0	24	6	12	0	18	29	65	0	94	136
08:30 AM	19	17	0	36	16	7	0	23	22	50	0	72	131
Total Volume	74	65	0	139	48	41	0	89	116	203	0	319	547
% App. Total	53.2	46.8	0		53.9	46.1	0		36.4	63.6	0		
PHF	.804	.774	.000	.790	.632	.854	.000	.767	.763	.781	.000	.848	.906
Cars	73	63	0	136	47	39	0	86	115	200	0	315	537
% Cars	98.6	96.9	0	97.8	97.9	95.1	0	96.6	99.1	98.5	0	98.7	98.2
Heavy Vehicles	1	2	0	3	1	2	0	3	1	3	0	4	10
% Heavy Vehicles	1.4	3.1	0	2.2	2.1	4.9	0	3.4	0.9	1.5	0	1.3	1.8



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S: Heritage Avenue
E/W: Banfield Road
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 C
Site Code : T0620
Start Date : 3/3/2016
Page No : 1

Groups Printed- Cars

Start Time	Banfield Road From East			Heritage Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
07:00 AM	10	6	0	9	6	0	23	36	0	90
07:15 AM	14	16	0	5	10	0	31	53	0	129
07:30 AM	9	12	0	10	12	0	22	44	0	109
07:45 AM	22	21	0	7	11	0	38	50	0	149
Total	55	55	0	31	39	0	114	183	0	477
08:00 AM	19	16	0	19	9	0	26	37	0	126
08:15 AM	13	11	0	6	12	0	29	63	0	134
08:30 AM	19	15	0	15	7	0	22	50	0	128
08:45 AM	19	13	0	12	15	0	15	63	0	137
Total	70	55	0	52	43	0	92	213	0	525
Grand Total	125	110	0	83	82	0	206	396	0	1002
Apprch %	53.2	46.8	0	50.3	49.7	0	34.2	65.8	0	
Total %	12.5	11	0	8.3	8.2	0	20.6	39.5	0	

Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	22	21	0	43	7	11	0	18	38	50	0	88	149
08:00 AM	19	16	0	35	19	9	0	28	26	37	0	63	126
08:15 AM	13	11	0	24	6	12	0	18	29	63	0	92	134
08:30 AM	19	15	0	34	15	7	0	22	22	50	0	72	128
Total Volume	73	63	0	136	47	39	0	86	115	200	0	315	537
% App. Total	53.7	46.3	0		54.7	45.3	0		36.5	63.5	0		
PHF	.830	.750	.000	.791	.618	.813	.000	.768	.757	.794	.000	.856	.901



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S: Heritage Avenue
E/W: Banfield Road
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 C
Site Code : T0620
Start Date : 3/3/2016
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Banfield Road From East			Heritage Avenue From South			Banfield Road From West			Int. Total	
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn		
07:00 AM	0	0	0	0	0	0	0	0	0	0	
07:15 AM	0	0	0	0	0	0	0	0	0	0	
07:30 AM	0	0	0	0	0	1	0	0	0	1	
07:45 AM	1	0	0	0	0	1	0	0	0	2	
Total	1	0	0	0	0	2	0	0	0	3	
08:00 AM	0	0	0	0	0	1	0	1	1	0	3
08:15 AM	0	0	0	0	0	0	0	0	2	0	2
08:30 AM	0	2	0	0	1	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	1	1	0	1	3	0	8
Grand Total	1	2	0	0	1	3	0	1	3	0	11
Apprch %	33.3	66.7	0	0	25	75	0	25	75	0	
Total %	9.1	18.2	0	0	9.1	27.3	0	9.1	27.3	0	

Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	1	0	0	1	0	1	0	1	0	0	0	0	2
08:00 AM	0	0	0	0	0	1	0	1	1	1	0	2	3
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
08:30 AM	0	2	0	2	1	0	0	1	0	0	0	0	3
Total Volume	1	2	0	3	1	2	0	3	1	3	0	4	10
% App. Total	33.3	66.7	0		33.3	66.7	0		25	75	0		
PHF	.250	.250	.000	.375	.250	.500	.000	.750	.250	.375	.000	.500	.833



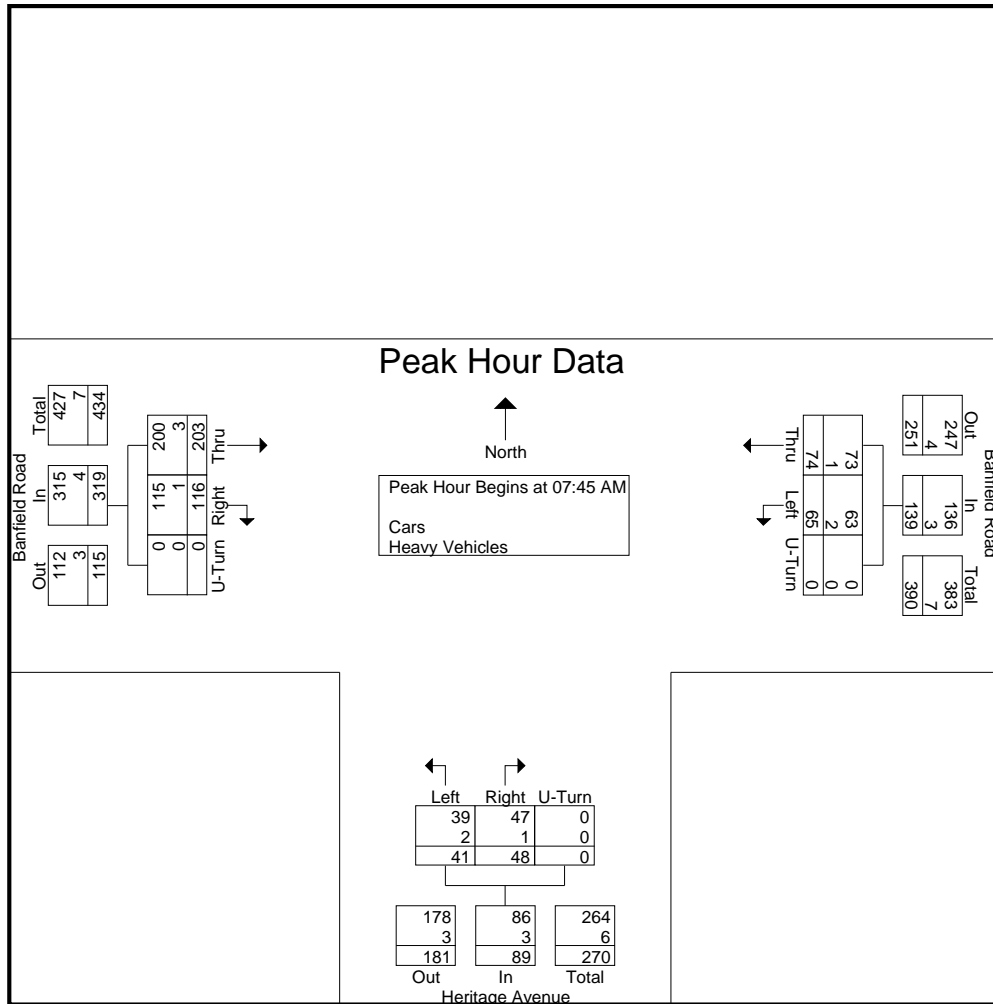
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S: Heritage Avenue
E/W: Banfield Road
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 C
Site Code : T0620
Start Date : 3/3/2016
Page No : 1

Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	23	21	0	44	7	12	0	19	38	50	0	88	151
08:00 AM	19	16	0	35	19	10	0	29	27	38	0	65	129
08:15 AM	13	11	0	24	6	12	0	18	29	65	0	94	136
08:30 AM	19	17	0	36	16	7	0	23	22	50	0	72	131
Total Volume	74	65	0	139	48	41	0	89	116	203	0	319	547
% App. Total	53.2	46.8	0		53.9	46.1	0		36.4	63.6	0		
PHF	.804	.774	.000	.790	.632	.854	.000	.767	.763	.781	.000	.848	.906
Cars	73	63	0	136	47	39	0	86	115	200	0	315	537
% Cars	98.6	96.9	0	97.8	97.9	95.1	0	96.6	99.1	98.5	0	98.7	98.2
Heavy Vehicles	1	2	0	3	1	2	0	3	1	3	0	4	10
% Heavy Vehicles	1.4	3.1	0	2.2	2.1	4.9	0	3.4	0.9	1.5	0	1.3	1.8





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S: Heritage Avenue
E/W: Banfield Road
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 CC
Site Code : T0620
Start Date : 3/3/2016
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Banfield Road From East			Heritage Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
03:00 PM	37	15	0	19	14	0	6	31	0	122
03:15 PM	39	16	0	12	18	0	10	32	0	127
03:30 PM	52	13	0	21	25	0	12	26	0	149
03:45 PM	39	15	0	15	18	0	20	39	0	146
Total	167	59	0	67	75	0	48	128	0	544
04:00 PM	46	23	0	26	22	0	20	29	0	166
04:15 PM	42	22	0	14	14	0	13	27	0	132
04:30 PM	55	15	0	21	55	0	4	32	0	182
04:45 PM	49	22	0	20	54	0	11	40	0	196
Total	192	82	0	81	145	0	48	128	0	676
05:00 PM	78	23	0	31	41	0	9	44	0	226
05:15 PM	76	11	0	17	25	0	12	33	0	174
05:30 PM	53	26	0	19	13	0	9	32	0	152
05:45 PM	45	12	0	5	12	0	12	25	0	111
Total	252	72	0	72	91	0	42	134	0	663
06:00 PM	37	11	0	13	16	0	8	23	0	108
06:15 PM	25	8	0	12	16	0	2	15	0	78
06:30 PM	24	12	0	8	9	0	3	17	0	73
06:45 PM	22	9	0	5	4	0	2	18	0	60
Total	108	40	0	38	45	0	15	73	0	319
Grand Total	719	253	0	258	356	0	153	463	0	2202
Apprch %	74	26	0	42	58	0	24.8	75.2	0	
Total %	32.7	11.5	0	11.7	16.2	0	6.9	21	0	
Cars	712	250	0	252	352	0	145	456	0	2167
% Cars	99	98.8	0	97.7	98.9	0	94.8	98.5	0	98.4
Heavy Vehicles	7	3	0	6	4	0	8	7	0	35
% Heavy Vehicles	1	1.2	0	2.3	1.1	0	5.2	1.5	0	1.6

Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	55	15	0	70	21	55	0	76	4	32	0	36	182
04:45 PM	49	22	0	71	20	54	0	74	11	40	0	51	196
05:00 PM	78	23	0	101	31	41	0	72	9	44	0	53	226
05:15 PM	76	11	0	87	17	25	0	42	12	33	0	45	174
Total Volume	258	71	0	329	89	175	0	264	36	149	0	185	778
% App. Total	78.4	21.6	0		33.7	66.3	0		19.5	80.5	0		
PHF	.827	.772	.000	.814	.718	.795	.000	.868	.750	.847	.000	.873	.861
Cars	258	69	0	327	87	175	0	262	34	144	0	178	767
% Cars	100	97.2	0	99.4	97.8	100	0	99.2	94.4	96.6	0	96.2	98.6
Heavy Vehicles	0	2	0	2	2	0	0	2	2	5	0	7	11
% Heavy Vehicles	0	2.8	0	0.6	2.2	0	0	0.8	5.6	3.4	0	3.8	1.4



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S: Heritage Avenue
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City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 CC
Site Code : T0620
Start Date : 3/3/2016
Page No : 1

Groups Printed- Cars

Start Time	Banfield Road From East			Heritage Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
03:00 PM	36	14	0	19	14	0	6	31	0	120
03:15 PM	39	16	0	9	18	0	9	32	0	123
03:30 PM	51	13	0	20	25	0	12	26	0	147
03:45 PM	38	15	0	15	18	0	19	38	0	143
Total	164	58	0	63	75	0	46	127	0	533
04:00 PM	44	23	0	26	19	0	19	28	0	159
04:15 PM	42	22	0	14	13	0	12	27	0	130
04:30 PM	55	15	0	20	55	0	4	31	0	180
04:45 PM	49	21	0	20	54	0	9	36	0	189
Total	190	81	0	80	141	0	44	122	0	658
05:00 PM	78	22	0	31	41	0	9	44	0	225
05:15 PM	76	11	0	16	25	0	12	33	0	173
05:30 PM	53	26	0	19	13	0	8	32	0	151
05:45 PM	43	12	0	5	12	0	11	25	0	108
Total	250	71	0	71	91	0	40	134	0	657
06:00 PM	37	11	0	13	16	0	8	23	0	108
06:15 PM	25	8	0	12	16	0	2	15	0	78
06:30 PM	24	12	0	8	9	0	3	17	0	73
06:45 PM	22	9	0	5	4	0	2	18	0	60
Total	108	40	0	38	45	0	15	73	0	319
Grand Total	712	250	0	252	352	0	145	456	0	2167
Apprch %	74	26	0	41.7	58.3	0	24.1	75.9	0	
Total %	32.9	11.5	0	11.6	16.2	0	6.7	21	0	

Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	55	15	0	70	20	55	0	75	4	31	0	35	180
04:45 PM	49	21	0	70	20	54	0	74	9	36	0	45	189
05:00 PM	78	22	0	100	31	41	0	72	9	44	0	53	225
05:15 PM	76	11	0	87	16	25	0	41	12	33	0	45	173
Total Volume	258	69	0	327	87	175	0	262	34	144	0	178	767
% App. Total	78.9	21.1	0		33.2	66.8	0		19.1	80.9	0		
PHF	.827	.784	.000	.818	.702	.795	.000	.873	.708	.818	.000	.840	.852



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S: Heritage Avenue
E/W: Banfield Road
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 CC
Site Code : T0620
Start Date : 3/3/2016
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Banfield Road From East			Heritage Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
03:00 PM	1	1	0	0	0	0	0	0	0	2
03:15 PM	0	0	0	3	0	0	1	0	0	4
03:30 PM	1	0	0	1	0	0	0	0	0	2
03:45 PM	1	0	0	0	0	0	1	1	0	3
Total	3	1	0	4	0	0	2	1	0	11
04:00 PM	2	0	0	0	3	0	1	1	0	7
04:15 PM	0	0	0	0	1	0	1	0	0	2
04:30 PM	0	0	0	1	0	0	0	1	0	2
04:45 PM	0	1	0	0	0	0	2	4	0	7
Total	2	1	0	1	4	0	4	6	0	18
05:00 PM	0	1	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	0	0	1
05:45 PM	2	0	0	0	0	0	1	0	0	3
Total	2	1	0	1	0	0	2	0	0	6
06:00 PM	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	7	3	0	6	4	0	8	7	0	35
Apprch %	70	30	0	60	40	0	53.3	46.7	0	
Total %	20	8.6	0	17.1	11.4	0	22.9	20	0	

Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
04:00 PM	2	0	0	2	0	3	0	3	1	1	0	2	7
04:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
04:30 PM	0	0	0	0	1	0	0	1	0	1	0	1	2
04:45 PM	0	1	0	1	0	0	0	0	2	4	0	6	7
Total Volume	2	1	0	3	1	4	0	5	4	6	0	10	18
% App. Total	66.7	33.3	0		20	80	0		40	60	0		
PHF	.250	.250	.000	.375	.250	.333	.000	.417	.500	.375	.000	.417	.643

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM



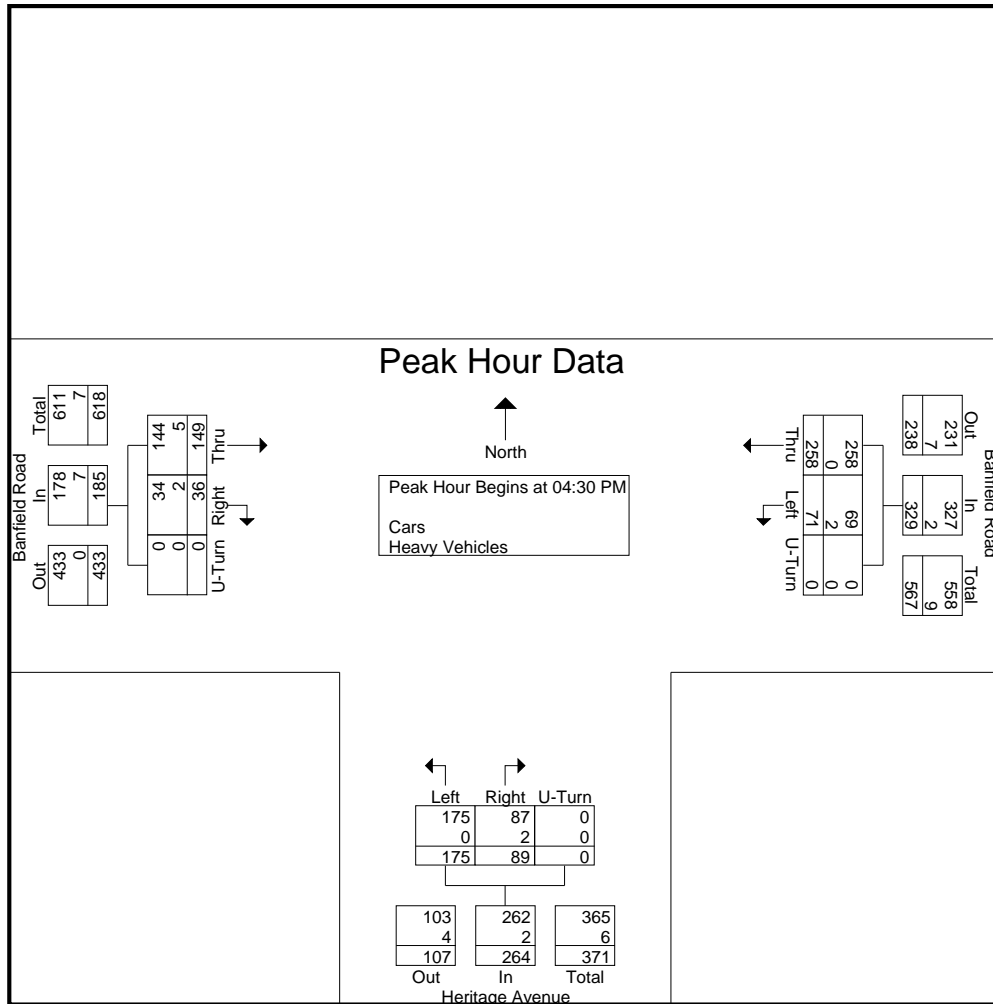
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Client: TEC/ S. Gregorio

File Name : 164943 CC
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Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	55	15	0	70	21	55	0	76	4	32	0	36	182
04:45 PM	49	22	0	71	20	54	0	74	11	40	0	51	196
05:00 PM	78	23	0	101	31	41	0	72	9	44	0	53	226
05:15 PM	76	11	0	87	17	25	0	42	12	33	0	45	174
Total Volume	258	71	0	329	89	175	0	264	36	149	0	185	778
% App. Total	78.4	21.6	0		33.7	66.3	0		19.5	80.5	0		
PHF	.827	.772	.000	.814	.718	.795	.000	.868	.750	.847	.000	.873	.861
Cars	258	69	0	327	87	175	0	262	34	144	0	178	767
% Cars	100	97.2	0	99.4	97.8	100	0	99.2	94.4	96.6	0	96.2	98.6
Heavy Vehicles	0	2	0	2	2	0	0	2	2	5	0	7	11
% Heavy Vehicles	0	2.8	0	0.6	2.2	0	0	0.8	5.6	3.4	0	3.8	1.4





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Client: TEC/ S. Gregorio

File Name : 164943 CCC
Site Code : T0620
Start Date : 3/5/2016
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Banfield Road From East			Heritage Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
11:00 AM	27	12	0	21	12	0	5	26	0	103
11:15 AM	27	12	0	15	7	0	6	31	0	98
11:30 AM	20	11	0	9	12	0	7	31	0	90
11:45 AM	23	10	0	9	12	0	8	43	0	105
Total	97	45	0	54	43	0	26	131	0	396
12:00 PM	32	6	0	10	14	0	12	32	0	106
12:15 PM	42	8	0	10	16	0	6	31	0	113
12:30 PM	34	10	0	6	10	0	7	33	0	100
12:45 PM	30	13	0	14	13	0	9	36	0	115
Total	138	37	0	40	53	0	34	132	0	434
Grand Total	235	82	0	94	96	0	60	263	0	830
Apprch %	74.1	25.9	0	49.5	50.5	0	18.6	81.4	0	
Total %	28.3	9.9	0	11.3	11.6	0	7.2	31.7	0	
Cars	233	81	0	93	95	0	60	261	0	823
% Cars	99.1	98.8	0	98.9	99	0	100	99.2	0	99.2
Heavy Vehicles	2	1	0	1	1	0	0	2	0	7
% Heavy Vehicles	0.9	1.2	0	1.1	1	0	0	0.8	0	0.8

Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:00 PM													
12:00 PM	32	6	0	38	10	14	0	24	12	32	0	44	106
12:15 PM	42	8	0	50	10	16	0	26	6	31	0	37	113
12:30 PM	34	10	0	44	6	10	0	16	7	33	0	40	100
12:45 PM	30	13	0	43	14	13	0	27	9	36	0	45	115
Total Volume	138	37	0	175	40	53	0	93	34	132	0	166	434
% App. Total	78.9	21.1	0		43	57	0		20.5	79.5	0		
PHF	.821	.712	.000	.875	.714	.828	.000	.861	.708	.917	.000	.922	.943
Cars	137	37	0	174	39	53	0	92	34	131	0	165	431
% Cars	99.3	100	0	99.4	97.5	100	0	98.9	100	99.2	0	99.4	99.3
Heavy Vehicles	1	0	0	1	1	0	0	1	0	1	0	1	3
% Heavy Vehicles	0.7	0	0	0.6	2.5	0	0	1.1	0	0.8	0	0.6	0.7



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S: Heritage Avenue
E/W: Banfield Road
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

Groups Printed- Cars

Start Time	Banfield Road From East			Heritage Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
11:00 AM	27	12	0	21	12	0	5	26	0	103
11:15 AM	27	12	0	15	7	0	6	31	0	98
11:30 AM	20	10	0	9	11	0	7	31	0	88
11:45 AM	22	10	0	9	12	0	8	42	0	103
Total	96	44	0	54	42	0	26	130	0	392
12:00 PM	32	6	0	10	14	0	12	32	0	106
12:15 PM	42	8	0	9	16	0	6	30	0	111
12:30 PM	34	10	0	6	10	0	7	33	0	100
12:45 PM	29	13	0	14	13	0	9	36	0	114
Total	137	37	0	39	53	0	34	131	0	431
Grand Total	233	81	0	93	95	0	60	261	0	823
Apprch %	74.2	25.8	0	49.5	50.5	0	18.7	81.3	0	
Total %	28.3	9.8	0	11.3	11.5	0	7.3	31.7	0	

Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:00 PM													
12:00 PM	32	6	0	38	10	14	0	24	12	32	0	44	106
12:15 PM	42	8	0	50	9	16	0	25	6	30	0	36	111
12:30 PM	34	10	0	44	6	10	0	16	7	33	0	40	100
12:45 PM	29	13	0	42	14	13	0	27	9	36	0	45	114
Total Volume	137	37	0	174	39	53	0	92	34	131	0	165	431
% App. Total	78.7	21.3	0		42.4	57.6	0		20.6	79.4	0		
PHF	.815	.712	.000	.870	.696	.828	.000	.852	.708	.910	.000	.917	.945



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Start Date : 3/5/2016
Page No : 1

S: Heritage Avenue
E/W: Banfield Road
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

Groups Printed- Heavy Vehicles

Start Time	Banfield Road From East			Heritage Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
11:00 AM	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	1	0	0	1	0	0	0	0	2
11:45 AM	1	0	0	0	0	0	0	1	0	2
Total	1	1	0	0	1	0	0	1	0	4
12:00 PM	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	1	0	0	0	1	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0
12:45 PM	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	1	0	3
Grand Total	2	1	0	1	1	0	0	2	0	7
Apprch %	66.7	33.3	0	50	50	0	0	100	0	
Total %	28.6	14.3	0	14.3	14.3	0	0	28.6	0	

Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:30 AM													
11:30 AM	0	1	0	1	0	1	0	1	0	0	0	0	2
11:45 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	1	0	0	1	0	1	0	1	2
Total Volume	1	1	0	2	1	1	0	2	0	2	0	2	6
% App. Total	50	50	0		50	50	0		0	100	0		
PHF	.250	.250	.000	.500	.250	.250	.000	.500	.000	.500	.000	.500	.750



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S: Heritage Avenue
E/W: Banfield Road
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

Groups Printed- Peds and Bicycles

Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	Peds SB	Peds NB	Right	Left	Peds WB	Peds EB	Right	Thru	Peds NB	Peds SB	
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	1	0	0	1
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	1	0	0	1
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
Grand Total	0	0	0	0	0	0	0	0	0	1	0	0	1
Apprch %	0	0	0	0	0	0	0	0	0	100	0	0	
Total %	0	0	0	0	0	0	0	0	0	100	0	0	

Start Time	Banfield Road From East					Heritage Avenue From South					Banfield Road From West					Int. Total
	Thru	Left	Peds SB	Peds NB	App. Total	Right	Left	Peds WB	Peds EB	App. Total	Right	Thru	Peds NB	Peds SB	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 11:00 AM																
11:00 AM	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	1	0	0	1	1
11:30 AM	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
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250



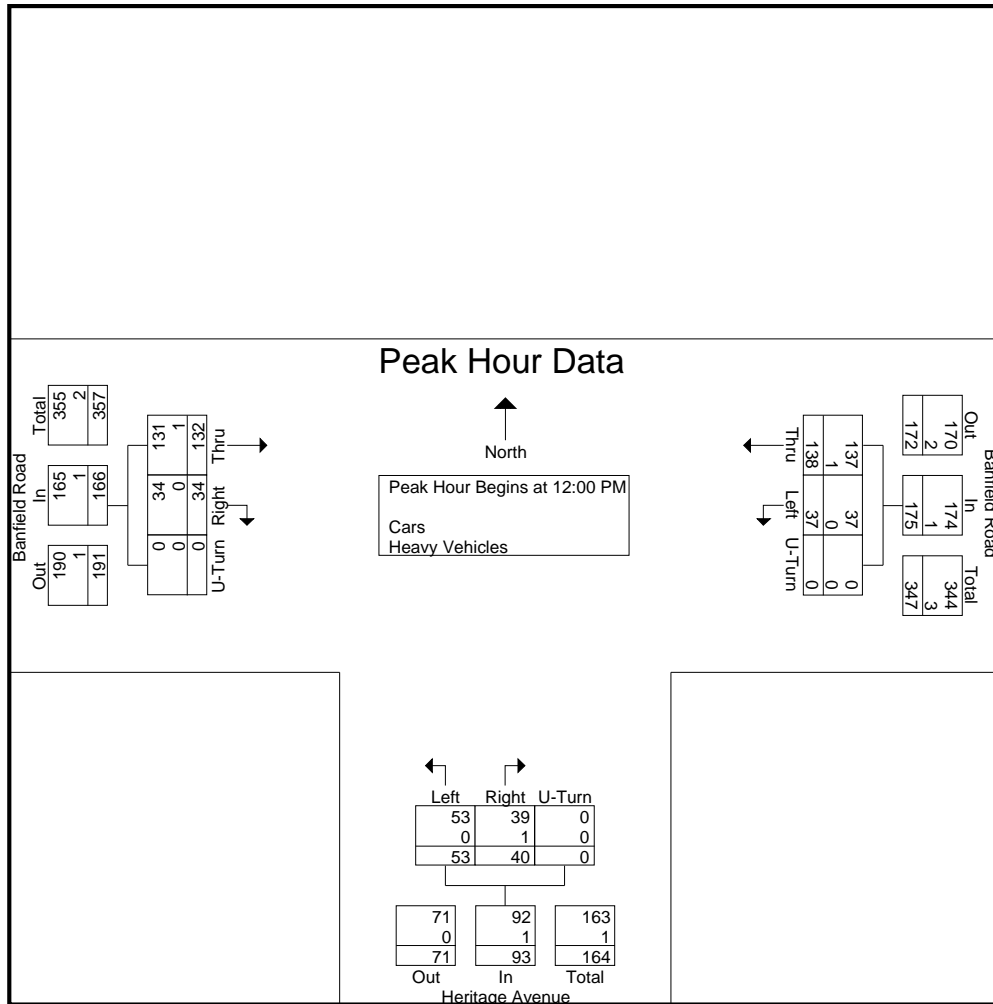
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Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:00 PM													
12:00 PM	32	6	0	38	10	14	0	24	12	32	0	44	106
12:15 PM	42	8	0	50	10	16	0	26	6	31	0	37	113
12:30 PM	34	10	0	44	6	10	0	16	7	33	0	40	100
12:45 PM	30	13	0	43	14	13	0	27	9	36	0	45	115
Total Volume	138	37	0	175	40	53	0	93	34	132	0	166	434
% App. Total	78.9	21.1	0		43	57	0		20.5	79.5	0		
PHF	.821	.712	.000	.875	.714	.828	.000	.861	.708	.917	.000	.922	.943
Cars	137	37	0	174	39	53	0	92	34	131	0	165	431
% Cars	99.3	100	0	99.4	97.5	100	0	98.9	100	99.2	0	99.4	99.3
Heavy Vehicles	1	0	0	1	1	0	0	1	0	1	0	1	3
% Heavy Vehicles	0.7	0	0	0.6	2.5	0	0	1.1	0	0.8	0	0.6	0.7





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Groups Printed- Cars - Heavy Vehicles

Start Time	Banfield Road From East			Heritage Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
04:00 PM	37	11	0	15	12	0	5	29	0	109
04:15 PM	36	10	0	13	6	0	3	42	0	110
04:30 PM	42	14	0	5	11	0	3	30	0	105
04:45 PM	27	10	0	6	8	0	4	30	0	85
Total	142	45	0	39	37	0	15	131	0	409
05:00 PM	32	11	0	13	15	0	3	19	0	93
05:15 PM	25	5	0	6	6	0	7	21	0	70
05:30 PM	29	7	0	4	7	0	3	26	0	76
05:45 PM	16	2	0	4	6	0	7	33	0	68
Total	102	25	0	27	34	0	20	99	0	307
Grand Total	244	70	0	66	71	0	35	230	0	716
Apprch %	77.7	22.3	0	48.2	51.8	0	13.2	86.8	0	
Total %	34.1	9.8	0	9.2	9.9	0	4.9	32.1	0	
Cars	243	67	0	66	70	0	34	230	0	710
% Cars	99.6	95.7	0	100	98.6	0	97.1	100	0	99.2
Heavy Vehicles	1	3	0	0	1	0	1	0	0	6
% Heavy Vehicles	0.4	4.3	0	0	1.4	0	2.9	0	0	0.8

Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	37	11	0	48	15	12	0	27	5	29	0	34	109
04:15 PM	36	10	0	46	13	6	0	19	3	42	0	45	110
04:30 PM	42	14	0	56	5	11	0	16	3	30	0	33	105
04:45 PM	27	10	0	37	6	8	0	14	4	30	0	34	85
Total Volume	142	45	0	187	39	37	0	76	15	131	0	146	409
% App. Total	75.9	24.1	0		51.3	48.7	0		10.3	89.7	0		
PHF	.845	.804	.000	.835	.650	.771	.000	.704	.750	.780	.000	.811	.930
Cars	142	43	0	185	39	36	0	75	14	131	0	145	405
% Cars	100	95.6	0	98.9	100	97.3	0	98.7	93.3	100	0	99.3	99.0
Heavy Vehicles	0	2	0	2	0	1	0	1	1	0	0	1	4
% Heavy Vehicles	0	4.4	0	1.1	0	2.7	0	1.3	6.7	0	0	0.7	1.0



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File Name : 164943 CCCC
Site Code : T0620
Start Date : 3/5/2016
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Groups Printed- Cars

Start Time	Banfield Road From East			Heritage Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
04:00 PM	37	11	0	15	11	0	5	29	0	108
04:15 PM	36	9	0	13	6	0	2	42	0	108
04:30 PM	42	14	0	5	11	0	3	30	0	105
04:45 PM	27	9	0	6	8	0	4	30	0	84
Total	142	43	0	39	36	0	14	131	0	405
05:00 PM	32	10	0	13	15	0	3	19	0	92
05:15 PM	25	5	0	6	6	0	7	21	0	70
05:30 PM	28	7	0	4	7	0	3	26	0	75
05:45 PM	16	2	0	4	6	0	7	33	0	68
Total	101	24	0	27	34	0	20	99	0	305
Grand Total	243	67	0	66	70	0	34	230	0	710
Apprch %	78.4	21.6	0	48.5	51.5	0	12.9	87.1	0	
Total %	34.2	9.4	0	9.3	9.9	0	4.8	32.4	0	

Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	37	11	0	48	15	11	0	26	5	29	0	34	108
04:15 PM	36	9	0	45	13	6	0	19	2	42	0	44	108
04:30 PM	42	14	0	56	5	11	0	16	3	30	0	33	105
04:45 PM	27	9	0	36	6	8	0	14	4	30	0	34	84
Total Volume	142	43	0	185	39	36	0	75	14	131	0	145	405
% App. Total	76.8	23.2	0		52	48	0		9.7	90.3	0		
PHF	.845	.768	.000	.826	.650	.818	.000	.721	.700	.780	.000	.824	.938



PRECISION
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INDUSTRIES, LLC

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S: Heritage Avenue
E/W: Banfield Road
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 CCCC
Site Code : T0620
Start Date : 3/5/2016
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Banfield Road From East			Heritage Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
04:00 PM	0	0	0	0	1	0	0	0	0	1
04:15 PM	0	1	0	0	0	0	1	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	1
Total	0	2	0	0	1	0	1	0	0	4
05:00 PM	0	1	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	0	0	0	0	0	2
Grand Total	1	3	0	0	1	0	1	0	0	6
Apprch %	25	75	0	0	100	0	100	0	0	
Total %	16.7	50	0	0	16.7	0	16.7	0	0	

Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	1	0	1	0	0	0	0	1	0	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	0	1	0	1	1	0	0	1	4
% App. Total	0	100	0		0	100	0		100	0	0		
PHF	.000	.500	.000	.500	.000	.250	.000	.250	.250	.000	.000	.250	.500



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S: Heritage Avenue
E/W: Banfield Road
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 CCCC
Site Code : T0620
Start Date : 3/5/2016
Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	Peds SB	Peds NB	Right	Left	Peds WB	Peds EB	Right	Thru	Peds NB	Peds SB	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 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
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 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
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	
Total %													

Start Time	Banfield Road From East					Heritage Avenue From South					Banfield Road From West					Int. Total
	Thru	Left	Peds SB	Peds NB	App. Total	Right	Left	Peds WB	Peds EB	App. Total	Right	Thru	Peds NB	Peds SB	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 04:00 PM																
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	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
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



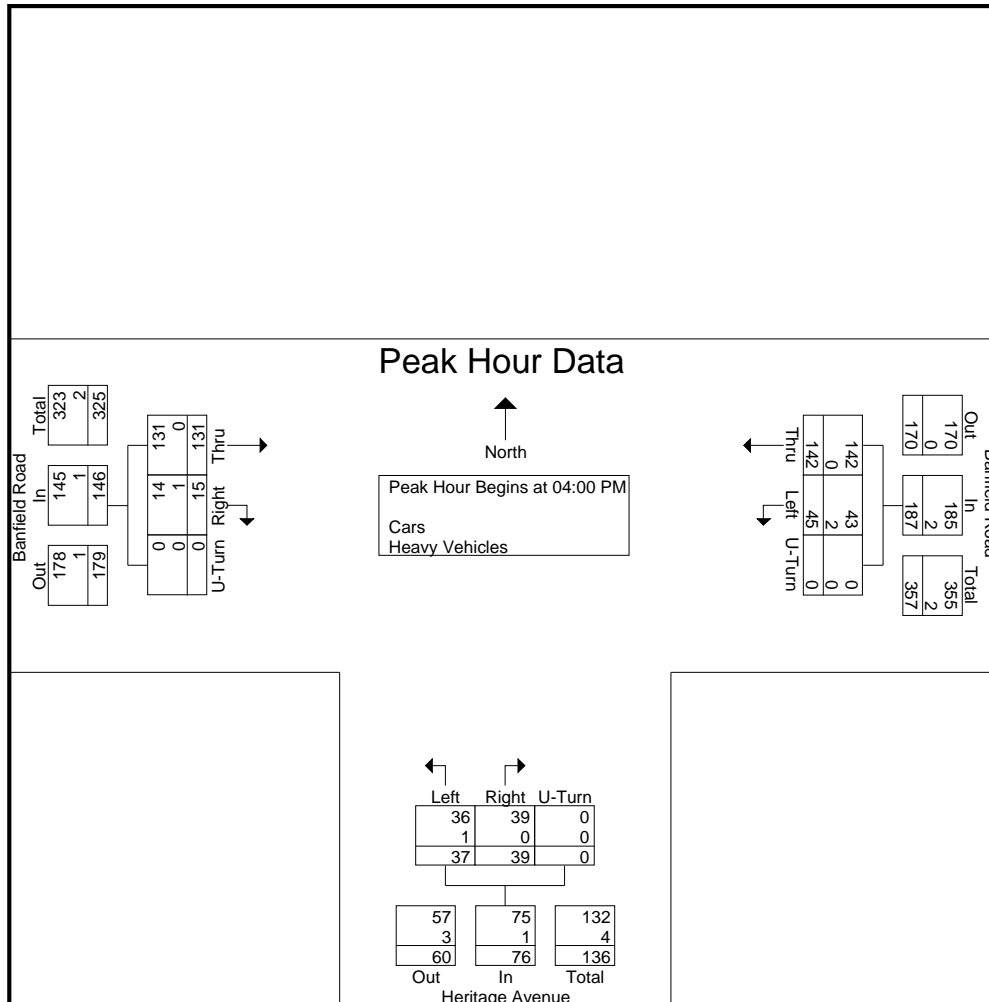
PRECISION
DATA
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S: Heritage Avenue
E/W: Banfield Road
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 CCCC
Site Code : T0620
Start Date : 3/5/2016
Page No : 1

Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	37	11	0	48	15	12	0	27	5	29	0	34	109
04:15 PM	36	10	0	46	13	6	0	19	3	42	0	45	110
04:30 PM	42	14	0	56	5	11	0	16	3	30	0	33	105
04:45 PM	27	10	0	37	6	8	0	14	4	30	0	34	85
Total Volume	142	45	0	187	39	37	0	76	15	131	0	146	409
% App. Total	75.9	24.1	0		51.3	48.7	0		10.3	89.7	0		
PHF	.845	.804	.000	.835	.650	.771	.000	.704	.750	.780	.000	.811	.930
Cars	142	43	0	185	39	36	0	75	14	131	0	145	405
% Cars	100	95.6	0	98.9	100	97.3	0	98.7	93.3	100	0	99.3	99.0
Heavy Vehicles	0	2	0	2	0	1	0	1	1	0	0	1	4
% Heavy Vehicles	0	4.4	0	1.1	0	2.7	0	1.3	6.7	0	0	0.7	1.0





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N/S: Peverly Hill Road
E/W: Mirona Road/ Banfield Road
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 D
Site Code : T0620
Start Date : 3/3/2016
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Peverly Hill Road From North				Mirona Road From East				Peverly Hill Road From South				Banfield Road From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
07:00 AM	13	38	14	0	9	6	0	0	0	29	4	0	7	22	17	0	159
07:15 AM	25	64	13	0	6	8	6	0	5	38	7	0	15	22	18	0	227
07:30 AM	23	53	20	0	11	4	3	0	2	38	3	0	12	15	24	0	208
07:45 AM	42	77	27	0	8	11	5	0	12	50	4	0	10	16	27	0	289
Total	103	232	74	0	34	29	14	0	19	155	18	0	44	75	86	0	883
08:00 AM	44	74	24	0	23	8	7	0	4	49	6	0	14	12	18	0	283
08:15 AM	24	79	19	0	10	9	6	0	7	53	5	0	15	22	17	0	266
08:30 AM	28	76	21	0	14	12	3	0	8	56	4	0	16	20	26	0	284
08:45 AM	24	93	14	0	18	8	4	0	8	53	9	0	22	14	27	0	294
Total	120	322	78	0	65	37	20	0	27	211	24	0	67	68	88	0	1127
Grand Total	223	554	152	0	99	66	34	0	46	366	42	0	111	143	174	0	2010
Apprch %	24	59.6	16.4	0	49.7	33.2	17.1	0	10.1	80.6	9.3	0	25.9	33.4	40.7	0	
Total %	11.1	27.6	7.6	0	4.9	3.3	1.7	0	2.3	18.2	2.1	0	5.5	7.1	8.7	0	
Cars	217	527	146	0	96	63	33	0	46	339	41	0	104	134	172	0	1918
% Cars	97.3	95.1	96.1	0	97	95.5	97.1	0	100	92.6	97.6	0	93.7	93.7	98.9	0	95.4
Heavy Vehicles	6	27	6	0	3	3	1	0	0	27	1	0	7	9	2	0	92
% Heavy Vehicles	2.7	4.9	3.9	0	3	4.5	2.9	0	0	7.4	2.4	0	6.3	6.3	1.1	0	4.6

Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	44	74	24	0	142	23	8	7	0	38	4	49	6	0	59	14	12	18	0	44	283
08:15 AM	24	79	19	0	122	10	9	6	0	25	7	53	5	0	65	15	22	17	0	54	266
08:30 AM	28	76	21	0	125	14	12	3	0	29	8	56	4	0	68	16	20	26	0	62	284
08:45 AM	24	93	14	0	131	18	8	4	0	30	8	53	9	0	70	22	14	27	0	63	294
Total Volume	120	322	78	0	520	65	37	20	0	122	27	211	24	0	262	67	68	88	0	223	1127
% App. Total	23.1	61.9	15	0		53.3	30.3	16.4	0		10.3	80.5	9.2	0		30	30.5	39.5	0		
PHF	.682	.866	.813	.000	.915	.707	.771	.714	.000	.803	.844	.942	.667	.000	.936	.761	.773	.815	.000	.885	.958
Cars	118	303	74	0	495	63	35	20	0	118	27	199	23	0	249	64	66	87	0	217	1079
% Cars	98.3	94.1	94.9	0	95.2	96.9	94.6	100	0	96.7	100	94.3	95.8	0	95.0	95.5	97.1	98.9	0	97.3	95.7
Heavy Vehicles	2	19	4	0	25	2	2	0	0	4	0	12	1	0	13	3	2	1	0	6	48
% Heavy Vehicles	1.7	5.9	5.1	0	4.8	3.1	5.4	0	0	3.3	0	5.7	4.2	0	5.0	4.5	2.9	1.1	0	2.7	4.3



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N/S: Peverly Hill Road
E/W: Mirona Road/ Banfield Road
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 D
Site Code : T0620
Start Date : 3/3/2016
Page No : 1

Groups Printed- Cars

Start Time	Peverly Hill Road From North				Mirona Road From East				Peverly Hill Road From South				Banfield Road From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
07:00 AM	13	38	14	0	9	6	0	0	0	25	4	0	5	20	16	0	150
07:15 AM	25	60	13	0	6	7	5	0	5	34	7	0	14	19	18	0	213
07:30 AM	23	50	19	0	10	4	3	0	2	35	3	0	11	14	24	0	198
07:45 AM	38	76	26	0	8	11	5	0	12	46	4	0	10	15	27	0	278
Total	99	224	72	0	33	28	13	0	19	140	18	0	40	68	85	0	839
08:00 AM	44	68	22	0	22	7	7	0	4	47	6	0	12	12	18	0	269
08:15 AM	24	75	17	0	9	9	6	0	7	52	5	0	14	20	17	0	255
08:30 AM	28	74	21	0	14	11	3	0	8	54	3	0	16	20	25	0	277
08:45 AM	22	86	14	0	18	8	4	0	8	46	9	0	22	14	27	0	278
Total	118	303	74	0	63	35	20	0	27	199	23	0	64	66	87	0	1079
Grand Total	217	527	146	0	96	63	33	0	46	339	41	0	104	134	172	0	1918
Apprch %	24.4	59.2	16.4	0	50	32.8	17.2	0	10.8	79.6	9.6	0	25.4	32.7	42	0	
Total %	11.3	27.5	7.6	0	5	3.3	1.7	0	2.4	17.7	2.1	0	5.4	7	9	0	

Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	38	76	26	0	140	8	11	5	0	24	12	46	4	0	62	10	15	27	0	52	278
08:00 AM	44	68	22	0	134	22	7	7	0	36	4	47	6	0	57	12	12	18	0	42	269
08:15 AM	24	75	17	0	116	9	9	6	0	24	7	52	5	0	64	14	20	17	0	51	255
08:30 AM	28	74	21	0	123	14	11	3	0	28	8	54	3	0	65	16	20	25	0	61	277
Total Volume	134	293	86	0	513	53	38	21	0	112	31	199	18	0	248	52	67	87	0	206	1079
% App. Total	26.1	57.1	16.8	0		47.3	33.9	18.8	0		12.5	80.2	7.3	0		25.2	32.5	42.2	0		
PHF	.761	.964	.827	.000	.916	.602	.864	.750	.000	.778	.646	.921	.750	.000	.954	.813	.838	.806	.000	.844	.970



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City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 D
Site Code : T0620
Start Date : 3/3/2016
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Peverly Hill Road From North				Mirona Road From East				Peverly Hill Road From South				Banfield Road From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
07:00 AM	0	0	0	0	0	0	0	0	0	4	0	0	2	2	1	0	9
07:15 AM	0	4	0	0	0	1	1	0	0	4	0	0	1	3	0	0	14
07:30 AM	0	3	1	0	1	0	0	0	0	3	0	0	1	1	0	0	10
07:45 AM	4	1	1	0	0	0	0	0	0	4	0	0	0	1	0	0	11
Total	4	8	2	0	1	1	1	0	0	15	0	0	4	7	1	0	44
08:00 AM	0	6	2	0	1	1	0	0	0	2	0	0	2	0	0	0	14
08:15 AM	0	4	2	0	1	0	0	0	0	1	0	0	1	2	0	0	11
08:30 AM	0	2	0	0	0	1	0	0	0	2	1	0	0	0	1	0	7
08:45 AM	2	7	0	0	0	0	0	0	0	7	0	0	0	0	0	0	16
Total	2	19	4	0	2	2	0	0	0	12	1	0	3	2	1	0	48
Grand Total	6	27	6	0	3	3	1	0	0	27	1	0	7	9	2	0	92
Apprch %	15.4	69.2	15.4	0	42.9	42.9	14.3	0	0	96.4	3.6	0	38.9	50	11.1	0	
Total %	6.5	29.3	6.5	0	3.3	3.3	1.1	0	0	29.3	1.1	0	7.6	9.8	2.2	0	

Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	4	0	0	4	0	1	1	0	2	0	4	0	0	4	1	3	0	0	4	14
07:30 AM	0	3	1	0	4	1	0	0	0	1	0	3	0	0	3	1	1	0	0	2	10
07:45 AM	4	1	1	0	6	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	11
08:00 AM	0	6	2	0	8	1	1	0	0	2	0	2	0	0	2	2	0	0	0	2	14
Total Volume	4	14	4	0	22	2	2	1	0	5	0	13	0	0	13	4	5	0	0	9	49
% App. Total	18.2	63.6	18.2	0		40	40	20	0		0	100	0	0		44.4	55.6	0	0		
PHF	.250	.583	.500	.000	.688	.500	.500	.250	.000	.625	.000	.813	.000	.000	.813	.500	.417	.000	.000	.563	.875



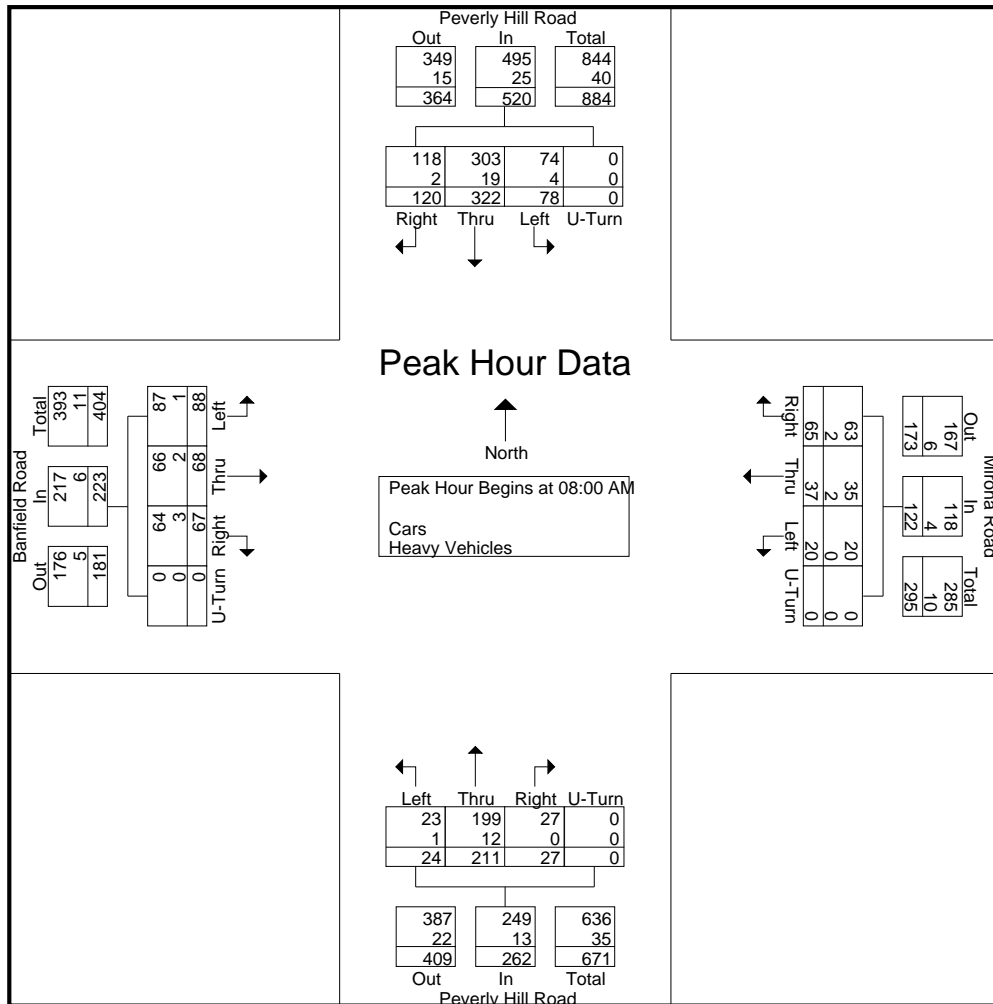
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File Name : 164943 D
Site Code : T0620
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Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	44	74	24	0	142	23	8	7	0	38	4	49	6	0	59	14	12	18	0	44	283
08:15 AM	24	79	19	0	122	10	9	6	0	25	7	53	5	0	65	15	22	17	0	54	266
08:30 AM	28	76	21	0	125	14	12	3	0	29	8	56	4	0	68	16	20	26	0	62	284
08:45 AM	24	93	14	0	131	18	8	4	0	30	8	53	9	0	70	22	14	27	0	63	294
Total Volume	120	322	78	0	520	65	37	20	0	122	27	211	24	0	262	67	68	88	0	223	1127
% App. Total	23.1	61.9	15	0		53.3	30.3	16.4	0		10.3	80.5	9.2	0		30	30.5	39.5	0		
PHF	.682	.866	.813	.000	.915	.707	.771	.714	.000	.803	.844	.942	.667	.000	.936	.761	.773	.815	.000	.885	.958
Cars	118	303	74	0	495	63	35	20	0	118	27	199	23	0	249	64	66	87	0	217	1079
% Cars	98.3	94.1	94.9	0	95.2	96.9	94.6	100	0	96.7	100	94.3	95.8	0	95.0	95.5	97.1	98.9	0	97.3	95.7
Heavy Vehicles	2	19	4	0	25	2	2	0	0	4	0	12	1	0	13	3	2	1	0	6	48
% Heavy Vehicles	1.7	5.9	5.1	0	4.8	3.1	5.4	0	0	3.3	0	5.7	4.2	0	5.0	4.5	2.9	1.1	0	2.7	4.3





PRECISION
DATA
INDUSTRIES, LLC

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N/S: Peverly Hill Road
E/W: Mirona Road/ Banfield Road
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 DD
Site Code : T0620
Start Date : 3/3/2016
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Peverly Hill Road From North				Mirona Road From East				Peverly Hill Road From South				Banfield Road From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
03:00 PM	28	75	16	0	17	10	3	0	5	42	16	0	12	16	22	0	262
03:15 PM	32	67	10	0	16	1	1	0	8	60	14	0	6	12	15	0	242
03:30 PM	41	72	13	0	28	15	7	0	7	89	15	0	11	7	32	0	337
03:45 PM	43	79	13	0	21	12	3	0	9	59	11	0	13	13	33	0	309
Total	144	293	52	0	82	38	14	0	29	250	56	0	42	48	102	0	1150
04:00 PM	40	79	15	0	26	19	6	0	5	50	8	0	12	18	39	0	317
04:15 PM	44	76	18	0	25	13	1	0	3	58	13	0	8	5	33	0	297
04:30 PM	31	88	19	0	32	21	2	0	4	66	12	0	11	18	43	0	347
04:45 PM	42	76	16	0	28	9	6	0	8	52	11	0	10	14	40	0	312
Total	157	319	68	0	111	62	15	0	20	226	44	0	41	55	155	0	1273
05:00 PM	42	76	16	0	46	16	7	0	7	70	11	0	14	24	53	0	382
05:15 PM	30	85	18	0	24	20	3	0	9	81	15	0	13	13	36	0	347
05:30 PM	37	69	21	0	29	15	3	0	5	50	10	0	18	18	21	0	296
05:45 PM	22	64	14	0	16	14	2	0	3	50	6	0	9	10	22	0	232
Total	131	294	69	0	115	65	15	0	24	251	42	0	54	65	132	0	1257
06:00 PM	34	61	10	0	5	16	3	0	3	43	3	0	6	10	23	0	217
06:15 PM	16	50	11	0	19	14	2	0	2	33	7	0	9	4	12	0	179
06:30 PM	25	34	15	0	9	4	2	0	2	16	2	0	7	11	17	0	144
06:45 PM	12	44	7	0	10	5	1	0	1	21	8	0	4	5	16	0	134
Total	87	189	43	0	43	39	8	0	8	113	20	0	26	30	68	0	674
Grand Total	519	1095	232	0	351	204	52	0	81	840	162	0	163	198	457	0	4354
Apprch %	28.1	59.3	12.6	0	57.8	33.6	8.6	0	7.5	77.6	15	0	19.9	24.2	55.9	0	
Total %	11.9	25.1	5.3	0	8.1	4.7	1.2	0	1.9	19.3	3.7	0	3.7	4.5	10.5	0	
Cars	510	1066	225	0	347	203	50	0	78	826	154	0	158	195	450	0	4262
% Cars	98.3	97.4	97	0	98.9	99.5	96.2	0	96.3	98.3	95.1	0	96.9	98.5	98.5	0	97.9
Heavy Vehicles	9	29	7	0	4	1	2	0	3	14	8	0	5	3	7	0	92
% Heavy Vehicles	1.7	2.6	3	0	1.1	0.5	3.8	0	3.7	1.7	4.9	0	3.1	1.5	1.5	0	2.1

Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
04:30 PM	31	88	19	0	138	32	21	2	0	55	4	66	12	0	82	11	18	43	0	72	347
04:45 PM	42	76	16	0	134	28	9	6	0	43	8	52	11	0	71	10	14	40	0	64	312
05:00 PM	42	76	16	0	134	46	16	7	0	69	7	70	11	0	88	14	24	53	0	91	382
05:15 PM	30	85	18	0	133	24	20	3	0	47	9	81	15	0	105	13	13	36	0	62	347
Total Volume	145	325	69	0	539	130	66	18	0	214	28	269	49	0	346	48	69	172	0	289	1388
% App. Total	26.9	60.3	12.8	0		60.7	30.8	8.4	0		8.1	77.7	14.2	0		16.6	23.9	59.5	0		
PHF	.863	.923	.908	.000	.976	.707	.786	.643	.000	.775	.778	.830	.817	.000	.824	.857	.719	.811	.000	.794	.908
Cars	143	320	67	0	530	129	66	16	0	211	27	267	49	0	343	47	69	170	0	286	1370
% Cars	98.6	98.5	97.1	0	98.3	99.2	100	88.9	0	98.6	96.4	99.3	100	0	99.1	97.9	100	98.8	0	99.0	98.7
Heavy Vehicles	2	5	2	0	9	1	0	2	0	3	1	2	0	0	3	1	0	2	0	3	18
% Heavy Vehicles	1.4	1.5	2.9	0	1.7	0.8	0	11.1	0	1.4	3.6	0.7	0	0	0.9	2.1	0	1.2	0	1.0	1.3

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM



PRECISION
D A T A
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N/S: Peverly Hill Road
E/W: Mirona Road/ Banfield Road
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 DD
Site Code : T0620
Start Date : 3/3/2016
Page No : 1

Groups Printed- Cars

Start Time	Peverly Hill Road From North				Mirona Road From East				Peverly Hill Road From South				Banfield Road From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
03:00 PM	27	72	16	0	16	10	3	0	4	40	13	0	11	15	21	0	248
03:15 PM	29	61	10	0	16	1	1	0	7	60	12	0	5	11	14	0	227
03:30 PM	40	66	13	0	28	15	7	0	7	84	13	0	10	6	32	0	321
03:45 PM	43	77	12	0	21	12	3	0	9	57	11	0	13	13	32	0	303
Total	139	276	51	0	81	38	14	0	27	241	49	0	39	45	99	0	1099
04:00 PM	39	78	15	0	26	19	6	0	5	50	8	0	12	18	37	0	313
04:15 PM	43	75	18	0	25	13	1	0	3	57	13	0	7	5	33	0	293
04:30 PM	30	87	17	0	32	21	2	0	4	65	12	0	11	18	43	0	342
04:45 PM	41	75	16	0	28	9	4	0	7	52	11	0	10	14	38	0	305
Total	153	315	66	0	111	62	13	0	19	224	44	0	40	55	151	0	1253
05:00 PM	42	75	16	0	45	16	7	0	7	70	11	0	13	24	53	0	379
05:15 PM	30	83	18	0	24	20	3	0	9	80	15	0	13	13	36	0	344
05:30 PM	37	69	20	0	29	15	3	0	5	50	10	0	18	18	21	0	295
05:45 PM	22	64	14	0	16	13	2	0	3	49	5	0	9	10	22	0	229
Total	131	291	68	0	114	64	15	0	24	249	41	0	53	65	132	0	1247
06:00 PM	34	59	8	0	5	16	3	0	3	43	3	0	6	10	23	0	213
06:15 PM	16	49	11	0	17	14	2	0	2	32	7	0	9	4	12	0	175
06:30 PM	25	33	14	0	9	4	2	0	2	16	2	0	7	11	17	0	142
06:45 PM	12	43	7	0	10	5	1	0	1	21	8	0	4	5	16	0	133
Total	87	184	40	0	41	39	8	0	8	112	20	0	26	30	68	0	663
Grand Total	510	1066	225	0	347	203	50	0	78	826	154	0	158	195	450	0	4262
Apprch %	28.3	59.2	12.5	0	57.8	33.8	8.3	0	7.4	78.1	14.6	0	19.7	24.3	56	0	
Total %	12	25	5.3	0	8.1	4.8	1.2	0	1.8	19.4	3.6	0	3.7	4.6	10.6	0	

Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
04:30 PM	30	87	17	0	134	32	21	2	0	55	4	65	12	0	81	11	18	43	0	72	342
04:45 PM	41	75	16	0	132	28	9	4	0	41	7	52	11	0	70	10	14	38	0	62	305
05:00 PM	42	75	16	0	133	45	16	7	0	68	7	70	11	0	88	13	24	53	0	90	379
05:15 PM	30	83	18	0	131	24	20	3	0	47	9	80	15	0	104	13	13	36	0	62	344
Total Volume	143	320	67	0	530	129	66	16	0	211	27	267	49	0	343	47	69	170	0	286	1370
% App. Total	27	60.4	12.6	0		61.1	31.3	7.6	0		7.9	77.8	14.3	0		16.4	24.1	59.4	0		
PHF	.851	.920	.931	.000	.989	.717	.786	.571	.000	.776	.750	.834	.817	.000	.825	.904	.719	.802	.000	.794	.904

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM



PRECISION
D A T A
INDUSTRIES, LLC

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N/S: Peverly Hill Road
E/W: Mirona Road/ Banfield Road
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 DD
Site Code : T0620
Start Date : 3/3/2016
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Peverly Hill Road From North				Mirona Road From East				Peverly Hill Road From South				Banfield Road From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
03:00 PM	1	3	0	0	1	0	0	0	1	2	3	0	1	1	1	0	14
03:15 PM	3	6	0	0	0	0	0	0	1	0	2	0	1	1	1	0	15
03:30 PM	1	6	0	0	0	0	0	0	0	5	2	0	1	1	0	0	16
03:45 PM	0	2	1	0	0	0	0	0	0	2	0	0	0	0	1	0	6
Total	5	17	1	0	1	0	0	0	2	9	7	0	3	3	3	0	51
04:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4
04:15 PM	1	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	4
04:30 PM	1	1	2	0	0	0	0	0	0	1	0	0	0	0	0	0	5
04:45 PM	1	1	0	0	0	0	2	0	1	0	0	0	0	0	2	0	7
Total	4	4	2	0	0	0	2	0	1	2	0	0	1	0	4	0	20
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3
05:15 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
05:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	3
Total	0	3	1	0	1	1	0	0	0	2	1	0	1	0	0	0	10
06:00 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
06:15 PM	0	1	0	0	2	0	0	0	0	1	0	0	0	0	0	0	4
06:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	3	0	2	0	0	0	0	1	0	0	0	0	0	0	11
Grand Total	9	29	7	0	4	1	2	0	3	14	8	0	5	3	7	0	92
Apprch %	20	64.4	15.6	0	57.1	14.3	28.6	0	12	56	32	0	33.3	20	46.7	0	
Total %	9.8	31.5	7.6	0	4.3	1.1	2.2	0	3.3	15.2	8.7	0	5.4	3.3	7.6	0	

Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	1	3	0	0	4	1	0	0	0	1	1	2	3	0	6	1	1	1	0	3	14
03:15 PM	3	6	0	0	9	0	0	0	0	0	1	0	2	0	3	1	1	1	0	3	15
03:30 PM	1	6	0	0	7	0	0	0	0	0	0	5	2	0	7	1	1	0	0	2	16
03:45 PM	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	6
Total Volume	5	17	1	0	23	1	0	0	0	1	2	9	7	0	18	3	3	3	0	9	51
% App. Total	21.7	73.9	4.3	0	100	0	0	0	0	100	11.1	50	38.9	0	100	33.3	33.3	33.3	0	100	
PHF	.417	.708	.250	.000	.639	.250	.000	.000	.000	.250	.500	.450	.583	.000	.643	.750	.750	.750	.000	.750	.797



PRECISION
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N/S: Peverly Hill Road
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City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 DD
Site Code : T0620
Start Date : 3/3/2016
Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total
	Right	Thru	Left	Peds EB	Peds WB	Right	Thru	Left	Peds SB	Peds NB	Right	Thru	Left	Peds WB	Peds EB	Right	Thru	Left	Peds NB	Peds SB	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 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	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	6
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	7
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 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	1	0	1	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	2	4	11
Apprch %	50	0	50	0	0	0	0	0	100	0	0	0	0	0	0	14.3	0	0	28.6	57.1	
Total %	9.1	0	9.1	0	0	0	0	0	18.2	0	0	0	0	0	0	9.1	0	0	18.2	36.4	

Start Time	Peverly Hill Road From North						Mirona Road From East						Peverly Hill Road From South						Banfield Road From West						Int. Total					
	Right	Thru	Left	Peds EB	Peds WB	App. Total	Right	Thru	Left	Peds SB	Peds NB	App. Total	Right	Thru	Left	Peds WB	Peds EB	App. Total	Right	Thru	Left	Peds NB	Peds SB	App. Total						
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																														
Peak Hour for Entire Intersection Begins at 05:00 PM																														
05:00 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
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	6	6	6	6	6	6	
05:30 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	
05:45 PM	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	0	0	0	
Total Volume	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	6	6	6	6	6	6	
% App. Total	100	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	33.3	66.7							
PHF	.250	.000	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250	.250	.250	.250	.250	.292	



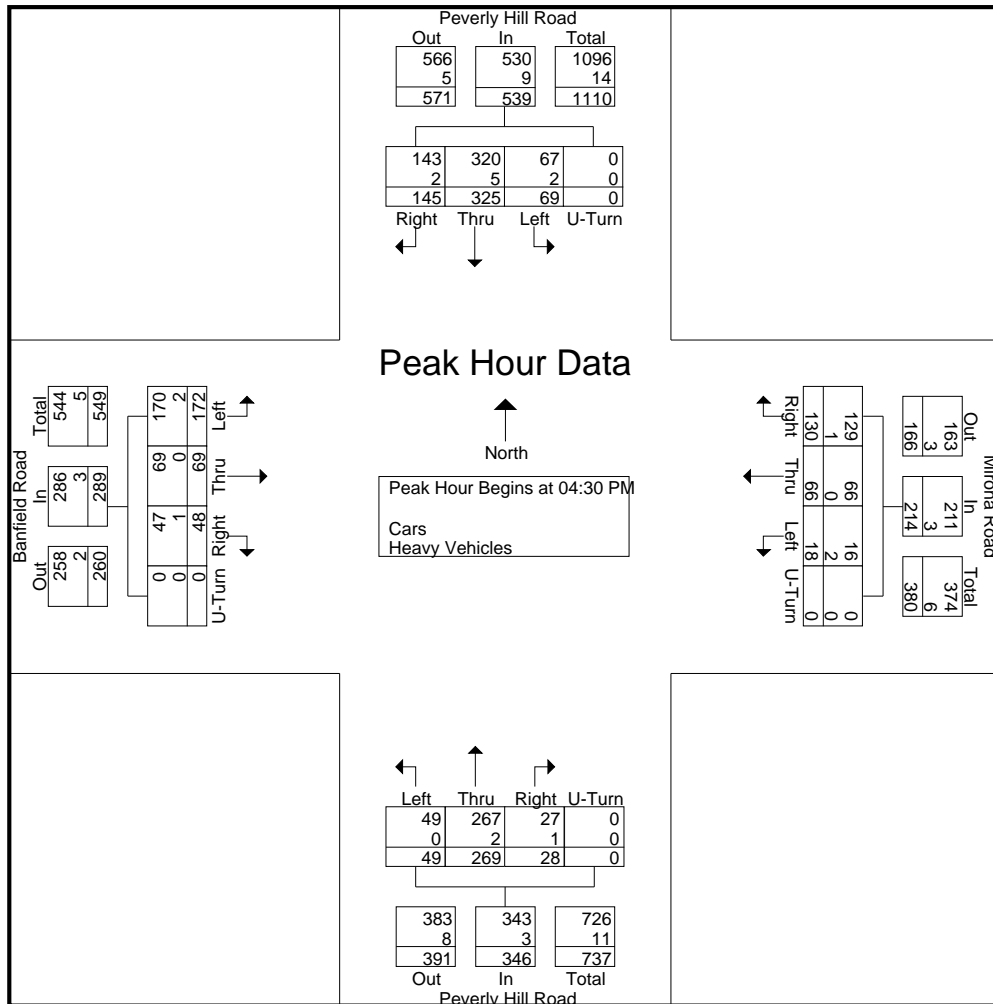
PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Peverly Hill Road
E/W: Mirona Road/ Banfield Road
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 DD
Site Code : T0620
Start Date : 3/3/2016
Page No : 1

Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	31	88	19	0	138	32	21	2	0	55	4	66	12	0	82	11	18	43	0	72	347
04:45 PM	42	76	16	0	134	28	9	6	0	43	8	52	11	0	71	10	14	40	0	64	312
05:00 PM	42	76	16	0	134	46	16	7	0	69	7	70	11	0	88	14	24	53	0	91	382
05:15 PM	30	85	18	0	133	24	20	3	0	47	9	81	15	0	105	13	13	36	0	62	347
Total Volume	145	325	69	0	539	130	66	18	0	214	28	269	49	0	346	48	69	172	0	289	1388
% App. Total	26.9	60.3	12.8	0		60.7	30.8	8.4	0		8.1	77.7	14.2	0		16.6	23.9	59.5	0		
PHF	.863	.923	.908	.000	.976	.707	.786	.643	.000	.775	.778	.830	.817	.000	.824	.857	.719	.811	.000	.794	.908
Cars	143	320	67	0	530	129	66	16	0	211	27	267	49	0	343	47	69	170	0	286	1370
% Cars	98.6	98.5	97.1	0	98.3	99.2	100	88.9	0	98.6	96.4	99.3	100	0	99.1	97.9	100	98.8	0	99.0	98.7
Heavy Vehicles	2	5	2	0	9	1	0	2	0	3	1	2	0	0	3	1	0	2	0	3	18
% Heavy Vehicles	1.4	1.5	2.9	0	1.7	0.8	0	11.1	0	1.4	3.6	0.7	0	0	0.9	2.1	0	1.2	0	1.0	1.3





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File Name : 164943 DDD
Site Code : T0620
Start Date : 3/5/2016
Page No : 1

N/S: Peverly Hill Road
E/W: Mirona Road/ Banfield Road
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

Groups Printed- Cars - Heavy Vehicles

Start Time	Peverly Hill Road From North				Mirona Road From East				Peverly Hill Road From South				Banfield Road From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
11:00 AM	33	62	11	0	8	4	5	0	5	50	7	0	6	12	27	0	230
11:15 AM	23	82	10	0	10	5	1	0	2	42	10	0	9	9	24	0	227
11:30 AM	30	61	11	0	8	7	2	0	7	40	10	0	11	6	18	0	211
11:45 AM	32	96	15	0	15	6	5	0	4	56	5	0	19	11	24	0	288
Total	118	301	47	0	41	22	13	0	18	188	32	0	45	38	93	0	956
12:00 PM	26	77	9	0	16	5	5	0	4	46	9	0	10	9	27	0	243
12:15 PM	31	56	13	0	12	16	2	0	3	51	11	0	7	9	24	0	235
12:30 PM	22	60	13	0	15	5	1	0	4	40	5	0	17	4	13	0	199
12:45 PM	29	66	19	0	14	4	2	0	10	39	12	0	13	9	21	0	238
Total	108	259	54	0	57	30	10	0	21	176	37	0	47	31	85	0	915
Grand Total	226	560	101	0	98	52	23	0	39	364	69	0	92	69	178	0	1871
Apprch %	25.5	63.1	11.4	0	56.6	30.1	13.3	0	8.3	77.1	14.6	0	27.1	20.4	52.5	0	
Total %	12.1	29.9	5.4	0	5.2	2.8	1.2	0	2.1	19.5	3.7	0	4.9	3.7	9.5	0	
Cars	219	553	101	0	97	50	22	0	39	361	69	0	91	68	177	0	1847
% Cars	96.9	98.8	100	0	99	96.2	95.7	0	100	99.2	100	0	98.9	98.6	99.4	0	98.7
Heavy Vehicles	7	7	0	0	1	2	1	0	0	3	0	0	1	1	1	0	24
% Heavy Vehicles	3.1	1.2	0	0	1	3.8	4.3	0	0	0.8	0	0	1.1	1.4	0.6	0	1.3

Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	30	61	11	0	102	8	7	2	0	17	7	40	10	0	57	11	6	18	0	35	211
11:45 AM	32	96	15	0	143	15	6	5	0	26	4	56	5	0	65	19	11	24	0	54	288
12:00 PM	26	77	9	0	112	16	5	5	0	26	4	46	9	0	59	10	9	27	0	46	243
12:15 PM	31	56	13	0	100	12	16	2	0	30	3	51	11	0	65	7	9	24	0	40	235
Total Volume	119	290	48	0	457	51	34	14	0	99	18	193	35	0	246	47	35	93	0	175	977
% App. Total	26	63.5	10.5	0		51.5	34.3	14.1	0		7.3	78.5	14.2	0		26.9	20	53.1	0		
PHF	.930	.755	.800	.000	.799	.797	.531	.700	.000	.825	.643	.862	.795	.000	.946	.618	.795	.861	.000	.810	.848
Cars	113	287	48	0	448	50	33	13	0	96	18	193	35	0	246	46	34	92	0	172	962
% Cars	95.0	99.0	100	0	98.0	98.0	97.1	92.9	0	97.0	100	100	100	0	100	97.9	97.1	98.9	0	98.3	98.5
Heavy Vehicles	6	3	0	0	9	1	1	1	0	3	0	0	0	0	0	1	1	1	0	3	15
% Heavy Vehicles	5.0	1.0	0	0	2.0	2.0	2.9	7.1	0	3.0	0	0	0	0	0	2.1	2.9	1.1	0	1.7	1.5



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File Name : 164943 DDD
Site Code : T0620
Start Date : 3/5/2016
Page No : 1

N/S: Peverly Hill Road
E/W: Mirona Road/ Banfield Road
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

Groups Printed- Cars

Start Time	Peverly Hill Road From North				Mirona Road From East				Peverly Hill Road From South				Banfield Road From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
11:00 AM	33	60	11	0	8	3	5	0	5	49	7	0	6	12	27	0	226
11:15 AM	23	81	10	0	10	5	1	0	2	42	10	0	9	9	24	0	226
11:30 AM	28	61	11	0	8	7	2	0	7	40	10	0	11	6	18	0	209
11:45 AM	30	95	15	0	14	6	5	0	4	56	5	0	18	11	24	0	283
Total	114	297	47	0	40	21	13	0	18	187	32	0	44	38	93	0	944
12:00 PM	25	77	9	0	16	5	4	0	4	46	9	0	10	9	26	0	240
12:15 PM	30	54	13	0	12	15	2	0	3	51	11	0	7	8	24	0	230
12:30 PM	22	60	13	0	15	5	1	0	4	38	5	0	17	4	13	0	197
12:45 PM	28	65	19	0	14	4	2	0	10	39	12	0	13	9	21	0	236
Total	105	256	54	0	57	29	9	0	21	174	37	0	47	30	84	0	903
Grand Total	219	553	101	0	97	50	22	0	39	361	69	0	91	68	177	0	1847
Apprch %	25.1	63.3	11.6	0	57.4	29.6	13	0	8.3	77	14.7	0	27.1	20.2	52.7	0	
Total %	11.9	29.9	5.5	0	5.3	2.7	1.2	0	2.1	19.5	3.7	0	4.9	3.7	9.6	0	

Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	28	61	11	0	100	8	7	2	0	17	7	40	10	0	57	11	6	18	0	35	209
11:45 AM	30	95	15	0	140	14	6	5	0	25	4	56	5	0	65	18	11	24	0	53	283
12:00 PM	25	77	9	0	111	16	5	4	0	25	4	46	9	0	59	10	9	26	0	45	240
12:15 PM	30	54	13	0	97	12	15	2	0	29	3	51	11	0	65	7	8	24	0	39	230
Total Volume	113	287	48	0	448	50	33	13	0	96	18	193	35	0	246	46	34	92	0	172	962
% App. Total	25.2	64.1	10.7	0		52.1	34.4	13.5	0		7.3	78.5	14.2	0		26.7	19.8	53.5	0		
PHF	.942	.755	.800	.000	.800	.781	.550	.650	.000	.828	.643	.862	.795	.000	.946	.639	.773	.885	.000	.811	.850



PRECISION
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N/S: Peverly Hill Road
E/W: Mirona Road/ Banfield Road
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 DDD
Site Code : T0620
Start Date : 3/5/2016
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Peverly Hill Road From North				Mirona Road From East				Peverly Hill Road From South				Banfield Road From West				Int. Total	
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn		
11:00 AM	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	4
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:45 AM	2	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	5
Total	4	4	0	0	1	1	0	0	0	1	0	0	1	0	0	0	0	12
12:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	3
12:15 PM	1	2	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	5
12:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
12:45 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	3	3	0	0	0	1	1	0	0	2	0	0	0	1	1	0	0	12
Grand Total	7	7	0	0	1	2	1	0	0	3	0	0	1	1	1	0	0	24
Apprch %	50	50	0	0	25	50	25	0	0	100	0	0	33.3	33.3	33.3	0	0	
Total %	29.2	29.2	0	0	4.2	8.3	4.2	0	0	12.5	0	0	4.2	4.2	4.2	0	0	

Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:45 AM	2	1	0	0	3	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	5
12:00 PM	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	3
12:15 PM	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	5
Total Volume	6	3	0	0	9	1	1	1	0	3	0	0	0	0	0	1	1	1	0	3	15
% App. Total	66.7	33.3	0	0		33.3	33.3	33.3	0		0	0	0	0		33.3	33.3	33.3	0		
PHF	.750	.375	.000	.000	.750	.250	.250	.250	.000	.750	.000	.000	.000	.000	.000	.250	.250	.250	.000	.750	.750



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E/W: Mirona Road/ Banfield Road
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 DDD
Site Code : T0620
Start Date : 3/5/2016
Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total
	Right	Thru	Left	Peds EB	Peds WB	Right	Thru	Left	Peds SB	Peds NB	Right	Thru	Left	Peds WB	Peds EB	Right	Thru	Left	Peds NB	Peds SB	
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	1	0	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	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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	

Start Time	Peverly Hill Road From North						Mirona Road From East						Peverly Hill Road From South						Banfield Road From West						Int. Total				
	Right	Thru	Left	Peds EB	Peds WB	App. Total	Right	Thru	Left	Peds SB	Peds NB	App. Total	Right	Thru	Left	Peds WB	Peds EB	App. Total	Right	Thru	Left	Peds NB	Peds SB	App. Total					
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																													
Peak Hour for Entire Intersection Begins at 11:00 AM																													
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	1	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	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	1	0	0	0	0	0	1	0	0	0	1
% App. 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	100	0	0	0	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250



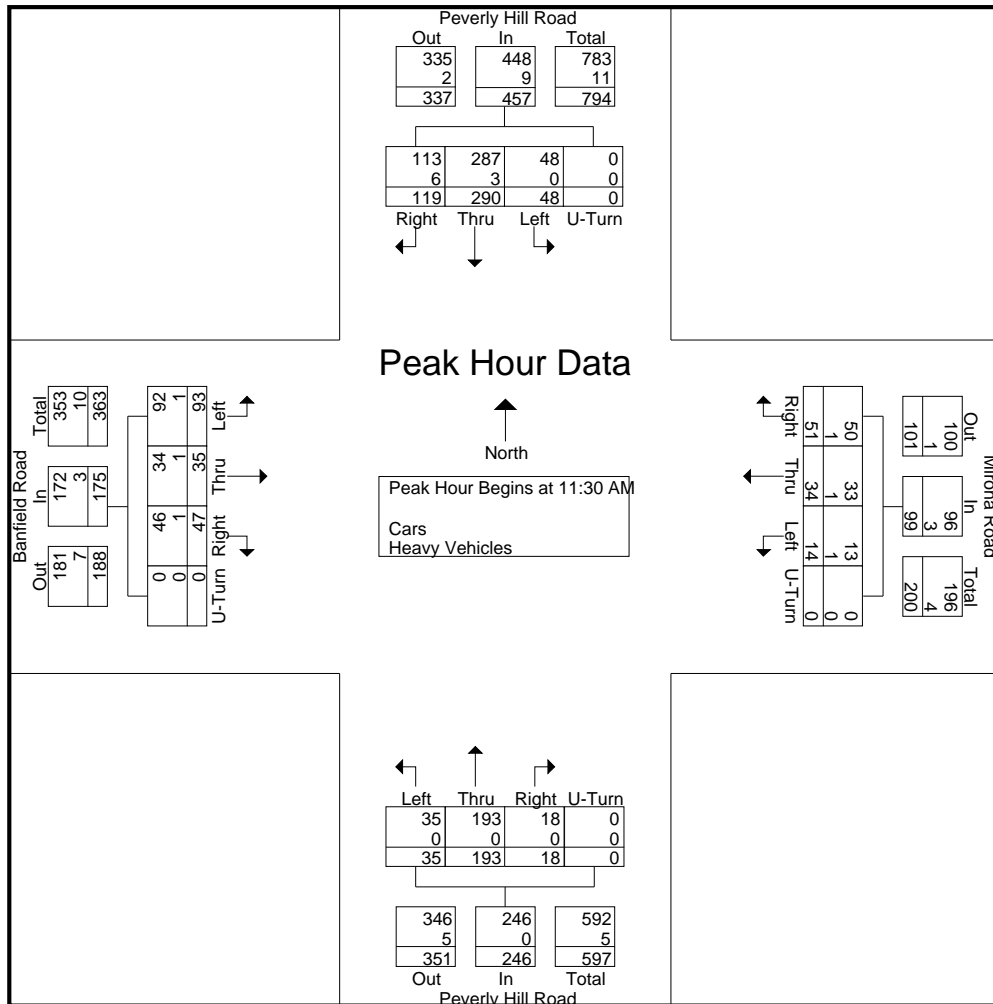
PRECISION
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Site Code : T0620
Start Date : 3/5/2016
Page No : 1

Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	30	61	11	0	102	8	7	2	0	17	7	40	10	0	57	11	6	18	0	35	211
11:45 AM	32	96	15	0	143	15	6	5	0	26	4	56	5	0	65	19	11	24	0	54	288
12:00 PM	26	77	9	0	112	16	5	5	0	26	4	46	9	0	59	10	9	27	0	46	243
12:15 PM	31	56	13	0	100	12	16	2	0	30	3	51	11	0	65	7	9	24	0	40	235
Total Volume	119	290	48	0	457	51	34	14	0	99	18	193	35	0	246	47	35	93	0	175	977
% App. Total	26	63.5	10.5	0		51.5	34.3	14.1	0		7.3	78.5	14.2	0		26.9	20	53.1	0		
PHF	.930	.755	.800	.000	.799	.797	.531	.700	.000	.825	.643	.862	.795	.000	.946	.618	.795	.861	.000	.810	.848
Cars	113	287	48	0	448	50	33	13	0	96	18	193	35	0	246	46	34	92	0	172	962
% Cars	95.0	99.0	100	0	98.0	98.0	97.1	92.9	0	97.0	100	100	100	0	100	97.9	97.1	98.9	0	98.3	98.5
Heavy Vehicles	6	3	0	0	9	1	1	1	0	3	0	0	0	0	0	1	1	1	0	3	15
% Heavy Vehicles	5.0	1.0	0	0	2.0	2.0	2.9	7.1	0	3.0	0	0	0	0	0	2.1	2.9	1.1	0	1.7	1.5





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Client: TEC/ S. Gregorio

File Name : 164943 DDDD
Site Code : T0620
Start Date : 3/5/2016
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Peverly Hill Road From North				Mirona Road From East				Peverly Hill Road From South				Banfield Road From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
04:00 PM	28	45	6	0	9	3	2	0	3	40	11	0	10	7	25	0	189
04:15 PM	20	43	8	0	14	9	2	0	3	34	11	0	10	15	15	0	184
04:30 PM	21	38	5	0	13	10	2	0	3	44	12	0	12	6	9	0	175
04:45 PM	23	48	8	0	6	5	2	0	4	29	5	0	7	7	19	0	163
Total	92	174	27	0	42	27	8	0	13	147	39	0	39	35	68	0	711
05:00 PM	18	41	5	0	11	10	4	0	6	39	3	0	11	6	12	0	166
05:15 PM	14	56	9	0	9	3	2	0	4	32	6	0	8	6	10	0	159
05:30 PM	16	33	11	0	11	2	1	0	3	28	8	0	7	5	14	0	139
05:45 PM	13	48	12	0	7	1	1	0	2	34	5	0	8	6	16	0	153
Total	61	178	37	0	38	16	8	0	15	133	22	0	34	23	52	0	617
Grand Total	153	352	64	0	80	43	16	0	28	280	61	0	73	58	120	0	1328
Apprch %	26.9	61.9	11.2	0	57.6	30.9	11.5	0	7.6	75.9	16.5	0	29.1	23.1	47.8	0	
Total %	11.5	26.5	4.8	0	6	3.2	1.2	0	2.1	21.1	4.6	0	5.5	4.4	9	0	
Cars	149	351	64	0	80	43	16	0	28	277	61	0	73	58	120	0	1320
% Cars	97.4	99.7	100	0	100	100	100	0	100	98.9	100	0	100	100	100	0	99.4
Heavy Vehicles	4	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	8
% Heavy Vehicles	2.6	0.3	0	0	0	0	0	0	0	1.1	0	0	0	0	0	0	0.6

Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	28	45	6	0	79	9	3	2	0	14	3	40	11	0	54	10	7	25	0	42	189
04:15 PM	20	43	8	0	71	14	9	2	0	25	3	34	11	0	48	10	15	15	0	40	184
04:30 PM	21	38	5	0	64	13	10	2	0	25	3	44	12	0	59	12	6	9	0	27	175
04:45 PM	23	48	8	0	79	6	5	2	0	13	4	29	5	0	38	7	7	19	0	33	163
Total Volume	92	174	27	0	293	42	27	8	0	77	13	147	39	0	199	39	35	68	0	142	711
% App. Total	31.4	59.4	9.2	0		54.5	35.1	10.4	0		6.5	73.9	19.6	0		27.5	24.6	47.9	0		
PHF	.821	.906	.844	.000	.927	.750	.675	1.00	.000	.770	.813	.835	.813	.000	.843	.813	.583	.680	.000	.845	.940
Cars	90	173	27	0	290	42	27	8	0	77	13	144	39	0	196	39	35	68	0	142	705
% Cars	97.8	99.4	100	0	99.0	100	100	100	0	100	100	98.0	100	0	98.5	100	100	100	0	100	99.2
Heavy Vehicles	2	1	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
% Heavy Vehicles	2.2	0.6	0	0	1.0	0	0	0	0	0	0	2.0	0	0	1.5	0	0	0	0	0	0.8



PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Peverly Hill Road
E/W: Mirona Road/ Banfield Road
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 DDDD
Site Code : T0620
Start Date : 3/5/2016
Page No : 1

Groups Printed- Cars

Start Time	Peverly Hill Road From North				Mirona Road From East				Peverly Hill Road From South				Banfield Road From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
04:00 PM	27	45	6	0	9	3	2	0	3	40	11	0	10	7	25	0	188
04:15 PM	20	43	8	0	14	9	2	0	3	34	11	0	10	15	15	0	184
04:30 PM	20	38	5	0	13	10	2	0	3	41	12	0	12	6	9	0	171
04:45 PM	23	47	8	0	6	5	2	0	4	29	5	0	7	7	19	0	162
Total	90	173	27	0	42	27	8	0	13	144	39	0	39	35	68	0	705
05:00 PM	17	41	5	0	11	10	4	0	6	39	3	0	11	6	12	0	165
05:15 PM	13	56	9	0	9	3	2	0	4	32	6	0	8	6	10	0	158
05:30 PM	16	33	11	0	11	2	1	0	3	28	8	0	7	5	14	0	139
05:45 PM	13	48	12	0	7	1	1	0	2	34	5	0	8	6	16	0	153
Total	59	178	37	0	38	16	8	0	15	133	22	0	34	23	52	0	615
Grand Total	149	351	64	0	80	43	16	0	28	277	61	0	73	58	120	0	1320
Apprch %	26.4	62.2	11.3	0	57.6	30.9	11.5	0	7.7	75.7	16.7	0	29.1	23.1	47.8	0	
Total %	11.3	26.6	4.8	0	6.1	3.3	1.2	0	2.1	21	4.6	0	5.5	4.4	9.1	0	

Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	27	45	6	0	78	9	3	2	0	14	3	40	11	0	54	10	7	25	0	42	188
04:15 PM	20	43	8	0	71	14	9	2	0	25	3	34	11	0	48	10	15	15	0	40	184
04:30 PM	20	38	5	0	63	13	10	2	0	25	3	41	12	0	56	12	6	9	0	27	171
04:45 PM	23	47	8	0	78	6	5	2	0	13	4	29	5	0	38	7	7	19	0	33	162
Total Volume	90	173	27	0	290	42	27	8	0	77	13	144	39	0	196	39	35	68	0	142	705
% App. Total	31	59.7	9.3	0		54.5	35.1	10.4	0		6.6	73.5	19.9	0		27.5	24.6	47.9	0		
PHF	.833	.920	.844	.000	.929	.750	.675	1.00	.000	.770	.813	.878	.813	.000	.875	.813	.583	.680	.000	.845	.938



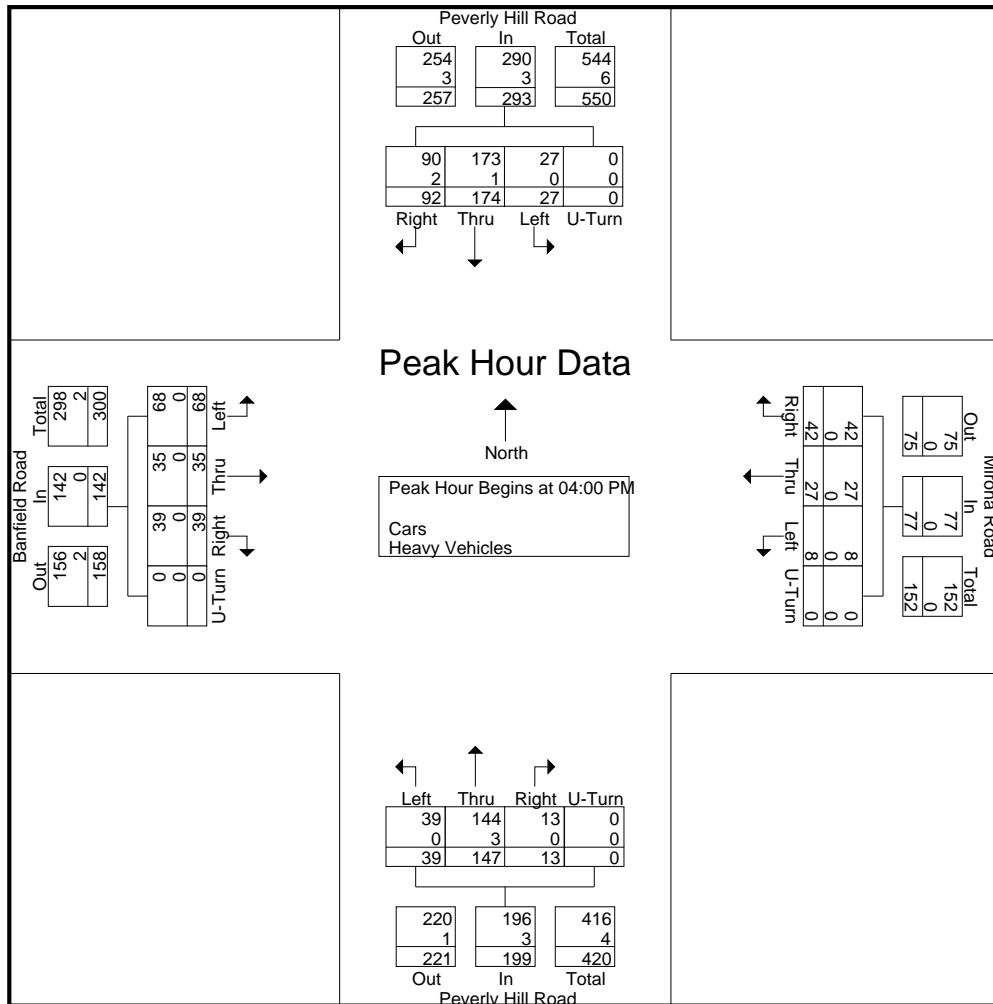
PRECISION
DATA
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Peverly Hill Road
E/W: Mirona Road/ Banfield Road
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

File Name : 164943 DDDD
Site Code : T0620
Start Date : 3/5/2016
Page No : 1

Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	28	45	6	0	79	9	3	2	0	14	3	40	11	0	54	10	7	25	0	42	189
04:15 PM	20	43	8	0	71	14	9	2	0	25	3	34	11	0	48	10	15	15	0	40	184
04:30 PM	21	38	5	0	64	13	10	2	0	25	3	44	12	0	59	12	6	9	0	27	175
04:45 PM	23	48	8	0	79	6	5	2	0	13	4	29	5	0	38	7	7	19	0	33	163
Total Volume	92	174	27	0	293	42	27	8	0	77	13	147	39	0	199	39	35	68	0	142	711
% App. Total	31.4	59.4	9.2	0		54.5	35.1	10.4	0		6.5	73.9	19.6	0		27.5	24.6	47.9	0		
PHF	.821	.906	.844	.000	.927	.750	.675	1.000	.000	.770	.813	.835	.813	.000	.843	.813	.583	.680	.000	.845	.940
Cars	90	173	27	0	290	42	27	8	0	77	13	144	39	0	196	39	35	68	0	142	705
% Cars	97.8	99.4	100	0	99.0	100	100	100	0	100	100	98.0	100	0	98.5	100	100	100	0	100	99.2
Heavy Vehicles	2	1	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
% Heavy Vehicles	2.2	0.6	0	0	1.0	0	0	0	0	0	0	2.0	0	0	1.5	0	0	0	0	0	0.8



File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 A.ppd

Start Date: 3/3/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N/S: Lafayette Road (Route 1)

Comment 2: E/W: Church Driveway/ West Road

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	Lafayette Road (Route 1) From North			Church Driveway From East			Lafayette Road (Route 1) From South			West Road From West							
	Right	Left	U-Turn	Right	Left	U-Turn	Right	Left	U-Turn	Right	Left	U-Turn					
04:00 PM	3	202	0	1	0	0	0	0	0	8	0	0	17	0	0	3	0
04:15 PM	3	216	0	1	0	0	0	0	0	6	0	0	7	0	0	0	0
04:30 PM	2	203	0	1	0	0	0	0	0	5	0	0	30	0	0	1	0
04:45 PM	2	175	0	2	0	0	0	0	0	7	0	0	19	0	0	0	0
05:00 PM	5	221	0	2	0	0	0	0	0	7	0	0	39	0	0	0	0
05:15 PM	7	217	0	1	0	0	0	0	0	12	0	0	29	0	0	1	0
05:30 PM	2	213	0	0	0	0	0	0	0	3	0	0	26	0	0	2	0
05:45 PM	4	237	0	0	0	0	0	0	0	2	0	0	16	0	0	1	0

File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 A.ppd

Start Date: 3/3/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N/S: Lafayette Road (Route 1)

Comment 2: E/W: Church Driveway/ West Road

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	Lafayette Road (Route 1) From North			Church Driveway From East			Lafayette Road (Route 1) From South			West Road From West			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	U-Turn
04:00 PM	0	3	0	0	0	0	0	0	0	4	0	0	0
04:15 PM	0	2	0	0	0	0	0	0	0	4	1	0	0
04:30 PM	0	3	0	0	0	0	0	0	0	3	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	2	1	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	5	0	0	0	0	0	0	0	1	1	0	0
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	0	0	0	0	0	2	0	0	0

File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 AA.ppd

Start Date: 3/5/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N/S: Lafayette Road (Route 1)

Comment 2: E/W: Church Driveway/ West Road

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	Lafayette Road (Route 1) From North			Church Driveway From East			Lafayette Road (Route 1) From South			West Road From West			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	U-Turn
04:00 PM	0	235	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	237	0	0	2	0	0	0	0	0	0	0	0
04:30 PM	0	202	0	0	1	0	0	0	0	0	3	0	0
04:45 PM	0	224	0	0	0	0	0	0	0	0	1	0	0
05:00 PM	0	219	0	0	0	0	0	0	0	0	6	0	2
05:15 PM	0	201	2	0	0	0	0	0	0	0	5	0	0
05:30 PM	0	184	0	0	0	0	0	0	0	0	5	0	1
05:45 PM	0	179	0	0	0	0	0	0	0	2	0	0	0

File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 AA.ppd

Start Date: 3/5/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N/S: Lafayette Road (Route 1)

Comment 2: E/W: Church Driveway/ West Road

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	Lafayette Road (Route 1) From North			Church Driveway From East			Lafayette Road (Route 1) From South			West Road From West			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	U-Turn
04:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	2	0	0	0	0	0	0	0	0	1	0	0
04:30 PM	0	0	0	0	0	0	0	2	1	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0
05:00 PM	0	1	0	0	0	0	0	1	1	0	0	0	0
05:15 PM	0	3	0	0	0	0	0	0	0	0	1	0	0
05:30 PM	0	2	0	0	0	0	0	3	0	0	0	0	0
05:45 PM	0	1	0	0	0	0	0	2	0	0	0	0	0

File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945_AA.ppd

Start Date: 3/5/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N/S: Lafayette Road (Route 1)

Comment 2: E/W: Church Driveway / West Road

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth / E. Eby

Start Time	Lafayette Road (Route 1) From North			Church Driveway From East			Lafayette Road (Route 1) From South			West Road From West		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 B.ppd

Start Date: 3/3/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N/S: Lafayette Road (Route 1)

Comment 2: E/W: Wilson Road

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	Lafayette Road (Route 1) From North			Wilson Road From East			Lafayette Road (Route 1) From South			Wilson Road From West			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
04:00 PM	34	177	1	2	1	0	1	189	16	0	31	2	11
04:15 PM	31	198	1	2	0	0	0	171	24	0	32	6	8
04:30 PM	32	175	1	5	3	6	3	168	20	0	22	4	11
04:45 PM	32	154	3	3	2	3	0	186	11	0	28	4	12
05:00 PM	33	199	0	1	2	3	2	212	23	0	37	0	14
05:15 PM	21	197	2	5	1	1	3	194	14	0	34	3	12
05:30 PM	37	203	2	4	3	4	2	179	22	0	35	3	17
05:45 PM	20	213	2	1	2	2	0	200	23	0	31	1	11

File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 BB.ppd

Start Date: 3/5/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N/S: Lafayette Road (Route 1)

Comment 2: E/W: Wilson Road

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	Lafayette Road (Route 1) From North			Wilson Road From East			Lafayette Road (Route 1) From South			Wilson Road From West					
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	U-Turn		
04:00 PM	37	195	1	0	0	1	0	0	197	28	0	36	1	8	0
04:15 PM	48	218	3	0	0	2	0	4	207	21	0	34	4	18	0
04:30 PM	27	189	3	0	0	2	0	1	203	23	0	23	3	5	0
04:45 PM	24	188	2	0	0	4	0	2	197	18	0	29	1	9	0
05:00 PM	34	206	1	0	0	0	0	3	186	28	0	37	2	3	0
05:15 PM	28	187	0	0	0	1	0	0	194	29	0	29	2	17	0
05:30 PM	19	166	3	0	0	0	0	0	172	16	0	24	1	7	0
05:45 PM	24	187	1	0	0	2	0	1	142	20	0	27	0	7	0

File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 BB.ppd

Start Date: 3/5/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N/S: Lafayette Road (Route 1)

Comment 2: E/W: Wilson Road

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	Lafayette Road (Route 1) From North			Wilson Road From East			Lafayette Road (Route 1) From South			Wilson Road From West		
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
04:00 PM	0	1	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	3	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0

File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 C.ppd

Start Date: 3/3/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N/S: Lafayette Road (Route 1)

Comment 2: E/W: Elwyn Road/ Peverly Hill Road

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	Lafayette Road (Route 1) From North			Elwyn Road From East			Lafayette Road (Route 1) From South			Peverly Hill Road From West						
	Right	Left	U-Turn	Right	Left	U-Turn	Right	Left	U-Turn	Right	Left	U-Turn				
04:00 PM	14	164	24	0	28	25	27	0	7	156	9	1	20	40	44	0
04:15 PM	17	160	46	0	45	25	26	0	12	183	27	0	24	32	27	0
04:30 PM	14	163	31	0	31	29	29	0	15	169	19	0	26	38	47	0
04:45 PM	10	167	39	0	33	20	20	0	14	163	16	0	25	28	30	0
05:00 PM	8	164	45	0	29	13	22	0	13	165	20	0	25	44	44	1
05:15 PM	17	180	35	0	27	25	23	0	12	148	15	0	22	50	42	0
05:30 PM	15	149	32	1	26	15	37	0	17	149	18	0	32	44	53	0
05:45 PM	16	167	51	1	24	22	13	0	15	166	16	1	22	50	48	0

File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 C.ppd

Start Date: 3/3/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N/S: Lafayette Road (Route 1)

Comment 2: E/W: Elwyn Road/ Peverly Hill Road

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	Lafayette Road (Route 1) From North			Elwyn Road From East			Lafayette Road (Route 1) From South			Peverly Hill Road From West			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	U-Turn
04:00 PM	1	4	0	0	0	0	2	1	0	2	1	0	0
04:15 PM	0	6	0	2	1	1	1	8	4	2	3	1	0
04:30 PM	1	5	1	0	1	1	1	5	4	2	2	1	0
04:45 PM	0	2	0	0	0	0	0	5	0	0	0	0	0
05:00 PM	1	2	1	0	0	1	0	2	1	0	0	0	0
05:15 PM	1	2	0	0	1	2	0	3	0	0	1	0	0
05:30 PM	1	1	0	0	1	0	2	1	1	0	0	0	0
05:45 PM	0	2	0	0	0	0	0	3	0	2	1	0	0

File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 CC.ppd

Start Date: 3/5/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N/S: Lafayette Road (Route 1)

Comment 2: E/W: Elwyn Road/ Peverly Hill Road

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	Lafayette Road (Route 1) From North			Elwyn Road From East			Lafayette Road (Route 1) From South			Peverly Hill Road From West							
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	U-Turn				
04:00 PM	12	158	43	1	33	15	23	0	16	179	15	0	0	18	29	30	1
04:15 PM	16	190	48	2	50	27	30	0	10	210	11	1	1	18	30	36	0
04:30 PM	14	187	40	0	29	24	23	0	17	186	18	0	0	22	44	29	0
04:45 PM	14	201	34	0	33	21	18	0	14	210	10	1	1	30	33	40	0
05:00 PM	11	177	37	1	47	21	33	0	12	177	18	0	0	20	31	43	0
05:15 PM	8	219	37	2	47	19	29	0	14	195	17	0	0	24	27	31	0
05:30 PM	12	166	41	0	46	20	25	0	8	174	19	0	0	18	36	27	0
05:45 PM	10	175	39	0	50	8	25	0	12	197	14	0	0	17	21	34	0

File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 D.ppd

Start Date: 3/3/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N/S: Lafayette Road (Route 1)

Comment 2: E/W: Church Driveway/ Mirona Road

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	Lafayette Road (Route 1) From North			Church Driveway From East			Lafayette Road (Route 1) From South			Mirona Road From West			
	Right	Left	U-Turn	Right	Left	U-Turn	Right	Left	U-Turn	Right	Thru	Left	U-Turn
04:00 PM	24	0	0	4	2	1	0	0	7	1	9	1	35
04:15 PM	22	5	0	0	3	1	0	0	6	0	3	1	29
04:30 PM	27	5	0	1	1	2	0	0	6	0	11	1	44
04:45 PM	22	2	0	3	1	2	0	0	7	0	9	0	37
05:00 PM	26	3	0	1	1	1	0	0	7	1	14	2	55
05:15 PM	30	0	0	2	1	0	0	0	5	0	9	0	37
05:30 PM	30	5	0	4	0	2	0	0	9	0	8	0	50
05:45 PM	22	1	0	4	0	0	0	0	11	0	10	0	36

File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 DD.ppd

Start Date: 3/5/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N/S: Lafayette Road (Route 1)

Comment 2: E/W: Church Driveway/ Mirona Road

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	Lafayette Road (Route 1) From North			Church Driveway From East			Lafayette Road (Route 1) From South			Mirona Road From West		
	Right	Left	U-Turn	Right	Left	U-Turn	Right	Left	U-Turn	Right	Left	U-Turn
04:00 PM	15	238	0	1	0	0	0	0	0	0	0	0
04:15 PM	18	246	0	0	0	0	0	0	0	268	12	1
04:30 PM	15	215	0	0	0	0	0	0	0	258	8	0
04:45 PM	17	213	0	0	1	0	0	0	0	246	10	0
05:00 PM	13	224	0	0	0	0	0	0	0	256	13	0
05:15 PM	11	234	1	0	0	0	0	0	0	225	10	0
05:30 PM	18	176	0	0	0	0	0	0	0	242	12	1
05:45 PM	12	189	0	0	0	0	0	0	0	217	6	0
										173	8	4
										0	0	17
										0	0	31
										0	0	19
										0	1	12
										0	0	16
										0	1	17
										0	0	19
										0	4	22

File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 E.ppd

Start Date: 3/3/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N/S: Driveway/ West Road

Comment 2: E/W: Pevery Hill Road

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	Driveway From North			Pevery Hill Road From East			West Road From South			Pevery Hill Road From West					
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	U-Turn		
04:00 PM	0	0	2	0	0	7	1	24	2	22	0	19	80	4	0
04:15 PM	3	0	1	0	0	11	1	13	2	26	0	19	64	2	0
04:30 PM	4	1	3	0	1	14	0	33	0	45	0	18	78	4	0
04:45 PM	3	0	6	0	0	12	0	31	1	33	0	12	73	5	0
05:00 PM	3	0	6	0	2	18	0	46	8	52	0	22	73	1	0
05:15 PM	1	0	7	0	0	13	0	23	0	56	0	20	78	5	0
05:30 PM	0	0	6	0	2	6	3	39	2	24	0	16	72	2	0
05:45 PM	1	0	3	0	1	8	1	12	0	18	0	12	65	2	0

File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 EE.ppd

Start Date: 3/5/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N/S: Driveway/ West Road

Comment 2: E/W: Pevery Hill Road

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	Driveway From North			Pevery Hill Road From East			West Road From South			Pevery Hill Road From West				
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	U-Turn	
04:00 PM	1	0	3	0	0	4	4	0	13	0	5	50	4	0
04:15 PM	0	0	4	0	0	9	5	1	19	0	6	50	1	0
04:30 PM	2	0	2	0	3	13	7	0	14	0	7	48	2	0
04:45 PM	2	0	4	0	0	11	5	2	14	0	6	51	2	0
05:00 PM	0	0	2	0	0	6	7	2	21	0	5	47	2	0
05:15 PM	0	0	3	0	0	12	7	0	11	0	6	58	3	0
05:30 PM	1	2	6	0	3	3	9	0	10	0	5	37	0	0
05:45 PM	0	0	1	0	0	7	4	1	16	0	5	49	2	0

File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 F.ppd

Start Date: 3/3/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N: West Road

Comment 2: E/W: West Road/ Campus Drive

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	West Road From North			West Road From East			Campus Drive From West		
	Right	Left	U-Turn	Right	Thru	U-Turn	Thru	Left	U-Turn
04:00 PM	9	7	0	10	5	0	4	11	0
04:15 PM	6	2	0	9	6	0	3	14	0
04:30 PM	6	9	0	10	5	0	7	13	0
04:45 PM	10	8	0	5	8	0	5	24	0
05:00 PM	16	8	0	20	10	0	8	14	0
05:15 PM	13	8	0	16	15	0	4	21	0
05:30 PM	8	3	0	4	4	0	18	31	0
05:45 PM	1	4	0	7	3	0	10	9	0

File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 F.ppd

Start Date: 3/3/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N: West Road

Comment 2: E/W: West Road/ Campus Drive

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	West Road From North			West Road From East			Campus Drive From West			
	Right	Left	U-Turn	Right	Thru	U-Turn	Thru	Left	U-Turn	
04:00 PM	1	0	0	0	0	0	0	1	0	0
04:15 PM	0	1	0	1	0	0	0	0	0	0
04:30 PM	0	2	0	0	0	0	1	0	0	0
04:45 PM	1	0	0	2	0	0	0	0	0	0
05:00 PM	1	0	0	1	0	0	1	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	0
05:30 PM	1	0	0	0	0	0	1	0	0	0
05:45 PM	0	1	0	2	0	0	0	0	0	0

File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 FF.ppd

Start Date: 3/5/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N: West Road

Comment 2: E/W: West Road/ Campus Drive

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	West Road From North			West Road From East			Campus Drive From West		
	Right	Left	U-Turn	Right	Thru	U-Turn	Thru	Left	U-Turn
04:00 PM	0	2	0	1	1	0	2	0	0
04:15 PM	0	4	0	1	0	0	0	0	0
04:30 PM	0	3	0	2	0	0	1	0	0
04:45 PM	0	0	0	1	0	0	0	0	0
05:00 PM	0	4	0	1	0	0	0	0	0
05:15 PM	0	1	1	3	0	0	0	0	0
05:30 PM	0	1	0	1	0	0	0	0	0
05:45 PM	0	1	0	1	0	0	0	0	0

Attachment C

Automatic Traffic Recorders (ATRs)



PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301, Berlin, MA 01503
Office: 508-481-3999 Fax: 508-545-1234
Email: datarequests@pdillc.com

Banfield Street
east of Constitution Avenue
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

164943 A Volume
Site Code: T0620

Start Time	03-Mar-16		04-Mar-16		05-Mar-16		06-Mar-16		07-Mar-16		08-Mar-16		09-Mar-16		Week Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	2	2	5	1	7	2	10	2	*	*	*	*	*	*	6	2
01:00	5	4	2	2	5	1	8	0	*	*	*	*	*	*	5	2
02:00	0	3	2	4	2	5	2	1	*	*	*	*	*	*	2	3
03:00	2	2	2	5	2	3	2	0	*	*	*	*	*	*	2	2
04:00	13	6	10	5	7	4	4	0	*	*	*	*	*	*	8	4
05:00	33	22	32	22	7	6	4	7	*	*	*	*	*	*	19	14
06:00	64	68	76	68	24	20	9	16	*	*	*	*	*	*	43	43
07:00	134	204	120	177	53	50	24	31	*	*	*	*	*	*	83	116
08:00	151	222	155	164	56	137	43	63	*	*	*	*	*	*	101	146
09:00	123	155	124	160	127	134	77	72	*	*	*	*	*	*	113	130
10:00	149	151	135	134	126	130	109	119	*	*	*	*	*	*	130	134
11:00	159	175	141	147	160	170	128	125	*	*	*	*	*	*	147	154
12:00 PM	193	192	208	210	180	166	146	108	*	*	*	*	*	*	182	169
01:00	216	177	167	163	178	172	143	132	*	*	*	*	*	*	176	161
02:00	208	174	180	168	174	156	137	130	*	*	*	*	*	*	175	157
03:00	220	182	227	178	168	158	113	82	*	*	*	*	*	*	182	150
04:00	264	239	238	218	166	144	102	81	*	*	*	*	*	*	192	170
05:00	250	219	220	208	104	109	85	66	*	*	*	*	*	*	165	150
06:00	138	112	121	95	86	74	66	51	*	*	*	*	*	*	103	83
07:00	66	52	66	59	55	47	47	29	*	*	*	*	*	*	58	47
08:00	72	33	64	42	42	25	27	17	*	*	*	*	*	*	51	29
09:00	46	22	47	29	44	30	15	14	*	*	*	*	*	*	38	24
10:00	12	22	22	24	27	16	5	4	*	*	*	*	*	*	16	16
11:00	10	3	14	8	21	10	3	2	*	*	*	*	*	*	12	6
Total	2530	2441	2378	2291	1821	1769	1309	1152	0	0	0	0	0	0	2009	1912
Day	4971		4669		3590		2461		0		0		0		3921	
AM Peak	11:00	08:00	08:00	07:00	11:00	11:00	11:00	11:00	-	-	-	-	-	-	11:00	11:00
Vol.	159	222	155	177	160	170	128	125	-	-	-	-	-	-	147	154
PM Peak	16:00	16:00	16:00	16:00	12:00	13:00	12:00	13:00	-	-	-	-	-	-	16:00	16:00
Vol.	264	239	238	218	180	172	146	132	-	-	-	-	-	-	192	170
Comb. Total	4971	4669	3590	2461	0	0	0	0	0	0	0	0	0	0	3921	

Banfield Street
east of Constitution Avenue
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio



PRECISION
DATA
INDUSTRIES, LLC
P.O.Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

164943 A Volume
Site Code: T0620

Start Time	WB		EB		Combin ed		03-Mar-16 Thu
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	1	50	2	49	3	99	
12:15	0	50	0	53	0	103	
12:30	1	58	0	50	1	108	
12:45	0	2 35	193	0	2 40	192	4 75 385
01:00	0	53	1	41	1	94	
01:15	2	55	0	52	2	107	
01:30	3	56	2	41	5	97	
01:45	0	5 52	216	1	4 43	177	1 9 95 393
02:00	0	59	0	57	0	116	
02:15	0	52	1	38	1	90	
02:30	0	42	0	37	0	79	
02:45	0	0 55	208	2	3 42	174	2 3 97 382
03:00	1	45	0	48	1	93	
03:15	0	47	0	33	0	80	
03:30	0	71	1	48	1	119	
03:45	1	2 57	220	1	2 53	182	2 4 110 402
04:00	1	65	1	64	2	129	
04:15	1	66	1	43	2	109	
04:30	3	68	0	65	3	133	
04:45	8	13 65	264	4	6 67	239	12 19 132 503
05:00	5	73	1	84	6	157	
05:15	8	61	5	52	13	113	
05:30	7	67	7	52	14	119	
05:45	13	33 49	250	9	22 31	219	22 55 80 469
06:00	9	49	6	34	15	83	
06:15	18	30	14	28	32	58	
06:30	15	32	13	28	28	60	
06:45	22	64 27	138	35	68 22	112	57 132 49 250
07:00	21	17	47	24	68	41	
07:15	34	22	53	7	87	29	
07:30	25	13	48	10	73	23	
07:45	54	134 14	66	56	204 11	52	110 338 25 118
08:00	45	18	44	17	89	35	
08:15	28	20	58	9	86	29	
08:30	40	20	61	6	101	26	
08:45	38	151 14	72	59	222 1	33	97 373 15 105
09:00	27	18	36	4	63	22	
09:15	30	10	24	9	54	19	
09:30	31	11	49	6	80	17	
09:45	35	123 7	46	46	155 3	22	81 278 10 68
10:00	37	2	38	12	75	14	
10:15	37	5	43	5	80	10	
10:30	35	2	37	2	72	4	
10:45	40	149 3	12	33	151 3	22	73 300 6 34
11:00	30	2	36	1	66	3	
11:15	48	3	34	1	82	4	
11:30	33	4	56	0	89	4	
11:45	48	159 1	10	49	175 1	3	97 334 2 13
Total	835	1695	1014	1427	1849	3122	
Percent	45.2%	54.3%	54.8%	45.7%			
Day Total		2530		2441		4971	
Peak Vol.	07:45 167	- 272	- 222	- 268	- 386	- 535	- - -
P.H.F.	0.773	0.932	0.910	0.798	0.877	0.852	

Banfield Street
east of Constitution Avenue
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio



PRECISION
DATA
INDUSTRIES, LLC
P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

164943 A Volume
Site Code: T0620

Start Time	WB		EB		Combin ed		04-Mar-16 Fri
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	2	51	0	56	2	107	
12:15	3	58	0	50	3	108	
12:30	0	49	0	49	0	98	
12:45	0	50	208	1	1	55	210
01:00	0	44	1	43	1	87	
01:15	0	40	1	38	1	78	
01:30	1	48	0	43	1	91	
01:45	1	35	167	0	2	39	163
02:00	0	37	1	40	1	77	
02:15	1	33	0	37	1	70	
02:30	1	51	1	51	2	102	
02:45	0	59	180	2	4	40	168
03:00	0	50	0	45	0	95	
03:15	0	45	3	46	3	91	
03:30	1	76	1	48	2	124	
03:45	1	56	227	1	5	39	178
04:00	3	74	0	57	3	131	
04:15	0	53	1	50	1	103	
04:30	1	54	1	45	2	99	
04:45	6	57	238	3	5	66	218
05:00	4	69	1	70	5	139	
05:15	6	52	7	50	13	102	
05:30	9	46	6	52	15	98	
05:45	13	53	220	8	22	36	208
06:00	11	39	10	28	21	67	
06:15	10	36	12	19	22	55	
06:30	22	26	13	23	35	49	
06:45	33	20	121	33	68	25	95
07:00	21	13	47	15	68	28	
07:15	23	16	41	18	64	34	
07:30	42	20	44	7	86	27	
07:45	34	17	66	45	177	19	59
08:00	41	13	39	17	80	30	
08:15	34	13	43	12	77	25	
08:30	34	22	31	7	65	29	
08:45	46	16	64	51	164	6	42
09:00	30	12	43	7	73	19	
09:15	29	12	32	8	61	20	
09:30	32	14	37	10	69	24	
09:45	33	9	47	48	160	4	29
10:00	42	5	39	10	81	15	
10:15	24	9	29	7	53	16	
10:30	38	3	35	5	73	8	
10:45	31	5	22	31	134	2	24
11:00	34	4	32	0	66	4	
11:15	30	6	33	5	63	11	
11:30	34	2	39	2	73	4	
11:45	43	2	14	43	147	1	8
Total	804	1574	889	1402	1693	2976	
Percent	47.5%	52.9%	52.5%	47.1%			
Day Total		2378		2291		4669	
Peak Vol.	08:00	-	03:30	-	07:00	-	04:15
P.H.F.	155	-	259	-	177	-	464
	0.842		0.852		0.941		0.835

Banfield Street
east of Constitution Avenue
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio



PRECISION
DATA
INDUSTRIES, LLC
P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

164943 A Volume
Site Code: T0620

Start Time	WB		EB		Combin ed		05-Mar-16 Sat
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	4	45	2	47	6	92	
12:15	1	55	0	38	1	93	
12:30	1	32	0	35	1	67	
12:45	1	48	180	0	2	46	166
01:00	1	38	0	38	1	76	
01:15	1	44	0	49	1	93	
01:30	2	55	1	40	3	95	
01:45	1	41	178	0	1	45	172
02:00	0	50	0	38	0	88	350
02:15	1	40	2	40	3	80	
02:30	1	38	0	44	1	82	
02:45	0	46	174	3	5	34	156
03:00	0	43	0	41	0	84	
03:15	0	37	0	31	0	68	
03:30	1	50	2	40	3	90	
03:45	1	38	168	1	3	46	158
04:00	2	50	1	41	3	91	
04:15	0	43	1	46	1	89	
04:30	1	43	1	26	2	69	
04:45	4	30	166	1	4	31	144
05:00	0	37	0	33	0	70	
05:15	1	24	1	22	2	46	
05:30	2	26	4	24	6	50	
05:45	4	17	104	1	6	30	109
06:00	4	25	2	20	6	45	
06:15	4	23	5	24	9	47	
06:30	8	18	6	20	14	38	
06:45	8	20	86	7	20	10	74
07:00	9	14	6	14	15	28	
07:15	19	11	8	16	27	27	
07:30	7	13	15	6	22	19	
07:45	18	17	55	21	11	47	39
08:00	10	11	31	4	41	15	103
08:15	13	11	26	5	39	16	
08:30	14	10	43	4	57	14	
08:45	19	10	42	37	12	25	56
09:00	21	17	26	11	47	28	193
09:15	32	7	37	10	69	17	
09:30	38	9	28	6	66	15	
09:45	36	11	44	43	3	30	79
10:00	29	8	27	5	56	13	261
10:15	39	9	31	6	70	15	
10:30	28	7	28	2	56	9	
10:45	30	3	27	44	3	16	74
11:00	41	6	47	3	88	9	256
11:15	37	9	36	4	73	13	
11:30	44	1	31	2	75	3	
11:45	38	5	21	56	1	10	94
Total	576	1245	662	1107	1238	2352	
Percent	46.5%	52.9%	53.5%	47.1%			
Day Total		1821		1769		3590	
Peak	11:00	-	01:15	-	11:00	-	01:15
Vol.	160	-	190	-	170	-	362
P.H.F.	0.909	-	0.864	-	0.759	-	0.883

Banfield Street
east of Constitution Avenue
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio



PRECISION
DATA
INDUSTRIES, LLC
P.O.Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

164943 A Volume
Site Code: T0620

Start Time	WB		EB		Combin ed		06-Mar-16 Sun
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	1	38	1	34	2	72	
12:15	4	36	0	28	4	64	
12:30	3	42	0	28	3	70	
12:45	2	10 30	146	1 2 18	108	3 12 48	254
01:00	3	36	0	34	3	70	
01:15	3	32	0	28	3	60	
01:30	1	36	0	30	1	66	
01:45	1	8 39	143	0 0 40	132	1 8 79	275
02:00	1	32	0	40	1	72	
02:15	1	36	0	26	1	62	
02:30	0	29	1	28	1	57	
02:45	0	2 40	137	0 1 36	130	0 3 76	267
03:00	0	31	0	18	0	49	
03:15	1	21	0	23	1	44	
03:30	1	30	0	17	1	47	
03:45	0	2 31	113	0 0 24	82	0 2 55	195
04:00	0	24	0	19	0	43	
04:15	2	30	0	23	2	53	
04:30	2	31	0	17	2	48	
04:45	0	4 17	102	0 0 22	81	0 4 39	183
05:00	0	22	0	23	0	45	
05:15	2	21	1	20	3	41	
05:30	1	24	4	5	5	29	
05:45	1	4 18	85	2 7 18	66	3 11 36	151
06:00	1	21	1	14	2	35	
06:15	1	16	2	14	3	30	
06:30	2	10	6	13	8	23	
06:45	5	9 19	66	7 16 10	51	12 25 29	117
07:00	6	13	8	7	14	20	
07:15	3	14	6	7	9	21	
07:30	9	11	3	6	12	17	
07:45	6	24 9	47	14 31 9	29	20 55 18	76
08:00	9	11	12	6	21	17	
08:15	10	8	17	3	27	11	
08:30	12	0	11	3	23	3	
08:45	12	43 8	27	23 63 5	17	35 106 13	44
09:00	7	5	14	7	21	12	
09:15	17	3	17	2	34	5	
09:30	26	7	18	4	44	11	
09:45	27	77 0	15	23 72 1	14	50 149 1	29
10:00	43	2	26	0	69	2	
10:15	23	1	28	3	51	4	
10:30	19	1	25	0	44	1	
10:45	24	109 1	5	40 119 1	4	64 228 2	9
11:00	29	2	32	0	61	2	
11:15	32	0	35	0	67	0	
11:30	39	1	31	1	70	2	
11:45	28	128 0	3	27 125 1	2	55 253 1	5
Total	420	889	436	716	856	1605	
Percent	49.1%	55.4%	50.9%	44.6%			
Day Total		1309		1152		2461	
Peak	11:00	- 12:00	- 10:45	- 01:15	- 10:45	- 01:30	- - -
Vol.	128	- 146	- 138	- 138	- 262	- 279	- - -
P.H.F.	0.821	0.869	0.863	0.863	0.936	0.883	

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164943 A Class
 Site Code: T0620

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/03/1														
6	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	3	0	0	2	0	0	0	0	0	0	0	0	5
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
05:00	0	24	8	0	1	0	0	0	0	0	0	0	0	33
06:00	1	45	16	1	1	0	0	0	0	0	0	0	0	64
07:00	1	96	34	1	1	1	0	0	0	0	0	0	0	134
08:00	1	121	28	0	1	0	0	0	0	0	0	0	0	151
09:00	1	78	34	0	9	1	0	0	0	0	0	0	0	123
10:00	0	105	36	0	8	0	0	0	0	0	0	0	0	149
11:00	1	110	38	1	8	0	0	1	0	0	0	0	0	159
12 PM	2	144	38	0	9	0	0	0	0	0	0	0	0	193
13:00	2	149	51	0	12	2	0	0	0	0	0	0	0	216
14:00	2	139	57	2	6	1	0	0	1	0	0	0	0	208
15:00	4	155	51	3	7	0	0	0	0	0	0	0	0	220
16:00	7	198	47	0	10	1	0	1	0	0	0	0	0	264
17:00	2	205	42	0	1	0	0	0	0	0	0	0	0	250
18:00	0	113	25	0	0	0	0	0	0	0	0	0	0	138
19:00	0	59	6	0	1	0	0	0	0	0	0	0	0	66
20:00	0	61	10	0	1	0	0	0	0	0	0	0	0	72
21:00	0	39	6	0	1	0	0	0	0	0	0	0	0	46
22:00	0	10	1	0	1	0	0	0	0	0	0	0	0	12
23:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
Total	24	1878	531	8	80	6	0	2	1	0	0	0	0	2530
Percent	0.9%	74.2%	21.0%	0.3%	3.2%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	08:00	11:00	06:00	09:00	07:00		11:00						11:00
Vol.	1	121	38	1	9	1		1						159
PM Peak	16:00	17:00	14:00	15:00	13:00	13:00		16:00	14:00					16:00
Vol.	7	205	57	3	12	2		1	1					264

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164943 A Class
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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/04/1														
6	0	4	1	0	0	0	0	0	0	0	0	0	0	5
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
04:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
05:00	0	25	6	0	1	0	0	0	0	0	0	0	0	32
06:00	0	56	19	0	1	0	0	0	0	0	0	0	0	76
07:00	2	84	29	1	3	1	0	0	0	0	0	0	0	120
08:00	1	110	34	2	8	0	0	0	0	0	0	0	0	155
09:00	2	82	26	0	13	0	0	1	0	0	0	0	0	124
10:00	0	93	36	1	5	0	0	0	0	0	0	0	0	135
11:00	1	86	46	0	7	1	0	0	0	0	0	0	0	141
12 PM	4	137	55	1	11	0	0	0	0	0	0	0	0	208
13:00	1	118	45	0	3	0	0	0	0	0	0	0	0	167
14:00	1	130	40	2	5	1	0	1	0	0	0	0	0	180
15:00	2	165	52	2	6	0	0	0	0	0	0	0	0	227
16:00	5	178	46	3	4	1	0	1	0	0	0	0	0	238
17:00	3	172	38	1	5	1	0	0	0	0	0	0	0	220
18:00	0	97	22	0	2	0	0	0	0	0	0	0	0	121
19:00	0	52	13	0	0	1	0	0	0	0	0	0	0	66
20:00	0	52	11	0	1	0	0	0	0	0	0	0	0	64
21:00	0	39	7	0	1	0	0	0	0	0	0	0	0	47
22:00	0	16	5	1	0	0	0	0	0	0	0	0	0	22
23:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
Total	22	1720	536	14	77	6	0	3	0	0	0	0	0	2378
Percent	0.9%	72.3%	22.5%	0.6%	3.2%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	11:00	08:00	09:00	07:00		09:00						08:00
Vol.	2	110	46	2	13	1		1						155
PM Peak	16:00	16:00	12:00	16:00	12:00	14:00		14:00						16:00
Vol.	5	178	55	3	11	1		1						238

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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/05/1														
6	0	6	1	0	0	0	0	0	0	0	0	0	0	7
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
05:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
06:00	0	17	6	1	0	0	0	0	0	0	0	0	0	24
07:00	0	44	9	0	0	0	0	0	0	0	0	0	0	53
08:00	0	47	9	0	0	0	0	0	0	0	0	0	0	56
09:00	0	99	26	0	1	0	0	1	0	0	0	0	0	127
10:00	3	93	27	0	3	0	0	0	0	0	0	0	0	126
11:00	3	115	36	0	6	0	0	0	0	0	0	0	0	160
12 PM	3	139	31	1	6	0	0	0	0	0	0	0	0	180
13:00	1	139	32	0	6	0	0	0	0	0	0	0	0	178
14:00	4	134	34	0	2	0	0	0	0	0	0	0	0	174
15:00	0	131	33	0	4	0	0	0	0	0	0	0	0	168
16:00	0	132	30	2	2	0	0	0	0	0	0	0	0	166
17:00	1	83	18	0	2	0	0	0	0	0	0	0	0	104
18:00	1	66	18	0	1	0	0	0	0	0	0	0	0	86
19:00	0	44	10	0	1	0	0	0	0	0	0	0	0	55
20:00	0	33	9	0	0	0	0	0	0	0	0	0	0	42
21:00	0	36	8	0	0	0	0	0	0	0	0	0	0	44
22:00	0	22	5	0	0	0	0	0	0	0	0	0	0	27
23:00	0	17	4	0	0	0	0	0	0	0	0	0	0	21
Total	16	1415	349	4	36	0	0	1	0	0	0	0	0	1821
Percent	0.9%	77.7%	19.2%	0.2%	2.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	06:00	11:00			09:00						11:00
Vol.	3	115	36	1	6			1						160
PM Peak	14:00	12:00	14:00	16:00	12:00									12:00
Vol.	4	139	34	2	6									180

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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/06/1														
6	0	10	0	0	0	0	0	0	0	0	0	0	0	10
01:00	0	7	0	0	1	0	0	0	0	0	0	0	0	8
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4
06:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
07:00	0	15	8	0	1	0	0	0	0	0	0	0	0	24
08:00	0	37	6	0	0	0	0	0	0	0	0	0	0	43
09:00	2	61	12	0	2	0	0	0	0	0	0	0	0	77
10:00	0	83	26	0	0	0	0	0	0	0	0	0	0	109
11:00	1	101	23	0	3	0	0	0	0	0	0	0	0	128
12 PM	2	113	30	0	1	0	0	0	0	0	0	0	0	146
13:00	0	119	21	1	2	0	0	0	0	0	0	0	0	143
14:00	1	104	29	0	3	0	0	0	0	0	0	0	0	137
15:00	0	91	18	0	4	0	0	0	0	0	0	0	0	113
16:00	1	78	21	0	2	0	0	0	0	0	0	0	0	102
17:00	1	74	9	0	1	0	0	0	0	0	0	0	0	85
18:00	0	51	14	0	1	0	0	0	0	0	0	0	0	66
19:00	0	39	7	0	1	0	0	0	0	0	0	0	0	47
20:00	0	25	2	0	0	0	0	0	0	0	0	0	0	27
21:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	8	1045	232	1	23	0	0	0	0	0	0	0	0	1309
Percent	0.6%	79.8%	17.7%	0.1%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.	09:00	11:00	10:00		11:00									11:00
PM Peak Vol.	12:00	13:00	12:00	13:00	15:00									12:00
	2	119	30	1	4									146

Banfield Street
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164943 A Class
Site Code: T0620

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/03/1														
6	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	2	0	1	0	0	0	0	0	0	0	0	4
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
05:00	0	17	4	0	1	0	0	0	0	0	0	0	0	22
06:00	0	47	14	1	6	0	0	0	0	0	0	0	0	68
07:00	1	152	34	5	12	0	0	0	0	0	0	0	0	204
08:00	4	172	37	1	8	0	0	0	0	0	0	0	0	222
09:00	1	123	23	1	7	0	0	0	0	0	0	0	0	155
10:00	0	91	52	1	6	0	0	1	0	0	0	0	0	151
11:00	0	134	36	0	4	0	0	1	0	0	0	0	0	175
12 PM	0	141	42	0	9	0	0	0	0	0	0	0	0	192
13:00	2	131	34	0	9	0	0	1	0	0	0	0	0	177
14:00	2	127	35	0	7	2	0	1	0	0	0	0	0	174
15:00	2	123	51	0	6	0	0	0	0	0	0	0	0	182
16:00	4	184	42	1	8	0	0	0	0	0	0	0	0	239
17:00	1	185	28	0	5	0	0	0	0	0	0	0	0	219
18:00	0	93	18	0	1	0	0	0	0	0	0	0	0	112
19:00	0	46	4	0	2	0	0	0	0	0	0	0	0	52
20:00	0	29	4	0	0	0	0	0	0	0	0	0	0	33
21:00	0	20	2	0	0	0	0	0	0	0	0	0	0	22
22:00	0	20	1	0	1	0	0	0	0	0	0	0	0	22
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	17	1848	467	10	93	2	0	4	0	0	0	0	0	2441
Percent	0.7%	75.7%	19.1%	0.4%	3.8%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	10:00	07:00	07:00			10:00						08:00
Vol.	4	172	52	5	12			1						222
PM Peak	16:00	17:00	15:00	16:00	12:00	14:00		13:00						16:00
Vol.	4	185	51	1	9	2		1						239

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 Email: datarequests@pdillc.com

164943 A Class
 Site Code: T0620

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/04/1														
6	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
03:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
05:00	0	18	2	0	2	0	0	0	0	0	0	0	0	22
06:00	0	44	17	1	6	0	0	0	1	0	0	0	0	68
07:00	1	125	35	3	12	1	0	0	0	0	0	0	0	177
08:00	3	124	27	1	9	0	0	0	0	0	0	0	0	164
09:00	0	119	32	0	9	0	0	0	0	0	0	0	0	160
10:00	1	78	41	3	11	0	0	0	0	0	0	0	0	134
11:00	0	92	40	1	13	0	0	1	0	0	0	0	0	147
12 PM	2	145	49	0	12	0	0	2	0	0	0	0	0	210
13:00	2	116	35	0	10	0	0	0	0	0	0	0	0	163
14:00	2	115	38	0	13	0	0	0	0	0	0	0	0	168
15:00	1	122	45	1	8	0	0	1	0	0	0	0	0	178
16:00	8	155	47	0	7	1	0	0	0	0	0	0	0	218
17:00	2	159	38	0	8	0	0	1	0	0	0	0	0	208
18:00	1	74	20	0	0	0	0	0	0	0	0	0	0	95
19:00	0	44	14	0	1	0	0	0	0	0	0	0	0	59
20:00	0	34	7	0	0	1	0	0	0	0	0	0	0	42
21:00	0	25	4	0	0	0	0	0	0	0	0	0	0	29
22:00	0	19	2	1	2	0	0	0	0	0	0	0	0	24
23:00	0	6	0	1	1	0	0	0	0	0	0	0	0	8
Total	23	1626	498	12	124	3	0	5	0	0	0	0	0	2291
Percent	1.0%	71.0%	21.7%	0.5%	5.4%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	10:00	07:00	11:00	07:00		11:00						07:00
Vol.	3	125	41	3	13	1		1						177
PM Peak	16:00	17:00	12:00	15:00	14:00	16:00		12:00						16:00
Vol.	8	159	49	1	13	1		2						218

Banfield Street
 east of Constitution Avenue
 City, State: Portsmouth, NH
 Client: TEC/ S. Gregorio



PRECISION
 D A T A
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EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/05/1														
6	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
03:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
04:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
05:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
06:00	0	10	4	1	5	0	0	0	0	0	0	0	0	20
07:00	0	38	7	1	4	0	0	0	0	0	0	0	0	50
08:00	1	112	24	0	0	0	0	0	0	0	0	0	0	137
09:00	1	103	29	0	1	0	0	0	0	0	0	0	0	134
10:00	1	98	28	0	3	0	0	0	0	0	0	0	0	130
11:00	4	121	40	0	5	0	0	0	0	0	0	0	0	170
12 PM	2	130	30	0	4	0	0	0	0	0	0	0	0	166
13:00	2	138	25	0	7	0	0	0	0	0	0	0	0	172
14:00	1	126	23	0	6	0	0	0	0	0	0	0	0	156
15:00	1	128	21	0	8	0	0	0	0	0	0	0	0	158
16:00	2	118	22	0	2	0	0	0	0	0	0	0	0	144
17:00	0	88	16	0	5	0	0	0	0	0	0	0	0	109
18:00	0	58	16	0	0	0	0	0	0	0	0	0	0	74
19:00	0	41	6	0	0	0	0	0	0	0	0	0	0	47
20:00	0	22	3	0	0	0	0	0	0	0	0	0	0	25
21:00	0	22	7	0	1	0	0	0	0	0	0	0	0	30
22:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
23:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
Total	15	1387	311	3	53	0	0	0	0	0	0	0	0	1769
Percent	0.8%	78.4%	17.6%	0.2%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	01:00	06:00									11:00
Vol.	4	121	40	1	5									170
PM Peak	12:00	13:00	12:00		15:00									13:00
Vol.	2	138	30		8									172

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EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/06/1														
6	0	0	2	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
06:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
07:00	0	25	6	0	0	0	0	0	0	0	0	0	0	31
08:00	0	49	12	0	2	0	0	0	0	0	0	0	0	63
09:00	1	61	9	0	1	0	0	0	0	0	0	0	0	72
10:00	0	95	21	0	3	0	0	0	0	0	0	0	0	119
11:00	0	93	28	1	3	0	0	0	0	0	0	0	0	125
12 PM	0	85	21	0	1	0	0	0	1	0	0	0	0	108
13:00	0	102	29	0	1	0	0	0	0	0	0	0	0	132
14:00	0	107	19	0	4	0	0	0	0	0	0	0	0	130
15:00	0	65	15	0	2	0	0	0	0	0	0	0	0	82
16:00	0	63	15	1	2	0	0	0	0	0	0	0	0	81
17:00	0	51	12	1	2	0	0	0	0	0	0	0	0	66
18:00	0	45	4	1	1	0	0	0	0	0	0	0	0	51
19:00	0	25	3	0	1	0	0	0	0	0	0	0	0	29
20:00	0	14	2	0	0	1	0	0	0	0	0	0	0	17
21:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
22:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	917	205	4	23	1	0	0	1	0	0	0	0	1152
Percent	0.1%	79.6%	17.8%	0.3%	2.0%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	10:00	11:00	11:00	10:00									11:00
Vol.	1	95	28	1	3									125
PM Peak		14:00	13:00	16:00	14:00	20:00			12:00					13:00
Vol.		107	29	1	4	1			1					132

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164943 A Speed
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WB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
03/03/ 16	0	0	0	0	1	1	0	0	0	0	0	0	0	2	37	35
01:00	0	0	0	1	0	2	0	1	1	0	0	0	0	5	50	40
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	1	0	1	0	0	0	0	0	0	2	42	37
04:00	0	0	0	1	4	4	2	2	0	0	0	0	0	13	44	37
05:00	0	0	0	4	10	12	6	1	0	0	0	0	0	33	40	35
06:00	1	0	0	4	15	22	17	4	1	0	0	0	0	64	42	37
07:00	0	0	2	8	31	61	27	5	0	0	0	0	0	134	41	36
08:00	0	0	2	14	41	59	30	5	0	0	0	0	0	151	41	36
09:00	0	0	2	8	38	49	24	2	0	0	0	0	0	123	40	36
10:00	2	0	2	6	48	63	27	1	0	0	0	0	0	149	40	35
11:00	0	1	1	10	48	68	27	4	0	0	0	0	0	159	40	36
12 PM	1	1	0	13	42	100	30	5	1	0	0	0	0	193	40	36
13:00	0	2	0	11	90	74	32	7	0	0	0	0	0	216	40	35
14:00	1	1	0	16	80	89	17	4	0	0	0	0	0	208	38	35
15:00	2	1	4	28	98	61	25	1	0	0	0	0	0	220	38	33
16:00	2	4	8	34	93	86	37	0	0	0	0	0	0	264	38	34
17:00	0	1	2	20	99	105	21	2	0	0	0	0	0	250	38	35
18:00	0	0	0	16	60	48	12	1	0	1	0	0	0	138	38	34
19:00	0	0	0	2	21	23	16	4	0	0	0	0	0	66	42	37
20:00	0	0	0	1	16	39	16	0	0	0	0	0	0	72	40	37
21:00	0	0	0	3	18	17	5	3	0	0	0	0	0	46	40	36
22:00	0	0	0	0	4	2	5	1	0	0	0	0	0	12	43	38
23:00	0	0	0	1	1	7	0	1	0	0	0	0	0	10	38	37
Total	9	11	23	201	859	992	377	54	3	1	0	0	0	2530		
%	0.4%	0.4%	0.9%	7.9%	34.0%	39.2%	14.9%	2.1%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	07:00	08:00	10:00	11:00	08:00	07:00	01:00					11:00		
Vol.	2	1	2	14	48	68	30	5	1					159		
PM Peak	15:00	16:00	16:00	16:00	17:00	17:00	16:00	13:00	12:00	18:00				16:00		
Vol.	2	4	8	34	99	105	37	7	1	1				264		

Stats
 15th Percentile : 29 MPH
 50th Percentile : 34 MPH
 85th Percentile : 39 MPH
 95th Percentile : 43 MPH

Mean Speed(Average) : 35 MPH
 10 MPH Pace Speed : 30-39 MPH
 Number in Pace : 1851
 Percent in Pace : 73.2%
 Number of Vehicles > 35 MPH : 1229
 Percent of Vehicles > 35 MPH : 48.6%

Banfield Street
 east of Constitution Avenue
 City, State: Portsmouth, NH
 Client: TEC/ S. Gregorio



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164943 A Speed
 Site Code: T0620

WB

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
	14	19	24	29	34	39	44	49	54	59	64	69	9999			
03/04/																
16	0	0	0	0	3	1	1	0	0	0	0	0	0	5	40	35
01:00	0	0	0	0	1	1	0	0	0	0	0	0	0	2	37	35
02:00	0	0	0	0	1	0	0	1	0	0	0	0	0	2	47	40
03:00	0	0	0	0	0	1	0	1	0	0	0	0	0	2	47	42
04:00	0	0	0	1	6	1	1	1	0	0	0	0	0	10	41	35
05:00	0	0	1	3	10	12	5	1	0	0	0	0	0	32	40	35
06:00	0	0	0	4	23	30	17	2	0	0	0	0	0	76	41	36
07:00	1	2	2	16	45	29	24	1	0	0	0	0	0	120	40	34
08:00	1	0	10	45	63	24	10	2	0	0	0	0	0	155	36	31
09:00	0	0	3	27	61	27	6	0	0	0	0	0	0	124	36	32
10:00	1	2	5	24	51	42	9	1	0	0	0	0	0	135	37	33
11:00	0	0	3	22	51	52	12	1	0	0	0	0	0	141	38	34
12 PM	0	4	4	37	88	64	10	1	0	0	0	0	0	208	37	33
13:00	0	3	1	25	61	62	13	1	1	0	0	0	0	167	38	34
14:00	0	1	0	25	74	61	17	2	0	0	0	0	0	180	38	34
15:00	1	3	5	30	107	71	8	2	0	0	0	0	0	227	37	33
16:00	1	6	11	33	111	66	9	1	0	0	0	0	0	238	37	32
17:00	1	3	2	26	90	85	13	0	0	0	0	0	0	220	37	34
18:00	1	0	2	25	51	32	8	1	1	0	0	0	0	121	37	33
19:00	1	0	4	10	27	22	2	0	0	0	0	0	0	66	37	32
20:00	0	0	0	12	18	21	12	1	0	0	0	0	0	64	40	35
21:00	0	0	0	5	17	22	3	0	0	0	0	0	0	47	38	34
22:00	0	1	0	2	4	10	3	1	1	0	0	0	0	22	41	36
23:00	0	0	0	1	4	7	2	0	0	0	0	0	0	14	38	36
Total	8	25	53	373	967	743	185	21	3	0	0	0	0	2378		
%	0.3%	1.1%	2.2%	15.7%	40.7%	31.2%	7.8%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	08:00	08:00	08:00	11:00	07:00	06:00						08:00		
Vol.	1	2	10	45	63	52	24	2						155		
PM Peak	15:00	16:00	16:00	12:00	16:00	17:00	14:00	14:00	13:00					16:00		
Vol.	1	6	11	37	111	85	17	2	1					238		

Stats
 15th Percentile : 27 MPH
 50th Percentile : 32 MPH
 85th Percentile : 38 MPH
 95th Percentile : 41 MPH

Mean Speed(Average) : 33 MPH
 10 MPH Pace Speed : 30-39 MPH
 Number in Pace : 1710
 Percent in Pace : 71.9%
 Number of Vehicles > 35 MPH : 803
 Percent of Vehicles > 35 MPH : 33.8%

Banfield Street
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164943 A Speed
 Site Code: T0620

WB

Start Time	14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
03/05/																
16	0	0	1	1	1	2	2	0	0	0	0	0	0	7	41	34
01:00	0	0	0	0	2	3	0	0	0	0	0	0	0	5	37	35
02:00	0	0	0	0	1	1	0	0	0	0	0	0	0	2	37	35
03:00	0	0	0	1	0	1	0	0	0	0	0	0	0	2	37	32
04:00	0	0	0	1	4	1	1	0	0	0	0	0	0	7	38	33
05:00	0	0	0	0	3	3	1	0	0	0	0	0	0	7	38	36
06:00	0	0	0	0	9	7	4	3	1	0	0	0	0	24	44	38
07:00	0	0	0	1	18	22	11	0	1	0	0	0	0	53	40	36
08:00	0	0	2	7	17	19	7	3	1	0	0	0	0	56	40	35
09:00	0	0	0	11	45	52	16	3	0	0	0	0	0	127	38	35
10:00	0	3	0	10	34	50	25	4	0	0	0	0	0	126	41	36
11:00	0	1	0	24	57	53	23	0	2	0	0	0	0	160	39	34
12 PM	0	2	0	17	67	75	16	3	0	0	0	0	0	180	38	35
13:00	0	0	7	11	59	75	23	3	0	0	0	0	0	178	38	35
14:00	0	5	3	27	56	65	15	3	0	0	0	0	0	174	38	34
15:00	0	1	0	17	62	64	22	2	0	0	0	0	0	168	38	35
16:00	0	0	3	25	60	57	16	4	0	0	0	0	1	166	38	34
17:00	1	1	2	5	37	45	11	1	1	0	0	0	0	104	38	35
18:00	1	1	1	12	34	30	5	2	0	0	0	0	0	86	38	33
19:00	0	0	0	7	18	24	5	1	0	0	0	0	0	55	38	35
20:00	0	0	1	1	13	12	13	1	1	0	0	0	0	42	42	37
21:00	0	1	1	9	15	12	4	1	1	0	0	0	0	44	38	33
22:00	0	1	0	2	4	14	3	2	1	0	0	0	0	27	42	37
23:00	0	1	0	0	7	9	3	1	0	0	0	0	0	21	40	36
Total	2	17	21	189	623	696	226	37	9	0	0	0	1	1821		
%	0.1%	0.9%	1.2%	10.4%	34.2%	38.2%	12.4%	2.0%	0.5%	0.0%	0.0%	0.0%	0.1%			
AM Peak		10:00	08:00	11:00	11:00	11:00	10:00	10:00	11:00					11:00		
Vol.		3	2	24	57	53	25	4	2					160		
PM Peak	17:00	14:00	13:00	14:00	12:00	12:00	13:00	16:00	17:00				16:00	12:00		
Vol.	1	5	7	27	67	75	23	4	1				1	180		

Stats
 15th Percentile : 29 MPH
 50th Percentile : 34 MPH
 85th Percentile : 38 MPH
 95th Percentile : 43 MPH

Mean Speed(Average) : 35 MPH
 10 MPH Pace Speed : 30-39 MPH
 Number in Pace : 1319
 Percent in Pace : 72.4%
 Number of Vehicles > 35 MPH : 830
 Percent of Vehicles > 35 MPH : 45.6%

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164943 A Speed
 Site Code: T0620

WB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
03/06/ 16	0	0	0	0	4	4	1	1	0	0	0	0	0	10	41	37
01:00	0	0	0	0	4	3	0	1	0	0	0	0	0	8	38	36
02:00	0	0	0	0	0	1	1	0	0	0	0	0	0	2	42	40
03:00	0	0	0	0	0	1	1	0	0	0	0	0	0	2	42	40
04:00	0	0	0	0	1	1	1	1	0	0	0	0	0	4	46	39
05:00	0	0	0	1	1	1	1	0	0	0	0	0	0	4	41	34
06:00	0	0	0	1	3	5	0	0	0	0	0	0	0	9	37	34
07:00	0	0	0	1	7	6	7	3	0	0	0	0	0	24	43	38
08:00	0	0	0	5	11	15	9	2	1	0	0	0	0	43	42	36
09:00	0	1	1	5	21	27	18	4	0	0	0	0	0	77	41	36
10:00	0	0	2	10	29	47	19	2	0	0	0	0	0	109	40	36
11:00	1	3	1	9	55	34	21	4	0	0	0	0	0	128	40	34
12 PM	0	1	1	14	47	59	20	4	0	0	0	0	0	146	39	35
13:00	0	0	0	9	45	61	20	8	0	0	0	0	0	143	40	36
14:00	0	0	2	4	42	52	32	5	0	0	0	0	0	137	41	36
15:00	0	0	2	14	29	39	25	3	0	0	0	0	1	113	41	36
16:00	0	1	0	10	36	39	12	3	1	0	0	0	0	102	39	35
17:00	0	0	1	6	28	32	14	4	0	0	0	0	0	85	40	36
18:00	0	0	0	4	31	20	7	4	0	0	0	0	0	66	39	35
19:00	2	0	0	7	19	12	7	0	0	0	0	0	0	47	38	33
20:00	0	0	0	2	7	12	3	3	0	0	0	0	0	27	42	37
21:00	0	2	0	3	4	3	1	1	1	0	0	0	0	15	42	33
22:00	0	0	0	0	2	1	2	0	0	0	0	0	0	5	42	37
23:00	0	0	0	0	1	1	1	0	0	0	0	0	0	3	41	37
Total	3	8	10	105	427	476	223	53	3	0	0	0	1	1309		
%	0.2%	0.6%	0.8%	8.0%	32.6%	36.4%	17.0%	4.0%	0.2%	0.0%	0.0%	0.0%	0.1%			
AM Peak	11:00	11:00	10:00	10:00	11:00	10:00	11:00	09:00	08:00					11:00		
Vol.	1	3	2	10	55	47	21	4	1					128		
PM Peak	19:00	21:00	14:00	12:00	12:00	13:00	14:00	13:00	16:00				15:00	12:00		
Vol.	2	2	2	14	47	61	32	8	1				1	146		

Stats
 15th Percentile : 29 MPH
 50th Percentile : 35 MPH
 85th Percentile : 40 MPH
 95th Percentile : 43 MPH

Mean Speed(Average) : 36 MPH
 10 MPH Pace Speed : 30-39 MPH
 Number in Pace : 903
 Percent in Pace : 69.0%
 Number of Vehicles > 35 MPH : 661
 Percent of Vehicles > 35 MPH : 50.5%

Banfield Street
 east of Constitution Avenue
 City, State: Portsmouth, NH
 Client: TEC/ S. Gregorio



PRECISION
 D A T A
 INDUSTRIES, LLC
 P.O. Box 301 Berlin, MA 01503
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164943 A Speed
 Site Code: T0620

EB

Start Time	14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
03/03/16	0	1	0	0	0	1	0	0	0	0	0	0	0	2	37	27
01:00	0	0	0	1	0	1	0	0	2	0	0	0	0	4	52	42
02:00	0	0	0	1	0	0	1	1	0	0	0	0	0	3	46	39
03:00	0	0	0	0	1	0	1	0	0	0	0	0	0	2	42	37
04:00	0	0	0	0	2	3	1	0	0	0	0	0	0	6	39	36
05:00	0	0	0	4	8	7	2	1	0	0	0	0	0	22	38	34
06:00	0	0	1	6	26	26	9	0	0	0	0	0	0	68	38	35
07:00	0	0	2	18	57	91	30	4	2	0	0	0	0	204	39	36
08:00	0	1	3	17	50	115	32	4	0	0	0	0	0	222	39	36
09:00	0	0	1	13	38	81	19	3	0	0	0	0	0	155	38	36
10:00	0	0	2	27	58	51	13	0	0	0	0	0	0	151	38	34
11:00	1	2	4	32	58	65	13	0	0	0	0	0	0	175	37	33
12 PM	1	0	1	31	71	62	23	3	0	0	0	0	0	192	38	34
13:00	0	0	1	32	70	59	14	1	0	0	0	0	0	177	38	34
14:00	1	2	6	25	61	60	16	3	0	0	0	0	0	174	38	34
15:00	0	1	2	23	66	66	23	1	0	0	0	0	0	182	38	34
16:00	2	2	5	44	87	72	26	1	0	0	0	0	0	239	38	33
17:00	0	0	2	33	90	75	16	2	1	0	0	0	0	219	38	34
18:00	0	0	1	11	49	40	10	1	0	0	0	0	0	112	38	34
19:00	0	0	1	9	21	18	3	0	0	0	0	0	0	52	37	33
20:00	0	0	1	4	17	8	3	0	0	0	0	0	0	33	37	33
21:00	0	1	1	1	11	7	1	0	0	0	0	0	0	22	37	33
22:00	0	0	0	7	6	7	2	0	0	0	0	0	0	22	38	33
23:00	0	0	0	0	2	0	1	0	0	0	0	0	0	3	41	35
Total	5	10	34	339	849	915	259	25	5	0	0	0	0	2441		
%	0.2%	0.4%	1.4%	13.9%	34.8%	37.5%	10.6%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	10:00	08:00	08:00	07:00	01:00					08:00		
Vol.	1	2	4	32	58	115	32	4	2					222		
PM Peak	16:00	14:00	14:00	16:00	17:00	17:00	16:00	12:00	17:00					16:00		
Vol.	2	2	6	44	90	75	26	3	1					239		

Stats
 15th Percentile : 28 MPH
 50th Percentile : 33 MPH
 85th Percentile : 38 MPH
 95th Percentile : 42 MPH

Mean Speed(Average) : 34 MPH
 10 MPH Pace Speed : 30-39 MPH
 Number in Pace : 1764
 Percent in Pace : 72.3%
 Number of Vehicles > 35 MPH : 1021
 Percent of Vehicles > 35 MPH : 41.8%

Banfield Street
 east of Constitution Avenue
 City, State: Portsmouth, NH
 Client: TEC/ S. Gregorio



PRECISION
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164943 A Speed
 Site Code: T0620

EB

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
	14	19	24	29	34	39	44	49	54	59	64	69	9999			
03/04/																
16	0	0	0	0	1	0	0	0	0	0	0	0	0	1	33	32
01:00	0	0	0	0	2	0	0	0	0	0	0	0	0	2	33	32
02:00	0	0	0	0	1	1	0	1	1	0	0	0	0	4	51	42
03:00	0	0	0	1	1	1	2	0	0	0	0	0	0	5	42	36
04:00	0	0	0	0	1	2	0	2	0	0	0	0	0	5	47	40
05:00	0	0	0	3	7	11	1	0	0	0	0	0	0	22	37	34
06:00	0	0	0	5	21	29	8	5	0	0	0	0	0	68	40	36
07:00	0	2	5	22	48	71	24	5	0	0	0	0	0	177	39	35
08:00	2	0	5	32	75	45	5	0	0	0	0	0	0	164	36	32
09:00	0	0	5	33	73	48	1	0	0	0	0	0	0	160	36	32
10:00	2	1	4	22	42	54	9	0	0	0	0	0	0	134	37	33
11:00	0	1	7	35	49	44	10	1	0	0	0	0	0	147	37	33
12 PM	0	1	7	53	77	59	13	0	0	0	0	0	0	210	37	32
13:00	1	2	6	33	71	40	10	0	0	0	0	0	0	163	37	32
14:00	1	0	1	40	61	58	6	1	0	0	0	0	0	168	37	33
15:00	0	0	7	36	67	55	11	2	0	0	0	0	0	178	37	33
16:00	1	4	5	47	80	67	13	1	0	0	0	0	0	218	37	33
17:00	0	2	6	31	77	83	9	0	0	0	0	0	0	208	37	33
18:00	0	1	3	21	38	28	4	0	0	0	0	0	0	95	37	32
19:00	0	1	5	16	21	13	3	0	0	0	0	0	0	59	36	31
20:00	0	0	4	15	17	6	0	0	0	0	0	0	0	42	33	30
21:00	0	0	2	5	14	7	0	1	0	0	0	0	0	29	36	32
22:00	1	1	1	5	11	4	1	0	0	0	0	0	0	24	35	30
23:00	0	1	0	0	1	4	0	2	0	0	0	0	0	8	46	36
Total	8	17	73	455	856	730	130	21	1	0	0	0	0	2291		
%	0.3%	0.7%	3.2%	19.9%	37.4%	31.9%	5.7%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	11:00	11:00	08:00	07:00	07:00	06:00	02:00					07:00		
Vol.	2	2	7	35	75	71	24	5	1					177		
PM Peak	13:00	16:00	12:00	12:00	16:00	17:00	12:00	15:00						16:00		
Vol.	1	4	7	53	80	83	13	2						218		

Stats
 15th Percentile : 26 MPH
 50th Percentile : 32 MPH
 85th Percentile : 37 MPH
 95th Percentile : 40 MPH

Mean Speed(Average) : 33 MPH
 10 MPH Pace Speed : 30-39 MPH
 Number in Pace : 1586
 Percent in Pace : 69.2%
 Number of Vehicles > 35 MPH : 736
 Percent of Vehicles > 35 MPH : 32.1%

Banfield Street
 east of Constitution Avenue
 City, State: Portsmouth, NH
 Client: TEC/ S. Gregorio



PRECISION
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164943 A Speed
 Site Code: T0620

EB

Start Time	14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
03/05/16	0	0	0	0	1	1	0	0	0	0	0	0	0	2	37	35
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	38	37
02:00	0	0	0	0	0	2	1	1	0	1	0	0	0	5	55	44
03:00	0	0	0	0	3	0	0	0	0	0	0	0	0	3	33	32
04:00	0	0	0	1	0	3	0	0	0	0	0	0	0	4	38	34
05:00	0	0	0	1	1	4	0	0	0	0	0	0	0	6	37	34
06:00	0	0	1	3	4	6	4	2	0	0	0	0	0	20	42	36
07:00	1	0	1	7	13	18	9	1	0	0	0	0	0	50	40	35
08:00	0	0	3	12	48	46	21	7	0	0	0	0	0	137	40	35
09:00	0	1	3	20	51	42	17	0	0	0	0	0	0	134	38	34
10:00	0	0	3	17	39	48	21	2	0	0	0	0	0	130	39	35
11:00	0	2	2	23	50	67	23	3	0	0	0	0	0	170	39	35
12 PM	0	2	2	21	68	53	18	1	0	0	0	0	1	166	38	34
13:00	0	0	2	27	56	68	15	4	0	0	0	0	0	172	38	34
14:00	0	0	3	36	49	49	16	3	0	0	0	0	0	156	38	34
15:00	2	0	5	24	48	58	18	3	0	0	0	0	0	158	38	34
16:00	1	0	2	23	36	61	18	3	0	0	0	0	0	144	38	35
17:00	0	1	3	11	36	37	20	0	1	0	0	0	0	109	40	35
18:00	0	0	2	6	23	35	8	0	0	0	0	0	0	74	38	35
19:00	0	0	0	11	13	15	7	1	0	0	0	0	0	47	39	34
20:00	0	0	2	5	13	5	0	0	0	0	0	0	0	25	35	31
21:00	0	0	1	6	11	6	6	0	0	0	0	0	0	30	40	34
22:00	0	0	0	4	5	6	1	0	0	0	0	0	0	16	37	33
23:00	1	1	0	2	3	1	0	2	0	0	0	0	0	10	45	31
Total	5	7	35	260	571	632	223	33	1	1	0	0	1	1769		
%	0.3%	0.4%	2.0%	14.7%	32.3%	35.7%	12.6%	1.9%	0.1%	0.1%	0.0%	0.0%	0.1%			
AM Peak	07:00	11:00	08:00	11:00	09:00	11:00	11:00	08:00		02:00				11:00		
Vol.	1	2	3	23	51	67	23	7		1				170		
PM Peak	15:00	12:00	15:00	14:00	12:00	13:00	17:00	13:00	17:00				12:00	13:00		
Vol.	2	2	5	36	68	68	20	4	1				1	172		

Stats
 15th Percentile : 28 MPH
 50th Percentile : 34 MPH
 85th Percentile : 38 MPH
 95th Percentile : 42 MPH

Mean Speed(Average) : 34 MPH
 10 MPH Pace Speed : 30-39 MPH
 Number in Pace : 1203
 Percent in Pace : 68.0%
 Number of Vehicles > 35 MPH : 765
 Percent of Vehicles > 35 MPH : 43.2%

Banfield Street
 east of Constitution Avenue
 City, State: Portsmouth, NH
 Client: TEC/ S. Gregorio



PRECISION
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 INDUSTRIES, LLC
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164943 A Speed
 Site Code: T0620

EB

Start Time	14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
03/06/																
16	0	0	0	0	0	1	0	1	0	0	0	0	0	2	47	42
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1	43	42
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	4	2	0	0	1	0	0	0	0	7	38	36
06:00	0	0	0	2	2	6	6	0	0	0	0	0	0	16	42	37
07:00	1	0	0	2	7	12	8	1	0	0	0	0	0	31	41	36
08:00	0	0	0	4	15	32	12	0	0	0	0	0	0	63	40	36
09:00	0	1	3	6	24	27	10	1	0	0	0	0	0	72	39	34
10:00	0	0	0	13	45	45	13	3	0	0	0	0	0	119	38	35
11:00	0	2	2	14	40	45	18	3	1	0	0	0	0	125	39	35
12 PM	0	0	1	13	27	47	18	2	0	0	0	0	0	108	40	35
13:00	1	0	2	17	39	57	15	1	0	0	0	0	0	132	38	34
14:00	0	1	3	15	40	53	15	3	0	0	0	0	0	130	38	35
15:00	1	1	1	6	24	31	14	4	0	0	0	0	0	82	41	35
16:00	0	0	2	14	24	28	12	1	0	0	0	0	0	81	39	34
17:00	0	0	0	12	24	18	7	5	0	0	0	0	0	66	40	35
18:00	0	0	0	10	13	24	2	2	0	0	0	0	0	51	38	34
19:00	0	1	2	9	8	6	3	0	0	0	0	0	0	29	37	31
20:00	0	1	0	4	9	3	0	0	0	0	0	0	0	17	34	31
21:00	0	1	1	3	4	2	3	0	0	0	0	0	0	14	40	32
22:00	0	0	0	0	2	2	0	0	0	0	0	0	0	4	37	35
23:00	0	0	0	0	1	0	0	1	0	0	0	0	0	2	47	40
Total	3	8	17	144	352	441	157	28	2	0	0	0	0	1152		
%	0.3%	0.7%	1.5%	12.5%	30.6%	38.3%	13.6%	2.4%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	11:00	09:00	11:00	10:00	10:00	11:00	10:00	05:00					11:00		
Vol.	1	2	3	14	45	45	18	3	1					125		
PM Peak	13:00	14:00	14:00	13:00	14:00	13:00	12:00	17:00						13:00		
Vol.	1	1	3	17	40	57	18	5						132		

Stats
 15th Percentile : 29 MPH
 50th Percentile : 34 MPH
 85th Percentile : 39 MPH
 95th Percentile : 43 MPH

Mean Speed(Average) : 35 MPH
 10 MPH Pace Speed : 30-39 MPH
 Number in Pace : 793
 Percent in Pace : 68.8%
 Number of Vehicles > 35 MPH : 540
 Percent of Vehicles > 35 MPH : 46.9%



PRECISION
D A T A
INDUSTRIES, LLC

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Banfield Street
west of Constitution Avenue
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio

164943 B Volume
Site Code: T0620

Start Time	03-Mar-16		04-Mar-16		05-Mar-16		06-Mar-16		07-Mar-16		08-Mar-16		09-Mar-16		Week Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	4	1	5	1	6	2	12	2	*	*	*	*	*	*	7	2
01:00	4	3	3	1	6	1	8	0	*	*	*	*	*	*	5	1
02:00	1	2	2	4	2	5	1	1	*	*	*	*	*	*	2	3
03:00	3	2	3	5	2	4	3	0	*	*	*	*	*	*	3	3
04:00	10	11	9	7	6	9	4	2	*	*	*	*	*	*	7	7
05:00	25	23	21	20	4	8	3	8	*	*	*	*	*	*	13	15
06:00	49	77	55	80	18	27	7	17	*	*	*	*	*	*	32	50
07:00	116	215	102	205	39	60	20	37	*	*	*	*	*	*	69	129
08:00	124	265	123	209	49	152	41	80	*	*	*	*	*	*	84	176
09:00	107	167	113	215	109	149	78	97	*	*	*	*	*	*	102	157
10:00	125	163	124	138	121	140	101	123	*	*	*	*	*	*	118	141
11:00	167	191	131	157	142	183	121	135	*	*	*	*	*	*	140	166
12:00 PM	205	197	204	205	175	171	142	130	*	*	*	*	*	*	182	176
01:00	230	187	179	170	147	166	147	164	*	*	*	*	*	*	176	172
02:00	207	176	192	167	179	161	133	145	*	*	*	*	*	*	178	162
03:00	222	194	239	207	167	158	127	94	*	*	*	*	*	*	189	163
04:00	276	205	267	210	188	169	123	79	*	*	*	*	*	*	214	166
05:00	317	200	272	190	128	129	97	67	*	*	*	*	*	*	204	146
06:00	148	107	129	89	109	98	73	56	*	*	*	*	*	*	115	88
07:00	82	43	77	50	63	51	50	28	*	*	*	*	*	*	68	43
08:00	83	37	69	42	48	24	38	17	*	*	*	*	*	*	60	30
09:00	54	29	67	28	50	27	16	16	*	*	*	*	*	*	47	25
10:00	14	18	25	17	30	15	5	3	*	*	*	*	*	*	18	13
11:00	15	5	14	9	24	9	7	3	*	*	*	*	*	*	15	6
Total	2588	2518	2425	2426	1812	1918	1357	1304	0	0	0	0	0	0	2048	2040
Day	5106		4851		3730		2661		0		0		0		4088	
AM Peak	11:00	08:00	11:00	09:00	11:00	11:00	11:00	11:00	-	-	-	-	-	-	11:00	08:00
Vol.	167	265	131	215	142	183	121	135	-	-	-	-	-	-	140	176
PM Peak	17:00	16:00	17:00	16:00	16:00	12:00	13:00	13:00	-	-	-	-	-	-	16:00	12:00
Vol.	317	205	272	210	188	171	147	164	-	-	-	-	-	-	214	176
Comb. Total	5106		4851		3730		2661		0		0		0		4088	

Banfield Street
west of Constitution Avenue
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio



PRECISION
DATA
INDUSTRIES, LLC
P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

164943 B Volume
Site Code: T0620

Start Time	WB		EB		Combin ed		03-Mar-16 Thu
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	1	46	1	50	2	96	
12:15	1	47	0	61	1	108	
12:30	1	68	0	46	1	114	
12:45	1	44	205	0	1	40	197
01:00	0	59	0	54	0	113	5
01:15	1	59	0	52	1	111	
01:30	3	52	2	39	5	91	
01:45	0	60	230	1	3	42	187
02:00	0	61	0	54	0	115	7
02:15	1	45	0	35	1	80	
02:30	0	47	0	45	0	92	
02:45	0	54	207	2	2	42	176
03:00	1	49	0	48	1	97	3
03:15	0	54	0	45	0	99	
03:30	1	68	1	48	2	116	
03:45	1	51	222	1	2	53	194
04:00	1	73	1	54	2	127	5
04:15	0	62	2	39	2	101	
04:30	2	72	2	54	4	126	
04:45	7	69	276	6	11	58	205
05:00	3	102	2	72	5	174	21
05:15	7	86	2	49	9	135	
05:30	6	77	6	51	12	128	
05:45	9	52	317	13	23	28	200
06:00	7	51	12	35	19	86	48
06:15	12	33	17	26	29	59	
06:30	11	33	16	25	27	58	
06:45	19	31	148	32	77	21	107
07:00	19	25	46	17	65	42	126
07:15	30	26	57	9	87	35	
07:30	20	16	55	8	75	24	
07:45	47	15	82	57	9	43	104
08:00	31	20	59	14	90	34	331
08:15	25	22	66	12	91	34	
08:30	37	24	65	8	102	32	
08:45	31	17	83	75	265	3	37
09:00	24	17	54	5	78	22	106
09:15	23	11	27	9	50	20	389
09:30	27	14	46	10	73	24	
09:45	33	107	12	54	40	167	5
10:00	30	1	43	10	73	11	29
10:15	30	6	48	3	78	9	73
10:30	32	4	35	1	67	5	274
10:45	33	125	3	14	37	163	4
11:00	32	6	45	3	77	9	18
11:15	39	4	34	1	73	5	70
11:30	42	4	55	0	97	4	288
11:45	54	167	1	15	57	191	1
							5
							111
							358
							2
							20
Total	735	1853	1120	1398	1855	3251	
Percent	39.6%	57.0%	60.4%	43.0%			
Day Total		2588		2518		5106	
Peak	11:00	-	04:45	-	08:00	-	04:45
Vol.	167	-	334	-	265	-	564
P.H.F.	0.773	-	0.819	-	0.883	-	0.810

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164943 B Volume
Site Code: T0620

Start Time	WB		EB		Combin ed		04-Mar-16 Fri			
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.				
12:00	2	43	0	59	2	102				
12:15	3	67	0	53	3	120				
12:30	0	43	0	44	0	87				
12:45	0	51	204	1	49	100	409			
01:00	0	49	0	43	0	92				
01:15	1	45	1	39	2	84				
01:30	1	51	0	46	1	97				
01:45	1	34	179	0	42	76	349			
02:00	0	40	1	45	1	85				
02:15	1	43	0	38	1	81				
02:30	1	48	1	43	2	91				
02:45	0	61	192	2	41	102	359			
03:00	0	52	0	46	0	98				
03:15	1	44	3	51	4	95				
03:30	1	81	1	50	2	131				
03:45	1	62	239	1	60	122	446			
04:00	2	84	0	53	2	137				
04:15	0	61	1	57	1	118				
04:30	2	61	2	45	4	106				
04:45	5	61	267	4	55	116	477			
05:00	2	88	2	66	4	154				
05:15	6	63	5	43	11	106				
05:30	6	64	5	52	11	116				
05:45	7	57	272	8	29	86	462			
06:00	8	43	18	26	26	69				
06:15	5	37	12	20	17	57				
06:30	16	29	15	21	31	50				
06:45	26	20	129	35	22	42	218			
07:00	19	17	43	13	62	30				
07:15	23	24	55	13	78	37				
07:30	37	22	55	8	92	30				
07:45	23	14	77	52	16	30	127			
08:00	32	19	49	12	81	31				
08:15	30	13	55	17	85	30				
08:30	28	20	46	8	74	28				
08:45	33	17	69	59	5	22	111			
09:00	26	18	66	8	92	26				
09:15	29	20	48	6	77	26				
09:30	25	18	43	9	68	27				
09:45	33	11	67	58	5	16	95			
10:00	33	7	37	4	70	11				
10:15	27	7	37	4	64	11				
10:30	33	4	30	7	63	11				
10:45	31	7	25	34	2	9	42			
11:00	26	4	30	2	56	6				
11:15	33	5	35	4	68	9				
11:30	35	2	43	2	78	4				
11:45	37	3	14	49	1	4	23			
Total	691	1734	1042	1384	1733	3118				
Percent	39.9%	55.6%	60.1%	44.4%						
Day Total		2425		2426		4851				
Peak	11:00	-	03:30	-	08:15	-	03:30	-	-	-
Vol.	131	-	288	-	226	-	223	-	343	-
P.H.F.	0.885	-	0.857	-	0.856	-	0.845	-	0.932	-

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164943 B Volume
Site Code: T0620

Start Time	WB		EB		Combin ed		05-Mar-16 Sat
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	2	38	2	42	4	80	
12:15	1	49	0	41	1	90	
12:30	1	44	0	38	1	82	
12:45	2	44	175	0	2	50	171
01:00	0	33	0	31	0	64	8
01:15	3	36	1	37	4	73	
01:30	2	47	0	46	2	93	
01:45	1	31	147	0	1	52	166
02:00	0	50	0	33	0	83	7
02:15	1	44	2	39	3	83	
02:30	1	40	0	48	1	88	
02:45	0	45	179	3	5	41	161
03:00	1	30	1	32	2	62	7
03:15	0	42	0	27	0	69	
03:30	1	49	2	45	3	94	
03:45	0	46	167	1	4	54	158
04:00	2	51	3	44	5	95	6
04:15	0	45	1	56	1	101	15
04:30	1	54	2	35	3	89	72
04:45	3	38	188	3	9	34	169
05:00	0	41	0	34	0	75	
05:15	1	31	1	27	2	58	
05:30	1	35	4	31	5	66	
05:45	2	21	128	3	8	37	129
06:00	2	34	2	22	4	56	12
06:15	6	23	9	32	15	55	
06:30	4	26	5	26	9	52	
06:45	6	26	109	11	27	18	98
07:00	4	19	8	20	12	39	45
07:15	11	13	13	14	24	27	
07:30	8	17	19	7	27	24	
07:45	16	14	63	20	60	10	51
08:00	7	13	34	6	41	19	36
08:15	11	13	30	5	41	18	99
08:30	18	12	49	2	67	14	24
08:45	13	49	10	48	39	152	11
09:00	19	16	34	8	53	24	24
09:15	25	14	30	9	55	23	52
09:30	27	8	34	7	61	15	201
09:45	38	109	12	50	51	149	3
10:00	29	11	26	3	55	14	27
10:15	33	8	39	7	72	15	89
10:30	28	7	32	3	60	10	258
10:45	31	121	4	30	43	140	2
11:00	37	8	47	4	84	12	15
11:15	39	8	44	2	83	10	74
11:30	31	2	40	3	71	5	261
11:45	35	142	6	24	52	183	0
Total	504	1308	740	1178	1244	2486	9
Percent	40.5%	52.6%	59.5%	47.4%			
Day Total		1812		1918		3730	
Peak	11:00	-	03:45	-	11:00	-	03:30
Vol.	142	-	196	-	183	-	199
P.H.F.	0.910	-	0.907	-	0.880	-	0.888

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164943 B Volume
Site Code: T0620

Start Time	WB		EB		Combin ed		06-Mar-16 Sun							
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.								
12:00	2	37	1	46	3	83								
12:15	4	36	0	27	4	63								
12:30	3	42	1	28	4	70								
12:45	3	27	142	0	2	29	130	14	56	272				
01:00	3	39		0		47		3	86					
01:15	3	29		0		27		3	56					
01:30	1	37		0		45		1	82					
01:45	1	42	147	0	0	45	164	1	87	311				
02:00	0	29		0		46		0	75					
02:15	1	35		0		34		1	69					
02:30	0	30		1		30		1	60					
02:45	0	39	133	0	1	35	145	0	2	74	278			
03:00	0	34		0		23		0	57					
03:15	1	22		0		19		1	41					
03:30	2	35		0		26		2	61					
03:45	0	36	127	0	0	26	94	0	3	62	221			
04:00	0	26		0		21		0	47					
04:15	2	43		0		19		2	62					
04:30	2	35		1		17		3	52					
04:45	0	19	123	1	2	22	79	1	6	41	202			
05:00	0	27		0		21		0	48					
05:15	1	19		1		18		2	37					
05:30	1	28		4		8		5	36					
05:45	1	23	97	3	8	20	67	4	11	43	164			
06:00	1	19		1		12		2	31					
06:15	1	17		4		15		5	32					
06:30	4	12		3		16		7	28					
06:45	1	25	73	9	17	13	56	10	24	38	129			
07:00	3	11		6		7		9	18					
07:15	4	21		7		6		11	27					
07:30	8	8		8		9		16	17					
07:45	5	10	50	16	37	6	28	21	57	16	78			
08:00	9	14		14		3		23	17					
08:15	7	8		19		4		26	12					
08:30	11	6		17		3		28	9					
08:45	14	10	38	30	80	7	17	44	121	17	55			
09:00	10	5		19		6		29	11					
09:15	20	3		16		3		36	6					
09:30	22	7		22		5		44	12					
09:45	26	1	16	40	97	2	16	66	175	3	32			
10:00	38	2		19		0		57	2					
10:15	25	1		28		2		53	3					
10:30	19	1		32		0		51	1					
10:45	19	1	5	44	123	1	3	63	224	2	8			
11:00	23	3		33		1		56	4					
11:15	32	2		31		0		63	2					
11:30	34	1		37		1		71	2					
11:45	32	1	7	34	135	1	3	66	256	2	10			
Total	399	958	502	802	901	1760								
Percent	44.3%	54.4%	55.7%	45.6%										
Day Total		1357		1304		2661								
Peak	11:00	-	01:00	-	10:45	-	01:30	-	11:00	-	01:30	-	-	-
Vol.	121	-	147	-	145	-	170	-	256	-	313	-	-	-
P.H.F.	0.796		0.875		0.824		0.924		0.901		0.899			

Banfield Street
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164943 B Class
 Site Code: T0620

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/03/1														
6	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	2	0	0	2	0	0	0	0	0	0	0	0	4
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
05:00	0	20	4	0	1	0	0	0	0	0	0	0	0	25
06:00	0	39	9	1	0	0	0	0	0	0	0	0	0	49
07:00	1	88	25	1	1	0	0	0	0	0	0	0	0	116
08:00	2	103	17	0	2	0	0	0	0	0	0	0	0	124
09:00	0	76	26	0	5	0	0	0	0	0	0	0	0	107
10:00	0	92	28	0	5	0	0	0	0	0	0	0	0	125
11:00	2	125	32	0	7	0	0	1	0	0	0	0	0	167
12 PM	1	158	39	0	7	0	0	0	0	0	0	0	0	205
13:00	3	169	51	0	7	0	0	0	0	0	0	0	0	230
14:00	1	151	49	1	4	0	0	0	1	0	0	0	0	207
15:00	1	163	53	2	2	1	0	0	0	0	0	0	0	222
16:00	4	223	44	0	4	1	0	0	0	0	0	0	0	276
17:00	3	270	42	0	2	0	0	0	0	0	0	0	0	317
18:00	1	126	21	0	0	0	0	0	0	0	0	0	0	148
19:00	0	75	6	0	1	0	0	0	0	0	0	0	0	82
20:00	0	75	7	0	1	0	0	0	0	0	0	0	0	83
21:00	0	50	3	0	1	0	0	0	0	0	0	0	0	54
22:00	1	11	2	0	0	0	0	0	0	0	0	0	0	14
23:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
Total	20	2045	462	5	52	2	0	1	1	0	0	0	0	2588
Percent	0.8%	79.0%	17.9%	0.2%	2.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	11:00	06:00	11:00			11:00						11:00
Vol.	2	125	32	1	7			1						167
PM Peak	16:00	17:00	15:00	15:00	12:00	15:00			14:00					17:00
Vol.	4	270	53	2	7	1			1					317

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164943 B Class
 Site Code: T0620

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/04/1														
6	0	4	1	0	0	0	0	0	0	0	0	0	0	5
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
05:00	0	17	4	0	0	0	0	0	0	0	0	0	0	21
06:00	0	39	13	0	2	1	0	0	0	0	0	0	0	55
07:00	1	76	21	2	1	1	0	0	0	0	0	0	0	102
08:00	0	87	23	1	12	0	0	0	0	0	0	0	0	123
09:00	1	73	30	0	8	0	0	1	0	0	0	0	0	113
10:00	1	84	34	0	4	1	0	0	0	0	0	0	0	124
11:00	0	94	31	0	5	1	0	0	0	0	0	0	0	131
12 PM	4	138	49	1	12	0	0	0	0	0	0	0	0	204
13:00	2	130	42	1	4	0	0	0	0	0	0	0	0	179
14:00	0	153	32	1	5	0	0	1	0	0	0	0	0	192
15:00	1	188	43	2	4	0	0	1	0	0	0	0	0	239
16:00	0	214	46	1	5	0	0	1	0	0	0	0	0	267
17:00	0	224	43	0	5	0	0	0	0	0	0	0	0	272
18:00	0	107	20	0	2	0	0	0	0	0	0	0	0	129
19:00	0	61	15	0	0	1	0	0	0	0	0	0	0	77
20:00	0	59	9	0	1	0	0	0	0	0	0	0	0	69
21:00	0	59	7	0	1	0	0	0	0	0	0	0	0	67
22:00	0	21	3	1	0	0	0	0	0	0	0	0	0	25
23:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
Total	10	1853	472	10	71	5	0	4	0	0	0	0	0	2425
Percent	0.4%	76.4%	19.5%	0.4%	2.9%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	10:00	07:00	08:00	06:00		09:00						11:00
Vol.	1	94	34	2	12	1		1						131
PM Peak	12:00	17:00	12:00	15:00	12:00	19:00		14:00						17:00
Vol.	4	224	49	2	12	1		1						272

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164943 B Class
 Site Code: T0620

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/05/1														
6	0	5	1	0	0	0	0	0	0	0	0	0	0	6
01:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
05:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
06:00	0	12	4	1	1	0	0	0	0	0	0	0	0	18
07:00	0	33	6	0	0	0	0	0	0	0	0	0	0	39
08:00	1	38	9	0	0	1	0	0	0	0	0	0	0	49
09:00	1	86	20	0	1	0	0	1	0	0	0	0	0	109
10:00	0	90	29	1	1	0	0	0	0	0	0	0	0	121
11:00	2	109	28	0	3	0	0	0	0	0	0	0	0	142
12 PM	1	137	35	0	2	0	0	0	0	0	0	0	0	175
13:00	1	119	24	0	3	0	0	0	0	0	0	0	0	147
14:00	2	136	39	0	2	0	0	0	0	0	0	0	0	179
15:00	0	139	25	0	3	0	0	0	0	0	0	0	0	167
16:00	3	152	31	1	1	0	0	0	0	0	0	0	0	188
17:00	0	111	16	0	1	0	0	0	0	0	0	0	0	128
18:00	0	94	15	0	0	0	0	0	0	0	0	0	0	109
19:00	0	55	8	0	0	0	0	0	0	0	0	0	0	63
20:00	0	39	9	0	0	0	0	0	0	0	0	0	0	48
21:00	0	45	5	0	0	0	0	0	0	0	0	0	0	50
22:00	1	25	4	0	0	0	0	0	0	0	0	0	0	30
23:00	0	21	3	0	0	0	0	0	0	0	0	0	0	24
Total	12	1463	313	3	19	1	0	1	0	0	0	0	0	1812
Percent	0.7%	80.7%	17.3%	0.2%	1.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	10:00	06:00	11:00	08:00		09:00						11:00
Vol.	2	109	29	1	3	1		1						142
PM Peak	16:00	16:00	14:00	16:00	13:00									16:00
Vol.	3	152	39	1	3									188

Banfield Street
west of Constitution Avenue
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio



PRECISION
D A T A
INDUSTRIES, LLC

P.O.Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

164943 B Class
Site Code: T0620

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/06/1														
6	0	12	0	0	0	0	0	0	0	0	0	0	0	12
01:00	0	7	0	0	1	0	0	0	0	0	0	0	0	8
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
06:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
07:00	0	11	8	0	1	0	0	0	0	0	0	0	0	20
08:00	0	35	6	0	0	0	0	0	0	0	0	0	0	41
09:00	0	68	10	0	0	0	0	0	0	0	0	0	0	78
10:00	2	77	22	0	0	0	0	0	0	0	0	0	0	101
11:00	2	102	15	0	2	0	0	0	0	0	0	0	0	121
12 PM	1	118	23	0	0	0	0	0	0	0	0	0	0	142
13:00	3	119	23	1	1	0	0	0	0	0	0	0	0	147
14:00	2	107	21	0	3	0	0	0	0	0	0	0	0	133
15:00	1	106	19	0	1	0	0	0	0	0	0	0	0	127
16:00	3	103	16	0	1	0	0	0	0	0	0	0	0	123
17:00	1	85	9	0	2	0	0	0	0	0	0	0	0	97
18:00	1	63	8	0	1	0	0	0	0	0	0	0	0	73
19:00	0	43	7	0	0	0	0	0	0	0	0	0	0	50
20:00	0	37	1	0	0	0	0	0	0	0	0	0	0	38
21:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Total	16	1133	193	1	14	0	0	0	0	0	0	0	0	1357
Percent	1.2%	83.5%	14.2%	0.1%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	10:00		11:00									11:00
Vol.	2	102	22		2									121
PM Peak	13:00	13:00	12:00	13:00	14:00									13:00
Vol.	3	119	23	1	3									147

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164943 B Class
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EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/03/1														
6	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	3	0	0	0	0	0	0	0	0	0	0	3
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
05:00	0	15	7	0	1	0	0	0	0	0	0	0	0	23
06:00	0	54	15	2	6	0	0	0	0	0	0	0	0	77
07:00	0	158	36	4	17	0	0	0	0	0	0	0	0	215
08:00	1	204	44	1	15	0	0	0	0	0	0	0	0	265
09:00	0	122	36	1	8	0	0	0	0	0	0	0	0	167
10:00	0	95	55	1	11	0	0	1	0	0	0	0	0	163
11:00	2	140	34	0	14	0	0	1	0	0	0	0	0	191
12 PM	4	131	43	0	19	0	0	0	0	0	0	0	0	197
13:00	0	133	38	0	16	0	0	0	0	0	0	0	0	187
14:00	1	120	36	0	17	1	0	1	0	0	0	0	0	176
15:00	0	136	48	0	10	0	0	0	0	0	0	0	0	194
16:00	4	145	39	1	16	0	0	0	0	0	0	0	0	205
17:00	6	151	32	0	11	0	0	0	0	0	0	0	0	200
18:00	1	80	22	0	4	0	0	0	0	0	0	0	0	107
19:00	0	37	5	0	1	0	0	0	0	0	0	0	0	43
20:00	0	33	4	0	0	0	0	0	0	0	0	0	0	37
21:00	0	25	4	0	0	0	0	0	0	0	0	0	0	29
22:00	1	15	1	0	1	0	0	0	0	0	0	0	0	18
23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Total	20	1810	507	10	167	1	0	3	0	0	0	0	0	2518
Percent	0.8%	71.9%	20.1%	0.4%	6.6%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	08:00	10:00	07:00	07:00			10:00						08:00
Vol.	2	204	55	4	17			1						265
PM Peak	17:00	17:00	15:00	16:00	12:00	14:00		14:00						16:00
Vol.	6	151	48	1	19	1		1						205

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164943 B Class
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EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/04/1														
6	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	4	0	0	0	0	0	0	0	0	0	0	4
03:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
05:00	0	16	2	0	2	0	0	0	0	0	0	0	0	20
06:00	0	55	17	1	7	0	0	0	0	0	0	0	0	80
07:00	0	142	39	2	22	0	0	0	0	0	0	0	0	205
08:00	0	150	38	2	19	0	0	0	0	0	0	0	0	209
09:00	1	147	42	0	24	1	0	0	0	0	0	0	0	215
10:00	1	81	42	3	10	1	0	0	0	0	0	0	0	138
11:00	0	99	37	0	19	0	1	1	0	0	0	0	0	157
12 PM	2	133	47	0	20	0	0	3	0	0	0	0	0	205
13:00	2	113	37	0	17	1	0	0	0	0	0	0	0	170
14:00	1	118	33	0	15	0	0	0	0	0	0	0	0	167
15:00	4	143	44	1	13	0	0	2	0	0	0	0	0	207
16:00	0	154	44	1	9	1	0	1	0	0	0	0	0	210
17:00	1	136	35	0	17	0	0	1	0	0	0	0	0	190
18:00	0	68	18	0	3	0	0	0	0	0	0	0	0	89
19:00	0	36	14	0	0	0	0	0	0	0	0	0	0	50
20:00	1	31	7	0	2	1	0	0	0	0	0	0	0	42
21:00	0	21	6	0	1	0	0	0	0	0	0	0	0	28
22:00	0	14	2	1	0	0	0	0	0	0	0	0	0	17
23:00	0	7	0	1	1	0	0	0	0	0	0	0	0	9
Total	13	1675	511	12	201	5	1	8	0	0	0	0	0	2426
Percent	0.5%	69.0%	21.1%	0.5%	8.3%	0.2%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	09:00	10:00	09:00	09:00	11:00	11:00						09:00
Vol.	1	150	42	3	24	1	1	1						215
PM Peak	15:00	16:00	12:00	15:00	12:00	13:00		12:00						16:00
Vol.	4	154	47	1	20	1		3						210

Banfield Street
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EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/05/1														
6	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
03:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4
04:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
05:00	0	6	1	0	1	0	0	0	0	0	0	0	0	8
06:00	0	14	8	1	4	0	0	0	0	0	0	0	0	27
07:00	0	49	8	1	2	0	0	0	0	0	0	0	0	60
08:00	2	121	25	0	4	0	0	0	0	0	0	0	0	152
09:00	0	108	34	0	6	1	0	0	0	0	0	0	0	149
10:00	0	100	28	1	11	0	0	0	0	0	0	0	0	140
11:00	0	121	46	0	15	0	0	1	0	0	0	0	0	183
12 PM	2	131	25	0	13	0	0	0	0	0	0	0	0	171
13:00	3	137	17	0	9	0	0	0	0	0	0	0	0	166
14:00	2	123	26	0	10	0	0	0	0	0	0	0	0	161
15:00	0	125	23	0	10	0	0	0	0	0	0	0	0	158
16:00	2	139	20	0	8	0	0	0	0	0	0	0	0	169
17:00	1	98	22	0	8	0	0	0	0	0	0	0	0	129
18:00	0	72	21	0	5	0	0	0	0	0	0	0	0	98
19:00	0	45	6	0	0	0	0	0	0	0	0	0	0	51
20:00	0	21	3	0	0	0	0	0	0	0	0	0	0	24
21:00	0	18	7	0	2	0	0	0	0	0	0	0	0	27
22:00	1	10	4	0	0	0	0	0	0	0	0	0	0	15
23:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
Total	13	1461	329	4	109	1	0	1	0	0	0	0	0	1918
Percent	0.7%	76.2%	17.2%	0.2%	5.7%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	11:00	01:00	11:00	09:00		11:00						11:00
Vol.	2	121	46	1	15	1		1						183
PM Peak	13:00	16:00	14:00		12:00									12:00
Vol.	3	139	26		13									171

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EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/06/1														
6	0	0	2	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
06:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
07:00	0	30	7	0	0	0	0	0	0	0	0	0	0	37
08:00	0	58	16	0	6	0	0	0	0	0	0	0	0	80
09:00	0	78	16	0	3	0	0	0	0	0	0	0	0	97
10:00	2	94	21	0	6	0	0	0	0	0	0	0	0	123
11:00	2	96	23	1	12	1	0	0	0	0	0	0	0	135
12 PM	0	104	21	0	4	0	0	0	1	0	0	0	0	130
13:00	3	124	28	0	9	0	0	0	0	0	0	0	0	164
14:00	3	113	20	0	9	0	0	0	0	0	0	0	0	145
15:00	3	71	16	0	4	0	0	0	0	0	0	0	0	94
16:00	0	60	14	0	5	0	0	0	0	0	0	0	0	79
17:00	0	50	11	1	5	0	0	0	0	0	0	0	0	67
18:00	0	48	2	1	4	1	0	0	0	0	0	0	0	56
19:00	0	24	3	0	1	0	0	0	0	0	0	0	0	28
20:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17
21:00	0	12	4	0	0	0	0	0	0	0	0	0	0	16
22:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	13	1007	210	3	68	2	0	0	1	0	0	0	0	1304
Percent	1.0%	77.2%	16.1%	0.2%	5.2%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	11:00	11:00	11:00								11:00
Vol.	2	96	23	1	12	1								135
PM Peak	13:00	13:00	13:00	17:00	13:00	18:00			12:00					13:00
Vol.	3	124	28	1	9	1			1					164

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164943 B Speed
Site Code: T0620

WB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
03/03/																
16	0	0	0	0	2	1	1	0	0	0	0	0	0	4	41	36
01:00	0	0	0	1	1	0	1	1	0	0	0	0	0	4	46	37
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	33	32
03:00	0	0	0	0	0	2	1	0	0	0	0	0	0	3	41	39
04:00	0	0	0	1	3	4	2	0	0	0	0	0	0	10	40	36
05:00	0	0	0	0	7	14	4	0	0	0	0	0	0	25	39	36
06:00	0	0	0	0	11	23	13	2	0	0	0	0	0	49	41	38
07:00	1	0	0	4	20	60	30	1	0	0	0	0	0	116	41	37
08:00	0	2	0	2	24	52	38	6	0	0	0	0	0	124	42	38
09:00	0	0	0	4	26	46	29	2	0	0	0	0	0	107	41	37
10:00	0	0	0	4	29	49	39	3	1	0	0	0	0	125	42	37
11:00	1	0	1	5	34	86	37	3	0	0	0	0	0	167	41	37
12 PM	0	0	2	7	47	99	44	3	3	0	0	0	0	205	41	37
13:00	0	3	1	7	64	111	36	8	0	0	0	0	0	230	40	36
14:00	0	1	0	5	67	103	25	6	0	0	0	0	0	207	38	36
15:00	0	0	1	13	82	92	31	3	0	0	0	0	0	222	39	35
16:00	1	0	5	5	88	125	49	3	0	0	0	0	0	276	40	36
17:00	0	2	0	18	112	145	39	0	1	0	0	0	0	317	38	35
18:00	0	0	0	1	63	71	12	0	1	0	0	0	0	148	38	35
19:00	0	0	0	1	31	34	15	1	0	0	0	0	0	82	40	36
20:00	0	0	0	4	16	48	14	0	0	0	1	0	0	83	39	37
21:00	0	0	1	2	20	23	2	4	2	0	0	0	0	54	38	36
22:00	0	0	0	0	6	5	3	0	0	0	0	0	0	14	40	36
23:00	0	0	0	1	9	4	0	1	0	0	0	0	0	15	37	34
Total	3	8	11	85	763	1197	465	47	8	0	1	0	0	2588		
%	0.1%	0.3%	0.4%	3.3%	29.5%	46.3%	18.0%	1.8%	0.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	11:00	11:00	11:00	11:00	10:00	08:00	10:00					11:00		
Vol.	1	2	1	5	34	86	39	6	1					167		
PM Peak	16:00	13:00	16:00	17:00	17:00	17:00	16:00	13:00	12:00		20:00			17:00		
Vol.	1	3	5	18	112	145	49	8	3		1			317		

Stats
15th Percentile : 30 MPH
50th Percentile : 35 MPH
85th Percentile : 40 MPH
95th Percentile : 43 MPH

Mean Speed(Average) : 36 MPH
10 MPH Pace Speed : 30-39 MPH
Number in Pace : 1960
Percent in Pace : 75.7%
Number of Vehicles > 35 MPH : 1479
Percent of Vehicles > 35 MPH : 57.1%

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 INDUSTRIES, LLC
 P.O.Box 301 Berlin, MA 01503
 Office: 508.481.3999 Fax: 508.545.1234
 Email: datarequests@pdillc.com

164943 B Speed
 Site Code: T0620

WB

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
	14	19	24	29	34	39	44	49	54	59	64	69	9999			
03/04/																
16	0	0	0	0	1	3	1	0	0	0	0	0	0	5	40	37
01:00	0	0	0	0	1	2	0	0	0	0	0	0	0	3	37	35
02:00	0	0	0	0	0	1	0	1	0	0	0	0	0	2	47	42
03:00	0	0	0	0	0	2	0	1	0	0	0	0	0	3	46	40
04:00	0	0	0	0	3	5	1	0	0	0	0	0	0	9	38	36
05:00	0	0	0	1	5	11	4	0	0	0	0	0	0	21	40	36
06:00	0	0	1	0	13	24	16	1	0	0	0	0	0	55	41	37
07:00	0	2	0	1	26	51	21	1	0	0	0	0	0	102	40	36
08:00	0	2	0	18	61	29	11	2	0	0	0	0	0	123	38	33
09:00	0	0	1	17	50	37	7	1	0	0	0	0	0	113	37	34
10:00	0	0	5	15	46	43	13	2	0	0	0	0	0	124	38	34
11:00	0	2	0	14	50	54	10	1	0	0	0	0	0	131	38	34
12 PM	4	1	3	22	77	81	16	0	0	0	0	0	0	204	38	34
13:00	1	1	0	9	67	79	19	3	0	0	0	0	0	179	38	35
14:00	0	0	0	18	71	78	22	3	0	0	0	0	0	192	38	35
15:00	0	1	2	8	111	97	19	1	0	0	0	0	0	239	38	35
16:00	0	0	0	9	124	109	25	0	0	0	0	0	0	267	38	35
17:00	0	0	0	17	121	113	21	0	0	0	0	0	0	272	38	35
18:00	0	0	2	8	58	48	12	1	0	0	0	0	0	129	38	34
19:00	0	1	4	5	33	32	2	0	0	0	0	0	0	77	37	33
20:00	0	0	0	5	25	22	16	1	0	0	0	0	0	69	41	36
21:00	0	0	1	8	26	26	6	0	0	0	0	0	0	67	38	34
22:00	0	0	0	3	5	12	2	3	0	0	0	0	0	25	42	36
23:00	0	0	0	0	5	7	2	0	0	0	0	0	0	14	38	36
Total	5	10	19	178	979	966	246	22	0	0	0	0	0	2425		
%	0.2%	0.4%	0.8%	7.3%	40.4%	39.8%	10.1%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		07:00	10:00	08:00	08:00	11:00	07:00	08:00						11:00		
Vol.		2	5	18	61	54	21	2						131		
PM Peak	12:00	12:00	19:00	12:00	16:00	17:00	16:00	13:00						17:00		
Vol.	4	1	4	22	124	113	25	3						272		

Stats
 15th Percentile : 29 MPH
 50th Percentile : 34 MPH
 85th Percentile : 38 MPH
 95th Percentile : 41 MPH

Mean Speed(Average) : 35 MPH
 10 MPH Pace Speed : 30-39 MPH
 Number in Pace : 1945
 Percent in Pace : 80.2%
 Number of Vehicles > 35 MPH : 1041
 Percent of Vehicles > 35 MPH : 42.9%

Banfield Street
 west of Constitution Avenue
 City, State: Portsmouth, NH
 Client: TEC/ S. Gregorio



PRECISION
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164943 B Speed
 Site Code: T0620

WB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
03/05/ 16	0	0	0	0	1	4	1	0	0	0	0	0	0	6	39	37
01:00	0	0	0	0	2	4	0	0	0	0	0	0	0	6	37	35
02:00	0	0	0	0	1	1	0	0	0	0	0	0	0	2	37	35
03:00	0	0	0	0	0	2	0	0	0	0	0	0	0	2	38	37
04:00	0	0	0	0	5	1	0	0	0	0	0	0	0	6	34	33
05:00	0	0	0	0	1	2	1	0	0	0	0	0	0	4	41	37
06:00	0	0	0	0	4	6	3	5	0	0	0	0	0	18	46	40
07:00	0	0	0	1	7	18	12	1	0	0	0	0	0	39	41	38
08:00	0	0	1	3	10	24	8	2	1	0	0	0	0	49	41	37
09:00	0	0	0	4	29	46	26	4	0	0	0	0	0	109	41	37
10:00	0	0	1	6	28	50	32	3	1	0	0	0	0	121	41	37
11:00	0	1	2	3	26	65	36	6	3	0	0	0	0	142	42	38
12 PM	0	1	0	4	49	84	33	4	0	0	0	0	0	175	40	36
13:00	0	0	1	4	39	73	25	4	1	0	0	0	0	147	40	37
14:00	0	3	0	11	49	86	26	4	0	0	0	0	0	179	39	36
15:00	0	0	1	9	43	77	33	4	0	0	0	0	0	167	40	36
16:00	0	1	4	9	65	84	20	5	0	0	0	0	0	188	38	35
17:00	0	0	0	12	44	57	14	1	0	0	0	0	0	128	38	35
18:00	0	0	0	9	39	53	7	1	0	0	0	0	0	109	38	35
19:00	0	0	1	3	30	23	5	1	0	0	0	0	0	63	38	34
20:00	0	0	0	1	18	13	14	1	1	0	0	0	0	48	42	37
21:00	0	0	0	5	18	19	6	1	1	0	0	0	0	50	39	35
22:00	0	1	0	1	5	18	3	1	1	0	0	0	0	30	39	36
23:00	0	0	1	0	9	10	4	0	0	0	0	0	0	24	39	35
Total	0	7	12	85	522	820	309	48	9	0	0	0	0	1812		
%	0.0%	0.4%	0.7%	4.7%	28.8%	45.3%	17.1%	2.6%	0.5%	0.0%	0.0%	0.0%	0.0%			
AM Peak		11:00	11:00	10:00	09:00	11:00	11:00	11:00	11:00					11:00		
Vol.		1	2	6	29	65	36	6	3					142		
PM Peak		14:00	16:00	17:00	16:00	14:00	12:00	16:00	13:00					16:00		
Vol.		3	4	12	65	86	33	5	1					188		

Stats
 15th Percentile : 30 MPH
 50th Percentile : 35 MPH
 85th Percentile : 40 MPH
 95th Percentile : 43 MPH

Mean Speed(Average) : 36 MPH
 10 MPH Pace Speed : 30-39 MPH
 Number in Pace : 1342
 Percent in Pace : 74.1%
 Number of Vehicles > 35 MPH : 1022
 Percent of Vehicles > 35 MPH : 56.4%

Banfield Street
 west of Constitution Avenue
 City, State: Portsmouth, NH
 Client: TEC/ S. Gregorio



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164943 B Speed
 Site Code: T0620

WB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
03/06/ 16	0	0	0	0	4	6	1	1	0	0	0	0	0	12	39	37
01:00	0	0	0	0	2	4	1	1	0	0	0	0	0	8	42	38
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1	43	42
03:00	0	0	0	0	0	2	1	0	0	0	0	0	0	3	41	39
04:00	0	0	0	0	1	1	0	2	0	0	0	0	0	4	47	41
05:00	0	0	0	0	1	1	1	0	0	0	0	0	0	3	41	37
06:00	0	0	0	0	3	3	1	0	0	0	0	0	0	7	38	36
07:00	0	0	0	0	2	11	4	3	0	0	0	0	0	20	44	39
08:00	0	0	0	3	12	11	13	1	0	1	0	0	0	41	42	37
09:00	0	0	1	2	15	38	18	4	0	0	0	0	0	78	41	37
10:00	0	1	1	1	26	52	20	0	0	0	0	0	0	101	40	36
11:00	1	0	1	2	31	57	27	2	0	0	0	0	0	121	41	36
12 PM	0	0	1	4	24	85	25	3	0	0	0	0	0	142	40	37
13:00	0	1	1	5	33	67	32	8	0	0	0	0	0	147	41	37
14:00	0	0	2	7	16	53	46	9	0	0	0	0	0	133	42	38
15:00	0	0	1	3	36	55	27	5	0	0	0	0	0	127	41	37
16:00	2	2	0	4	31	55	24	4	1	0	0	0	0	123	41	36
17:00	0	0	1	7	22	45	16	6	0	0	0	0	0	97	41	36
18:00	0	1	1	4	31	21	11	2	1	1	0	0	0	73	40	35
19:00	0	0	0	3	23	17	6	1	0	0	0	0	0	50	38	35
20:00	0	0	0	0	17	13	6	2	0	0	0	0	0	38	40	36
21:00	0	0	1	0	6	5	1	1	2	0	0	0	0	16	46	37
22:00	0	0	0	1	0	3	0	1	0	0	0	0	0	5	45	37
23:00	0	0	0	0	5	1	1	0	0	0	0	0	0	7	38	34
Total	3	5	11	46	341	606	283	56	4	2	0	0	0	1357		
%	0.2%	0.4%	0.8%	3.4%	25.1%	44.7%	20.9%	4.1%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak	11:00	10:00	09:00	08:00	11:00	11:00	11:00	09:00		08:00				11:00		
Vol.	1	1	1	3	31	57	27	4		1				121		
PM Peak	16:00	16:00	14:00	14:00	15:00	12:00	14:00	14:00	21:00	18:00				13:00		
Vol.	2	2	2	7	36	85	46	9	2	1				147		

Stats
 15th Percentile : 31 MPH
 50th Percentile : 36 MPH
 85th Percentile : 41 MPH
 95th Percentile : 43 MPH

Mean Speed(Average) : 37 MPH
 10 MPH Pace Speed : 30-39 MPH
 Number in Pace : 947
 Percent in Pace : 69.8%
 Number of Vehicles > 35 MPH : 830
 Percent of Vehicles > 35 MPH : 61.1%

Banfield Street
west of Constitution Avenue
City, State: Portsmouth, NH
Client: TEC/ S. Gregorio



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164943 B Speed
Site Code: T0620

EB

Start Time	14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
03/03/																
16	0	0	0	0	0	1	0	0	0	0	0	0	0	1	38	37
01:00	0	0	0	0	1	0	0	0	1	1	0	0	0	3	56	47
02:00	0	0	0	0	0	0	0	2	0	0	0	0	0	2	48	47
03:00	0	0	0	0	1	0	1	0	0	0	0	0	0	2	42	37
04:00	0	0	0	0	3	6	2	0	0	0	0	0	0	11	39	37
05:00	0	0	0	0	7	11	4	1	0	0	0	0	0	23	40	37
06:00	0	0	0	2	15	42	16	1	1	0	0	0	0	77	41	37
07:00	0	0	0	3	37	97	65	10	1	2	0	0	0	215	42	38
08:00	0	1	0	0	51	135	67	10	1	0	0	0	0	265	41	38
09:00	0	0	0	6	31	87	37	6	0	0	0	0	0	167	41	37
10:00	0	0	1	12	44	74	27	5	0	0	0	0	0	163	40	36
11:00	0	1	0	5	47	104	32	2	0	0	0	0	0	191	39	36
12 PM	0	3	0	6	43	90	45	10	0	0	0	0	0	197	41	37
13:00	0	0	0	8	55	86	32	6	0	0	0	0	0	187	40	36
14:00	0	1	0	6	49	70	41	8	1	0	0	0	0	176	41	37
15:00	0	1	0	3	52	95	39	4	0	0	0	0	0	194	40	37
16:00	0	1	5	6	46	92	49	4	2	0	0	0	0	205	41	37
17:00	0	1	4	5	58	102	23	5	1	0	0	0	1	200	38	36
18:00	0	0	0	6	37	46	18	0	0	0	0	0	0	107	39	36
19:00	0	0	0	4	15	16	8	0	0	0	0	0	0	43	39	35
20:00	0	0	0	1	15	18	3	0	0	0	0	0	0	37	38	35
21:00	0	0	1	4	10	9	3	2	0	0	0	0	0	29	40	35
22:00	0	0	0	0	7	8	2	1	0	0	0	0	0	18	39	36
23:00	0	0	0	0	4	0	1	0	0	0	0	0	0	5	40	34
Total	0	9	11	77	628	1189	515	77	8	3	0	0	1	2518		
%	0.0%	0.4%	0.4%	3.1%	24.9%	47.2%	20.5%	3.1%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak		08:00	10:00	10:00	08:00	08:00	08:00	07:00	01:00	07:00				08:00		
Vol.		1	1	12	51	135	67	10	1	2				265		
PM Peak		12:00	16:00	13:00	17:00	17:00	16:00	12:00	16:00				17:00	16:00		
Vol.		3	5	8	58	102	49	10	2				1	205		

Stats
15th Percentile : 31 MPH
50th Percentile : 36 MPH
85th Percentile : 41 MPH
95th Percentile : 43 MPH

Mean Speed(Average) : 37 MPH
10 MPH Pace Speed : 30-39 MPH
Number in Pace : 1817
Percent in Pace : 72.2%
Number of Vehicles > 35 MPH : 1555
Percent of Vehicles > 35 MPH : 61.8%

Banfield Street
 west of Constitution Avenue
 City, State: Portsmouth, NH
 Client: TEC/ S. Gregorio



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164943 B Speed
 Site Code: T0620

EB

Start Time	14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
03/04/16	0	0	0	0	1	0	0	0	0	0	0	0	0	1	33	32
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	33	32
02:00	0	0	0	0	1	1	0	0	2	0	0	0	0	4	52	43
03:00	0	0	0	1	1	1	2	0	0	0	0	0	0	5	42	36
04:00	0	0	0	1	1	3	1	0	1	0	0	0	0	7	43	38
05:00	0	0	0	1	4	11	4	0	0	0	0	0	0	20	40	37
06:00	0	0	0	4	24	34	12	5	1	0	0	0	0	80	41	37
07:00	0	0	0	1	51	84	56	12	0	1	0	0	0	205	42	38
08:00	0	0	1	34	97	69	8	0	0	0	0	0	0	209	37	33
09:00	0	0	0	28	101	66	17	2	0	0	0	1	0	215	38	34
10:00	0	0	1	17	50	50	17	3	0	0	0	0	0	138	38	35
11:00	0	0	0	9	64	62	20	1	1	0	0	0	0	157	38	35
12 PM	1	0	1	17	75	89	20	2	0	0	0	0	0	205	38	35
13:00	1	0	1	10	65	69	21	3	0	0	0	0	0	170	38	35
14:00	0	1	0	10	64	68	23	1	0	0	0	0	0	167	38	35
15:00	1	2	5	24	89	64	21	1	0	0	0	0	0	207	38	34
16:00	0	0	3	23	69	92	20	3	0	0	0	0	0	210	38	35
17:00	0	1	0	2	84	91	9	3	0	0	0	0	0	190	38	35
18:00	0	0	0	10	35	37	6	1	0	0	0	0	0	89	38	34
19:00	0	0	0	6	18	19	6	1	0	0	0	0	0	50	38	35
20:00	0	1	0	10	21	8	2	0	0	0	0	0	0	42	36	32
21:00	0	0	1	2	11	11	2	1	0	0	0	0	0	28	38	35
22:00	0	0	0	0	8	7	2	0	0	0	0	0	0	17	38	35
23:00	0	2	0	0	2	3	1	1	0	0	0	0	0	9	42	33
Total	3	7	13	210	937	939	270	40	5	1	0	1	0	2426		
%	0.1%	0.3%	0.5%	8.7%	38.6%	38.7%	11.1%	1.6%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak			08:00	08:00	09:00	07:00	07:00	07:00	02:00	07:00		09:00		09:00		
Vol.			1	34	101	84	56	12	2	1		1		215		
PM Peak	12:00	15:00	15:00	15:00	15:00	16:00	14:00	13:00						16:00		
Vol.	1	2	5	24	89	92	23	3						210		

Stats
 15th Percentile : 29 MPH
 50th Percentile : 34 MPH
 85th Percentile : 38 MPH
 95th Percentile : 42 MPH

Mean Speed(Average) : 35 MPH
 10 MPH Pace Speed : 30-39 MPH
 Number in Pace : 1876
 Percent in Pace : 77.3%
 Number of Vehicles > 35 MPH : 1068
 Percent of Vehicles > 35 MPH : 44.0%

Banfield Street
 west of Constitution Avenue
 City, State: Portsmouth, NH
 Client: TEC/ S. Gregorio



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 DATA
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164943 B Speed
 Site Code: T0620

EB

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
03/05/																													
16	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	37	35	
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	38	37	
02:00	0	0	0	0	0	1	0	2	1	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	5	55	44	
03:00	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	42	36	
04:00	0	1	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	36	32	
05:00	0	0	0	1	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	38	36	
06:00	0	0	0	0	10	8	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	43	37	
07:00	0	0	0	0	14	22	20	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	42	38	
08:00	0	1	0	9	37	63	31	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	152	42	37	
09:00	0	0	0	5	50	70	17	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	149	39	36	
10:00	0	0	1	4	36	65	27	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140	41	37	
11:00	0	0	0	2	41	95	41	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	183	41	37	
12 PM	1	3	1	3	37	82	38	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	171	41	37	
13:00	0	1	0	1	28	97	32	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	166	41	37	
14:00	0	1	1	4	40	77	30	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	161	41	37	
15:00	0	4	2	6	30	78	28	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	158	41	36	
16:00	0	2	0	5	43	87	25	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	169	40	36	
17:00	0	1	0	4	50	47	24	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	129	40	36	
18:00	0	0	0	5	36	51	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98	38	35	
19:00	0	0	0	5	17	18	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	41	36	
20:00	0	0	0	7	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	37	33	
21:00	0	0	0	2	10	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	39	35	
22:00	0	0	1	3	2	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	38	34	
23:00	0	0	0	1	3	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	45	37	
Total	1	14	6	68	497	902	346	73	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1918			
%	0.1%	0.7%	0.3%	3.5%	25.9%	47.0%	18.0%	3.8%	0.3%	0.2%	0.1%	0.0%	0.0%																
AM Peak		04:00	10:00	08:00	09:00	11:00	11:00	08:00	07:00	02:00																	11:00		
Vol.		1	1	9	50	95	41	10	1	1																	183		
PM Peak	12:00	15:00	15:00	20:00	17:00	13:00	12:00	15:00	12:00	16:00	12:00																12:00		
Vol.	1	4	2	7	50	97	38	10	2	1	1																171		

Stats

15th Percentile : 30 MPH
 50th Percentile : 36 MPH
 85th Percentile : 41 MPH
 95th Percentile : 43 MPH

Mean Speed(Average) : 37 MPH
 10 MPH Pace Speed : 30-39 MPH
 Number in Pace : 1399
 Percent in Pace : 72.9%
 Number of Vehicles > 35 MPH : 1152
 Percent of Vehicles > 35 MPH : 60.0%

Banfield Street
 west of Constitution Avenue
 City, State: Portsmouth, NH
 Client: TEC/ S. Gregorio



PRECISION
 D A T A
 INDUSTRIES, LLC
 P.O. Box 301 Berlin, MA 01503
 Office: 508.481.3999 Fax: 508.545.1234
 Email: datarequests@pdillc.com

164943 B Speed
 Site Code: T0620

EB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
03/06/ 16	0	0	0	0	0	1	1	0	0	0	0	0	0	2	42	40
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1	43	42
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	2	0	0	0	0	0	0	0	0	2	33	32
05:00	0	0	0	1	2	2	2	1	0	0	0	0	0	8	43	37
06:00	0	0	0	1	4	9	2	1	0	0	0	0	0	17	40	36
07:00	0	0	1	0	7	15	12	2	0	0	0	0	0	37	42	38
08:00	0	0	0	3	18	29	27	3	0	0	0	0	0	80	42	38
09:00	0	1	0	3	33	44	14	2	0	0	0	0	0	97	39	36
10:00	0	0	0	8	32	59	20	3	1	0	0	0	0	123	40	36
11:00	1	0	1	3	31	72	23	4	0	0	0	0	0	135	40	36
12 PM	0	0	0	3	24	70	30	3	0	0	0	0	0	130	41	37
13:00	0	1	0	0	28	98	34	3	0	0	0	0	0	164	40	37
14:00	1	1	1	7	30	63	33	8	1	0	0	0	0	145	42	37
15:00	0	2	0	0	13	50	22	7	0	0	0	0	0	94	42	38
16:00	0	0	0	2	15	36	20	6	0	0	0	0	0	79	42	38
17:00	0	0	0	2	20	26	14	4	1	0	0	0	0	67	42	37
18:00	0	0	1	4	14	28	6	2	1	0	0	0	0	56	39	36
19:00	0	0	1	4	9	10	4	0	0	0	0	0	0	28	38	34
20:00	0	0	0	3	8	6	0	0	0	0	0	0	0	17	36	33
21:00	0	0	1	0	7	6	2	0	0	0	0	0	0	16	38	34
22:00	0	0	0	0	2	1	0	0	0	0	0	0	0	3	36	34
23:00	0	0	0	0	1	1	0	1	0	0	0	0	0	3	46	39
Total	2	5	6	44	300	626	267	50	4	0	0	0	0	1304		
%	0.2%	0.4%	0.5%	3.4%	23.0%	48.0%	20.5%	3.8%	0.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	09:00	07:00	10:00	09:00	11:00	08:00	11:00	10:00					11:00		
Vol.	1	1	1	8	33	72	27	4	1					135		
PM Peak	14:00	15:00	14:00	14:00	14:00	13:00	13:00	14:00	14:00					13:00		
Vol.	1	2	1	7	30	98	34	8	1					164		

Stats
 15th Percentile : 31 MPH
 50th Percentile : 36 MPH
 85th Percentile : 41 MPH
 95th Percentile : 43 MPH

Mean Speed(Average) : 37 MPH
 10 MPH Pace Speed : 30-39 MPH
 Number in Pace : 926
 Percent in Pace : 71.0%
 Number of Vehicles > 35 MPH : 822
 Percent of Vehicles > 35 MPH : 63.0%

**STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC**

18-Feb-16

Bureau of Planning, Traffic Section, Traffic Reports

STAT. TYPE	LOCATION	FC	2008	2009	2010	2011	2012	2013	2014	2015
Town: HAMPTON										
197033	81 US 1 NB SOUTH OF NH 101 OVER STATE OF NH RR	14	*	*	13000	*	*	14000	*	*
197052	82 US 1 (LAFAYETTE RD) NORTH OF NH 101E (WINNACUNNET RD) (SB-NB) (81197117-81197118)	14	*	22000	*	16000	*	*	15000	*
197064	82 US 1 (LAFAYETTE RD) SOUTH OF FAIRFIELD DR (SB-NB) (81197123-81197124)	14	16000	*	18000	*	19000	*	16000	*
197076	82 US 1 (LAFAYETTE RD) SOUTH OF ROAD SPLIT TO NH 101 (SB-NB) (81197077-81197078)	16	20468	21000	21313	20000	20667	20349	20373	21837
Town: HAMPTON FALLS										
199014	82 US 1 (LAFAYETTE RD) AT SEABROOK TL	16	*	21000	*	*	20000	*	*	22000
Town: NORTH HAMPTON										
345001	02 US 1 (LAFAYETTE RD) NORTH OF NORTH RD (SB-NB) (01345005-01345006)	14	16764	16953	16970	17000	16434	16267	16172	16290
Town: PORTSMOUTH										
379010	22 US 1 (LAFAYETTE RD) SOUTH OF SOUTH ST (SB-NB) (21379215-21379216)	14	*	12000	*	*	13000	*	*	12000
379021	82 US 1 (LAFAYETTE RD) AT RYE TL	14	*	15000	*	17000	*	*	21000	*
379031	82 US 1 (MIDDLE RD) SOUTH OF MENDUM AVE	14	*	*	10000	*	*	7900	*	*
379034	82 US 1 (MIDDLE RD) SOUTH OF ISLINGTON ST	14	*	*	12000	*	10000	*	*	9200
379072	82 US 1 (LAFAYETTE RD) SOUTH OF GREENLEAF AVENUE	14	*	*	11000	*	*	*	*	*
379076	82 US 1 (MIDDLE RD) NORTH OF RICHARDS AVE	14	11000	*	*	11000	*	*	10000	*
379079	82 US 1 (MEMORIAL BRIDGE) AT MAINE SL (SB-NB) (81379148-81379149)	14	*	11000	*	*	*	*	*	7900
379084	82 CONGRESS ST EAST OF MAPLEWOOD AVE	14	6400	*	*	6600	*	*	6300	*

**STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC**

18-Feb-16

Bureau of Planning, Traffic Section, Traffic Reports

STAT.	TYPE	LOCATION	FC	2008	2009	2010	2011	2012	2013	2014	2015
Town: PORTSMOUTH											
379036	82	MAPLEWOOD AVENUE EAST OF WOODBURY AVENUE	17	4600	*	*	3500	*	*	1300	*
379037	82	WOODBURY AVE SOUTH OF MAPLEWOOD AVE (SB-NB) (81379206-81379207)	16	*	*	8200	*	*	7100	*	*
379040	82	OCEAN RD OVER B&M RR (EB-WB) (81379168-81379169)	17	5300	*	*	6600	*	*	7300	*
379041	82	NH 33 (MIDDLE RD) EAST OF DODGE AVENUE (EB-WB) (81379186-81379187)	16	*	*	16000	15000	*	*	17000	*
379042	82	US 1 BYPASS UNDER B&M RAILROAD (EB-WB) (81379043-81379042)	12	*	25000	*	*	37000	*	*	21000
379044	82	ISLINGTON ST EAST OF SUMMER ST	16	*	10000	*	*	9100	*	*	9300
379045	82	SOUTH ST EAST OF HAVEN RD	16	3300	*	*	5500	*	*	3400	*
379046	82	NH 1A (SAGAMORE AVE) SOUTH OF SOUTH ST	16	8600	*	*	9200	*	*	3000	*
379048	82	MARCY ST NORTH OF MECHANIC ST	19	*	3500	*	*	1200	*	*	2800
379049	82	WASHINGTON ST NORTH OF RICHMOND ST	19	260	*	*	350	*	*	450	*
379051	82	ISLINGTON ST NORTH OF ELM COURT	16	*	9800	*	*	14000	*	*	11000
379052	82	BARTLETT ST WEST OF ISLINGTON ST	16	*	12000	*	11000	*	*	17000	*
379057	82	NH 33 (GREENLAND RD) AT GREENLAND TL	16	*	*	31000	*	29000	*	*	29000
379059	82	NH 33 (MIDDLE RD) EAST OF ISLINGTON ST (EB-WB) (81379184-81379185)	16	*	*	12000	*	*	9700	*	*
379062	82	I-95 BETWEEN EXITS 3-4 (SB-NB) (81379062-81379061)	11	*	89900	*	*	97000	*	*	98000

**STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC**

18-Feb-16

Bureau of Planning, Traffic Section, Traffic Reports

STAT. TYPE	LOCATION	FC	2008	2009	2010	2011	2012	2013	2014	2015
Town: PORTSMOUTH										
379084	82 CONGRESS ST EAST OF MAPLEWOOD AVE	14	6400	*	*	6600	*	*	6300	*
379085	82 STATE ST WEST OF MIDDLE RD	19	*	1500	*	*	1300	*	*	1400
379086	82 RICHARDS AVE SOUTH OF US 1 (MIDDLE RD)	19	*	1800	*	*	1300	*	*	1400
379088	82 NH 1B (PLEASANT ST) SOUTH OF COURT ST	16	6100	*	*	7000	*	*	6700	*
379092	81 US 1 NB (STATE ST) NORTH OF PLEASANT ST	14	*	6800	*	*	*	7200	6400	*
379093	81 US 1 SB (SCOTT AVE) JUST OFF MEMORIAL BRIDGE	14	6600	*	*	*	*	*	*	*
379094	82 BORTHWICK AVE EAST OF HIGHLINER AVE	17	*	5600	*	*	5400	*	*	5300
379095	81 US 1 NB (STATE ST) SOUTH OF PLEASANT ST	14	7900	*	*	*	*	*	9200	*
379096	81 MARKET ST SB SOUTH OF BOW ST	16	*	*	3100	*	*	3400	*	*
379111	82 CATE ST AT HODGSON BROOK	19	*	830	*	960	*	*	1500	*
379115	82 ISLINGTON ST OVER US 1 BYPASS	16	*	6500	*	6400	*	*	*	5000
379124	82 PEVERLY HILL RD SOUTH OF NH 33	17	*	*	8800	*	*	10000	*	*
379125	81 US 1 (LAFFAYETTE RD) SB OVER US 1 BYPASS	16	5300	*	*	*	*	*	*	*
379126	82 SHERBURNE RD AT I-95 OVERPASS	19	*	*	*	1700	*	1600	*	*
379127	82 NEWCASTLE AVE EAST OF SOUTH ST (EB-WB) (81379182-81379183)	17	*	1400	*	*	1400	*	*	1400
379128	81 US 1 SB (DANIEL ST) SOUTH OF CHAPEL ST	14	5100	*	*	4900	*	*	8800	*
379130	82 GOSLING RD WEST OF WOODBURY AVENUE	17	*	*	*	12000	*	13000	*	*
379131	82 PORTSMOUTH AVE WEST OF NH 33	19	3800	*	*	2400	*	*	2200	*

**STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC**

18-Feb-16

Bureau of Planning, Traffic Section, Traffic Reports

STAT.	TYPE	LOCATION	FC	2008	2009	2010	2011	2012	2013	2014	2015
Town: PORTSMOUTH											
379179	82	CONSTITUTION AVE WEST OF US 1	19	*	*	2300	*	*	2500	*	*
379180	82	CASS ST WEST OF US 1 (MIDDLE RD)	17	*	*	2700	*	*	2400	*	*
379181	82	JUNKINS AVE NORTH OF LINCOLN AVE	17	*	*	3900	*	*	3300	*	*
379194	82	NH 33 (SOUTH ST) WEST OF MONROE ST	16	*	4700	*	4700	*	*	4600	*
379202	82	GRAFTON DR SOUTH OF STRAFFORD DR (EB-WB) (81379201-81379200)	19	*	10000	*	*	11000	*	*	12000
379205	82	SOUTHERLY ACCESS RD TO CARPOOL PARKING LOT EAST OF GRAFTON RD (EB-WB) (379204-379203)	19	*	12000	*	*	1500	*	*	2000
379223	81	PLEASANT ST NB NORTH OF US 1 NB	16	*	*	*	*	*	*	3600	*
379224	82	US 1 BYPASS NORTH OF COTTAGE ST (SB-NB) (81379225-81379226)	12	*	*	*	*	*	*	22000	*
379227	82	CUTTS ST SOUTH OF MAPLEWOOD AVE (SB-NB) (81379228-81379229)	19	*	*	*	*	*	5700	*	*
379229	81	CUTTS ST NB SOUTH OF MAPLEWOOD AVE (82379227)	19	*	*	*	*	*	1500	*	*

Attachment D

Seasonal Adjustment Data

Seasonal Adjustment Factor Summary Table

Project: N0620 - Water Country Traffic Study
Date: April 19, 2016
Analyst: TEC, Inc. / Douglas S. Halpert, E.I.T.
Source: NHDOT Permanent Count Stations 345001

Saturday Midday - Adjustment to Peak Month

Location	2013	2014	2015	Average
N. Hampton, US 1 N. of B&M Bridge	7.4%	7.6%	23.3%	12.7%

Attachment E

Ambient Growth Calculations

Average Daily Traffic Summary Table

Project: N0620 - Water Country Traffic Study
 Date: April 19, 2016
 Analyst: TEC, Inc. / Douglas S. Halpert, E.I.T.
 Source: NHDOT Count Stations 345001, 379040, 379124, 379179

STA.	TOWN	ROUTE/STREET	LOCATION	2008	2009	2010	2011	2012	2013	2014	2015	Amb. Growth
345001	North Hampton	US 1 (Lafayette Road)	north of North Road	16764	16953	16970	17000	16434	16267	16172	16290	-0.29%

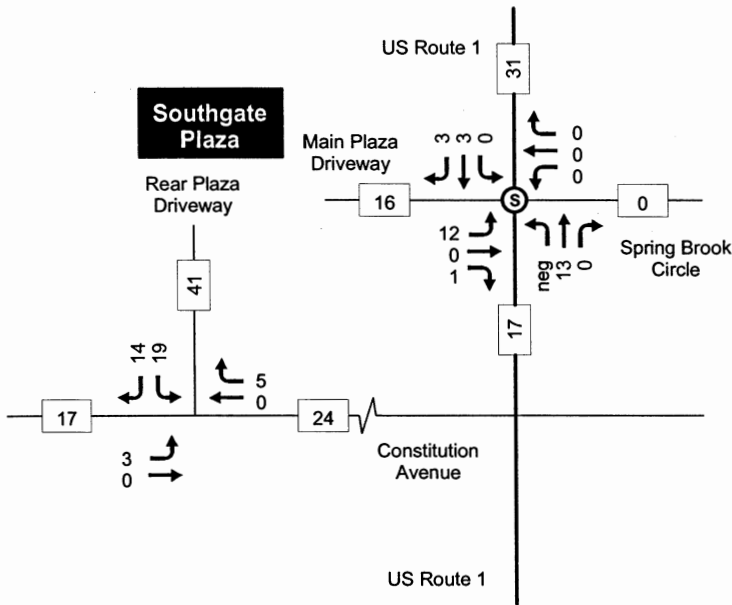
Side Streets

379040	Portsmouth	Ocean Road	over B&M RR	5300			6600			7300		5.86%
379124	Portsmouth	Peverly Hill Road	south of NH 33			8800			10000			4.55%
379179	Portsmouth	Constitution Avenue	west of US 1			2300			2500			2.90%
Average Growth Rate =												
4.43%												

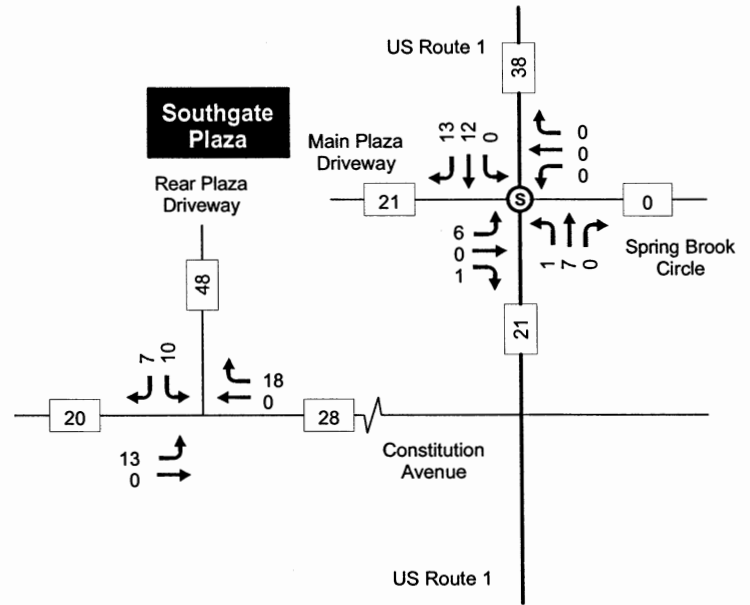


Attachment F

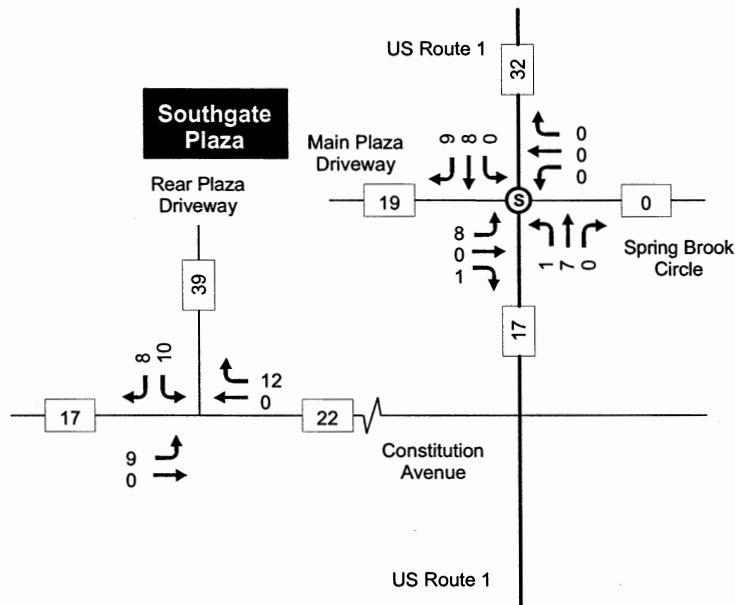
Specific Development by Others



AM PEAK HOUR



PM PEAK HOUR



SATURDAY PEAK HOUR












Attachment G

Intersection Capacity and Queue Analyses

2026 Future Year Build Conditions

Lanes, Volumes, Timings
1: Ocean Road & Banfield Road

2026 Build Conditions
Saturday Evening










						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	36	486	203	32	149	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.874		0.982			
Flt Protected	0.997					0.981
Satd. Flow (prot)	1600	0	1850	0	0	1853
Flt Permitted	0.997					0.981
Satd. Flow (perm)	1600	0	1850	0	0	1853
Link Speed (mph)	30		30			30
Link Distance (ft)	1001		867			500
Travel Time (s)	22.8		19.7			11.4
Confl. Peds. (#/hr)		1			1	
Peak Hour Factor	0.82	0.82	0.89	0.89	0.93	0.93
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized











HCM Unsignalized Intersection Capacity Analysis
 1: Ocean Road & Banfield Road

2026 Build Conditions
 Saturday Evening

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	36	486	203	32	149	237
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.82	0.82	0.89	0.89	0.93	0.93
Hourly flow rate (vph)	44	593	228	36	160	255
Pedestrians	1					1
Lane Width (ft)	11.0					12.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	822	248			265	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	822	248			265	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	86	25			88	
cM capacity (veh/h)	304	794			1310	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	637	264	415			
Volume Left	44	0	160			
Volume Right	593	36	0			
cSH	715	1700	1310			
Volume to Capacity	0.89	0.16	0.12			
Queue Length 95th (ft)	283	0	10			
Control Delay (s)	36.7	0.0	3.9			
Lane LOS	E		A			
Approach Delay (s)	36.7	0.0	3.9			
Approach LOS	E					
Intersection Summary						
Average Delay			19.0			
Intersection Capacity Utilization			75.5%		ICU Level of Service	D
Analysis Period (min)			15			

Lanes, Volumes, Timings
 2: Heritage Avenue & Banfield Road

2026 Build Conditions
 Saturday Evening

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	154	18	53	453	46	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.986				0.931	
Flt Protected				0.995	0.976	
Satd. Flow (prot)	1798	0	0	1820	1758	0
Flt Permitted				0.995	0.976	
Satd. Flow (perm)	1798	0	0	1820	1758	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1001			1260	500	
Travel Time (s)	22.8			28.6	11.4	
Peak Hour Factor	0.81	0.81	0.83	0.83	0.70	0.70
Heavy Vehicles (%)	0%	7%	4%	0%	3%	0%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized

HCM Unsignalized Intersection Capacity Analysis










2: Heritage Avenue & Banfield Road

2026 Build Conditions
Saturday Evening

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	154	18	53	453	46	49
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.81	0.81	0.83	0.83	0.70	0.70
Hourly flow rate (vph)	190	22	64	546	66	70
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			212		875	201
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			212		875	201
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		78	92
cM capacity (veh/h)			1346		303	845
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	212	610	136			
Volume Left	0	64	66			
Volume Right	22	0	70			
cSH	1700	1346	453			
Volume to Capacity	0.12	0.05	0.30			
Queue Length 95th (ft)	0	4	31			
Control Delay (s)	0.0	1.3	16.3			
Lane LOS		A	C			
Approach Delay (s)	0.0	1.3	16.3			
Approach LOS			C			
Intersection Summary						
Average Delay			3.1			
Intersection Capacity Utilization			51.5%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
 3: Constitution Avenue & Banfield Road

2026 Build Conditions
 Saturday Evening

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	126	75	65	135	391	257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.950				0.946	
Flt Protected				0.984	0.971	
Satd. Flow (prot)	1745	0	0	1783	1745	0
Flt Permitted				0.984	0.971	
Satd. Flow (perm)	1745	0	0	1783	1745	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1260			501	2972	
Travel Time (s)	28.6			11.4	67.5	
Confl. Peds. (#/hr)		1			2	
Peak Hour Factor	0.78	0.78	0.87	0.87	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized

HCM Unsignalized Intersection Capacity Analysis

3: Constitution Avenue & Banfield Road

2026 Build Conditions
Saturday Evening

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	126	75	65	135	391	257
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.87	0.87	0.84	0.84
Hourly flow rate (vph)	162	96	75	155	465	306
Pedestrians	2				1	
Lane Width (ft)	11.0				12.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	0				0	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			259		517	211
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			259		517	211
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			94		5	63
cM capacity (veh/h)			1317		491	834
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	258	230	771			
Volume Left	0	75	465			
Volume Right	96	0	306			
cSH	1700	1317	587			
Volume to Capacity	0.15	0.06	1.31			
Queue Length 95th (ft)	0	5	802			
Control Delay (s)	0.0	2.9	174.9			
Lane LOS		A	F			
Approach Delay (s)	0.0	2.9	174.9			
Approach LOS			F			
Intersection Summary						
Average Delay			107.7			
Intersection Capacity Utilization			69.4%		ICU Level of Service	C
Analysis Period (min)			15			

Lanes, Volumes, Timings
4: Peverly Hill Road & Banfield Road/Mirona Road

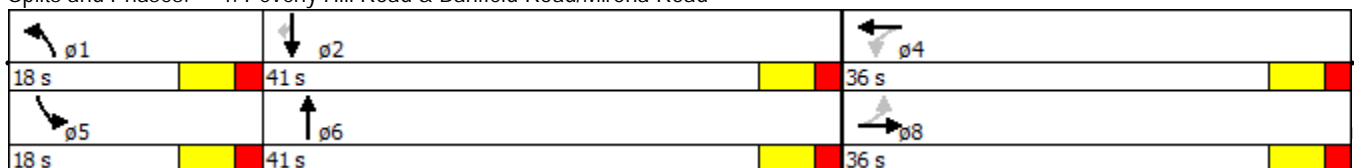
2026 Build Conditions
Saturday Evening

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	173	107	84	9	31	49	46	173	16	31	217	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	15	15	15	11	11	11	11	11	11
Storage Length (ft)	150		0	0		0	320		0	165		0
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.934			0.926			0.987				0.850
Flt Protected	0.950				0.995		0.950			0.950		
Satd. Flow (prot)	1745	1775	0	0	1926	0	1745	1780	0	1745	1818	1531
Flt Permitted	0.682				0.953		0.950			0.950		
Satd. Flow (perm)	1253	1775	0	0	1844	0	1745	1780	0	1745	1818	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		44			64			6				133
Link Speed (mph)		30			30			30				30
Link Distance (ft)		501			499			1500				500
Travel Time (s)		11.4			11.3			34.1				11.4
Peak Hour Factor	0.84	0.84	0.84	0.77	0.77	0.77	0.84	0.84	0.84	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	2%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4								2
Detector Phase	8	8		4	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	5.0		3.0	5.0	5.0
Minimum Split (s)	11.0	11.0		11.0	11.0		9.0	11.0		9.0	11.0	11.0
Total Split (s)	36.0	36.0		36.0	36.0		18.0	41.0		18.0	41.0	41.0
Total Split (%)	37.9%	37.9%		37.9%	37.9%		18.9%	43.2%		18.9%	43.2%	43.2%
Maximum Green (s)	30.0	30.0		30.0	30.0		12.0	35.0		12.0	35.0	35.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.5	3.0		2.5	3.0	3.0
Recall Mode	None	None		None	None		None	Min		None	Min	Min

Intersection Summary









Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 48.4
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Peverly Hill Road & Banfield Road/Mirona Road























Queues
4: Pevery Hill Road & Banfield Road/Mirona Road

2026 Build Conditions
Saturday Evening

								
Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	206	227	116	55	225	33	233	133
v/c Ratio	0.54	0.40	0.19	0.21	0.38	0.14	0.47	0.26
Control Delay	22.9	15.2	9.5	26.2	16.9	27.0	21.3	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.9	15.2	9.5	26.2	16.9	27.0	21.3	5.8
Queue Length 50th (ft)	53	44	12	15	34	9	60	0
Queue Length 95th (ft)	124	105	39	51	126	39	149	37
Internal Link Dist (ft)		421	419		1420		420	
Turn Bay Length (ft)	150			320		165		
Base Capacity (vph)	856	1227	1281	496	1343	496	1370	1186
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	0.24	0.19	0.09	0.11	0.17	0.07	0.17	0.11
Intersection Summary								










HCM Signalized Intersection Capacity Analysis
 4: Peverly Hill Road & Banfield Road/Mirona Road

2026 Build Conditions
 Saturday Evening

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	173	107	84	9	31	49	46	173	16	31	217	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	15	15	15	11	11	11	11	11	11
Total Lost time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.93			0.93		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1745	1774			1924		1745	1781		1745	1818	1531
Flt Permitted	0.68	1.00			0.95		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1253	1774			1843		1745	1781		1745	1818	1531
Peak-hour factor, PHF	0.84	0.84	0.84	0.77	0.77	0.77	0.84	0.84	0.84	0.93	0.93	0.93
Adj. Flow (vph)	206	127	100	12	40	64	55	206	19	33	233	133
RTOR Reduction (vph)	0	31	0	0	46	0	0	4	0	0	0	96
Lane Group Flow (vph)	206	196	0	0	70	0	55	221	0	33	233	37
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	2%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4								2
Actuated Green, G (s)	14.6	14.6			14.6		3.9	16.0		2.2	14.3	14.3
Effective Green, g (s)	14.6	14.6			14.6		3.9	16.0		2.2	14.3	14.3
Actuated g/C Ratio	0.29	0.29			0.29		0.08	0.31		0.04	0.28	0.28
Clearance Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0			3.0		2.5	3.0		2.5	3.0	3.0
Lane Grp Cap (vph)	360	509			529		133	560		75	511	430
v/s Ratio Prot		0.11					c0.03	0.12		0.02	c0.13	
v/s Ratio Perm	c0.16				0.04							0.02
v/c Ratio	0.57	0.38			0.13		0.41	0.39		0.44	0.46	0.09
Uniform Delay, d1	15.4	14.5			13.4		22.4	13.6		23.7	15.0	13.4
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.2	0.5			0.1		1.5	0.5		3.0	0.6	0.1
Delay (s)	17.6	15.0			13.5		23.9	14.1		26.7	15.7	13.5
Level of Service	B	B			B		C	B		C	B	B
Approach Delay (s)		16.2			13.5			16.0			15.9	
Approach LOS		B			B			B			B	
Intersection Summary												
HCM 2000 Control Delay			15.8				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.50									
Actuated Cycle Length (s)			50.8				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			46.0%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings
 5: Constitution Avenue & Water Country Driveway

2026 Build Conditions
 Saturday Evening

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	3	98	72	9	405	458
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.985		0.928	
Flt Protected		0.999			0.977	
Satd. Flow (prot)	0	1861	1835	0	1633	0
Flt Permitted		0.999			0.977	
Satd. Flow (perm)	0	1861	1835	0	1633	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		2972	1669		499	
Travel Time (s)		67.5	37.9		11.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary










Area Type: Other
 Control Type: Unsignalized

HCM Unsignalized Intersection Capacity Analysis

5: Constitution Avenue & Water Country Driveway










2026 Build Conditions

Saturday Evening

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	3	98	72	9	405	458
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)	3	107	78	10	440	498
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	88				196	83
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	88				196	83
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				44	49
cM capacity (veh/h)	1508				791	976
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	110	88	938			
Volume Left	3	0	440			
Volume Right	0	10	498			
cSH	1508	1700	879			
Volume to Capacity	0.00	0.05	1.07			
Queue Length 95th (ft)	0	0	569			
Control Delay (s)	0.2	0.0	70.9			
Lane LOS	A		F			
Approach Delay (s)	0.2	0.0	70.9			
Approach LOS			F			
Intersection Summary						
Average Delay			58.5			
Intersection Capacity Utilization			64.8%		ICU Level of Service	C
Analysis Period (min)			15			

Lanes, Volumes, Timings
6: Campus Drive & West Road










2026 Build Conditions
Saturday Evening

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	3	1	7	11	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.878			
Flt Protected					0.950	
Satd. Flow (prot)	0	1900	1414	0	1843	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1900	1414	0	1843	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		501	1200		500	
Travel Time (s)		11.4	27.3		11.4	
Peak Hour Factor	0.38	0.38	0.75	0.75	0.56	0.56
Heavy Vehicles (%)	0%	0%	0%	20%	11%	0%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

HCM Unsignalized Intersection Capacity Analysis


















6: Campus Drive & West Road

2026 Build Conditions
Saturday Evening

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	3	1	7	11	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.38	0.38	0.75	0.75	0.56	0.56
Hourly flow rate (vph)	0	8	1	9	20	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)						
pX, platoon unblocked						
vC, conflicting volume	11				14	6
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	11				14	6
tC, single (s)	4.1				6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.6	3.3
p0 queue free %	100				98	100
cM capacity (veh/h)	1622				982	1083
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	8	11	20			
Volume Left	0	0	20			
Volume Right	0	9	0			
cSH	1622	1700	982			
Volume to Capacity	0.00	0.01	0.02			
Queue Length 95th (ft)	0	0	2			
Control Delay (s)	0.0	0.0	8.7			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	8.7			
Approach LOS			A			
Intersection Summary						
Average Delay			4.5			
Intersection Capacity Utilization			13.3%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
 7: US Route 1 & West Road/St. James Church Driveway

2026 Build Conditions
 Saturday Evening


















												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	19	0	0	3	6	1211	0	0	1129	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	12	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.865		0.865							
Flt Protected							0.950					
Satd. Flow (prot)	0	0	1536	0	1644	0	1396	1837	0	0	1837	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	1536	0	1644	0	1396	1837	0	0	1837	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1200			377			1000			2226	
Travel Time (s)		27.3			8.6			22.7			50.6	
Peak Hour Factor	0.62	0.62	0.62	0.38	0.38	0.38	0.92	0.92	0.92	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	7%	0%	0%	0%	25%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

HCM Unsignalized Intersection Capacity Analysis
7: US Route 1 & West Road/St. James Church Driveway




















2026 Build Conditions
Saturday Evening

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	19	0	0	3	6	1211	0	0	1129	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.62	0.62	0.62	0.38	0.38	0.38	0.92	0.92	0.92	0.94	0.94	0.94
Hourly flow rate (vph)	0	0	31	0	0	8	7	1316	0	0	1201	1
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	2539	2531	1202	2562	2531	1316	1202			1316		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2539	2531	1202	2562	2531	1316	1202			1316		
tC, single (s)	7.1	6.5	6.3	7.1	6.5	6.2	4.3			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.4			2.2		
p0 queue free %	100	100	86	100	100	96	99			100		
cM capacity (veh/h)	18	28	220	15	28	195	507			532		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	31	8	7	1316	1202							
Volume Left	0	0	7	0	0							
Volume Right	31	8	0	0	1							
cSH	220	195	507	1700	1700							
Volume to Capacity	0.14	0.04	0.01	0.77	0.71							
Queue Length 95th (ft)	12	3	1	0	0							
Control Delay (s)	24.0	24.3	12.2	0.0	0.0							
Lane LOS	C	C	B									
Approach Delay (s)	24.0	24.3	0.1		0.0							
Approach LOS	C	C										
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			76.1%		ICU Level of Service					D		
Analysis Period (min)			15									

Lanes, Volumes, Timings
8: US Route 1 & Industrial Park Drive/Wilson Avenue

2026 Build Conditions

Saturday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	51	11	151	6	7	12	112	1109	9	11	994	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	16	16	16	11	11	11	11	11	11
Storage Length (ft)	0		80	0		0	270		0	150		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.937			0.999			0.978	
Flt Protected		0.960			0.988		0.950			0.950		
Satd. Flow (prot)	0	1735	1561	0	1993	0	1745	3486	0	1745	3408	0
Flt Permitted		0.741			0.911		0.950			0.950		
Satd. Flow (perm)	0	1339	1561	0	1838	0	1745	3486	0	1745	3408	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			196		15			1			24	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		544			503			2226			775	
Travel Time (s)		12.4			11.4			50.6			17.6	
Peak Hour Factor	0.77	0.77	0.77	0.79	0.79	0.79	0.97	0.97	0.97	0.86	0.86	0.86
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	13.0	13.0	13.0	22.0	22.0		11.0	16.0		11.0	16.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		22.0	38.0		22.0	38.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%		24.4%	42.2%		24.4%	42.2%	
Maximum Green (s)	24.0	24.0	24.0	24.0	24.0		16.0	32.0		16.0	32.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0		4.0	5.0		4.0	5.0	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Walk Time (s)				4.0	4.0			4.0				
Flash Dont Walk (s)				12.0	12.0			4.0				
Pedestrian Calls (#/hr)				0	0			0				

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 70.6
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated

Lanes, Volumes, Timings
 8: US Route 1 & Industrial Park Drive/Wilson Avenue








2026 Build Conditions
 Saturday Evening

Splits and Phases: 8: US Route 1 & Industrial Park Drive/Wilson Avenue

↙ ø1	↑ ø2	→ ø4
22 s	38 s	30 s
↙ ø5	↓ ø6	← ø8
22 s	38 s	30 s

Queues
8: US Route 1 & Industrial Park Drive/Wilson Avenue

2026 Build Conditions
Saturday Evening




















							
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	80	196	32	115	1152	13	1354
v/c Ratio	0.39	0.49	0.11	0.43	0.52	0.07	0.82
Control Delay	34.3	9.2	19.2	33.4	9.4	32.8	24.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.3	9.2	19.2	33.4	9.4	32.8	24.0
Queue Length 50th (ft)	32	0	7	47	103	5	268
Queue Length 95th (ft)	63	32	25	99	300	22	#470
Internal Link Dist (ft)	464		423		2146		695
Turn Bay Length (ft)		80		270		150	
Base Capacity (vph)	461	666	643	401	2233	401	1651
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.29	0.05	0.29	0.52	0.03	0.82

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
 8: US Route 1 & Industrial Park Drive/Wilson Avenue

2026 Build Conditions
 Saturday Evening

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	51	11	151	6	7	12	112	1109	9	11	994	170	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	11	11	11	16	16	16	11	11	11	11	11	11	
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0		
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95		
Frt		1.00	0.85		0.94		1.00	1.00		1.00	0.98		
Flt Protected		0.96	1.00		0.99		0.95	1.00		0.95	1.00		
Satd. Flow (prot)		1735	1561		1992		1745	3486		1745	3408		
Flt Permitted		0.74	1.00		0.91		0.95	1.00		0.95	1.00		
Satd. Flow (perm)		1339	1561		1837		1745	3486		1745	3408		
Peak-hour factor, PHF	0.77	0.77	0.77	0.79	0.79	0.79	0.97	0.97	0.97	0.86	0.86	0.86	
Adj. Flow (vph)	66	14	196	8	9	15	115	1143	9	13	1156	198	
RTOR Reduction (vph)	0	0	168	0	13	0	0	0	0	0	12	0	
Lane Group Flow (vph)	0	80	28	0	19	0	115	1152	0	13	1342	0	
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA		
Protected Phases		4			8		5	2		1	6		
Permitted Phases	4		4	8									
Actuated Green, G (s)		10.7	10.7		10.7		9.1	45.2		1.4	37.5		
Effective Green, g (s)		10.7	10.7		10.7		9.1	45.2		1.4	37.5		
Actuated g/C Ratio		0.14	0.14		0.14		0.12	0.60		0.02	0.50		
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0		
Vehicle Extension (s)		4.0	4.0		4.0		4.0	5.0		4.0	5.0		
Lane Grp Cap (vph)		190	221		261		210	2092		32	1697		
v/s Ratio Prot							c0.07	c0.33		0.01	c0.39		
v/s Ratio Perm		c0.06	0.02		0.01								
v/c Ratio		0.42	0.13		0.07		0.55	0.55		0.41	0.79		
Uniform Delay, d1		29.5	28.2		28.0		31.2	9.0		36.5	15.7		
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00		
Incremental Delay, d2		2.1	0.4		0.2		3.6	0.5		11.1	3.0		
Delay (s)		31.5	28.6		28.2		34.8	9.5		47.6	18.6		
Level of Service		C	C		C		C	A		D	B		
Approach Delay (s)		29.4			28.2			11.8			18.9		
Approach LOS		C			C			B			B		
Intersection Summary													
HCM 2000 Control Delay			16.9									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.69										
Actuated Cycle Length (s)			75.3									Sum of lost time (s)	18.0
Intersection Capacity Utilization			63.6%									ICU Level of Service	B
Analysis Period (min)			15										
c Critical Lane Group													

Lanes, Volumes, Timings
9: US Route 1 & Peverly Hill Road/Elywn Road

2026 Build Conditions
Saturday Evening

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Volume (vph)	1	209	169	109	117	108	180	2	67	1082	71	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11	11	12	12	12	12	12
Storage Length (ft)		160		160	180		180		250		0	
Storage Lanes		1		0	1		0		1		0	
Taper Length (ft)		25			25				25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor												
Fr t				0.850			0.850			0.991		
Flt Protected		0.950			0.950				0.950			
Satd. Flow (prot)	0	1787	1881	1615	1745	1818	1561	0	1805	3544	0	0
Flt Permitted		0.950			0.636				0.950			
Satd. Flow (perm)	0	1787	1881	1615	1168	1818	1561	0	1805	3544	0	0
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)				125			237			6		
Link Speed (mph)			30			30				30		
Link Distance (ft)			600			500				775		
Travel Time (s)			13.6			11.4				17.6		
Confl. Peds. (#/hr)							1					
Peak Hour Factor	0.87	0.87	0.87	0.87	0.76	0.76	0.76	0.95	0.95	0.95	0.95	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	0%	1%	0%	0%	0%	1%	0%	0%
Shared Lane Traffic (%)												
Turn Type	Prot	Prot	NA	Perm	Perm	NA	Prot	Prot	Prot	NA		Prot
Protected Phases	7	7	4			8	8	5	5	2		1
Permitted Phases				4	8							
Detector Phase	7	7	4	4	8	8	8	5	5	2		1
Switch Phase												
Minimum Initial (s)	5.0	5.0	8.0	8.0	8.0	8.0	8.0	5.0	5.0	8.0		5.0
Minimum Split (s)	11.0	11.0	25.0	25.0	14.0	14.0	14.0	11.0	11.0	31.0		11.0
Total Split (s)	18.0	18.0	49.0	49.0	31.0	31.0	31.0	31.0	31.0	56.0		31.0
Total Split (%)	13.2%	13.2%	36.0%	36.0%	22.8%	22.8%	22.8%	22.8%	22.8%	41.2%		22.8%
Maximum Green (s)	12.0	12.0	43.0	43.0	25.0	25.0	25.0	25.0	25.0	50.0		25.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		
Lead/Lag	Lead	Lead			Lag	Lag	Lag	Lead	Lead	Lag		Lead
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes	Yes	Yes	Yes		Yes
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0		4.0
Recall Mode	None	None	None	None	None	None	None	None	None	Min		None
Walk Time (s)			4.0	4.0						4.0		
Flash Dont Walk (s)			15.0	15.0						21.0		
Pedestrian Calls (#/hr)			5	5						5		

Intersection Summary

Area Type: Other
 Cycle Length: 136
 Actuated Cycle Length: 128.1

Lanes, Volumes, Timings
 9: US Route 1 & Peverly Hill Road/Elywn Road

2026 Build Conditions
 Saturday Evening

Lane Group	SBL	SBT	SBR
Lane Configurations			
Volume (vph)	205	924	70
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	12	12	12
Storage Length (ft)	330		350
Storage Lanes	1		1
Taper Length (ft)	25		
Lane Util. Factor	1.00	0.95	1.00
Ped Bike Factor			
Frt			0.850
Flt Protected	0.950		
Satd. Flow (prot)	1787	3610	1615
Flt Permitted	0.950		
Satd. Flow (perm)	1787	3610	1615
Right Turn on Red			Yes
Satd. Flow (RTOR)			120
Link Speed (mph)		30	
Link Distance (ft)		1499	
Travel Time (s)		34.1	
Confl. Peds. (#/hr)			
Peak Hour Factor	0.94	0.94	0.94
Heavy Vehicles (%)	1%	0%	0%
Shared Lane Traffic (%)			
Turn Type	Prot	NA	Perm
Protected Phases	1	6	
Permitted Phases			6
Detector Phase	1	6	6
Switch Phase			
Minimum Initial (s)	5.0	8.0	8.0
Minimum Split (s)	11.0	31.0	31.0
Total Split (s)	31.0	56.0	56.0
Total Split (%)	22.8%	41.2%	41.2%
Maximum Green (s)	25.0	50.0	50.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	4.0	5.0	5.0
Recall Mode	None	Min	Min
Walk Time (s)		4.0	4.0
Flash Dont Walk (s)		21.0	21.0
Pedestrian Calls (#/hr)		5	5








Intersection Summary

Lanes, Volumes, Timings
 9: US Route 1 & Peverly Hill Road/Elywn Road

2026 Build Conditions
 Saturday Evening












Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 9: US Route 1 & Peverly Hill Road/Elywn Road

 ρ1	 ρ2	 ρ4	
31 s	56 s	49 s	
 ρ5	 ρ6	 ρ7	 ρ8
31 s	56 s	18 s	31 s

Queues
9: US Route 1 & Peverly Hill Road/Elywn Road

2026 Build Conditions
Saturday Evening

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	241	194	125	154	142	237	73	1214	221	983	74
v/c Ratio	1.43	0.33	0.21	0.78	0.46	0.52	0.45	0.89	0.76	0.56	0.09
Control Delay	267.1	36.5	6.4	78.3	54.0	10.0	65.7	46.7	69.2	27.0	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	267.1	36.5	6.4	78.3	54.0	10.0	65.7	46.7	69.2	27.0	0.9
Queue Length 50th (ft)	~289	127	0	126	110	0	61	520	184	329	0
Queue Length 95th (ft)	#450	191	42	173	150	32	112	#678	276	422	6
Internal Link Dist (ft)		520			420			695		1419	
Turn Bay Length (ft)	160		160	180		180	250		330		350
Base Capacity (vph)	168	635	628	229	357	497	354	1395	350	1742	841
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.43	0.31	0.20	0.67	0.40	0.48	0.21	0.87	0.63	0.56	0.09

Intersection Summary





















- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

9: US Route 1 & Peverly Hill Road/Elywn Road

2026 Build Conditions

Saturday Evening

													
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	
Lane Configurations													
Volume (vph)	1	209	169	109	117	108	180	2	67	1082	71	3	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	12	12	12	12	11	11	11	12	12	12	12	12	
Total Lost time (s)		6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0			
Lane Util. Factor		1.00	1.00	1.00	1.00	1.00	1.00		1.00	0.95			
Frbp, ped/bikes		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00			
Flpb, ped/bikes		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	0.85		1.00	0.99			
Flt Protected		0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00			
Satd. Flow (prot)		1787	1881	1615	1745	1818	1561		1805	3543			
Flt Permitted		0.95	1.00	1.00	0.64	1.00	1.00		0.95	1.00			
Satd. Flow (perm)		1787	1881	1615	1167	1818	1561		1805	3543			
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.76	0.76	0.76	0.95	0.95	0.95	0.95	0.94	
Adj. Flow (vph)	1	240	194	125	154	142	237	2	71	1139	75	3	
RTOR Reduction (vph)	0	0	0	87	0	0	197	0	0	4	0	0	
Lane Group Flow (vph)	0	241	194	38	154	142	40	0	73	1210	0	0	
Confl. Peds. (#/hr)							1						
Heavy Vehicles (%)	0%	1%	1%	0%	0%	1%	0%	0%	0%	1%	0%	0%	
Turn Type	Prot	Prot	NA	Perm	Perm	NA	Prot	Prot	Prot	NA		Prot	
Protected Phases	7	7	4			8	8	5	5	2		1	
Permitted Phases				4	8								
Actuated Green, G (s)		12.1	39.8	39.8	21.7	21.7	21.7		9.8	50.8			
Effective Green, g (s)		12.1	39.8	39.8	21.7	21.7	21.7		9.8	50.8			
Actuated g/C Ratio		0.09	0.31	0.31	0.17	0.17	0.17		0.08	0.39			
Clearance Time (s)		6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0			
Vehicle Extension (s)		4.0	4.0	4.0	4.0	4.0	4.0		4.0	5.0			
Lane Grp Cap (vph)		166	578	496	195	304	261		136	1389			
v/s Ratio Prot		c0.13	0.10			0.08	0.03		0.04	c0.34			
v/s Ratio Perm				0.02	c0.13								
v/c Ratio		1.45	0.34	0.08	0.79	0.47	0.15		0.54	0.87			
Uniform Delay, d1		58.7	34.6	31.8	51.7	48.7	46.0		57.7	36.3			
Progression Factor		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00			
Incremental Delay, d2		233.6	0.5	0.1	19.8	1.5	0.4		5.1	6.8			
Delay (s)		292.3	35.1	31.9	71.5	50.2	46.4		62.8	43.1			
Level of Service		F	D	C	E	D	D		E	D			
Approach Delay (s)			145.1			54.7				44.2			
Approach LOS			F			D				D			
Intersection Summary													
HCM 2000 Control Delay			56.7		HCM 2000 Level of Service					E			
HCM 2000 Volume to Capacity ratio			0.90										
Actuated Cycle Length (s)			129.5		Sum of lost time (s)					24.0			
Intersection Capacity Utilization			86.6%		ICU Level of Service					E			
Analysis Period (min)			15										
c Critical Lane Group													

HCM Signalized Intersection Capacity Analysis
 9: US Route 1 & Peverly Hill Road/Elywn Road

2026 Build Conditions
 Saturday Evening

	↙	↓	↘
Movement	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗
Volume (vph)	205	924	70
Ideal Flow (vphpl)	1900	1900	1900
Lane Width	12	12	12
Total Lost time (s)	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00
Frt	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00
Satd. Flow (prot)	1787	3610	1615
Flt Permitted	0.95	1.00	1.00
Satd. Flow (perm)	1787	3610	1615
Peak-hour factor, PHF	0.94	0.94	0.94
Adj. Flow (vph)	218	983	74
RTOR Reduction (vph)	0	0	39
Lane Group Flow (vph)	221	983	35
Confl. Peds. (#/hr)			
Heavy Vehicles (%)	1%	0%	0%
Turn Type	Prot	NA	Perm
Protected Phases	1	6	
Permitted Phases			6
Actuated Green, G (s)	20.9	61.9	61.9
Effective Green, g (s)	20.9	61.9	61.9
Actuated g/C Ratio	0.16	0.48	0.48
Clearance Time (s)	6.0	6.0	6.0
Vehicle Extension (s)	4.0	5.0	5.0
Lane Grp Cap (vph)	288	1725	771
v/s Ratio Prot	c0.12	0.27	
v/s Ratio Perm			0.02
v/c Ratio	0.77	0.57	0.05
Uniform Delay, d1	52.0	24.2	18.0
Progression Factor	1.00	1.00	1.00
Incremental Delay, d2	12.3	0.7	0.1
Delay (s)	64.2	25.0	18.1
Level of Service	E	C	B
Approach Delay (s)		31.4	
Approach LOS		C	
Intersection Summary			

Lanes, Volumes, Timings
10: US Route 1 & Mirona Road/Church Driveway

2026 Build Conditions
Saturday Evening

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	169	1	27	1	0	1	1	49	1426	0	0	1144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	13	12	12	12	12	11	11	11	11	11
Storage Length (ft)	0		0	0		0		475		0	240	
Storage Lanes	0		1	0		0		1		0	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor			0.99		0.99							1.00
Frt			0.850		0.932							0.990
Flt Protected		0.953			0.976			0.950				
Satd. Flow (prot)	0	1750	1669	0	1714	0	0	1745	3490	0	1837	3450
Flt Permitted		0.722			0.866			0.950				
Satd. Flow (perm)	0	1326	1647	0	1520	0	0	1745	3490	0	1837	3450
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			107		107							10
Link Speed (mph)		30			30				30			30
Link Distance (ft)		500			500				1499			501
Travel Time (s)		11.4			11.4				34.1			11.4
Confl. Peds. (#/hr)			1				3					
Confl. Bikes (#/hr)												
Peak Hour Factor	0.74	0.74	0.74	0.25	0.25	0.25	0.96	0.96	0.96	0.96	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	Prot	NA		Prot	NA
Protected Phases		4			8		5	5	2		1	6
Permitted Phases	4		4	8								
Detector Phase	4	4	4	8	8		5	5	2		1	6
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0		6.0	6.0	8.0		6.0	8.0
Minimum Split (s)	14.0	14.0	14.0	22.0	22.0		12.0	12.0	18.0		12.0	25.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0		16.0	16.0	46.0		16.0	46.0
Total Split (%)	32.6%	32.6%	32.6%	32.6%	32.6%		17.4%	17.4%	50.0%		17.4%	50.0%
Maximum Green (s)	24.0	24.0	24.0	24.0	24.0		10.0	10.0	40.0		10.0	40.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0			6.0	6.0		6.0	6.0
Lead/Lag							Lead	Lead	Lag		Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	5.0		4.0	5.0
Recall Mode	None	None	None	None	None		None	None	Min		None	Min
Walk Time (s)				4.0	4.0				4.0			4.0
Flash Dont Walk (s)				12.0	12.0				8.0			15.0
Pedestrian Calls (#/hr)				5	5				5			5

Intersection Summary

Area Type: Other
Cycle Length: 92

Lanes, Volumes, Timings
 10: US Route 1 & Mirona Road/Church Driveway

2026 Build Conditions
 Saturday Evening

Lane Group SBR

Lane Configurations

Volume (vph)	81
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	1
Peak Hour Factor	0.92
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	







Intersection Summary

Lanes, Volumes, Timings
 10: US Route 1 & Mirona Road/Church Driveway

2026 Build Conditions
 Saturday Evening







Actuated Cycle Length: 82
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 10: US Route 1 & Mirona Road/Church Driveway

 $\phi 1$	 $\phi 2$	 $\phi 4$
16 s	46 s	30 s
 $\phi 5$	 $\phi 6$	 $\phi 8$
16 s	46 s	30 s

Queues
10: US Route 1 & Mirona Road/Church Driveway

2026 Build Conditions
Saturday Evening




















						
Lane Group	EBT	EBR	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	229	36	8	52	1485	1331
v/c Ratio	0.75	0.08	0.02	0.29	0.69	0.75
Control Delay	46.0	0.3	0.0	41.1	12.9	22.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.0	0.3	0.0	41.1	12.9	22.0
Queue Length 50th (ft)	117	0	0	27	256	330
Queue Length 95th (ft)	156	0	0	64	361	#479
Internal Link Dist (ft)	420		420		1419	421
Turn Bay Length (ft)				475		
Base Capacity (vph)	395	566	528	216	2162	1785
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.06	0.02	0.24	0.69	0.75

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
 10: US Route 1 & Mirona Road/Church Driveway

2026 Build Conditions
 Saturday Evening

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	
Lane Configurations													
Volume (vph)	169	1	27	1	0	1	1	49	1426	0	0	1144	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	11	11	13	12	12	12	12	11	11	11	11	11	
Total Lost time (s)		6.0	6.0		6.0			6.0	6.0			6.0	
Lane Util. Factor		1.00	1.00		1.00			1.00	0.95			0.95	
Frbp, ped/bikes		1.00	0.99		0.99			1.00	1.00			1.00	
Flpb, ped/bikes		1.00	1.00		1.00			1.00	1.00			1.00	
Frt		1.00	0.85		0.93			1.00	1.00			0.99	
Flt Protected		0.95	1.00		0.98			0.95	1.00			1.00	
Satd. Flow (prot)		1750	1647		1714			1745	3490			3450	
Flt Permitted		0.72	1.00		0.87			0.95	1.00			1.00	
Satd. Flow (perm)		1326	1647		1521			1745	3490			3450	
Peak-hour factor, PHF	0.74	0.74	0.74	0.25	0.25	0.25	0.96	0.96	0.96	0.96	0.92	0.92	
Adj. Flow (vph)	228	1	36	4	0	4	1	51	1485	0	0	1243	
RTOR Reduction (vph)	0	0	28	0	6	0	0	0	0	0	0	5	
Lane Group Flow (vph)	0	229	8	0	2	0	0	52	1485	0	0	1326	
Confl. Peds. (#/hr)			1			3							
Confl. Bikes (#/hr)													
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Turn Type	Perm	NA	Perm	Perm	NA		Prot	Prot	NA		Prot	NA	
Protected Phases		4			8		5	5	2		1	6	
Permitted Phases	4		4	8									
Actuated Green, G (s)		19.0	19.0		19.0			5.2	53.5			42.3	
Effective Green, g (s)		19.0	19.0		19.0			5.2	53.5			42.3	
Actuated g/C Ratio		0.22	0.22		0.22			0.06	0.63			0.50	
Clearance Time (s)		6.0	6.0		6.0			6.0	6.0			6.0	
Vehicle Extension (s)		4.0	4.0		4.0			4.0	5.0			5.0	
Lane Grp Cap (vph)		298	370		342			107	2209			1727	
v/s Ratio Prot								0.03	c0.43			c0.38	
v/s Ratio Perm		c0.17	0.00		0.00								
v/c Ratio		0.77	0.02		0.01			0.49	0.67			0.77	
Uniform Delay, d1		30.7	25.5		25.4			38.4	9.9			17.1	
Progression Factor		1.00	1.00		1.00			1.00	1.00			1.00	
Incremental Delay, d2		11.9	0.0		0.0			4.7	1.1			2.5	
Delay (s)		42.6	25.5		25.4			43.0	11.0			19.6	
Level of Service		D	C		C			D	B			B	
Approach Delay (s)		40.3			25.4				12.1			19.6	
Approach LOS		D			C				B			B	
Intersection Summary													
HCM 2000 Control Delay			17.7									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.80										
Actuated Cycle Length (s)			84.5									Sum of lost time (s)	18.0
Intersection Capacity Utilization			70.5%									ICU Level of Service	C
Analysis Period (min)			15										
c Critical Lane Group													



















HCM Signalized Intersection Capacity Analysis
 10: US Route 1 & Mirona Road/Church Driveway

2026 Build Conditions
 Saturday Evening

Movement	SBR
Left	
Lane Configurations	
Volume (vph)	81
Ideal Flow (vphpl)	1900
Lane Width	11
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	88
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	1
Heavy Vehicles (%)	0%
Through	
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
 11: West Road/Yokens Plaza Driveway & Peverly Hill Road

2026 Build Conditions
 Saturday Evening



















												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	289	30	64	159	6	76	3	27	17	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	15	15	15
Storage Length (ft)	0		0	0		0	130		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.997			0.866			0.958	
Flt Protected		0.998			0.986		0.950				0.967	
Satd. Flow (prot)	0	1815	1561	0	1793	0	1711	1591	0	0	1838	0
Flt Permitted		0.998			0.986		0.950				0.967	
Satd. Flow (perm)	0	1815	1561	0	1793	0	1711	1591	0	0	1838	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1500			600			500			501	
Travel Time (s)		34.1			13.6			11.4			11.4	
Peak Hour Factor	0.97	0.97	0.97	0.81	0.81	0.81	0.82	0.82	0.82	0.79	0.79	0.79
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	2%	0%	0%	0%	0%	17%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

HCM Unsignalized Intersection Capacity Analysis
 11: West Road/Yokens Plaza Driveway & Peverly Hill Road










2026 Build Conditions
 Saturday Evening

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	11	289	30	64	159	6	76	3	27	17	0	8
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.81	0.81	0.81	0.82	0.82	0.82	0.79	0.79	0.79
Hourly flow rate (vph)	11	298	31	79	196	7	93	4	33	22	0	10
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					600							
pX, platoon unblocked	0.94						0.94	0.94		0.94	0.94	0.94
vC, conflicting volume	204			329			689	682	298	713	710	200
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	122			329			637	631	298	664	659	118
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.4
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.5
p0 queue free %	99			94			73	99	96	93	100	99
cM capacity (veh/h)	1390			1242			342	350	746	318	337	842
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1						
Volume Total	309	31	283	93	37	32						
Volume Left	11	0	79	93	0	22						
Volume Right	0	31	7	0	33	10						
cSH	1390	1700	1242	342	670	397						
Volume to Capacity	0.01	0.02	0.06	0.27	0.05	0.08						
Queue Length 95th (ft)	1	0	5	27	4	6						
Control Delay (s)	0.4	0.0	2.7	19.4	10.7	14.8						
Lane LOS	A		A	C	B	B						
Approach Delay (s)	0.3		2.7	16.9		14.8						
Approach LOS				C		B						
Intersection Summary												
Average Delay			4.5									
Intersection Capacity Utilization			46.2%		ICU Level of Service				A			
Analysis Period (min)			15									

2026 Future Year Alternative A Conditions

Lanes, Volumes, Timings
1: Ocean Road & Banfield Road

2026 Build Alternative A Conditions
Saturday Evening










						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	36	211	478	32	149	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.885		0.992			
Flt Protected	0.993					0.981
Satd. Flow (prot)	1614	0	1867	0	0	1853
Flt Permitted	0.993					0.981
Satd. Flow (perm)	1614	0	1867	0	0	1853
Link Speed (mph)	30		30			30
Link Distance (ft)	1001		867			500
Travel Time (s)	22.8		19.7			11.4
Confl. Peds. (#/hr)		1			1	
Peak Hour Factor	0.82	0.82	0.89	0.89	0.93	0.93
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized










HCM Unsignalized Intersection Capacity Analysis
 1: Ocean Road & Banfield Road

2026 Build Alternative A Conditions
 Saturday Evening

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	36	211	478	32	149	237
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.82	0.82	0.89	0.89	0.93	0.93
Hourly flow rate (vph)	44	257	537	36	160	255
Pedestrians	1					1
Lane Width (ft)	11.0					12.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1131	557			574	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1131	557			574	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	77	52			84	
cM capacity (veh/h)	191	533			1008	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	301	573	415			
Volume Left	44	0	160			
Volume Right	257	36	0			
cSH	422	1700	1008			
Volume to Capacity	0.71	0.34	0.16			
Queue Length 95th (ft)	137	0	14			
Control Delay (s)	32.0	0.0	4.6			
Lane LOS	D		A			
Approach Delay (s)	32.0	0.0	4.6			
Approach LOS	D					
Intersection Summary						
Average Delay			9.0			
Intersection Capacity Utilization			72.9%		ICU Level of Service	C
Analysis Period (min)			15			

Lanes, Volumes, Timings
2: Heritage Avenue & Banfield Road

2026 Build Alternative A Conditions
Saturday Evening










						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	154	18	53	178	46	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.986				0.931	
Flt Protected				0.989	0.976	
Satd. Flow (prot)	1798	0	0	1800	1758	0
Flt Permitted				0.989	0.976	
Satd. Flow (perm)	1798	0	0	1800	1758	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1001			1260	500	
Travel Time (s)	22.8			28.6	11.4	
Peak Hour Factor	0.81	0.81	0.83	0.83	0.70	0.70
Heavy Vehicles (%)	0%	7%	4%	0%	3%	0%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

HCM Unsignalized Intersection Capacity Analysis

2: Heritage Avenue & Banfield Road










2026 Build Alternative A Conditions

Saturday Evening

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	154	18	53	178	46	49
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.81	0.81	0.83	0.83	0.70	0.70
Hourly flow rate (vph)	190	22	64	214	66	70
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			212		543	201
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			212		543	201
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		86	92
cM capacity (veh/h)			1346		475	845
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	212	278	136			
Volume Left	0	64	66			
Volume Right	22	0	70			
cSH	1700	1346	614			
Volume to Capacity	0.12	0.05	0.22			
Queue Length 95th (ft)	0	4	21			
Control Delay (s)	0.0	2.1	12.5			
Lane LOS		A	B			
Approach Delay (s)	0.0	2.1	12.5			
Approach LOS			B			
Intersection Summary						
Average Delay			3.7			
Intersection Capacity Utilization			37.0%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
 3: Constitution Avenue & Banfield Road

2026 Build Alternative A Conditions
 Saturday Evening

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	126	75	56	135	116	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.950				0.951	
Flt Protected				0.986	0.969	
Satd. Flow (prot)	1745	0	0	1786	1751	0
Flt Permitted				0.986	0.969	
Satd. Flow (perm)	1745	0	0	1786	1751	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1260			501	2972	
Travel Time (s)	28.6			11.4	67.5	
Confl. Peds. (#/hr)		1			2	
Peak Hour Factor	0.78	0.78	0.87	0.87	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized

HCM Unsignalized Intersection Capacity Analysis

3: Constitution Avenue & Banfield Road

2026 Build Alternative A Conditions
Saturday Evening

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	126	75	56	135	116	66
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.87	0.87	0.84	0.84
Hourly flow rate (vph)	162	96	64	155	138	79
Pedestrians	2				1	
Lane Width (ft)	11.0				12.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	0				0	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			259		497	211
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			259		497	211
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		73	91
cM capacity (veh/h)			1317		509	834
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	258	220	217			
Volume Left	0	64	138			
Volume Right	96	0	79			
cSH	1700	1317	593			
Volume to Capacity	0.15	0.05	0.37			
Queue Length 95th (ft)	0	4	42			
Control Delay (s)	0.0	2.6	14.5			
Lane LOS		A	B			
Approach Delay (s)	0.0	2.6	14.5			
Approach LOS			B			
Intersection Summary						
Average Delay			5.4			
Intersection Capacity Utilization			42.0%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
4: Peverly Hill Road & Banfield Road/Mirona Road

2026 Build Alternative A Conditions

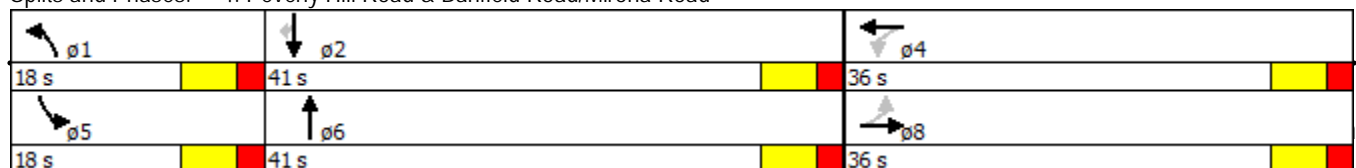
Saturday Evening

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	83	43	47	9	31	49	46	255	16	31	217	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	15	15	15	11	11	11	11	11	11
Storage Length (ft)	150		0	0		0	320		0	165		0
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.921			0.926			0.991				0.850
Flt Protected	0.950				0.995		0.950			0.950		
Satd. Flow (prot)	1745	1750	0	0	1926	0	1745	1787	0	1745	1818	1531
Flt Permitted	0.682				0.947		0.950			0.950		
Satd. Flow (perm)	1253	1750	0	0	1833	0	1745	1787	0	1745	1818	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		56			64			4				124
Link Speed (mph)		30			30			30				30
Link Distance (ft)		501			499			1500				500
Travel Time (s)		11.4			11.3			34.1				11.4
Peak Hour Factor	0.84	0.84	0.84	0.77	0.77	0.77	0.84	0.84	0.84	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	2%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4								2
Detector Phase	8	8		4	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	5.0		3.0	5.0	5.0
Minimum Split (s)	11.0	11.0		11.0	11.0		9.0	11.0		9.0	11.0	11.0
Total Split (s)	36.0	36.0		36.0	36.0		18.0	41.0		18.0	41.0	41.0
Total Split (%)	37.9%	37.9%		37.9%	37.9%		18.9%	43.2%		18.9%	43.2%	43.2%
Maximum Green (s)	30.0	30.0		30.0	30.0		12.0	35.0		12.0	35.0	35.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.5	3.0		2.5	3.0	3.0
Recall Mode	None	None		None	None		None	Min		None	Min	Min

Intersection Summary









Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 43.4
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Peverly Hill Road & Banfield Road/Mirona Road























Queues
4: Pevery Hill Road & Banfield Road/Mirona Road

2026 Build Alternative A Conditions
Saturday Evening

								
Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	99	107	116	55	323	33	233	124
v/c Ratio	0.35	0.24	0.26	0.20	0.36	0.13	0.29	0.17
Control Delay	21.4	11.7	11.3	22.1	13.2	22.7	15.2	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.4	11.7	11.3	22.1	13.2	22.7	15.2	4.3
Queue Length 50th (ft)	22	11	11	13	41	8	52	0
Queue Length 95th (ft)	64	45	40	43	146	33	120	31
Internal Link Dist (ft)		421	419		1420		420	
Turn Bay Length (ft)	150			320		165		
Base Capacity (vph)	933	1318	1382	530	1435	530	1459	1253
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	0.08	0.08	0.10	0.23	0.06	0.16	0.10
Intersection Summary								










HCM Signalized Intersection Capacity Analysis
 4: Peverly Hill Road & Banfield Road/Mirona Road

2026 Build Alternative A Conditions
 Saturday Evening

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	83	43	47	9	31	49	46	255	16	31	217	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	15	15	15	11	11	11	11	11	11
Total Lost time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.92			0.93		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1745	1751			1924		1745	1787		1745	1818	1531
Flt Permitted	0.68	1.00			0.95		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1253	1751			1832		1745	1787		1745	1818	1531
Peak-hour factor, PHF	0.84	0.84	0.84	0.77	0.77	0.77	0.84	0.84	0.84	0.93	0.93	0.93
Adj. Flow (vph)	99	51	56	12	40	64	55	304	19	33	233	124
RTOR Reduction (vph)	0	47	0	0	53	0	0	2	0	0	0	77
Lane Group Flow (vph)	99	60	0	0	63	0	55	321	0	33	233	47
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	2%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4								2
Actuated Green, G (s)	7.9	7.9			7.9		3.8	20.0		2.2	18.4	18.4
Effective Green, g (s)	7.9	7.9			7.9		3.8	20.0		2.2	18.4	18.4
Actuated g/C Ratio	0.16	0.16			0.16		0.08	0.42		0.05	0.38	0.38
Clearance Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0			3.0		2.5	3.0		2.5	3.0	3.0
Lane Grp Cap (vph)	205	287			300		137	743		79	695	585
v/s Ratio Prot		0.03					c0.03	c0.18		0.02	0.13	
v/s Ratio Perm	c0.08				0.03							0.03
v/c Ratio	0.48	0.21			0.21		0.40	0.43		0.42	0.34	0.08
Uniform Delay, d1	18.2	17.4			17.4		21.1	10.0		22.3	10.5	9.5
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.8	0.4			0.3		1.4	0.4		2.6	0.3	0.1
Delay (s)	20.0	17.8			17.7		22.5	10.4		24.9	10.8	9.5
Level of Service	C	B			B		C	B		C	B	A
Approach Delay (s)		18.9			17.7			12.2			11.6	
Approach LOS		B			B			B			B	
Intersection Summary												
HCM 2000 Control Delay			13.8				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			48.1				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			44.5%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings
 5: Constitution Avenue & Water Country Driveway

2026 Build Alternative A Conditions
 Saturday Evening

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	92	64	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	1801	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	1801	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		2972	1669		499	
Travel Time (s)		67.5	37.9		11.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary










Area Type: Other
 Control Type: Unsignalized

HCM Unsignalized Intersection Capacity Analysis

5: Constitution Avenue & Water Country Driveway

















2026 Build Alternative A Conditions

Saturday Evening

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	92	64	0	0	0
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)	0	100	70	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)						
pX, platoon unblocked						
vC, conflicting volume	70				170	70
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	70				170	70
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1531				821	993
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	100	70	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1531	1700	1700			
Volume to Capacity	0.00	0.04	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			8.2%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
6: Campus Drive & West Road

2026 Build Alternative A Conditions
Saturday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	3	0	0	1	7	0	0	863	11	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	16	12	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.878			0.865				
Flt Protected											0.950	
Satd. Flow (prot)	0	1900	0	0	1414	0	0	1611	0	0	1626	0
Flt Permitted											0.950	
Satd. Flow (perm)	0	1900	0	0	1414	0	0	1611	0	0	1626	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		501			1200			443			500	
Travel Time (s)		11.4			27.3			10.1			11.4	
Peak Hour Factor	0.38	0.38	0.38	0.75	0.75	0.75	0.92	0.92	0.92	0.56	0.56	0.56
Heavy Vehicles (%)	0%	0%	2%	2%	0%	20%	2%	2%	2%	11%	2%	0%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized


















HCM Unsignalized Intersection Capacity Analysis
6: Campus Drive & West Road

2026 Build Alternative A Conditions
Saturday Evening

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	3	0	0	1	7	0	0	863	11	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.38	0.38	0.38	0.75	0.75	0.75	0.92	0.92	0.92	0.56	0.56	0.56
Hourly flow rate (vph)	0	8	0	0	1	9	0	0	938	20	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)												
pX, platoon unblocked												
vC, conflicting volume	11			8			14	19	8	952	14	6
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	11			8			14	19	8	952	14	6
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	100			100			100	100	13	33	100	100
cM capacity (veh/h)	1622			1612			1002	875	1074	29	880	1083
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	8	11	938	20								
Volume Left	0	0	0	20								
Volume Right	0	9	938	0								
cSH	1622	1700	1074	29								
Volume to Capacity	0.00	0.01	0.87	0.67								
Queue Length 95th (ft)	0	0	302	55								
Control Delay (s)	0.0	0.0	26.0	261.3								
Lane LOS			D	F								
Approach Delay (s)	0.0	0.0	26.0	261.3								
Approach LOS			D	F								
Intersection Summary												
Average Delay			30.2									
Intersection Capacity Utilization			63.4%		ICU Level of Service				B			
Analysis Period (min)			15									

Lanes, Volumes, Timings
7: US Route 1 & West Road/St. James Church Driveway

2026 Build Alternative A Conditions
Saturday Evening


















												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	264	0	618	0	0	3	6	1115	0	0	1121	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	12	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.905			0.865							
Flt Protected		0.985					0.950					
Satd. Flow (prot)	0	1615	0	0	1644	0	1396	1837	0	0	1837	0
Flt Permitted		0.985					0.950					
Satd. Flow (perm)	0	1615	0	0	1644	0	1396	1837	0	0	1837	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1200			377			1000			2226	
Travel Time (s)		27.3			8.6			22.7			50.6	
Peak Hour Factor	0.62	0.62	0.62	0.38	0.38	0.38	0.92	0.92	0.92	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	7%	0%	0%	0%	25%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized




















HCM Unsignalized Intersection Capacity Analysis
7: US Route 1 & West Road/St. James Church Driveway

2026 Build Alternative A Conditions
Saturday Evening

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	264	0	618	0	0	3	6	1115	0	0	1121	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.62	0.62	0.62	0.38	0.38	0.38	0.92	0.92	0.92	0.94	0.94	0.94
Hourly flow rate (vph)	426	0	997	0	0	8	7	1212	0	0	1193	1
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	2426	2418	1193	3415	2419	1212	1194			1212		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2426	2418	1193	3415	2419	1212	1194			1212		
tC, single (s)	7.1	6.5	6.3	7.1	6.5	6.2	4.3			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.4			2.2		
p0 queue free %	0	100	0	0	100	96	99			100		
cM capacity (veh/h)	21	33	222	0	33	224	511			583		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	1423	8	7	1212	1194							
Volume Left	426	0	7	0	0							
Volume Right	997	8	0	0	1							
cSH	58	224	511	1700	1700							
Volume to Capacity	24.39	0.04	0.01	0.71	0.70							
Queue Length 95th (ft)	Err	3	1	0	0							
Control Delay (s)	Err	21.7	12.1	0.0	0.0							
Lane LOS	F	C	B									
Approach Delay (s)	Err	21.7	0.1		0.0							
Approach LOS	F	C										
Intersection Summary												
Average Delay			3701.9									
Intersection Capacity Utilization			125.1%		ICU Level of Service					H		
Analysis Period (min)			15									

Lanes, Volumes, Timings
8: US Route 1 & Industrial Park Drive/Wilson Avenue

2026 Build Alternative A Conditions
Saturday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	51	11	151	6	7	12	112	1277	9	11	986	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	16	16	16	11	11	11	11	11	11
Storage Length (ft)	0		80	0		0	270		0	150		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.937			0.999			0.978	
Flt Protected		0.960			0.988		0.950			0.950		
Satd. Flow (prot)	0	1735	1561	0	1993	0	1745	3486	0	1745	3408	0
Flt Permitted		0.741			0.911		0.950			0.950		
Satd. Flow (perm)	0	1339	1561	0	1838	0	1745	3486	0	1745	3408	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			196		15			1			24	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		544			503			2226			775	
Travel Time (s)		12.4			11.4			50.6			17.6	
Peak Hour Factor	0.77	0.77	0.77	0.79	0.79	0.79	0.97	0.97	0.97	0.86	0.86	0.86
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	13.0	13.0	13.0	22.0	22.0		11.0	16.0		11.0	16.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		22.0	38.0		22.0	38.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%		24.4%	42.2%		24.4%	42.2%	
Maximum Green (s)	24.0	24.0	24.0	24.0	24.0		16.0	32.0		16.0	32.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0		4.0	5.0		4.0	5.0	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Walk Time (s)				4.0	4.0			4.0				
Flash Dont Walk (s)				12.0	12.0			4.0				
Pedestrian Calls (#/hr)				0	0			0				

Intersection Summary








Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 70.6
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: US Route 1 & Industrial Park Drive/Wilson Avenue

↙ ø1	↑ ø2	→ ø4
22 s	38 s	30 s
↙ ø5	↓ ø6	← ø8
22 s	38 s	30 s

Queues
8: US Route 1 & Industrial Park Drive/Wilson Avenue

2026 Build Alternative A Conditions
Saturday Evening

							
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	80	196	32	115	1325	13	1345
v/c Ratio	0.39	0.49	0.11	0.43	0.59	0.07	0.81
Control Delay	34.3	9.2	19.2	33.4	10.5	32.8	23.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.3	9.2	19.2	33.4	10.5	32.8	23.7
Queue Length 50th (ft)	32	0	7	47	128	5	265
Queue Length 95th (ft)	63	32	25	99	371	22	#465
Internal Link Dist (ft)	464		423		2146		695
Turn Bay Length (ft)		80		270		150	
Base Capacity (vph)	461	666	643	401	2233	401	1651
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.29	0.05	0.29	0.59	0.03	0.81






















Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
8: US Route 1 & Industrial Park Drive/Wilson Avenue

2026 Build Alternative A Conditions

Saturday Evening

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	51	11	151	6	7	12	112	1277	9	11	986	170	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	11	11	11	16	16	16	11	11	11	11	11	11	
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0		
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95		
Frt		1.00	0.85		0.94		1.00	1.00		1.00	0.98		
Flt Protected		0.96	1.00		0.99		0.95	1.00		0.95	1.00		
Satd. Flow (prot)		1735	1561		1992		1745	3486		1745	3408		
Flt Permitted		0.74	1.00		0.91		0.95	1.00		0.95	1.00		
Satd. Flow (perm)		1339	1561		1837		1745	3486		1745	3408		
Peak-hour factor, PHF	0.77	0.77	0.77	0.79	0.79	0.79	0.97	0.97	0.97	0.86	0.86	0.86	
Adj. Flow (vph)	66	14	196	8	9	15	115	1316	9	13	1147	198	
RTOR Reduction (vph)	0	0	168	0	13	0	0	0	0	0	12	0	
Lane Group Flow (vph)	0	80	28	0	19	0	115	1325	0	13	1333	0	
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA		
Protected Phases		4			8		5	2		1	6		
Permitted Phases	4		4	8									
Actuated Green, G (s)		10.7	10.7		10.7		9.1	45.2		1.4	37.5		
Effective Green, g (s)		10.7	10.7		10.7		9.1	45.2		1.4	37.5		
Actuated g/C Ratio		0.14	0.14		0.14		0.12	0.60		0.02	0.50		
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0		
Vehicle Extension (s)		4.0	4.0		4.0		4.0	5.0		4.0	5.0		
Lane Grp Cap (vph)		190	221		261		210	2092		32	1697		
v/s Ratio Prot							c0.07	c0.38		0.01	c0.39		
v/s Ratio Perm		c0.06	0.02		0.01								
v/c Ratio		0.42	0.13		0.07		0.55	0.63		0.41	0.79		
Uniform Delay, d1		29.5	28.2		28.0		31.2	9.7		36.5	15.6		
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00		
Incremental Delay, d2		2.1	0.4		0.2		3.6	0.9		11.1	2.9		
Delay (s)		31.5	28.6		28.2		34.8	10.6		47.6	18.4		
Level of Service		C	C		C		C	B		D	B		
Approach Delay (s)		29.4			28.2			12.5			18.7		
Approach LOS		C			C			B			B		
Intersection Summary													
HCM 2000 Control Delay			16.9				HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.70										
Actuated Cycle Length (s)			75.3				Sum of lost time (s)			18.0			
Intersection Capacity Utilization			64.2%				ICU Level of Service			C			
Analysis Period (min)			15										
c Critical Lane Group													

Lanes, Volumes, Timings
9: US Route 1 & Peverly Hill Road/Elywn Road

2026 Build Alternative A Conditions

Saturday Evening

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Volume (vph)	1	172	169	109	117	108	180	2	149	1168	71	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11	11	12	12	12	12	12
Storage Length (ft)		160		160	180		180		250		0	
Storage Lanes		1		0	1		0		1		0	
Taper Length (ft)		25			25				25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor												
Fr _t				0.850			0.850			0.991		
Fl _t Protected		0.950			0.950				0.950			
Satd. Flow (prot)	0	1787	1881	1615	1745	1818	1561	0	1805	3544	0	0
Fl _t Permitted		0.950			0.636				0.950			
Satd. Flow (perm)	0	1787	1881	1615	1168	1818	1561	0	1805	3544	0	0
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)				125			237			5		
Link Speed (mph)			30			30				30		
Link Distance (ft)			600			500				775		
Travel Time (s)			13.6			11.4				17.6		
Confl. Peds. (#/hr)							1					
Peak Hour Factor	0.87	0.87	0.87	0.87	0.76	0.76	0.76	0.95	0.95	0.95	0.95	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	0%	1%	0%	0%	0%	1%	0%	0%
Shared Lane Traffic (%)												
Turn Type	Prot	Prot	NA	Perm	Perm	NA	Prot	Prot	Prot	NA		Prot
Protected Phases	7	7	4			8	8	5	5	2		1
Permitted Phases				4	8							
Detector Phase	7	7	4	4	8	8	8	5	5	2		1
Switch Phase												
Minimum Initial (s)	5.0	5.0	8.0	8.0	8.0	8.0	8.0	5.0	5.0	8.0		5.0
Minimum Split (s)	11.0	11.0	25.0	25.0	14.0	14.0	14.0	11.0	11.0	31.0		11.0
Total Split (s)	18.0	18.0	49.0	49.0	31.0	31.0	31.0	31.0	31.0	56.0		31.0
Total Split (%)	13.2%	13.2%	36.0%	36.0%	22.8%	22.8%	22.8%	22.8%	22.8%	41.2%		22.8%
Maximum Green (s)	12.0	12.0	43.0	43.0	25.0	25.0	25.0	25.0	25.0	50.0		25.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		
Lead/Lag	Lead	Lead			Lag	Lag	Lag	Lead	Lead	Lag		Lead
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes	Yes	Yes	Yes		Yes
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0		4.0
Recall Mode	None	None	None	None	None	None	None	None	None	Min		None
Walk Time (s)			4.0	4.0						4.0		
Flash Dont Walk (s)			15.0	15.0						21.0		
Pedestrian Calls (#/hr)			5	5						5		

Intersection Summary

Area Type: Other
 Cycle Length: 136
 Actuated Cycle Length: 129

Lanes, Volumes, Timings
 9: US Route 1 & Peverly Hill Road/Elywn Road

2026 Build Alternative A Conditions

Saturday Evening

	↘	↓	↙
Lane Group	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↙
Volume (vph)	205	916	70
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	12	12	12
Storage Length (ft)	330		350
Storage Lanes	1		1
Taper Length (ft)	25		
Lane Util. Factor	1.00	0.95	1.00
Ped Bike Factor			
Frt			0.850
Flt Protected	0.950		
Satd. Flow (prot)	1787	3610	1615
Flt Permitted	0.950		
Satd. Flow (perm)	1787	3610	1615
Right Turn on Red			Yes
Satd. Flow (RTOR)			120
Link Speed (mph)		30	
Link Distance (ft)		1499	
Travel Time (s)		34.1	
Confl. Peds. (#/hr)			
Peak Hour Factor	0.94	0.94	0.94
Heavy Vehicles (%)	1%	0%	0%
Shared Lane Traffic (%)			
Turn Type	Prot	NA	Perm
Protected Phases	1	6	
Permitted Phases			6
Detector Phase	1	6	6
Switch Phase			
Minimum Initial (s)	5.0	8.0	8.0
Minimum Split (s)	11.0	31.0	31.0
Total Split (s)	31.0	56.0	56.0
Total Split (%)	22.8%	41.2%	41.2%
Maximum Green (s)	25.0	50.0	50.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	4.0	5.0	5.0
Recall Mode	None	Min	Min
Walk Time (s)		4.0	4.0
Flash Dont Walk (s)		21.0	21.0
Pedestrian Calls (#/hr)		5	5








Intersection Summary

Lanes, Volumes, Timings
 9: US Route 1 & Peverly Hill Road/Elywn Road

2026 Build Alternative A Conditions
 Saturday Evening












Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 9: US Route 1 & Peverly Hill Road/Elywn Road

 ρ1	 ρ2	 ρ4	
31 s	56 s	49 s	
 ρ5	 ρ6	 ρ7	 ρ8
31 s	56 s	18 s	31 s

Queues
9: US Route 1 & Peverly Hill Road/Elywn Road

2026 Build Alternative A Conditions
Saturday Evening

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	199	194	125	154	142	237	159	1304	221	974	74
v/c Ratio	1.19	0.34	0.21	0.79	0.47	0.52	0.65	0.94	0.76	0.65	0.10
Control Delay	181.0	36.7	6.4	79.0	54.2	10.0	65.9	52.8	69.8	33.9	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	181.0	36.7	6.4	79.0	54.2	10.0	65.9	52.8	69.8	33.9	1.1
Queue Length 50th (ft)	~214	127	0	126	110	0	133	582	184	355	0
Queue Length 95th (ft)	#363	191	42	173	150	32	202	#768	276	466	7
Internal Link Dist (ft)		520			420			695		1419	
Turn Bay Length (ft)	160		160	180		180	250		330		350
Base Capacity (vph)	167	629	624	227	354	494	351	1383	347	1500	741
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.19	0.31	0.20	0.68	0.40	0.48	0.45	0.94	0.64	0.65	0.10

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
9: US Route 1 & Peverly Hill Road/Elywn Road

2026 Build Alternative A Conditions
Saturday Evening

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	
Lane Configurations													
Volume (vph)	1	172	169	109	117	108	180	2	149	1168	71	3	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	12	12	12	12	11	11	11	12	12	12	12	12	
Total Lost time (s)		6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0			
Lane Util. Factor		1.00	1.00	1.00	1.00	1.00	1.00		1.00	0.95			
Frbp, ped/bikes		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00			
Flpb, ped/bikes		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	0.85		1.00	0.99			
Flt Protected		0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00			
Satd. Flow (prot)		1787	1881	1615	1745	1818	1561		1805	3545			
Flt Permitted		0.95	1.00	1.00	0.64	1.00	1.00		0.95	1.00			
Satd. Flow (perm)		1787	1881	1615	1167	1818	1561		1805	3545			
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.76	0.76	0.76	0.95	0.95	0.95	0.95	0.94	
Adj. Flow (vph)	1	198	194	125	154	142	237	2	157	1229	75	3	
RTOR Reduction (vph)	0	0	0	86	0	0	197	0	0	3	0	0	
Lane Group Flow (vph)	0	199	194	39	154	142	40	0	159	1301	0	0	
Confl. Peds. (#/hr)							1						
Heavy Vehicles (%)	0%	1%	1%	0%	0%	1%	0%	0%	0%	1%	0%	0%	
Turn Type	Prot	Prot	NA	Perm	Perm	NA	Prot	Prot	Prot	NA		Prot	
Protected Phases	7	7	4			8	8	5	5	2		1	
Permitted Phases				4	8								
Actuated Green, G (s)		12.1	39.8	39.8	21.7	21.7	21.7		17.5	50.2			
Effective Green, g (s)		12.1	39.8	39.8	21.7	21.7	21.7		17.5	50.2			
Actuated g/C Ratio		0.09	0.31	0.31	0.17	0.17	0.17		0.14	0.39			
Clearance Time (s)		6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0			
Vehicle Extension (s)		4.0	4.0	4.0	4.0	4.0	4.0		4.0	5.0			
Lane Grp Cap (vph)		167	580	498	196	306	262		245	1380			
v/s Ratio Prot		c0.11	0.10			0.08	0.03		0.09	c0.37			
v/s Ratio Perm				0.02	c0.13								
v/c Ratio		1.19	0.33	0.08	0.79	0.46	0.15		0.65	0.94			
Uniform Delay, d1		58.4	34.3	31.5	51.4	48.4	45.7		52.8	38.0			
Progression Factor		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00			
Incremental Delay, d2		130.5	0.5	0.1	19.4	1.5	0.4		6.5	13.3			
Delay (s)		188.9	34.8	31.6	70.8	49.9	46.1		59.3	51.3			
Level of Service		F	C	C	E	D	D		E	D			
Approach Delay (s)			93.2			54.2				52.1			
Approach LOS			F			D				D			
Intersection Summary													
HCM 2000 Control Delay			52.8		HCM 2000 Level of Service					D			
HCM 2000 Volume to Capacity ratio			0.91										
Actuated Cycle Length (s)			128.9		Sum of lost time (s)					24.0			
Intersection Capacity Utilization			86.9%		ICU Level of Service					E			
Analysis Period (min)			15										
c Critical Lane Group													

HCM Signalized Intersection Capacity Analysis
 9: US Route 1 & Peverly Hill Road/Elywn Road

2026 Build Alternative A Conditions
 Saturday Evening

	↙	↓	↘
Movement	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗
Volume (vph)	205	916	70
Ideal Flow (vphpl)	1900	1900	1900
Lane Width	12	12	12
Total Lost time (s)	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00
Frt	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00
Satd. Flow (prot)	1787	3610	1615
Flt Permitted	0.95	1.00	1.00
Satd. Flow (perm)	1787	3610	1615
Peak-hour factor, PHF	0.94	0.94	0.94
Adj. Flow (vph)	218	974	74
RTOR Reduction (vph)	0	0	43
Lane Group Flow (vph)	221	974	31
Confl. Peds. (#/hr)			
Heavy Vehicles (%)	1%	0%	0%
Turn Type	Prot	NA	Perm
Protected Phases	1	6	
Permitted Phases			6
Actuated Green, G (s)	20.9	53.6	53.6
Effective Green, g (s)	20.9	53.6	53.6
Actuated g/C Ratio	0.16	0.42	0.42
Clearance Time (s)	6.0	6.0	6.0
Vehicle Extension (s)	4.0	5.0	5.0
Lane Grp Cap (vph)	289	1501	671
v/s Ratio Prot	c0.12	c0.27	
v/s Ratio Perm			0.02
v/c Ratio	0.76	0.65	0.05
Uniform Delay, d1	51.6	30.1	22.4
Progression Factor	1.00	1.00	1.00
Incremental Delay, d2	12.1	1.3	0.1
Delay (s)	63.7	31.5	22.5
Level of Service	E	C	C
Approach Delay (s)		36.6	
Approach LOS		D	
Intersection Summary			

Lanes, Volumes, Timings
10: US Route 1 & Mirona Road/Church Driveway

2026 Build Alternative A Conditions
Saturday Evening

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	105	1	27	1	0	1	1	49	1475	0	0	1136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	13	12	12	12	12	11	11	11	11	11
Storage Length (ft)	0		0	0		0		475		0	240	
Storage Lanes	0		1	0		0		1		0	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor			0.99		0.99							1.00
Frt			0.850		0.932							0.990
Flt Protected		0.953			0.976			0.950				
Satd. Flow (prot)	0	1750	1669	0	1714	0	0	1745	3490	0	1837	3450
Flt Permitted		0.722			0.866			0.950				
Satd. Flow (perm)	0	1326	1647	0	1520	0	0	1745	3490	0	1837	3450
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			107		107							10
Link Speed (mph)		30			30				30			30
Link Distance (ft)		500			500				1499			501
Travel Time (s)		11.4			11.4				34.1			11.4
Confl. Peds. (#/hr)			1				3					
Confl. Bikes (#/hr)												
Peak Hour Factor	0.74	0.74	0.74	0.25	0.25	0.25	0.96	0.96	0.96	0.96	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	Prot	NA		Prot	NA
Protected Phases		4			8		5	5	2		1	6
Permitted Phases	4		4	8								
Detector Phase	4	4	4	8	8		5	5	2		1	6
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0		6.0	6.0	8.0		6.0	8.0
Minimum Split (s)	14.0	14.0	14.0	22.0	22.0		12.0	12.0	18.0		12.0	25.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0		16.0	16.0	46.0		16.0	46.0
Total Split (%)	32.6%	32.6%	32.6%	32.6%	32.6%		17.4%	17.4%	50.0%		17.4%	50.0%
Maximum Green (s)	24.0	24.0	24.0	24.0	24.0		10.0	10.0	40.0		10.0	40.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0			6.0	6.0		6.0	6.0
Lead/Lag							Lead	Lead	Lag		Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	5.0		4.0	5.0
Recall Mode	None	None	None	None	None		None	None	Min		None	Min
Walk Time (s)				4.0	4.0				4.0			4.0
Flash Dont Walk (s)				12.0	12.0				8.0			15.0
Pedestrian Calls (#/hr)				5	5				5			5

Intersection Summary

Area Type: Other
Cycle Length: 92

Lanes, Volumes, Timings
 10: US Route 1 & Mirona Road/Church Driveway

2026 Build Alternative A Conditions
 Saturday Evening







Lane Group	SBR
Lane Configurations	
Volume (vph)	81
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	1
Peak Hour Factor	0.92
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Intersection Summary	

Lanes, Volumes, Timings
 10: US Route 1 & Mirona Road/Church Driveway

2026 Build Alternative A Conditions
 Saturday Evening







Actuated Cycle Length: 79.8
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated

Splits and Phases: 10: US Route 1 & Mirona Road/Church Driveway

 ϕ1	 ϕ2	 ϕ4
16 s	46 s	30 s
 ϕ5	 ϕ6	 ϕ8
16 s	46 s	30 s

Queues
10: US Route 1 & Mirona Road/Church Driveway




















2026 Build Alternative A Conditions
Saturday Evening

						
Lane Group	EBT	EBR	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	143	36	8	52	1536	1323
v/c Ratio	0.58	0.09	0.02	0.28	0.66	0.69
Control Delay	40.0	0.5	0.0	38.8	10.5	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.0	0.5	0.0	38.8	10.5	18.4
Queue Length 50th (ft)	68	0	0	25	209	277
Queue Length 95th (ft)	100	0	0	63	358	439
Internal Link Dist (ft)	420		420		1419	421
Turn Bay Length (ft)				475		
Base Capacity (vph)	403	576	537	221	2312	1914
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.06	0.01	0.24	0.66	0.69
Intersection Summary						

HCM Signalized Intersection Capacity Analysis
 10: US Route 1 & Mirona Road/Church Driveway

2026 Build Alternative A Conditions

Saturday Evening

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	
Lane Configurations													
Volume (vph)	105	1	27	1	0	1	1	49	1475	0	0	1136	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	11	11	13	12	12	12	12	11	11	11	11	11	
Total Lost time (s)		6.0	6.0		6.0			6.0	6.0			6.0	
Lane Util. Factor		1.00	1.00		1.00			1.00	0.95			0.95	
Frbp, ped/bikes		1.00	0.99		0.99			1.00	1.00			1.00	
Flpb, ped/bikes		1.00	1.00		1.00			1.00	1.00			1.00	
Frt		1.00	0.85		0.93			1.00	1.00			0.99	
Flt Protected		0.95	1.00		0.98			0.95	1.00			1.00	
Satd. Flow (prot)		1750	1646		1714			1745	3490			3450	
Flt Permitted		0.72	1.00		0.87			0.95	1.00			1.00	
Satd. Flow (perm)		1327	1646		1521			1745	3490			3450	
Peak-hour factor, PHF	0.74	0.74	0.74	0.25	0.25	0.25	0.96	0.96	0.96	0.96	0.92	0.92	
Adj. Flow (vph)	142	1	36	4	0	4	1	51	1536	0	0	1235	
RTOR Reduction (vph)	0	0	30	0	7	0	0	0	0	0	0	5	
Lane Group Flow (vph)	0	143	6	0	1	0	0	52	1536	0	0	1318	
Confl. Peds. (#/hr)			1			3							
Confl. Bikes (#/hr)													
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Turn Type	Perm	NA	Perm	Perm	NA		Prot	Prot	NA		Prot	NA	
Protected Phases		4			8		5	5	2		1	6	
Permitted Phases	4		4	8									
Actuated Green, G (s)		14.7	14.7		14.7			5.4	55.6			44.2	
Effective Green, g (s)		14.7	14.7		14.7			5.4	55.6			44.2	
Actuated g/C Ratio		0.18	0.18		0.18			0.07	0.68			0.54	
Clearance Time (s)		6.0	6.0		6.0			6.0	6.0			6.0	
Vehicle Extension (s)		4.0	4.0		4.0			4.0	5.0			5.0	
Lane Grp Cap (vph)		237	294		271			114	2357			1852	
v/s Ratio Prot								0.03	c0.44			c0.38	
v/s Ratio Perm		c0.11	0.00		0.00								
v/c Ratio		0.60	0.02		0.01			0.46	0.65			0.71	
Uniform Delay, d1		31.1	27.9		27.8			37.0	7.7			14.3	
Progression Factor		1.00	1.00		1.00			1.00	1.00			1.00	
Incremental Delay, d2		4.9	0.0		0.0			3.9	0.9			1.6	
Delay (s)		36.1	27.9		27.8			40.9	8.6			15.9	
Level of Service		D	C		C			D	A			B	
Approach Delay (s)		34.4			27.8				9.7			15.9	
Approach LOS		C			C				A			B	
Intersection Summary													
HCM 2000 Control Delay			13.8									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.72										
Actuated Cycle Length (s)			82.3									Sum of lost time (s)	18.0
Intersection Capacity Utilization			70.5%									ICU Level of Service	C
Analysis Period (min)			15										
c Critical Lane Group													



















Movement	SBR
Lane Configurations	
Volume (vph)	81
Ideal Flow (vphpl)	1900
Lane Width	11
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	88
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	1
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings

2026 Build Alternative A Conditions

11: West Road/Yokens Plaza Driveway & Peverly Hill Road

Saturday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	252	30	64	241	6	76	3	27	17	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	15	15	15
Storage Length (ft)	0		0	0		0	130		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998			0.866			0.958	
Flt Protected		0.998			0.990		0.950				0.967	
Satd. Flow (prot)	0	1816	1561	0	1801	0	1711	1591	0	0	1838	0
Flt Permitted		0.998			0.990		0.950				0.967	
Satd. Flow (perm)	0	1816	1561	0	1801	0	1711	1591	0	0	1838	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1500			600			500			501	
Travel Time (s)		34.1			13.6			11.4			11.4	
Peak Hour Factor	0.97	0.97	0.97	0.81	0.81	0.81	0.82	0.82	0.82	0.79	0.79	0.79
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	2%	0%	0%	0%	0%	17%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	



















Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM Unsignalized Intersection Capacity Analysis
 11: West Road/Yokens Plaza Driveway & Peverly Hill Road










2026 Build Alternative A Conditions
 Saturday Evening

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	11	252	30	64	241	6	76	3	27	17	0	8
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.81	0.81	0.81	0.82	0.82	0.82	0.79	0.79	0.79
Hourly flow rate (vph)	11	260	31	79	298	7	93	4	33	22	0	10
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					600							
pX, platoon unblocked	0.94						0.94	0.94		0.94	0.94	0.94
vC, conflicting volume	305			291			752	745	260	776	773	301
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	227			291			703	696	260	729	725	223
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.4
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.5
p0 queue free %	99			94			70	99	96	93	100	99
cM capacity (veh/h)	1270			1283			309	321	784	288	309	733
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1						
Volume Total	271	31	384	93	37	32						
Volume Left	11	0	79	93	0	22						
Volume Right	0	31	7	0	33	10						
cSH	1270	1700	1283	309	685	357						
Volume to Capacity	0.01	0.02	0.06	0.30	0.05	0.09						
Queue Length 95th (ft)	1	0	5	31	4	7						
Control Delay (s)	0.4	0.0	2.1	21.6	10.6	16.1						
Lane LOS	A		A	C	B	C						
Approach Delay (s)	0.4		2.1	18.5		16.1						
Approach LOS				C		C						
Intersection Summary												
Average Delay			4.5									
Intersection Capacity Utilization			48.6%		ICU Level of Service				A			
Analysis Period (min)			15									

2026 Future Year Alternative B Conditions

Lanes, Volumes, Timings
 1: Ocean Road & Banfield Road

2026 Build Alternative B Conditions
 Saturday Evening










						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	36	211	478	32	149	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.885		0.992			
Flt Protected	0.993					0.981
Satd. Flow (prot)	1614	0	1867	0	0	1853
Flt Permitted	0.993					0.981
Satd. Flow (perm)	1614	0	1867	0	0	1853
Link Speed (mph)	30		30			30
Link Distance (ft)	1001		867			500
Travel Time (s)	22.8		19.7			11.4
Confl. Peds. (#/hr)		1			1	
Peak Hour Factor	0.82	0.82	0.89	0.89	0.93	0.93
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized










HCM Unsignalized Intersection Capacity Analysis
 1: Ocean Road & Banfield Road

2026 Build Alternative B Conditions
 Saturday Evening

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	36	211	478	32	149	237
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.82	0.82	0.89	0.89	0.93	0.93
Hourly flow rate (vph)	44	257	537	36	160	255
Pedestrians	1					1
Lane Width (ft)	11.0					12.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1131	557			574	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1131	557			574	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	77	52			84	
cM capacity (veh/h)	191	533			1008	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	301	573	415			
Volume Left	44	0	160			
Volume Right	257	36	0			
cSH	422	1700	1008			
Volume to Capacity	0.71	0.34	0.16			
Queue Length 95th (ft)	137	0	14			
Control Delay (s)	32.0	0.0	4.6			
Lane LOS	D		A			
Approach Delay (s)	32.0	0.0	4.6			
Approach LOS	D					
Intersection Summary						
Average Delay			9.0			
Intersection Capacity Utilization			72.9%		ICU Level of Service	C
Analysis Period (min)			15			










Lanes, Volumes, Timings
2: Heritage Avenue & Banfield Road

2026 Build Alternative B Conditions
Saturday Evening

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	154	18	53	178	46	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.986				0.931	
Flt Protected				0.989	0.976	
Satd. Flow (prot)	1798	0	0	1800	1758	0
Flt Permitted				0.989	0.976	
Satd. Flow (perm)	1798	0	0	1800	1758	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1001			1260	500	
Travel Time (s)	22.8			28.6	11.4	
Peak Hour Factor	0.81	0.81	0.83	0.83	0.70	0.70
Heavy Vehicles (%)	0%	7%	4%	0%	3%	0%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					










HCM Unsignalized Intersection Capacity Analysis
2: Heritage Avenue & Banfield Road

2026 Build Alternative B Conditions
Saturday Evening

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	154	18	53	178	46	49
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.81	0.81	0.83	0.83	0.70	0.70
Hourly flow rate (vph)	190	22	64	214	66	70
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			212		543	201
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			212		543	201
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		86	92
cM capacity (veh/h)			1346		475	845
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	212	278	136			
Volume Left	0	64	66			
Volume Right	22	0	70			
cSH	1700	1346	614			
Volume to Capacity	0.12	0.05	0.22			
Queue Length 95th (ft)	0	4	21			
Control Delay (s)	0.0	2.1	12.5			
Lane LOS		A	B			
Approach Delay (s)	0.0	2.1	12.5			
Approach LOS			B			
Intersection Summary						
Average Delay			3.7			
Intersection Capacity Utilization			37.0%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
 3: Constitution Avenue & Banfield Road

2026 Build Alternative B Conditions
 Saturday Evening

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	126	75	56	135	116	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.950				0.951	
Flt Protected				0.986	0.969	
Satd. Flow (prot)	1745	0	0	1786	1751	0
Flt Permitted				0.986	0.969	
Satd. Flow (perm)	1745	0	0	1786	1751	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1260			501	2972	
Travel Time (s)	28.6			11.4	67.5	
Confl. Peds. (#/hr)		1			2	
Peak Hour Factor	0.78	0.78	0.87	0.87	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized

HCM Unsignalized Intersection Capacity Analysis

3: Constitution Avenue & Banfield Road

2026 Build Alternative B Conditions
Saturday Evening

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	126	75	56	135	116	66
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.87	0.87	0.84	0.84
Hourly flow rate (vph)	162	96	64	155	138	79
Pedestrians	2				1	
Lane Width (ft)	11.0				12.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	0				0	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			259		497	211
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			259		497	211
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		73	91
cM capacity (veh/h)			1317		509	834
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	258	220	217			
Volume Left	0	64	138			
Volume Right	96	0	79			
cSH	1700	1317	593			
Volume to Capacity	0.15	0.05	0.37			
Queue Length 95th (ft)	0	4	42			
Control Delay (s)	0.0	2.6	14.5			
Lane LOS		A	B			
Approach Delay (s)	0.0	2.6	14.5			
Approach LOS			B			
Intersection Summary						
Average Delay			5.4			
Intersection Capacity Utilization			42.0%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
4: Peverly Hill Road & Banfield Road/Mirona Road

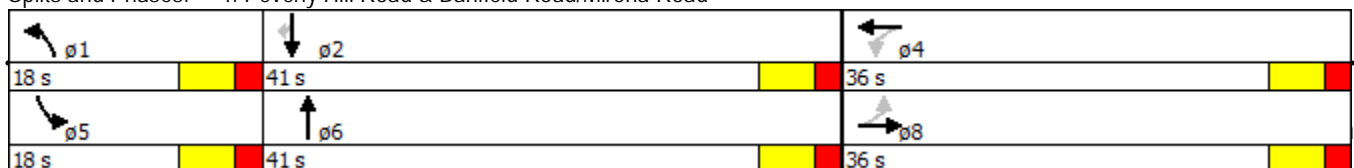
2026 Build Alternative B Conditions
Saturday Evening

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	83	43	47	9	31	49	46	255	16	31	217	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	15	15	15	11	11	11	11	11	11
Storage Length (ft)	150		0	0		0	320		0	165		0
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.921			0.926			0.991				0.850
Flt Protected	0.950				0.995		0.950			0.950		
Satd. Flow (prot)	1745	1750	0	0	1926	0	1745	1787	0	1745	1818	1531
Flt Permitted	0.682				0.947		0.950			0.950		
Satd. Flow (perm)	1253	1750	0	0	1833	0	1745	1787	0	1745	1818	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		56			64			4				124
Link Speed (mph)		30			30			30				30
Link Distance (ft)		501			499			1500				500
Travel Time (s)		11.4			11.3			34.1				11.4
Peak Hour Factor	0.84	0.84	0.84	0.77	0.77	0.77	0.84	0.84	0.84	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	2%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4								2
Detector Phase	8	8		4	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	5.0		3.0	5.0	5.0
Minimum Split (s)	11.0	11.0		11.0	11.0		9.0	11.0		9.0	11.0	11.0
Total Split (s)	36.0	36.0		36.0	36.0		18.0	41.0		18.0	41.0	41.0
Total Split (%)	37.9%	37.9%		37.9%	37.9%		18.9%	43.2%		18.9%	43.2%	43.2%
Maximum Green (s)	30.0	30.0		30.0	30.0		12.0	35.0		12.0	35.0	35.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.5	3.0		2.5	3.0	3.0
Recall Mode	None	None		None	None		None	Min		None	Min	Min

Intersection Summary









Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 43.4
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Peverly Hill Road & Banfield Road/Mirona Road



Queues
4: Pevery Hill Road & Banfield Road/Mirona Road

2026 Build Alternative B Conditions
Saturday Evening

								
Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	99	107	116	55	323	33	233	124
v/c Ratio	0.35	0.24	0.26	0.20	0.36	0.13	0.29	0.17
Control Delay	21.4	11.7	11.3	22.1	13.2	22.7	15.2	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.4	11.7	11.3	22.1	13.2	22.7	15.2	4.3
Queue Length 50th (ft)	22	11	11	13	41	8	52	0
Queue Length 95th (ft)	64	45	40	43	146	33	120	31
Internal Link Dist (ft)		421	419		1420		420	
Turn Bay Length (ft)	150			320		165		
Base Capacity (vph)	933	1318	1382	530	1435	530	1459	1253
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	0.08	0.08	0.10	0.23	0.06	0.16	0.10
Intersection Summary								










HCM Signalized Intersection Capacity Analysis
 4: Peverly Hill Road & Banfield Road/Mirona Road

2026 Build Alternative B Conditions
 Saturday Evening

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	83	43	47	9	31	49	46	255	16	31	217	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	15	15	15	11	11	11	11	11	11
Total Lost time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.92			0.93		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1745	1751			1924		1745	1787		1745	1818	1531
Flt Permitted	0.68	1.00			0.95		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1253	1751			1832		1745	1787		1745	1818	1531
Peak-hour factor, PHF	0.84	0.84	0.84	0.77	0.77	0.77	0.84	0.84	0.84	0.93	0.93	0.93
Adj. Flow (vph)	99	51	56	12	40	64	55	304	19	33	233	124
RTOR Reduction (vph)	0	47	0	0	53	0	0	2	0	0	0	77
Lane Group Flow (vph)	99	60	0	0	63	0	55	321	0	33	233	47
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	2%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4								2
Actuated Green, G (s)	7.9	7.9			7.9		3.8	20.0		2.2	18.4	18.4
Effective Green, g (s)	7.9	7.9			7.9		3.8	20.0		2.2	18.4	18.4
Actuated g/C Ratio	0.16	0.16			0.16		0.08	0.42		0.05	0.38	0.38
Clearance Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0			3.0		2.5	3.0		2.5	3.0	3.0
Lane Grp Cap (vph)	205	287			300		137	743		79	695	585
v/s Ratio Prot		0.03					c0.03	c0.18		0.02	0.13	
v/s Ratio Perm	c0.08				0.03							0.03
v/c Ratio	0.48	0.21			0.21		0.40	0.43		0.42	0.34	0.08
Uniform Delay, d1	18.2	17.4			17.4		21.1	10.0		22.3	10.5	9.5
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.8	0.4			0.3		1.4	0.4		2.6	0.3	0.1
Delay (s)	20.0	17.8			17.7		22.5	10.4		24.9	10.8	9.5
Level of Service	C	B			B		C	B		C	B	A
Approach Delay (s)		18.9			17.7			12.2			11.6	
Approach LOS		B			B			B			B	
Intersection Summary												
HCM 2000 Control Delay			13.8									B
HCM 2000 Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			48.1							18.0		
Intersection Capacity Utilization			44.5%									A
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings
 5: Constitution Avenue & Water Country Driveway

2026 Build Alternative B Conditions
 Saturday Evening










						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	92	64	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	1801	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	1801	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		2972	1669		499	
Travel Time (s)		67.5	37.9		11.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

















HCM Unsignalized Intersection Capacity Analysis
5: Constitution Avenue & Water Country Driveway

2026 Build Alternative B Conditions
Saturday Evening

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	92	64	0	0	0
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)	0	100	70	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)						
pX, platoon unblocked						
vC, conflicting volume	70				170	70
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	70				170	70
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1531				821	993
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	100	70	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1531	1700	1700			
Volume to Capacity	0.00	0.04	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			8.2%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
6: Campus Drive & West Road

2026 Build Alternative B Conditions
Saturday Evening

















												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	3	0	0	1	7	0	264	599	11	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	16	12	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.878			0.906				
Flt Protected											0.950	
Satd. Flow (prot)	0	1900	0	0	1414	0	0	1688	0	0	1626	0
Flt Permitted											0.950	
Satd. Flow (perm)	0	1900	0	0	1414	0	0	1688	0	0	1626	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		501			1200			443			500	
Travel Time (s)		11.4			27.3			10.1			11.4	
Peak Hour Factor	0.38	0.38	0.38	0.75	0.75	0.75	0.92	0.92	0.92	0.56	0.56	0.56
Heavy Vehicles (%)	0%	0%	2%	2%	0%	20%	2%	2%	2%	11%	2%	0%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized


















HCM Unsignalized Intersection Capacity Analysis
6: Campus Drive & West Road

2026 Build Alternative B Conditions
Saturday Evening

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	3	0	0	1	7	0	264	599	11	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.38	0.38	0.38	0.75	0.75	0.75	0.92	0.92	0.92	0.56	0.56	0.56
Hourly flow rate (vph)	0	8	0	0	1	9	0	287	651	20	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)												
pX, platoon unblocked												
vC, conflicting volume	11			8			14	19	8	808	14	6
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	11			8			14	19	8	808	14	6
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	100			100			100	67	39	77	100	100
cM capacity (veh/h)	1622			1612			1002	875	1074	85	880	1083
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	8	11	938	20								
Volume Left	0	0	0	20								
Volume Right	0	9	651	0								
cSH	1622	1700	1004	85								
Volume to Capacity	0.00	0.01	0.93	0.23								
Queue Length 95th (ft)	0	0	377	21								
Control Delay (s)	0.0	0.0	35.3	59.8								
Lane LOS			E	F								
Approach Delay (s)	0.0	0.0	35.3	59.8								
Approach LOS			E	F								
Intersection Summary												
Average Delay			35.1									
Intersection Capacity Utilization			60.7%		ICU Level of Service				B			
Analysis Period (min)			15									

Lanes, Volumes, Timings
7: US Route 1 & West Road/St. James Church Driveway

2026 Build Alternative B Conditions
Saturday Evening


















												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	618	0	0	3	6	1115	0	0	1121	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	12	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865			0.865							
Flt Protected							0.950					
Satd. Flow (prot)	0	1536	0	0	1644	0	1396	1837	0	0	1837	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	1536	0	0	1644	0	1396	1837	0	0	1837	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1200			377			1000			2226	
Travel Time (s)		27.3			8.6			22.7			50.6	
Peak Hour Factor	0.62	0.62	0.62	0.38	0.38	0.38	0.92	0.92	0.92	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	7%	0%	0%	0%	25%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

HCM Unsignalized Intersection Capacity Analysis
 7: US Route 1 & West Road/St. James Church Driveway




















2026 Build Alternative B Conditions
 Saturday Evening

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	618	0	0	3	6	1115	0	0	1121	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.62	0.62	0.62	0.38	0.38	0.38	0.92	0.92	0.92	0.94	0.94	0.94
Hourly flow rate (vph)	0	0	997	0	0	8	7	1212	0	0	1193	1
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	2426	2418	1193	3415	2419	1212	1194			1212		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2426	2418	1193	3415	2419	1212	1194			1212		
tC, single (s)	7.1	6.5	6.3	7.1	6.5	6.2	4.3			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.4			2.2		
p0 queue free %	100	100	0	0	100	96	99			100		
cM capacity (veh/h)	21	33	222	0	33	224	511			583		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	997	8	7	1212	1194							
Volume Left	0	0	7	0	0							
Volume Right	997	8	0	0	1							
cSH	222	224	511	1700	1700							
Volume to Capacity	4.48	0.04	0.01	0.71	0.70							
Queue Length 95th (ft)	Err	3	1	0	0							
Control Delay (s)	Err	21.7	12.1	0.0	0.0							
Lane LOS	F	C	B									
Approach Delay (s)	Err	21.7	0.1		0.0							
Approach LOS	F	C										
Intersection Summary												
Average Delay			2917.1									
Intersection Capacity Utilization			104.0%		ICU Level of Service					G		
Analysis Period (min)			15									

Lanes, Volumes, Timings
8: US Route 1 & Industrial Park Drive/Wilson Avenue

2026 Build Alternative B Conditions

Saturday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	111	11	151	6	7	12	112	1013	9	11	986	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	16	16	16	11	11	11	11	11	11
Storage Length (ft)	0		80	0		0	270		0	150		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.937			0.999			0.978	
Flt Protected		0.956			0.988		0.950			0.950		
Satd. Flow (prot)	0	1724	1561	0	1993	0	1745	3486	0	1745	3408	0
Flt Permitted		0.722			0.914		0.950			0.950		
Satd. Flow (perm)	0	1302	1561	0	1844	0	1745	3486	0	1745	3408	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			196		15			1			24	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		544			503			2226			775	
Travel Time (s)		12.4			11.4			50.6			17.6	
Peak Hour Factor	0.77	0.77	0.77	0.79	0.79	0.79	0.97	0.97	0.97	0.86	0.86	0.86
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	13.0	13.0	13.0	22.0	22.0		11.0	16.0		11.0	16.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		22.0	38.0		22.0	38.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%		24.4%	42.2%		24.4%	42.2%	
Maximum Green (s)	24.0	24.0	24.0	24.0	24.0		16.0	32.0		16.0	32.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0		4.0	5.0		4.0	5.0	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Walk Time (s)				4.0	4.0			4.0				
Flash Dont Walk (s)				12.0	12.0			4.0				
Pedestrian Calls (#/hr)				0	0			0				

Intersection Summary








Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 74.8
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: US Route 1 & Industrial Park Drive/Wilson Avenue

↙ ø1	↑ ø2	→ ø4
22 s	38 s	30 s
↙ ø5	↓ ø6	← ø8
22 s	38 s	30 s

Queues
8: US Route 1 & Industrial Park Drive/Wilson Avenue

2026 Build Alternative B Conditions
Saturday Evening

							
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	158	196	32	115	1053	13	1345
v/c Ratio	0.59	0.41	0.08	0.44	0.51	0.08	0.88
Control Delay	37.4	7.1	17.2	37.1	11.8	36.7	31.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.4	7.1	17.2	37.1	11.8	36.7	31.3
Queue Length 50th (ft)	69	0	7	51	117	6	306
Queue Length 95th (ft)	112	29	25	109	317	24	#546
Internal Link Dist (ft)	464		423		2146		695
Turn Bay Length (ft)		80		270		150	
Base Capacity (vph)	432	649	622	386	2071	386	1521
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.30	0.05	0.30	0.51	0.03	0.88




















Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
8: US Route 1 & Industrial Park Drive/Wilson Avenue

2026 Build Alternative B Conditions

Saturday Evening

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	111	11	151	6	7	12	112	1013	9	11	986	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	16	16	16	11	11	11	11	11	11
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.94		1.00	1.00		1.00	0.98	
Flt Protected		0.96	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1725	1561		1992		1745	3485		1745	3408	
Flt Permitted		0.72	1.00		0.91		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1302	1561		1843		1745	3485		1745	3408	
Peak-hour factor, PHF	0.77	0.77	0.77	0.79	0.79	0.79	0.97	0.97	0.97	0.86	0.86	0.86
Adj. Flow (vph)	144	14	196	8	9	15	115	1044	9	13	1147	198
RTOR Reduction (vph)	0	0	158	0	12	0	0	0	0	0	13	0
Lane Group Flow (vph)	0	158	38	0	20	0	115	1053	0	13	1332	0
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		15.5	15.5		15.5		9.3	44.5		1.4	36.6	
Effective Green, g (s)		15.5	15.5		15.5		9.3	44.5		1.4	36.6	
Actuated g/C Ratio		0.20	0.20		0.20		0.12	0.56		0.02	0.46	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		4.0	4.0		4.0		4.0	5.0		4.0	5.0	
Lane Grp Cap (vph)		254	304		359		204	1953		30	1570	
v/s Ratio Prot							c0.07	c0.30		0.01	c0.39	
v/s Ratio Perm		c0.12	0.02		0.01							
v/c Ratio		0.62	0.13		0.06		0.56	0.54		0.43	0.85	
Uniform Delay, d1		29.3	26.4		26.0		33.1	11.0		38.6	18.9	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		5.3	0.3		0.1		4.3	0.5		13.1	5.0	
Delay (s)		34.6	26.6		26.1		37.4	11.5		51.7	23.9	
Level of Service		C	C		C		D	B		D	C	
Approach Delay (s)		30.2			26.1			14.1			24.2	
Approach LOS		C			C			B			C	
Intersection Summary												
HCM 2000 Control Delay			20.9				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			79.4				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			67.3%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings
9: US Route 1 & Peverly Hill Road/Elywn Road

2026 Build Alternative B Conditions

Saturday Evening

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Volume (vph)	1	294	169	109	117	108	180	2	67	1046	71	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11	11	12	12	12	12	12
Storage Length (ft)		160		160	180		180		250		0	
Storage Lanes		1		0	1		0		1		0	
Taper Length (ft)		25			25				25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor												
Fr t				0.850			0.850			0.990		
Flt Protected		0.950			0.950				0.950			
Satd. Flow (prot)	0	1787	1881	1615	1745	1818	1561	0	1805	3541	0	0
Flt Permitted		0.950			0.636				0.950			
Satd. Flow (perm)	0	1787	1881	1615	1168	1818	1561	0	1805	3541	0	0
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)				125			237			6		
Link Speed (mph)			30			30				30		
Link Distance (ft)			600			500				775		
Travel Time (s)			13.6			11.4				17.6		
Confl. Peds. (#/hr)							1					
Peak Hour Factor	0.87	0.87	0.87	0.87	0.76	0.76	0.76	0.95	0.95	0.95	0.95	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	0%	1%	0%	0%	0%	1%	0%	0%
Shared Lane Traffic (%)												
Turn Type	Prot	Prot	NA	Perm	Perm	NA	Prot	Prot	Prot	NA		Prot
Protected Phases	7	7	4			8	8	5	5	2		1
Permitted Phases				4	8							
Detector Phase	7	7	4	4	8	8	8	5	5	2		1
Switch Phase												
Minimum Initial (s)	5.0	5.0	8.0	8.0	8.0	8.0	8.0	5.0	5.0	8.0		5.0
Minimum Split (s)	11.0	11.0	25.0	25.0	14.0	14.0	14.0	11.0	11.0	31.0		11.0
Total Split (s)	18.0	18.0	49.0	49.0	31.0	31.0	31.0	31.0	31.0	56.0		31.0
Total Split (%)	13.2%	13.2%	36.0%	36.0%	22.8%	22.8%	22.8%	22.8%	22.8%	41.2%		22.8%
Maximum Green (s)	12.0	12.0	43.0	43.0	25.0	25.0	25.0	25.0	25.0	50.0		25.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		
Lead/Lag	Lead	Lead			Lag	Lag	Lag	Lead	Lead	Lag		Lead
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes	Yes	Yes	Yes		Yes
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0		4.0
Recall Mode	None	None	None	None	None	None	None	None	None	Min		None
Walk Time (s)			4.0	4.0						4.0		
Flash Dont Walk (s)			15.0	15.0						21.0		
Pedestrian Calls (#/hr)			5	5						5		

Intersection Summary

Area Type: Other
 Cycle Length: 136
 Actuated Cycle Length: 127.5

Lanes, Volumes, Timings
 9: US Route 1 & Peverly Hill Road/Elywn Road

2026 Build Alternative B Conditions
 Saturday Evening

	↙	↓	↘
Lane Group	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↘
Volume (vph)	205	916	70
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	12	12	12
Storage Length (ft)	330		350
Storage Lanes	1		1
Taper Length (ft)	25		
Lane Util. Factor	1.00	0.95	1.00
Ped Bike Factor			
Frt			0.850
Flt Protected	0.950		
Satd. Flow (prot)	1787	3610	1615
Flt Permitted	0.950		
Satd. Flow (perm)	1787	3610	1615
Right Turn on Red			Yes
Satd. Flow (RTOR)			120
Link Speed (mph)		30	
Link Distance (ft)		1499	
Travel Time (s)		34.1	
Confl. Peds. (#/hr)			
Peak Hour Factor	0.94	0.94	0.94
Heavy Vehicles (%)	1%	0%	0%
Shared Lane Traffic (%)			
Turn Type	Prot	NA	Perm
Protected Phases	1	6	
Permitted Phases			6
Detector Phase	1	6	6
Switch Phase			
Minimum Initial (s)	5.0	8.0	8.0
Minimum Split (s)	11.0	31.0	31.0
Total Split (s)	31.0	56.0	56.0
Total Split (%)	22.8%	41.2%	41.2%
Maximum Green (s)	25.0	50.0	50.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	4.0	5.0	5.0
Recall Mode	None	Min	Min
Walk Time (s)		4.0	4.0
Flash Dont Walk (s)		21.0	21.0
Pedestrian Calls (#/hr)		5	5








Intersection Summary

Lanes, Volumes, Timings
 9: US Route 1 & Peverly Hill Road/Elywn Road

2026 Build Alternative B Conditions
 Saturday Evening












Natural Cycle: 110
 Control Type: Actuated-Uncoordinated

Splits and Phases: 9: US Route 1 & Peverly Hill Road/Elywn Road

 ρ1	 ρ2	 ρ4	
31 s	56 s	49 s	
 ρ5	 ρ6	 ρ7	 ρ8
31 s	56 s	18 s	31 s

Queues
9: US Route 1 & Peverly Hill Road/Elywn Road

2026 Build Alternative B Conditions
Saturday Evening






















											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	339	194	125	154	142	237	73	1176	221	974	74
v/c Ratio	2.01	0.33	0.21	0.78	0.46	0.51	0.45	0.87	0.76	0.56	0.09
Control Delay	501.1	36.3	6.4	77.6	53.8	10.0	65.6	45.3	68.7	27.0	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	501.1	36.3	6.4	77.6	53.8	10.0	65.6	45.3	68.7	27.0	0.9
Queue Length 50th (ft)	~465	127	0	126	110	0	61	496	184	325	0
Queue Length 95th (ft)	#646	191	42	173	150	32	112	#622	276	417	6
Internal Link Dist (ft)		520			420			695		1419	
Turn Bay Length (ft)	160		160	180		180	250		330		350
Base Capacity (vph)	169	639	632	231	359	498	357	1404	353	1733	837
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	2.01	0.30	0.20	0.67	0.40	0.48	0.20	0.84	0.63	0.56	0.09

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
9: US Route 1 & Peverly Hill Road/Elywn Road

2026 Build Alternative B Conditions
Saturday Evening

												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Volume (vph)	1	294	169	109	117	108	180	2	67	1046	71	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	11	11	11	12	12	12	12	12
Total Lost time (s)		6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		
Lane Util. Factor		1.00	1.00	1.00	1.00	1.00	1.00		1.00	0.95		
Frbp, ped/bikes		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		
Flpb, ped/bikes		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	0.85		1.00	0.99		
Flt Protected		0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00		
Satd. Flow (prot)		1787	1881	1615	1745	1818	1561		1805	3542		
Flt Permitted		0.95	1.00	1.00	0.64	1.00	1.00		0.95	1.00		
Satd. Flow (perm)		1787	1881	1615	1167	1818	1561		1805	3542		
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.76	0.76	0.76	0.95	0.95	0.95	0.95	0.94
Adj. Flow (vph)	1	338	194	125	154	142	237	2	71	1101	75	3
RTOR Reduction (vph)	0	0	0	86	0	0	197	0	0	4	0	0
Lane Group Flow (vph)	0	339	194	39	154	142	40	0	73	1172	0	0
Confl. Peds. (#/hr)							1					
Heavy Vehicles (%)	0%	1%	1%	0%	0%	1%	0%	0%	0%	1%	0%	0%
Turn Type	Prot	Prot	NA	Perm	Perm	NA	Prot	Prot	Prot	NA		Prot
Protected Phases	7	7	4			8	8	5	5	2		1
Permitted Phases				4	8							
Actuated Green, G (s)		12.1	39.8	39.8	21.7	21.7	21.7		9.7	50.0		
Effective Green, g (s)		12.1	39.8	39.8	21.7	21.7	21.7		9.7	50.0		
Actuated g/C Ratio		0.09	0.31	0.31	0.17	0.17	0.17		0.08	0.39		
Clearance Time (s)		6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		
Vehicle Extension (s)		4.0	4.0	4.0	4.0	4.0	4.0		4.0	5.0		
Lane Grp Cap (vph)		168	581	499	196	306	263		136	1376		
v/s Ratio Prot		c0.19	0.10			0.08	0.03		0.04	c0.33		
v/s Ratio Perm				0.02	c0.13							
v/c Ratio		2.02	0.33	0.08	0.79	0.46	0.15		0.54	0.85		
Uniform Delay, d1		58.3	34.2	31.5	51.3	48.3	45.6		57.3	36.0		
Progression Factor		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		
Incremental Delay, d2		478.4	0.5	0.1	19.4	1.5	0.4		5.1	5.8		
Delay (s)		536.7	34.7	31.5	70.7	49.8	46.0		62.5	41.8		
Level of Service		F	C	C	E	D	D		E	D		
Approach Delay (s)			292.7			54.1				43.0		
Approach LOS			F			D				D		
Intersection Summary												
HCM 2000 Control Delay			84.9			HCM 2000 Level of Service				F		
HCM 2000 Volume to Capacity ratio			0.95									
Actuated Cycle Length (s)			128.7			Sum of lost time (s)				24.0		
Intersection Capacity Utilization			90.3%			ICU Level of Service				E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 9: US Route 1 & Peverly Hill Road/Elywn Road

2026 Build Alternative B Conditions

Saturday Evening

	↙	↓	↘
Movement	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗
Volume (vph)	205	916	70
Ideal Flow (vphpl)	1900	1900	1900
Lane Width	12	12	12
Total Lost time (s)	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00
Frbp, ped/bikes	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00
Frt	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00
Satd. Flow (prot)	1787	3610	1615
Flt Permitted	0.95	1.00	1.00
Satd. Flow (perm)	1787	3610	1615
Peak-hour factor, PHF	0.94	0.94	0.94
Adj. Flow (vph)	218	974	74
RTOR Reduction (vph)	0	0	39
Lane Group Flow (vph)	221	974	35
Confl. Peds. (#/hr)			
Heavy Vehicles (%)	1%	0%	0%
Turn Type	Prot	NA	Perm
Protected Phases	1	6	
Permitted Phases			6
Actuated Green, G (s)	20.9	61.2	61.2
Effective Green, g (s)	20.9	61.2	61.2
Actuated g/C Ratio	0.16	0.48	0.48
Clearance Time (s)	6.0	6.0	6.0
Vehicle Extension (s)	4.0	5.0	5.0
Lane Grp Cap (vph)	290	1716	767
v/s Ratio Prot	c0.12	0.27	
v/s Ratio Perm			0.02
v/c Ratio	0.76	0.57	0.05
Uniform Delay, d1	51.5	24.2	18.1
Progression Factor	1.00	1.00	1.00
Incremental Delay, d2	11.9	0.7	0.1
Delay (s)	63.4	25.0	18.1
Level of Service	E	C	B
Approach Delay (s)		31.3	
Approach LOS		C	
Intersection Summary			

Lanes, Volumes, Timings
10: US Route 1 & Mirona Road/Church Driveway

2026 Build Alternative B Conditions
Saturday Evening

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	105	1	27	1	0	1	1	49	1475	0	0	1136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	13	12	12	12	12	11	11	11	11	11
Storage Length (ft)	0		0	0		0		475		0	240	
Storage Lanes	0		1	0		0		1		0	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor			0.99		0.99							1.00
Frt			0.850		0.932							0.990
Flt Protected		0.953			0.976			0.950				
Satd. Flow (prot)	0	1750	1669	0	1714	0	0	1745	3490	0	1837	3450
Flt Permitted		0.722			0.866			0.950				
Satd. Flow (perm)	0	1326	1647	0	1520	0	0	1745	3490	0	1837	3450
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			107		107							10
Link Speed (mph)		30			30				30			30
Link Distance (ft)		500			500				1499			501
Travel Time (s)		11.4			11.4				34.1			11.4
Confl. Peds. (#/hr)			1				3					
Confl. Bikes (#/hr)												
Peak Hour Factor	0.74	0.74	0.74	0.25	0.25	0.25	0.96	0.96	0.96	0.96	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	Prot	NA		Prot	NA
Protected Phases		4			8		5	5	2		1	6
Permitted Phases	4		4	8								
Detector Phase	4	4	4	8	8		5	5	2		1	6
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0		6.0	6.0	8.0		6.0	8.0
Minimum Split (s)	14.0	14.0	14.0	22.0	22.0		12.0	12.0	18.0		12.0	25.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0		16.0	16.0	46.0		16.0	46.0
Total Split (%)	32.6%	32.6%	32.6%	32.6%	32.6%		17.4%	17.4%	50.0%		17.4%	50.0%
Maximum Green (s)	24.0	24.0	24.0	24.0	24.0		10.0	10.0	40.0		10.0	40.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0			6.0	6.0		6.0	6.0
Lead/Lag							Lead	Lead	Lag		Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	5.0		4.0	5.0
Recall Mode	None	None	None	None	None		None	None	Min		None	Min
Walk Time (s)				4.0	4.0				4.0			4.0
Flash Dont Walk (s)				12.0	12.0				8.0			15.0
Pedestrian Calls (#/hr)				5	5				5			5

Intersection Summary

Area Type: Other
Cycle Length: 92

Lanes, Volumes, Timings
 10: US Route 1 & Mirona Road/Church Driveway

2026 Build Alternative B Conditions
 Saturday Evening







Lane Group	SBR
Lane Configurations	
Volume (vph)	81
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	1
Peak Hour Factor	0.92
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Intersection Summary	

Lanes, Volumes, Timings
 10: US Route 1 & Mirona Road/Church Driveway

2026 Build Alternative B Conditions
 Saturday Evening







Actuated Cycle Length: 79.8
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated

Splits and Phases: 10: US Route 1 & Mirona Road/Church Driveway

 ϕ1	 ϕ2	 ϕ4
16 s	46 s	30 s
 ϕ5	 ϕ6	 ϕ8
16 s	46 s	30 s




















Queues
 10: US Route 1 & Mirona Road/Church Driveway

2026 Build Alternative B Conditions
 Saturday Evening

						
Lane Group	EBT	EBR	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	143	36	8	52	1536	1323
v/c Ratio	0.58	0.09	0.02	0.28	0.66	0.69
Control Delay	40.0	0.5	0.0	38.8	10.5	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.0	0.5	0.0	38.8	10.5	18.4
Queue Length 50th (ft)	68	0	0	25	209	277
Queue Length 95th (ft)	100	0	0	63	358	439
Internal Link Dist (ft)	420		420		1419	421
Turn Bay Length (ft)				475		
Base Capacity (vph)	403	576	537	221	2312	1914
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.06	0.01	0.24	0.66	0.69
Intersection Summary						

HCM Signalized Intersection Capacity Analysis
 10: US Route 1 & Mirona Road/Church Driveway



















2026 Build Alternative B Conditions
 Saturday Evening

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	
Lane Configurations													
Volume (vph)	105	1	27	1	0	1	1	49	1475	0	0	1136	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	11	11	13	12	12	12	12	11	11	11	11	11	
Total Lost time (s)		6.0	6.0		6.0			6.0	6.0			6.0	
Lane Util. Factor		1.00	1.00		1.00			1.00	0.95			0.95	
Frbp, ped/bikes		1.00	0.99		0.99			1.00	1.00			1.00	
Flpb, ped/bikes		1.00	1.00		1.00			1.00	1.00			1.00	
Frt		1.00	0.85		0.93			1.00	1.00			0.99	
Flt Protected		0.95	1.00		0.98			0.95	1.00			1.00	
Satd. Flow (prot)		1750	1646		1714			1745	3490			3450	
Flt Permitted		0.72	1.00		0.87			0.95	1.00			1.00	
Satd. Flow (perm)		1327	1646		1521			1745	3490			3450	
Peak-hour factor, PHF	0.74	0.74	0.74	0.25	0.25	0.25	0.96	0.96	0.96	0.96	0.92	0.92	
Adj. Flow (vph)	142	1	36	4	0	4	1	51	1536	0	0	1235	
RTOR Reduction (vph)	0	0	30	0	7	0	0	0	0	0	0	5	
Lane Group Flow (vph)	0	143	6	0	1	0	0	52	1536	0	0	1318	
Confl. Peds. (#/hr)			1			3							
Confl. Bikes (#/hr)													
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Turn Type	Perm	NA	Perm	Perm	NA		Prot	Prot	NA		Prot	NA	
Protected Phases		4			8		5	5	2		1	6	
Permitted Phases	4		4	8									
Actuated Green, G (s)		14.7	14.7		14.7			5.4	55.6			44.2	
Effective Green, g (s)		14.7	14.7		14.7			5.4	55.6			44.2	
Actuated g/C Ratio		0.18	0.18		0.18			0.07	0.68			0.54	
Clearance Time (s)		6.0	6.0		6.0			6.0	6.0			6.0	
Vehicle Extension (s)		4.0	4.0		4.0			4.0	5.0			5.0	
Lane Grp Cap (vph)		237	294		271			114	2357			1852	
v/s Ratio Prot								0.03	c0.44			c0.38	
v/s Ratio Perm		c0.11	0.00		0.00								
v/c Ratio		0.60	0.02		0.01			0.46	0.65			0.71	
Uniform Delay, d1		31.1	27.9		27.8			37.0	7.7			14.3	
Progression Factor		1.00	1.00		1.00			1.00	1.00			1.00	
Incremental Delay, d2		4.9	0.0		0.0			3.9	0.9			1.6	
Delay (s)		36.1	27.9		27.8			40.9	8.6			15.9	
Level of Service		D	C		C			D	A			B	
Approach Delay (s)		34.4			27.8				9.7			15.9	
Approach LOS		C			C				A			B	
Intersection Summary													
HCM 2000 Control Delay			13.8									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.72										
Actuated Cycle Length (s)			82.3									Sum of lost time (s)	18.0
Intersection Capacity Utilization			70.5%									ICU Level of Service	C
Analysis Period (min)			15										
c Critical Lane Group													

Movement	SBR
Lane Configurations	
Volume (vph)	81
Ideal Flow (vphpl)	1900
Lane Width	11
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	88
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	1
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
 11: West Road/Yokens Plaza Driveway & Peverly Hill Road

2026 Build Alternative B Conditions
 Saturday Evening



















												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	252	30	64	159	6	158	3	149	17	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	15	15	15
Storage Length (ft)	0		0	0		0	130		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.997			0.853			0.958	
Flt Protected		0.998			0.986		0.950				0.967	
Satd. Flow (prot)	0	1816	1561	0	1793	0	1711	1567	0	0	1838	0
Flt Permitted		0.998			0.986		0.950				0.967	
Satd. Flow (perm)	0	1816	1561	0	1793	0	1711	1567	0	0	1838	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1500			600			500			501	
Travel Time (s)		34.1			13.6			11.4			11.4	
Peak Hour Factor	0.97	0.97	0.97	0.81	0.81	0.81	0.82	0.82	0.82	0.79	0.79	0.79
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	2%	0%	0%	0%	0%	17%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

HCM Unsignalized Intersection Capacity Analysis
 11: West Road/Yokens Plaza Driveway & Peverly Hill Road










2026 Build Alternative B Conditions
 Saturday Evening

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	11	252	30	64	159	6	158	3	149	17	0	8
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.81	0.81	0.81	0.82	0.82	0.82	0.79	0.79	0.79
Hourly flow rate (vph)	11	260	31	79	196	7	193	4	182	22	0	10
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					600							
pX, platoon unblocked	0.94						0.94	0.94		0.94	0.94	0.94
vC, conflicting volume	204			291			651	644	260	824	671	200
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	122			291			597	590	260	781	619	118
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.4
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.5
p0 queue free %	99			94			47	99	77	90	100	99
cM capacity (veh/h)	1390			1283			365	370	784	214	356	842
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1						
Volume Total	271	31	283	193	185	32						
Volume Left	11	0	79	193	0	22						
Volume Right	0	31	7	0	182	10						
cSH	1390	1700	1283	365	767	281						
Volume to Capacity	0.01	0.02	0.06	0.53	0.24	0.11						
Queue Length 95th (ft)	1	0	5	74	24	9						
Control Delay (s)	0.4	0.0	2.6	25.4	11.2	19.5						
Lane LOS	A		A	D	B	C						
Approach Delay (s)	0.3		2.6	18.4		19.5						
Approach LOS				C		C						
Intersection Summary												
Average Delay			8.5									
Intersection Capacity Utilization			52.2%		ICU Level of Service				A			
Analysis Period (min)			15									

2026 Future Year Alternative C Conditions

Lanes, Volumes, Timings
1: Ocean Road & Banfield Road

2026 Build Alternative C Conditions
Saturday Evening










						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	36	280	203	32	149	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.880		0.982			
Flt Protected	0.994					0.981
Satd. Flow (prot)	1607	0	1850	0	0	1853
Flt Permitted	0.994					0.981
Satd. Flow (perm)	1607	0	1850	0	0	1853
Link Speed (mph)	30		30			30
Link Distance (ft)	1001		867			500
Travel Time (s)	22.8		19.7			11.4
Confl. Peds. (#/hr)		1			1	
Peak Hour Factor	0.82	0.82	0.89	0.89	0.93	0.93
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized










HCM Unsignalized Intersection Capacity Analysis
 1: Ocean Road & Banfield Road

2026 Build Alternative C Conditions
 Saturday Evening

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	36	280	203	32	149	237
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.82	0.82	0.89	0.89	0.93	0.93
Hourly flow rate (vph)	44	341	228	36	160	255
Pedestrians	1					1
Lane Width (ft)	11.0					12.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	822	248			265	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	822	248			265	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	86	57			88	
cM capacity (veh/h)	304	794			1310	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	385	264	415			
Volume Left	44	0	160			
Volume Right	341	36	0			
cSH	671	1700	1310			
Volume to Capacity	0.57	0.16	0.12			
Queue Length 95th (ft)	92	0	10			
Control Delay (s)	17.4	0.0	3.9			
Lane LOS	C		A			
Approach Delay (s)	17.4	0.0	3.9			
Approach LOS	C					
Intersection Summary						
Average Delay			7.8			
Intersection Capacity Utilization			62.7%		ICU Level of Service	B
Analysis Period (min)			15			

Lanes, Volumes, Timings
2: Heritage Avenue & Banfield Road

2026 Build Alternative C Conditions
Saturday Evening










						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	154	18	53	247	46	49
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.986				0.931	
Flt Protected				0.991	0.976	
Satd. Flow (prot)	1798	0	0	1807	1758	0
Flt Permitted				0.991	0.976	
Satd. Flow (perm)	1798	0	0	1807	1758	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1001			1260	500	
Travel Time (s)	22.8			28.6	11.4	
Peak Hour Factor	0.81	0.81	0.83	0.83	0.70	0.70
Heavy Vehicles (%)	0%	7%	4%	0%	3%	0%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized










HCM Unsignalized Intersection Capacity Analysis
2: Heritage Avenue & Banfield Road

2026 Build Alternative C Conditions
Saturday Evening

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	154	18	53	247	46	49
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.81	0.81	0.83	0.83	0.70	0.70
Hourly flow rate (vph)	190	22	64	298	66	70
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			212		627	201
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			212		627	201
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		85	92
cM capacity (veh/h)			1346		425	845
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	212	361	136			
Volume Left	0	64	66			
Volume Right	22	0	70			
cSH	1700	1346	571			
Volume to Capacity	0.12	0.05	0.24			
Queue Length 95th (ft)	0	4	23			
Control Delay (s)	0.0	1.7	13.3			
Lane LOS		A	B			
Approach Delay (s)	0.0	1.7	13.3			
Approach LOS			B			
Intersection Summary						
Average Delay			3.4			
Intersection Capacity Utilization			40.7%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
 3: Constitution Avenue & Banfield Road

2026 Build Alternative C Conditions
 Saturday Evening

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	126	75	56	135	185	455
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.950				0.904	
Flt Protected				0.986	0.986	
Satd. Flow (prot)	1745	0	0	1786	1694	0
Flt Permitted				0.986	0.986	
Satd. Flow (perm)	1745	0	0	1786	1694	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1260			501	2972	
Travel Time (s)	28.6			11.4	67.5	
Confl. Peds. (#/hr)		1			2	
Peak Hour Factor	0.78	0.78	0.87	0.87	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized

HCM Unsignalized Intersection Capacity Analysis

3: Constitution Avenue & Banfield Road

2026 Build Alternative C Conditions
Saturday Evening

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	126	75	56	135	185	455
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.87	0.87	0.84	0.84
Hourly flow rate (vph)	162	96	64	155	220	542
Pedestrians	2				1	
Lane Width (ft)	11.0				12.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	0				0	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			259		497	211
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			259		497	211
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		57	35
cM capacity (veh/h)			1317		509	834
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	258	220	762			
Volume Left	0	64	220			
Volume Right	96	0	542			
cSH	1700	1317	704			
Volume to Capacity	0.15	0.05	1.08			
Queue Length 95th (ft)	0	4	523			
Control Delay (s)	0.0	2.6	81.8			
Lane LOS		A	F			
Approach Delay (s)	0.0	2.6	81.8			
Approach LOS			F			
Intersection Summary						
Average Delay			50.8			
Intersection Capacity Utilization			69.8%		ICU Level of Service	C
Analysis Period (min)			15			

Lanes, Volumes, Timings
4: Peverly Hill Road & Banfield Road/Mirona Road

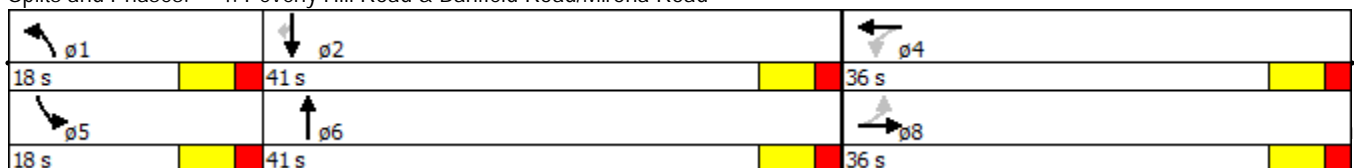
2026 Build Alternative C Conditions
Saturday Evening

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	268	238	56	9	31	49	46	173	16	31	217	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	15	15	15	11	11	11	11	11	11
Storage Length (ft)	150		0	0		0	320		0	165		0
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.971			0.926			0.987				0.850
Flt Protected	0.950				0.995		0.950			0.950		
Satd. Flow (prot)	1745	1845	0	0	1926	0	1745	1780	0	1745	1818	1531
Flt Permitted	0.682				0.950		0.950			0.950		
Satd. Flow (perm)	1253	1845	0	0	1839	0	1745	1780	0	1745	1818	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			64			6				124
Link Speed (mph)		30			30			30				30
Link Distance (ft)		501			499			1500				500
Travel Time (s)		11.4			11.3			34.1				11.4
Peak Hour Factor	0.84	0.84	0.84	0.77	0.77	0.77	0.84	0.84	0.84	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	2%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4								2
Detector Phase	8	8		4	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	5.0		3.0	5.0	5.0
Minimum Split (s)	11.0	11.0		11.0	11.0		9.0	11.0		9.0	11.0	11.0
Total Split (s)	36.0	36.0		36.0	36.0		18.0	41.0		18.0	41.0	41.0
Total Split (%)	37.9%	37.9%		37.9%	37.9%		18.9%	43.2%		18.9%	43.2%	43.2%
Maximum Green (s)	30.0	30.0		30.0	30.0		12.0	35.0		12.0	35.0	35.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.5	3.0		2.5	3.0	3.0
Recall Mode	None	None		None	None		None	Min		None	Min	Min

Intersection Summary









Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 56.5
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Peverly Hill Road & Banfield Road/Mirona Road























Queues
4: Pevery Hill Road & Banfield Road/Mirona Road

2026 Build Alternative C Conditions
Saturday Evening

								
Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	319	350	116	55	225	33	233	124
v/c Ratio	0.66	0.49	0.16	0.24	0.42	0.16	0.51	0.26
Control Delay	24.6	17.3	8.4	31.2	21.1	31.7	26.1	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.6	17.3	8.4	31.2	21.1	31.7	26.1	6.7
Queue Length 50th (ft)	98	95	12	19	50	12	77	0
Queue Length 95th (ft)	199	182	38	54	138	41	163	38
Internal Link Dist (ft)		421	419		1420		420	
Turn Bay Length (ft)	150			320		165		
Base Capacity (vph)	758	1121	1137	422	1198	422	1222	1070
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	0.42	0.31	0.10	0.13	0.19	0.08	0.19	0.12
Intersection Summary								










HCM Signalized Intersection Capacity Analysis
 4: Peverly Hill Road & Banfield Road/Mirona Road

2026 Build Alternative C Conditions
 Saturday Evening

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	268	238	56	9	31	49	46	173	16	31	217	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	15	15	15	11	11	11	11	11	11
Total Lost time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.97			0.93		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1745	1845			1924		1745	1781		1745	1818	1531
Flt Permitted	0.68	1.00			0.95		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1253	1845			1838		1745	1781		1745	1818	1531
Peak-hour factor, PHF	0.84	0.84	0.84	0.77	0.77	0.77	0.84	0.84	0.84	0.93	0.93	0.93
Adj. Flow (vph)	319	283	67	12	40	64	55	206	19	33	233	124
RTOR Reduction (vph)	0	8	0	0	40	0	0	4	0	0	0	92
Lane Group Flow (vph)	319	342	0	0	76	0	55	221	0	33	233	32
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	2%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4								2
Actuated Green, G (s)	21.7	21.7			21.7		4.0	17.0		2.3	15.3	15.3
Effective Green, g (s)	21.7	21.7			21.7		4.0	17.0		2.3	15.3	15.3
Actuated g/C Ratio	0.37	0.37			0.37		0.07	0.29		0.04	0.26	0.26
Clearance Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0			3.0		2.5	3.0		2.5	3.0	3.0
Lane Grp Cap (vph)	460	678			676		118	513		68	471	397
v/s Ratio Prot		0.19					c0.03	0.12		0.02	c0.13	
v/s Ratio Perm	c0.25				0.04							0.02
v/c Ratio	0.69	0.50			0.11		0.47	0.43		0.49	0.49	0.08
Uniform Delay, d1	15.8	14.5			12.3		26.5	17.1		27.8	18.6	16.5
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.5	0.6			0.1		2.1	0.6		3.9	0.8	0.1
Delay (s)	20.3	15.1			12.4		28.6	17.6		31.7	19.4	16.6
Level of Service	C	B			B		C	B		C	B	B
Approach Delay (s)		17.6			12.4			19.8			19.5	
Approach LOS		B			B			B			B	
Intersection Summary												
HCM 2000 Control Delay			18.1									B
HCM 2000 Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			59.0							18.0		
Intersection Capacity Utilization			51.3%									A
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings
 5: Constitution Avenue & Water Country Driveway

2026 Build Alternative C Conditions
 Saturday Evening











						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	3	89	64	9	405	458
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.983		0.928	
Flt Protected		0.999			0.977	
Satd. Flow (prot)	0	1861	1831	0	1633	0
Flt Permitted		0.999			0.977	
Satd. Flow (perm)	0	1861	1831	0	1633	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		2972	1669		499	
Travel Time (s)		67.5	37.9		11.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized










HCM Unsignalized Intersection Capacity Analysis
5: Constitution Avenue & Water Country Driveway

2026 Build Alternative C Conditions
Saturday Evening

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	3	89	64	9	405	458
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)	3	97	70	10	440	498
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	79				178	74
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	79				178	74
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				46	50
cM capacity (veh/h)	1519				810	987
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	100	79	938			
Volume Left	3	0	440			
Volume Right	0	10	498			
cSH	1519	1700	895			
Volume to Capacity	0.00	0.05	1.05			
Queue Length 95th (ft)	0	0	540			
Control Delay (s)	0.3	0.0	64.6			
Lane LOS	A		F			
Approach Delay (s)	0.3	0.0	64.6			
Approach LOS			F			
Intersection Summary						
Average Delay			54.2			
Intersection Capacity Utilization			64.3%		ICU Level of Service	C
Analysis Period (min)			15			










Lanes, Volumes, Timings
6: Campus Drive & West Road

2026 Build Alternative C Conditions
Saturday Evening

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	3	1	7	11	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.878			
Flt Protected					0.950	
Satd. Flow (prot)	0	1900	1414	0	1843	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1900	1414	0	1843	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		501	1200		500	
Travel Time (s)		11.4	27.3		11.4	
Peak Hour Factor	0.38	0.38	0.75	0.75	0.56	0.56
Heavy Vehicles (%)	0%	0%	0%	20%	11%	0%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					


















HCM Unsignalized Intersection Capacity Analysis
6: Campus Drive & West Road

2026 Build Alternative C Conditions
Saturday Evening

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	3	1	7	11	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.38	0.38	0.75	0.75	0.56	0.56
Hourly flow rate (vph)	0	8	1	9	20	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)						
pX, platoon unblocked						
vC, conflicting volume	11				14	6
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	11				14	6
tC, single (s)	4.1				6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.6	3.3
p0 queue free %	100				98	100
cM capacity (veh/h)	1622				982	1083
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	8	11	20			
Volume Left	0	0	20			
Volume Right	0	9	0			
cSH	1622	1700	982			
Volume to Capacity	0.00	0.01	0.02			
Queue Length 95th (ft)	0	0	2			
Control Delay (s)	0.0	0.0	8.7			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	8.7			
Approach LOS			A			
Intersection Summary						
Average Delay			4.5			
Intersection Capacity Utilization			13.3%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
7: US Route 1 & West Road/St. James Church Driveway

2026 Build Alternative C Conditions
Saturday Evening


















												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	19	0	0	3	6	1196	0	0	1121	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	12	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.865		0.865							
Flt Protected							0.950					
Satd. Flow (prot)	0	0	1536	0	1644	0	1396	1837	0	0	1837	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	1536	0	1644	0	1396	1837	0	0	1837	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1200			377			1000			2226	
Travel Time (s)		27.3			8.6			22.7			50.6	
Peak Hour Factor	0.62	0.62	0.62	0.38	0.38	0.38	0.92	0.92	0.92	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	7%	0%	0%	0%	25%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized




















HCM Unsignalized Intersection Capacity Analysis
7: US Route 1 & West Road/St. James Church Driveway

2026 Build Alternative C Conditions
Saturday Evening

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	19	0	0	3	6	1196	0	0	1121	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.62	0.62	0.62	0.38	0.38	0.38	0.92	0.92	0.92	0.94	0.94	0.94
Hourly flow rate (vph)	0	0	31	0	0	8	7	1300	0	0	1193	1
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	2514	2506	1193	2537	2507	1300	1194			1300		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2514	2506	1193	2537	2507	1300	1194			1300		
tC, single (s)	7.1	6.5	6.3	7.1	6.5	6.2	4.3			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.4			2.2		
p0 queue free %	100	100	86	100	100	96	99			100		
cM capacity (veh/h)	18	29	222	16	29	199	511			540		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	31	8	7	1300	1194							
Volume Left	0	0	7	0	0							
Volume Right	31	8	0	0	1							
cSH	222	199	511	1700	1700							
Volume to Capacity	0.14	0.04	0.01	0.76	0.70							
Queue Length 95th (ft)	12	3	1	0	0							
Control Delay (s)	23.8	23.8	12.1	0.0	0.0							
Lane LOS	C	C	B									
Approach Delay (s)	23.8	23.8	0.1		0.0							
Approach LOS	C	C										
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			75.7%		ICU Level of Service					D		
Analysis Period (min)			15									

Lanes, Volumes, Timings
8: US Route 1 & Industrial Park Drive/Wilson Avenue

2026 Build Alternative C Conditions
Saturday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	51	11	151	6	7	12	112	1094	9	11	986	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	16	16	16	11	11	11	11	11	11
Storage Length (ft)	0		80	0		0	270		0	150		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.937			0.999			0.978	
Flt Protected		0.960			0.988		0.950			0.950		
Satd. Flow (prot)	0	1735	1561	0	1993	0	1745	3486	0	1745	3408	0
Flt Permitted		0.741			0.911		0.950			0.950		
Satd. Flow (perm)	0	1339	1561	0	1838	0	1745	3486	0	1745	3408	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			196		15			1			24	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		544			503			2226			775	
Travel Time (s)		12.4			11.4			50.6			17.6	
Peak Hour Factor	0.77	0.77	0.77	0.79	0.79	0.79	0.97	0.97	0.97	0.86	0.86	0.86
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	13.0	13.0	13.0	22.0	22.0		11.0	16.0		11.0	16.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		22.0	38.0		22.0	38.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%		24.4%	42.2%		24.4%	42.2%	
Maximum Green (s)	24.0	24.0	24.0	24.0	24.0		16.0	32.0		16.0	32.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0		4.0	5.0		4.0	5.0	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Walk Time (s)				4.0	4.0			4.0				
Flash Dont Walk (s)				12.0	12.0			4.0				
Pedestrian Calls (#/hr)				0	0			0				

Intersection Summary








Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 70.6
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: US Route 1 & Industrial Park Drive/Wilson Avenue

↙ ø1	↑ ø2	→ ø4
22 s	38 s	30 s
↙ ø5	↓ ø6	← ø8
22 s	38 s	30 s

Queues
8: US Route 1 & Industrial Park Drive/Wilson Avenue

2026 Build Alternative C Conditions
Saturday Evening





















							
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	80	196	32	115	1137	13	1345
v/c Ratio	0.39	0.49	0.11	0.43	0.51	0.07	0.81
Control Delay	34.3	9.2	19.2	33.4	9.3	32.8	23.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.3	9.2	19.2	33.4	9.3	32.8	23.7
Queue Length 50th (ft)	32	0	7	47	101	5	265
Queue Length 95th (ft)	63	32	25	99	294	22	#465
Internal Link Dist (ft)	464		423		2146		695
Turn Bay Length (ft)		80		270		150	
Base Capacity (vph)	461	666	643	401	2233	401	1651
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.29	0.05	0.29	0.51	0.03	0.81

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
 8: US Route 1 & Industrial Park Drive/Wilson Avenue

2026 Build Alternative C Conditions
 Saturday Evening

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	51	11	151	6	7	12	112	1094	9	11	986	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	16	16	16	11	11	11	11	11	11
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.94		1.00	1.00		1.00	0.98	
Flt Protected		0.96	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1735	1561		1992		1745	3486		1745	3408	
Flt Permitted		0.74	1.00		0.91		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1339	1561		1837		1745	3486		1745	3408	
Peak-hour factor, PHF	0.77	0.77	0.77	0.79	0.79	0.79	0.97	0.97	0.97	0.86	0.86	0.86
Adj. Flow (vph)	66	14	196	8	9	15	115	1128	9	13	1147	198
RTOR Reduction (vph)	0	0	168	0	13	0	0	0	0	0	12	0
Lane Group Flow (vph)	0	80	28	0	19	0	115	1137	0	13	1333	0
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		10.7	10.7		10.7		9.1	45.2		1.4	37.5	
Effective Green, g (s)		10.7	10.7		10.7		9.1	45.2		1.4	37.5	
Actuated g/C Ratio		0.14	0.14		0.14		0.12	0.60		0.02	0.50	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		4.0	4.0		4.0		4.0	5.0		4.0	5.0	
Lane Grp Cap (vph)		190	221		261		210	2092		32	1697	
v/s Ratio Prot							c0.07	c0.33		0.01	c0.39	
v/s Ratio Perm		c0.06	0.02		0.01							
v/c Ratio		0.42	0.13		0.07		0.55	0.54		0.41	0.79	
Uniform Delay, d1		29.5	28.2		28.0		31.2	8.9		36.5	15.6	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.1	0.4		0.2		3.6	0.5		11.1	2.9	
Delay (s)		31.5	28.6		28.2		34.8	9.4		47.6	18.4	
Level of Service		C	C		C		C	A		D	B	
Approach Delay (s)		29.4			28.2			11.8			18.7	
Approach LOS		C			C			B			B	
Intersection Summary												
HCM 2000 Control Delay			16.9				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			75.3				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			63.4%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings
9: US Route 1 & Peverly Hill Road/Elywn Road

2026 Build Alternative C Conditions

Saturday Evening

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Volume (vph)	1	181	169	109	117	108	180	2	67	1067	71	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11	11	12	12	12	12	12
Storage Length (ft)		160		160	180		180		250		0	
Storage Lanes		1		0	1		0		1		0	
Taper Length (ft)		25			25				25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor												
Fr _t				0.850			0.850			0.991		
Fl _t Protected		0.950			0.950				0.950			
Satd. Flow (prot)	0	1787	1881	1615	1745	1818	1561	0	1805	3544	0	0
Fl _t Permitted		0.950			0.636				0.950			
Satd. Flow (perm)	0	1787	1881	1615	1168	1818	1561	0	1805	3544	0	0
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)				125			237			6		
Link Speed (mph)			30			30				30		
Link Distance (ft)			600			500				775		
Travel Time (s)			13.6			11.4				17.6		
Confl. Peds. (#/hr)							1					
Peak Hour Factor	0.87	0.87	0.87	0.87	0.76	0.76	0.76	0.95	0.95	0.95	0.95	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	0%	1%	0%	0%	0%	1%	0%	0%
Shared Lane Traffic (%)												
Turn Type	Prot	Prot	NA	Perm	Perm	NA	Prot	Prot	Prot	NA		Prot
Protected Phases	7	7	4			8	8	5	5	2		1
Permitted Phases				4	8							
Detector Phase	7	7	4	4	8	8	8	5	5	2		1
Switch Phase												
Minimum Initial (s)	5.0	5.0	8.0	8.0	8.0	8.0	8.0	5.0	5.0	8.0		5.0
Minimum Split (s)	11.0	11.0	25.0	25.0	14.0	14.0	14.0	11.0	11.0	31.0		11.0
Total Split (s)	18.0	18.0	49.0	49.0	31.0	31.0	31.0	31.0	31.0	56.0		31.0
Total Split (%)	13.2%	13.2%	36.0%	36.0%	22.8%	22.8%	22.8%	22.8%	22.8%	41.2%		22.8%
Maximum Green (s)	12.0	12.0	43.0	43.0	25.0	25.0	25.0	25.0	25.0	50.0		25.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		
Lead/Lag	Lead	Lead			Lag	Lag	Lag	Lead	Lead	Lag		Lead
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes	Yes	Yes	Yes		Yes
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0		4.0
Recall Mode	None	None	None	None	None	None	None	None	None	Min		None
Walk Time (s)			4.0	4.0						4.0		
Flash Dont Walk (s)			15.0	15.0						21.0		
Pedestrian Calls (#/hr)			5	5						5		

Intersection Summary

Area Type: Other
 Cycle Length: 136
 Actuated Cycle Length: 127.7

Lanes, Volumes, Timings
 9: US Route 1 & Peverly Hill Road/Elywn Road

2026 Build Alternative C Conditions
 Saturday Evening

	↘	↓	↙
Lane Group	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↙
Volume (vph)	205	916	70
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	12	12	12
Storage Length (ft)	330		350
Storage Lanes	1		1
Taper Length (ft)	25		
Lane Util. Factor	1.00	0.95	1.00
Ped Bike Factor			
Frt			0.850
Flt Protected	0.950		
Satd. Flow (prot)	1787	3610	1615
Flt Permitted	0.950		
Satd. Flow (perm)	1787	3610	1615
Right Turn on Red			Yes
Satd. Flow (RTOR)			120
Link Speed (mph)		30	
Link Distance (ft)		1499	
Travel Time (s)		34.1	
Confl. Peds. (#/hr)			
Peak Hour Factor	0.94	0.94	0.94
Heavy Vehicles (%)	1%	0%	0%
Shared Lane Traffic (%)			
Turn Type	Prot	NA	Perm
Protected Phases	1	6	
Permitted Phases			6
Detector Phase	1	6	6
Switch Phase			
Minimum Initial (s)	5.0	8.0	8.0
Minimum Split (s)	11.0	31.0	31.0
Total Split (s)	31.0	56.0	56.0
Total Split (%)	22.8%	41.2%	41.2%
Maximum Green (s)	25.0	50.0	50.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	4.0	5.0	5.0
Recall Mode	None	Min	Min
Walk Time (s)		4.0	4.0
Flash Dont Walk (s)		21.0	21.0
Pedestrian Calls (#/hr)		5	5








Intersection Summary

Lanes, Volumes, Timings
 9: US Route 1 & Peverly Hill Road/Elywn Road

2026 Build Alternative C Conditions
 Saturday Evening












Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 9: US Route 1 & Peverly Hill Road/Elywn Road

 ρ1	 ρ2	 ρ4	
31 s	56 s	49 s	
 ρ5	 ρ6	 ρ7	 ρ8
31 s	56 s	18 s	31 s

Queues
9: US Route 1 & Peverly Hill Road/Elywn Road

2026 Build Alternative C Conditions
Saturday Evening

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	209	194	125	154	142	237	73	1198	221	974	74
v/c Ratio	1.24	0.33	0.21	0.78	0.46	0.51	0.45	0.88	0.76	0.56	0.09
Control Delay	194.8	36.4	6.4	77.9	53.8	10.0	65.6	46.2	68.9	26.9	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	194.8	36.4	6.4	77.9	53.8	10.0	65.6	46.2	68.9	26.9	0.9
Queue Length 50th (ft)	~232	127	0	126	110	0	61	510	184	325	0
Queue Length 95th (ft)	#384	191	42	173	150	32	112	#663	276	417	6
Internal Link Dist (ft)		520			420			695		1419	
Turn Bay Length (ft)	160		160	180		180	250		330		350
Base Capacity (vph)	169	638	630	230	358	498	356	1402	352	1736	839
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.24	0.30	0.20	0.67	0.40	0.48	0.21	0.85	0.63	0.56	0.09





















Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
9: US Route 1 & Peverly Hill Road/Elywn Road

2026 Build Alternative C Conditions

Saturday Evening

													
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	
Lane Configurations													
Volume (vph)	1	181	169	109	117	108	180	2	67	1067	71	3	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	12	12	12	12	11	11	11	12	12	12	12	12	
Total Lost time (s)		6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0			
Lane Util. Factor		1.00	1.00	1.00	1.00	1.00	1.00		1.00	0.95			
Frbp, ped/bikes		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00			
Flpb, ped/bikes		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	0.85		1.00	0.99			
Flt Protected		0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00			
Satd. Flow (prot)		1787	1881	1615	1745	1818	1561		1805	3543			
Flt Permitted		0.95	1.00	1.00	0.64	1.00	1.00		0.95	1.00			
Satd. Flow (perm)		1787	1881	1615	1167	1818	1561		1805	3543			
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.76	0.76	0.76	0.95	0.95	0.95	0.95	0.94	
Adj. Flow (vph)	1	208	194	125	154	142	237	2	71	1123	75	3	
RTOR Reduction (vph)	0	0	0	86	0	0	197	0	0	4	0	0	
Lane Group Flow (vph)	0	209	194	39	154	142	40	0	73	1194	0	0	
Confl. Peds. (#/hr)							1						
Heavy Vehicles (%)	0%	1%	1%	0%	0%	1%	0%	0%	0%	1%	0%	0%	
Turn Type	Prot	Prot	NA	Perm	Perm	NA	Prot	Prot	Prot	NA		Prot	
Protected Phases	7	7	4			8	8	5	5	2		1	
Permitted Phases				4	8								
Actuated Green, G (s)		12.1	39.8	39.8	21.7	21.7	21.7		9.8	50.3			
Effective Green, g (s)		12.1	39.8	39.8	21.7	21.7	21.7		9.8	50.3			
Actuated g/C Ratio		0.09	0.31	0.31	0.17	0.17	0.17		0.08	0.39			
Clearance Time (s)		6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0			
Vehicle Extension (s)		4.0	4.0	4.0	4.0	4.0	4.0		4.0	5.0			
Lane Grp Cap (vph)		167	580	498	196	305	262		137	1381			
v/s Ratio Prot		c0.12	0.10			0.08	0.03		0.04	c0.34			
v/s Ratio Perm				0.02	c0.13								
v/c Ratio		1.25	0.33	0.08	0.79	0.47	0.15		0.53	0.86			
Uniform Delay, d1		58.5	34.4	31.6	51.4	48.4	45.8		57.4	36.2			
Progression Factor		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00			
Incremental Delay, d2		152.9	0.5	0.1	19.4	1.5	0.4		5.0	6.4			
Delay (s)		211.3	34.9	31.7	70.8	49.9	46.2		62.4	42.6			
Level of Service		F	C	C	E	D	D		E	D			
Approach Delay (s)			104.0			54.3				43.8			
Approach LOS			F			D				D			
Intersection Summary													
HCM 2000 Control Delay			49.8		HCM 2000 Level of Service					D			
HCM 2000 Volume to Capacity ratio			0.87										
Actuated Cycle Length (s)			129.0		Sum of lost time (s)					24.0			
Intersection Capacity Utilization			84.6%		ICU Level of Service					E			
Analysis Period (min)			15										
c Critical Lane Group													

HCM Signalized Intersection Capacity Analysis
 9: US Route 1 & Peverly Hill Road/Elywn Road

2026 Build Alternative C Conditions
 Saturday Evening

	↙	↓	↘
Movement	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗
Volume (vph)	205	916	70
Ideal Flow (vphpl)	1900	1900	1900
Lane Width	12	12	12
Total Lost time (s)	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00
Frbp, ped/bikes	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00
Frt	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00
Satd. Flow (prot)	1787	3610	1615
Flt Permitted	0.95	1.00	1.00
Satd. Flow (perm)	1787	3610	1615
Peak-hour factor, PHF	0.94	0.94	0.94
Adj. Flow (vph)	218	974	74
RTOR Reduction (vph)	0	0	39
Lane Group Flow (vph)	221	974	35
Confl. Peds. (#/hr)			
Heavy Vehicles (%)	1%	0%	0%
Turn Type	Prot	NA	Perm
Protected Phases	1	6	
Permitted Phases			6
Actuated Green, G (s)	20.9	61.4	61.4
Effective Green, g (s)	20.9	61.4	61.4
Actuated g/C Ratio	0.16	0.48	0.48
Clearance Time (s)	6.0	6.0	6.0
Vehicle Extension (s)	4.0	5.0	5.0
Lane Grp Cap (vph)	289	1718	768
v/s Ratio Prot	c0.12	0.27	
v/s Ratio Perm			0.02
v/c Ratio	0.76	0.57	0.05
Uniform Delay, d1	51.7	24.3	18.1
Progression Factor	1.00	1.00	1.00
Incremental Delay, d2	12.1	0.7	0.1
Delay (s)	63.8	25.0	18.2
Level of Service	E	C	B
Approach Delay (s)		31.3	
Approach LOS		C	
Intersection Summary			

Lanes, Volumes, Timings
10: US Route 1 & Mirona Road/Church Driveway

2026 Build Alternative C Conditions
Saturday Evening

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	300	1	27	1	0	1	1	49	1383	0	0	1136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	13	12	12	12	12	11	11	11	11	11
Storage Length (ft)	0		0	0		0		475		0	240	
Storage Lanes	0		1	0		0		1		0	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor			0.99		0.99							1.00
Frt			0.850		0.932							0.990
Flt Protected		0.952			0.976			0.950				
Satd. Flow (prot)	0	1749	1669	0	1714	0	0	1745	3490	0	1837	3450
Flt Permitted		0.722			0.849			0.950				
Satd. Flow (perm)	0	1326	1647	0	1491	0	0	1745	3490	0	1837	3450
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			107		107							10
Link Speed (mph)		30			30				30			30
Link Distance (ft)		500			500				1499			501
Travel Time (s)		11.4			11.4				34.1			11.4
Confl. Peds. (#/hr)			1				3					
Confl. Bikes (#/hr)												
Peak Hour Factor	0.74	0.74	0.74	0.25	0.25	0.25	0.96	0.96	0.96	0.96	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	Prot	NA		Prot	NA
Protected Phases		4			8		5	5	2		1	6
Permitted Phases	4		4	8								
Detector Phase	4	4	4	8	8		5	5	2		1	6
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0		6.0	6.0	8.0		6.0	8.0
Minimum Split (s)	14.0	14.0	14.0	22.0	22.0		12.0	12.0	18.0		12.0	25.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0		16.0	16.0	46.0		16.0	46.0
Total Split (%)	32.6%	32.6%	32.6%	32.6%	32.6%		17.4%	17.4%	50.0%		17.4%	50.0%
Maximum Green (s)	24.0	24.0	24.0	24.0	24.0		10.0	10.0	40.0		10.0	40.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0			6.0	6.0		6.0	6.0
Lead/Lag							Lead	Lead	Lag		Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	5.0		4.0	5.0
Recall Mode	None	None	None	None	None		None	None	Min		None	Min
Walk Time (s)				4.0	4.0				4.0			4.0
Flash Dont Walk (s)				12.0	12.0				8.0			15.0
Pedestrian Calls (#/hr)				5	5				5			5

Intersection Summary

Area Type: Other
Cycle Length: 92

Lanes, Volumes, Timings
 10: US Route 1 & Mirona Road/Church Driveway

2026 Build Alternative C Conditions
 Saturday Evening







Lane Group	SBR
Lane Configurations	
Volume (vph)	81
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	1
Peak Hour Factor	0.92
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Intersection Summary	

Lanes, Volumes, Timings
 10: US Route 1 & Mirona Road/Church Driveway

2026 Build Alternative C Conditions
 Saturday Evening







Actuated Cycle Length: 85.4
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 10: US Route 1 & Mirona Road/Church Driveway

 ϕ1	 ϕ2	 ϕ4
16 s	46 s	30 s
 ϕ5	 ϕ6	 ϕ8
16 s	46 s	30 s

Queues
10: US Route 1 & Mirona Road/Church Driveway

2026 Build Alternative C Conditions
Saturday Evening

						
Lane Group	EBT	EBR	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	406	36	8	52	1441	1323
v/c Ratio	1.08	0.07	0.02	0.30	0.72	0.81
Control Delay	103.7	0.2	0.0	42.1	15.3	25.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.7	0.2	0.0	42.1	15.3	25.6
Queue Length 50th (ft)	~280	0	0	28	269	350
Queue Length 95th (ft)	#344	0	0	64	343	#470
Internal Link Dist (ft)	420		420		1419	421
Turn Bay Length (ft)				475		
Base Capacity (vph)	375	543	499	205	2006	1634
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.08	0.07	0.02	0.25	0.72	0.81

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
 10: US Route 1 & Mirona Road/Church Driveway

2026 Build Alternative C Conditions

Saturday Evening

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	
Lane Configurations													
Volume (vph)	300	1	27	1	0	1	1	49	1383	0	0	1136	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	11	11	13	12	12	12	12	11	11	11	11	11	
Total Lost time (s)		6.0	6.0		6.0			6.0	6.0			6.0	
Lane Util. Factor		1.00	1.00		1.00			1.00	0.95			0.95	
Frbp, ped/bikes		1.00	0.99		0.99			1.00	1.00			1.00	
Flpb, ped/bikes		1.00	1.00		1.00			1.00	1.00			1.00	
Frt		1.00	0.85		0.93			1.00	1.00			0.99	
Flt Protected		0.95	1.00		0.98			0.95	1.00			1.00	
Satd. Flow (prot)		1749	1647		1714			1745	3490			3450	
Flt Permitted		0.72	1.00		0.85			0.95	1.00			1.00	
Satd. Flow (perm)		1325	1647		1491			1745	3490			3450	
Peak-hour factor, PHF	0.74	0.74	0.74	0.25	0.25	0.25	0.96	0.96	0.96	0.96	0.92	0.92	
Adj. Flow (vph)	405	1	36	4	0	4	1	51	1441	0	0	1235	
RTOR Reduction (vph)	0	0	26	0	6	0	0	0	0	0	0	5	
Lane Group Flow (vph)	0	406	10	0	2	0	0	52	1441	0	0	1318	
Confl. Peds. (#/hr)			1			3							
Confl. Bikes (#/hr)													
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Turn Type	Perm	NA	Perm	Perm	NA		Prot	Prot	NA		Prot	NA	
Protected Phases		4			8		5	5	2		1	6	
Permitted Phases	4		4	8									
Actuated Green, G (s)		24.2	24.2		24.2			5.4	51.7			40.3	
Effective Green, g (s)		24.2	24.2		24.2			5.4	51.7			40.3	
Actuated g/C Ratio		0.28	0.28		0.28			0.06	0.59			0.46	
Clearance Time (s)		6.0	6.0		6.0			6.0	6.0			6.0	
Vehicle Extension (s)		4.0	4.0		4.0			4.0	5.0			5.0	
Lane Grp Cap (vph)		364	453		410			107	2052			1581	
v/s Ratio Prot								0.03	c0.41			c0.38	
v/s Ratio Perm		c0.31	0.01		0.00								
v/c Ratio		1.12	0.02		0.01			0.49	0.70			0.83	
Uniform Delay, d1		31.9	23.2		23.1			39.9	12.7			20.9	
Progression Factor		1.00	1.00		1.00			1.00	1.00			1.00	
Incremental Delay, d2		82.1	0.0		0.0			4.7	1.4			4.4	
Delay (s)		114.0	23.2		23.1			44.6	14.1			25.2	
Level of Service		F	C		C			D	B			C	
Approach Delay (s)		106.6			23.1				15.2			25.2	
Approach LOS		F			C				B			C	
Intersection Summary													
HCM 2000 Control Delay			31.6									HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.95										
Actuated Cycle Length (s)			87.9									Sum of lost time (s)	18.0
Intersection Capacity Utilization			74.9%									ICU Level of Service	D
Analysis Period (min)			15										
c Critical Lane Group													



















Movement	SBR
Lane Configurations	
Volume (vph)	81
Ideal Flow (vphpl)	1900
Lane Width	11
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	88
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	1
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings

2026 Build Alternative C Conditions

11: West Road/Yokens Plaza Driveway & Peverly Hill Road

Saturday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	261	30	64	159	6	76	3	27	17	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	15	15	15
Storage Length (ft)	0		0	0		0	130		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.997			0.866			0.958	
Flt Protected		0.998			0.986		0.950				0.967	
Satd. Flow (prot)	0	1816	1561	0	1793	0	1711	1591	0	0	1838	0
Flt Permitted		0.998			0.986		0.950				0.967	
Satd. Flow (perm)	0	1816	1561	0	1793	0	1711	1591	0	0	1838	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1500			600			500			501	
Travel Time (s)		34.1			13.6			11.4			11.4	
Peak Hour Factor	0.97	0.97	0.97	0.81	0.81	0.81	0.82	0.82	0.82	0.79	0.79	0.79
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	2%	0%	0%	0%	0%	17%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM Unsignalized Intersection Capacity Analysis
 11: West Road/Yokens Plaza Driveway & Peverly Hill Road

2026 Build Alternative C Conditions
 Saturday Evening

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	11	261	30	64	159	6	76	3	27	17	0	8
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.81	0.81	0.81	0.82	0.82	0.82	0.79	0.79	0.79
Hourly flow rate (vph)	11	269	31	79	196	7	93	4	33	22	0	10
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					600							
pX, platoon unblocked	0.94						0.94	0.94		0.94	0.94	0.94
vC, conflicting volume	204			300			660	653	269	685	681	200
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	122			300			607	600	269	633	629	118
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.4
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.5
p0 queue free %	99			94			74	99	96	94	100	99
cM capacity (veh/h)	1390			1273			359	365	774	334	352	842
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1						
Volume Total	280	31	283	93	37	32						
Volume Left	11	0	79	93	0	22						
Volume Right	0	31	7	0	33	10						
cSH	1390	1700	1273	359	696	414						
Volume to Capacity	0.01	0.02	0.06	0.26	0.05	0.08						
Queue Length 95th (ft)	1	0	5	25	4	6						
Control Delay (s)	0.4	0.0	2.6	18.5	10.5	14.4						
Lane LOS	A		A	C	B	B						
Approach Delay (s)	0.3		2.6	16.2		14.4						
Approach LOS				C		B						
Intersection Summary												
Average Delay			4.5									
Intersection Capacity Utilization			44.7%		ICU Level of Service				A			
Analysis Period (min)			15									

2026 Future Year Alternative A with Mitigation Conditions

Lanes, Volumes, Timings

2026 Build Alternative A w/ Mitigtaion Conditions

6: US Route 1 & West Road/St. James Church Driveway

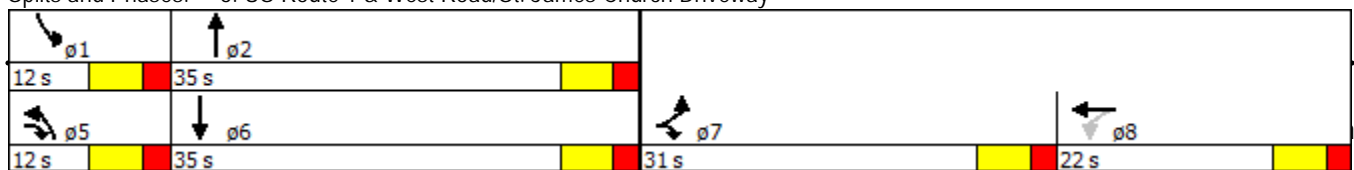
Saturday Evening

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	264	0	618	0	0	3	6	1115	0	0	1121	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	12	11	11
Storage Length (ft)	0		0	0		0	50		0	50		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.865							
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1805	0	1509	0	1644	0	1396	3490	0	1900	3490	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1805	0	1509	0	1644	0	1396	3490	0	1900	3490	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			390		164							
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1200			377			1000				2226
Travel Time (s)		27.3			8.6			22.7				50.6
Peak Hour Factor	0.62	0.62	0.62	0.38	0.38	0.38	0.92	0.92	0.92	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	7%	0%	0%	0%	25%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Turn Type	Prot		pt+ov		NA		Prot	NA		Prot	NA	
Protected Phases	7		7 5		8		5	2		1	6	
Permitted Phases				8								
Detector Phase	7		7 5	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0			6.0	6.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	12.0			22.0	22.0		12.0	22.0		12.0	22.0	
Total Split (s)	31.0			22.0	22.0		12.0	35.0		12.0	35.0	
Total Split (%)	31.0%			22.0%	22.0%		12.0%	35.0%		12.0%	35.0%	
Maximum Green (s)	25.0			16.0	16.0		6.0	29.0		6.0	29.0	
Yellow Time (s)	4.0			4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0			2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0				0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0				6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0			3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None			None	None		None	Min		None	Min	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 80.4
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated

Splits and Phases: 6: US Route 1 & West Road/St. James Church Driveway









Queues

2026 Build Alternative A w/ Mitigation Conditions

6: US Route 1 & West Road/St. James Church Driveway




















Saturday Evening

						
Lane Group	EBL	EBR	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	426	997	8	7	1212	1194
v/c Ratio	0.76	1.12	0.03	0.07	0.68	0.95
Control Delay	36.2	84.5	0.3	38.3	17.8	41.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.2	84.5	0.3	38.3	17.8	41.9
Queue Length 50th (ft)	182	-443	0	3	210	285
Queue Length 95th (ft)	209	#298	0	18	374	#525
Internal Link Dist (ft)			297		920	2146
Turn Bay Length (ft)				50		
Base Capacity (vph)	563	891	459	104	1785	1262
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.76	1.12	0.02	0.07	0.68	0.95

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis 2026 Build Alternative A w/ Mitigation Conditions
 6: US Route 1 & West Road/St. James Church Driveway Saturday Evening

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	264	0	618	0	0	3	6	1115	0	0	1121	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	11	11	12	12	11	11
Total Lost time (s)	6.0		6.0		6.0		6.0	6.0			6.0	
Lane Util. Factor	1.00		1.00		1.00		1.00	0.95			0.95	
Frt	1.00		0.85		0.86		1.00	1.00			1.00	
Flt Protected	0.95		1.00		1.00		0.95	1.00			1.00	
Satd. Flow (prot)	1805		1509		1644		1396	3490			3489	
Flt Permitted	0.95		1.00		1.00		0.95	1.00			1.00	
Satd. Flow (perm)	1805		1509		1644		1396	3490			3489	
Peak-hour factor, PHF	0.62	0.62	0.62	0.38	0.38	0.38	0.92	0.92	0.92	0.94	0.94	0.94
Adj. Flow (vph)	426	0	997	0	0	8	7	1212	0	0	1193	1
RTOR Reduction (vph)	0	0	248	0	8	0	0	0	0	0	0	0
Lane Group Flow (vph)	426	0	749	0	0	0	7	1212	0	0	1194	0
Heavy Vehicles (%)	0%	0%	7%	0%	0%	0%	25%	0%	0%	0%	0%	0%
Turn Type	Prot		pt+ov		NA		Prot	NA		Prot	NA	
Protected Phases	7		7.5		8		5	2		1	6	
Permitted Phases				8								
Actuated Green, G (s)	25.1		31.1		1.1		6.0	41.1			29.1	
Effective Green, g (s)	25.1		31.1		1.1		6.0	41.1			29.1	
Actuated g/C Ratio	0.29		0.36		0.01		0.07	0.48			0.34	
Clearance Time (s)	6.0				6.0		6.0	6.0			6.0	
Vehicle Extension (s)	3.0				3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	531		550		21		98	1681			1190	
v/s Ratio Prot	0.24		c0.50		c0.00		0.01	0.35			c0.34	
v/s Ratio Perm												
v/c Ratio	0.80		1.36		0.00		0.07	0.72			1.00	
Uniform Delay, d1	27.8		27.1		41.6		37.0	17.5			28.1	
Progression Factor	1.00		1.00		1.00		1.00	1.00			1.00	
Incremental Delay, d2	8.5		174.5		0.1		0.3	1.6			26.9	
Delay (s)	36.3		201.6		41.7		37.4	19.1			55.0	
Level of Service	D		F		D		D	B			E	
Approach Delay (s)		152.1			41.7			19.2			55.0	
Approach LOS		F			D			B			E	
Intersection Summary												
HCM 2000 Control Delay			79.6		HCM 2000 Level of Service						E	
HCM 2000 Volume to Capacity ratio			1.17									
Actuated Cycle Length (s)			85.3		Sum of lost time (s)					24.0		
Intersection Capacity Utilization			89.3%		ICU Level of Service					E		
Analysis Period (min)			15									
c Critical Lane Group												