
Traffic and Parking Evaluation

Brewery Lane Area

Portsmouth, New Hampshire

Prepared for: City of Portsmouth
1 Junkins Avenue
Portsmouth, New Hampshire 03801



Prepared by: **TEC, Inc.**
146 Dascomb Road
Andover, Massachusetts 01810



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I. INTRODUCTION

STUDY PURPOSE

This report has been prepared for the City of Portsmouth to provide traffic planning and engineering evaluation of the roadways in the area of Brewery Lane in the west end of the City. The purpose of the following study is to outline a comprehensive approach to offering adequate parking, vehicle circulation and safe pedestrian accommodations for the new businesses, visitors, and residents of this revitalized neighborhood.

This report includes a review of existing and future traffic volume conditions, parking and circulation analyses, intersection capacity and queue analyses, vehicle and pedestrian safety and circulation evaluation, and identification of recommendations for future traffic control and mitigation opportunities. This study examines a year 2031 design horizon for traffic volume projections and includes an evaluation of the future year conditions. The findings and recommendations for the improvements are based on the detailed traffic and parking evaluation included in this report.

TRAFFIC STUDY AREA

The Brewery Lane study area identified includes the mixed-use neighborhood surrounding Brewery Lane and bounded by Islington Street in the west, Chevrolet Avenue in the east, Plaza 800 in the south and Cass Street in the north. The study area includes:

- Jewell Court (from Islington Street to Brewery Lane)
- Brewery Lane (from Plaza 800 parking lot to Albany Street)
- Albany Street (from Islington Street to Cass Street) – roadway turns at 90-degrees
- "Albany Street Extension" (Private – from Brewery Lane to Chevrolet Avenue)
- Chevrolet Avenue (Private – from Plaza 800 parking lot to Cass Street)
- Cass Street (from Islington Street to Chevrolet Avenue)

Within the project area, the land uses are primarily local and regional commercial uses, small businesses, restaurants and bars, multifamily residential units, some single-family dwellings, and an automobile service center, which impact parking and traffic operations in the study area. At the southern end of Brewery Lane is Plaza 800, a large commercial plaza. To the north, across Cass Street, are residential neighborhoods. Figure 1 illustrates the study area.

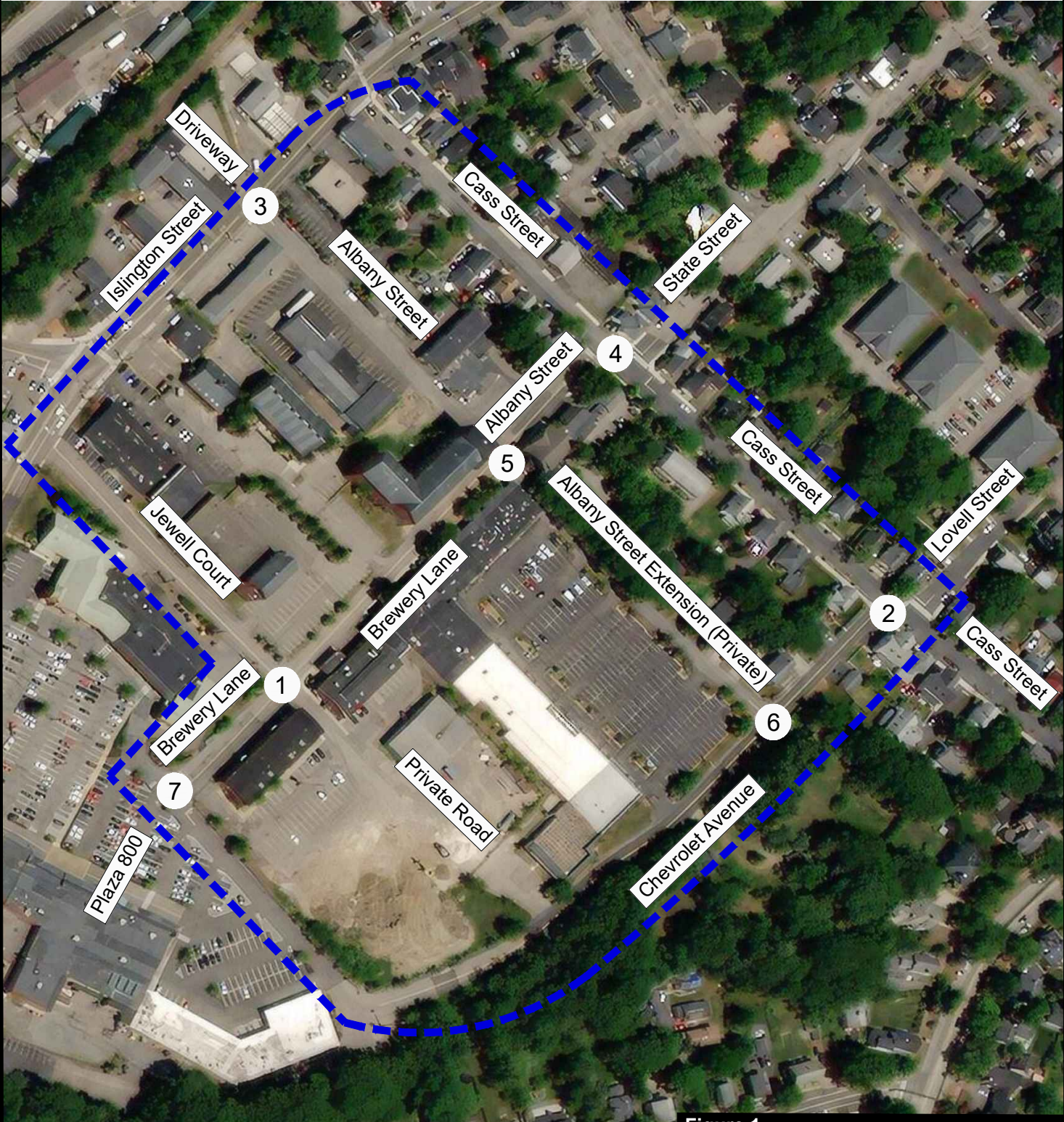


Figure 1

Study Area
Brewery Lane Traffic Analysis



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146 Dascomb Road
Andover, MA 01810

II. EXISTING CONDITIONS

EXISTING ROADWAYS AND INTERSECTIONS

A comprehensive field inventory of existing traffic conditions within the Brewery Lane study area was conducted during site visits by TEC staff in March and April 2021. The field investigations consisted of classifying existing roadway geometrics, study area safety concerns, parking utilization, pedestrian and vehicle circulation observations, and intersection operating characteristics.

Study Area Roadways

Brewery Lane/Albany Street

Brewery Lane is a local roadway under the jurisdiction of the City of Portsmouth, extending northward from the Plaza 800 shopping center to Albany Street, changing designations north of Albany Street to continue as Albany Street. For the purposes of this study, Brewery Lane / Albany Street is designated as a north-south roadway. Within the study area, Brewery Lane is 24 to 26 feet in width. No speed limit is posted along Brewery Lane. Two on-street parking areas are defined along the east side of Brewery Lane/ Albany Street with a total of seven parking spaces. Two additional spaces are used in front of the businesses at 100 Albany Street, where a depressed curb is present. On-street parking along the remaining length of the roadway is restricted by City Ordinance as a fire lane, and no on-street parking outside the defined areas was observed. Directional flow along Brewery Lane is separated by a marked centerline. Sidewalk is provided on east side of the roadway and no formal bicycle accommodations are provided along the corridor.



Brewery Lane looking north at Jewell Court

Jewell Court

Jewell Court is a local roadway under the jurisdiction of the City of Portsmouth, extending between Islington Street and Brewery Lane. To the east of Brewery Lane, Jewell Court is under private ownership and provides access to a residential



Jewell Court looking west at Brewery Lane

building parking lot. For the purposes of this study, Jewell Court is designated as an east-west roadway. Jewell Court is 27 feet in width. No speed limit is posted. On-street parking along the length of the roadway is not formally restricted, however, no on-street parking was observed. Directional flow along Jewell Court is separated by a marked centerline. Sidewalk is provided on the south side of the roadway west of Brewery Lane and no formal bicycle accommodations are provided.

Albany Street/Albany Street Extension

Albany Street is a local roadway under the jurisdiction of the City of Portsmouth, extending east from Islington Street to Brewery Lane. East of Brewery Lane, the roadway is unnamed but has been designated the Albany Street Extension for the purposes of this report. The Albany Street Extension is under private ownership between Brewery Lane and Chevrolet Avenue. For the purposes of this study, Albany Street is designated



Albany Street looking west at Brewery Lane

as an east-west roadway. Albany Street is 27 feet in width and the Albany Street extension is 21 feet in width. No speed limit is posted. On-street parking was observed along the north side of Albany Street with a total of 10 parking spaces. Two on-street parking spaces were observed on the south side of Albany Street at Islington Street. On-street parking along the Albany Street extension is not restricted, however, no on-street parking was observed. No sidewalk is provided, and no formal bicycle accommodations are provided along the roadway.

Chevrolet Avenue

Chevrolet Avenue is a local roadway under private ownership extending south from Cass Street to Plaza 800. For the purposes of this study, Chevrolet Avenue is designated as a north-south roadway. Chevrolet Avenue is 25 feet in width. On-street parking along Chevrolet Avenue is not restricted along most of the roadway, however, no on-street parking was observed. On-street parking is restricted by signage along both sides of the roadway as it approaches Plaza



Chevrolet Avenue looking south

800. Sidewalk is provided along the Brewery 145 frontage, with plans in place to extend the sidewalk to the north along the west side of the roadway to Cass Street. No formal bicycle accommodations are provided along the roadway.

Cass Street

Cass Street is a local roadway under the jurisdiction of the City of Portsmouth, extending east from Islington Street and providing a local connection to Middle Street. For the purposes of this study, Cass Street is designated as an east-west roadway. Within the study area, Cass Street is 30 feet in width. A 20 MPH speed limit is posted. On-street parking is not restricted except at intersections for sight distance and



Cass Street looking west at Albany Street

frequent on-street parking was observed. Directional flow along Cass Street is not delineated. Sidewalk is provided on both sides of the roadway and no formal bicycle accommodations are provided.



Not to scale

Brewery Lane Traffic Analysis Portsmouth, NH

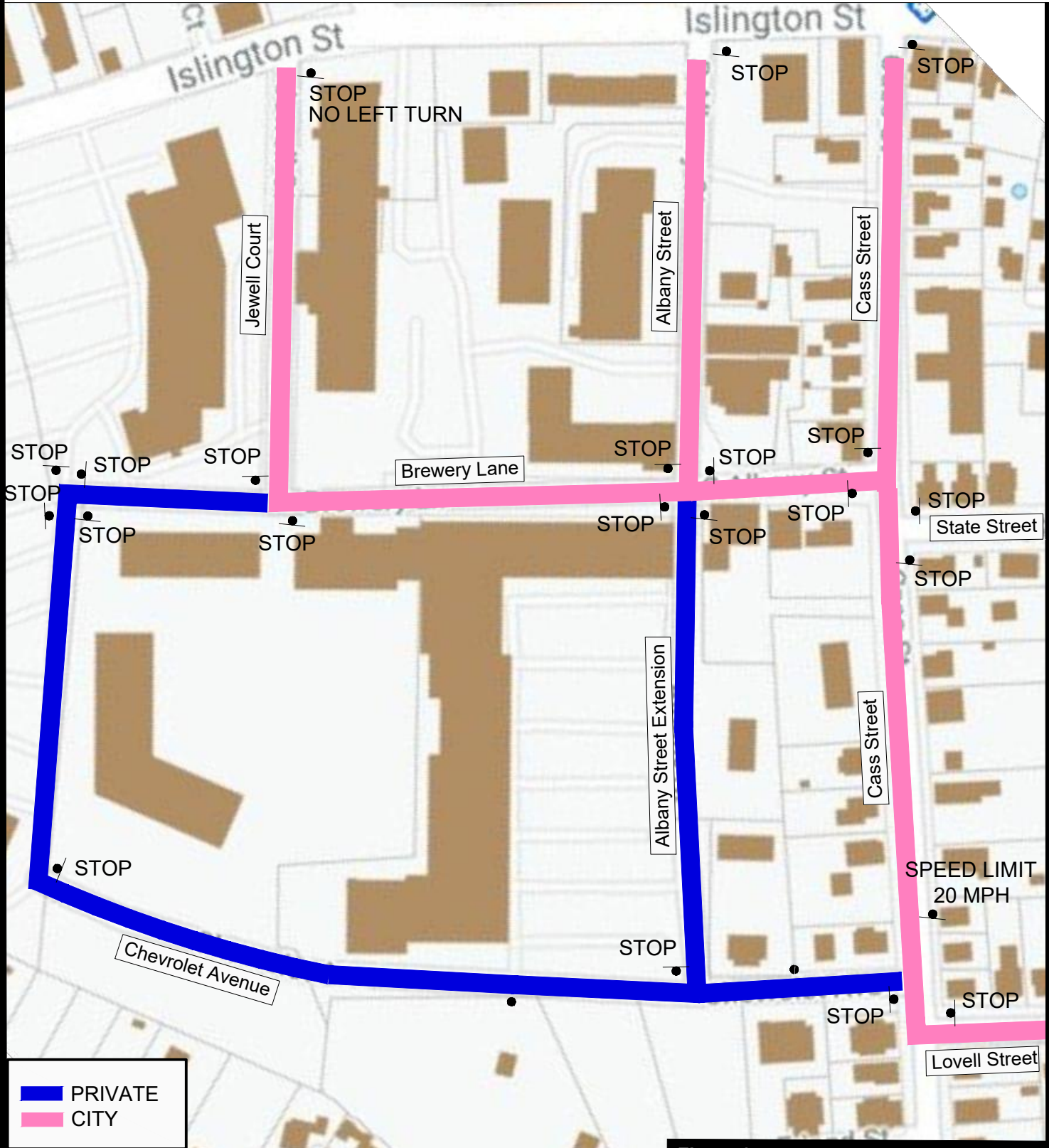


Figure 2

Existing Regulatory Signage and
Roadway Jurisdiction



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Study Area Intersections

The study area intersections included as part of the study are listed below as shown in Figure 1.

1. Jewell Court / Brewery Lane
2. Cass Street / Lovell Street / Chevrolet Avenue
3. Islington Street / Albany Street / Driveway
4. Cass Street / State Street / Albany Street
5. Albany Street / Brewery Lane / Albany Street Extension
6. Albany Street / Chevrolet Avenue
7. Brewery Lane / Plaza 800

Jewell Court / Brewery Lane

Jewell Court intersects Brewery Lane to form a four-legged unsignalized intersection. The Jewell Court eastbound and westbound approaches are under STOP-control while the Brewery Lane northbound and southbound approaches are free-flowing. All approaches consist of a single general-purpose lane. Sidewalks are provided along both sides of the Jewell Court westbound approach, south side of the Jewell Court eastbound approach, and on the east side of Brewery Lane. Crosswalks are striped on the east side of the intersection.



Jewell Court looking west at the intersection

Cass Street / Lovell Street / Chevrolet Avenue

Lovell Street and Chevrolet Avenue intersect Cass Street to form a four-legged offset unsignalized intersection. The Chevrolet Avenue and Lovell Street approaches operate under STOP-control while the Cass Street approaches are free-flowing. All approaches consist of a single general-purpose lane. Sidewalks are provided along both sides of Cass Street and on the east side of the Lovell Street. There are striped crosswalks across Chevrolet Avenue, Lovell Street, and across Cass Street on the west side of Lovell Street.



Cass Street looking west at the intersection

Islington Street / Albany Street / Driveway

Albany Street intersects Islington Street from the east opposite a retail driveway to form a four-legged, unsignalized intersection. The Albany Street and the driveway approaches operate under STOP-control while the Islington Street northbound and southbound approaches are free-flowing. All approaches consist of a single general-purpose lane. Sidewalks are provided along both sides of Islington Street. Crosswalks are provided on the east side of the intersection across Albany Street and across the northbound approach of Islington Street. No sidewalks are provided on Albany Street.



Albany Street looking west at the intersection

Cass Street / State Street / Albany Street

Albany Street and State Street intersect Cass Street to form a four-legged offset unsignalized intersection. All the approaches operate under STOP-control. The approaches consist of a single general-purpose lane. Sidewalks are provided on both sides of Cass Street and State Street and on the east side of Albany Street. There are striped crosswalks across Albany Street, State Street, and across Cass Street on the west side of State Street.



Albany Street looking north at the intersection

Albany Street / Brewery Lane / Albany Street Extension

Albany Street intersects Brewery Lane to form a four-legged unsignalized intersection. The northbound approach is designated as Brewery Lane, the eastbound and southbound approaches are designated as Albany Street and the westbound approach is unnamed but has been designated as the Albany Street extension. All approaches consist of a single general-



Brewery Lane looking south at the intersection

purpose lane. Sidewalk is provided along the east side of Brewery Lane. No crosswalks are provided at this intersection.

Albany Street Extension / Chevrolet Avenue

Albany Street Extension intersects Chevrolet Avenue from the east to form a three-legged, unsignalized intersection. The Albany Street approach operates under STOP-control while the Chevrolet Avenue Street northbound and southbound approaches are free-flowing. All approaches consist of a single general-purpose lane. Sidewalks and crosswalks are not provided at the intersection.



[Chevrolet Avenue looking south at the intersection](#)

Brewery Lane / Plaza 800

Brewery Lane intersects the main circulation aisle within Plaza 800 to form a four-legged unsignalized intersection. All the approaches operate under STOP-control. All approaches consist of a single general-purpose lane. Sidewalks are provided on the east side of the Brewery Lane approach and north side of the Plaza 800 approach. A crosswalk is provided across the Brewery Lane approach to the intersection.

PUBLIC TRANSPORTATION

One COAST Bus line provides service within the study area, along Islington Street. COAST Bus Route 40 is a local City of Portsmouth route between Hanover Station and Portsmouth Transportation Center. This bus route includes two stops on Islington Street within the study area, at Plaza 800 and at Cass Street.



Not to scale





 SIDEWALK
 CROSSWALK

Figure 3

Existing Pedestrian Infrastructure



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III. PARKING OBSERVATIONS

Both public on-street parking and privately owned off-street parking lots are available within the study area. A parking inventory was conducted in March 2021 of both existing on-street and off-street parking spaces within the study area.

Off-Street Parking

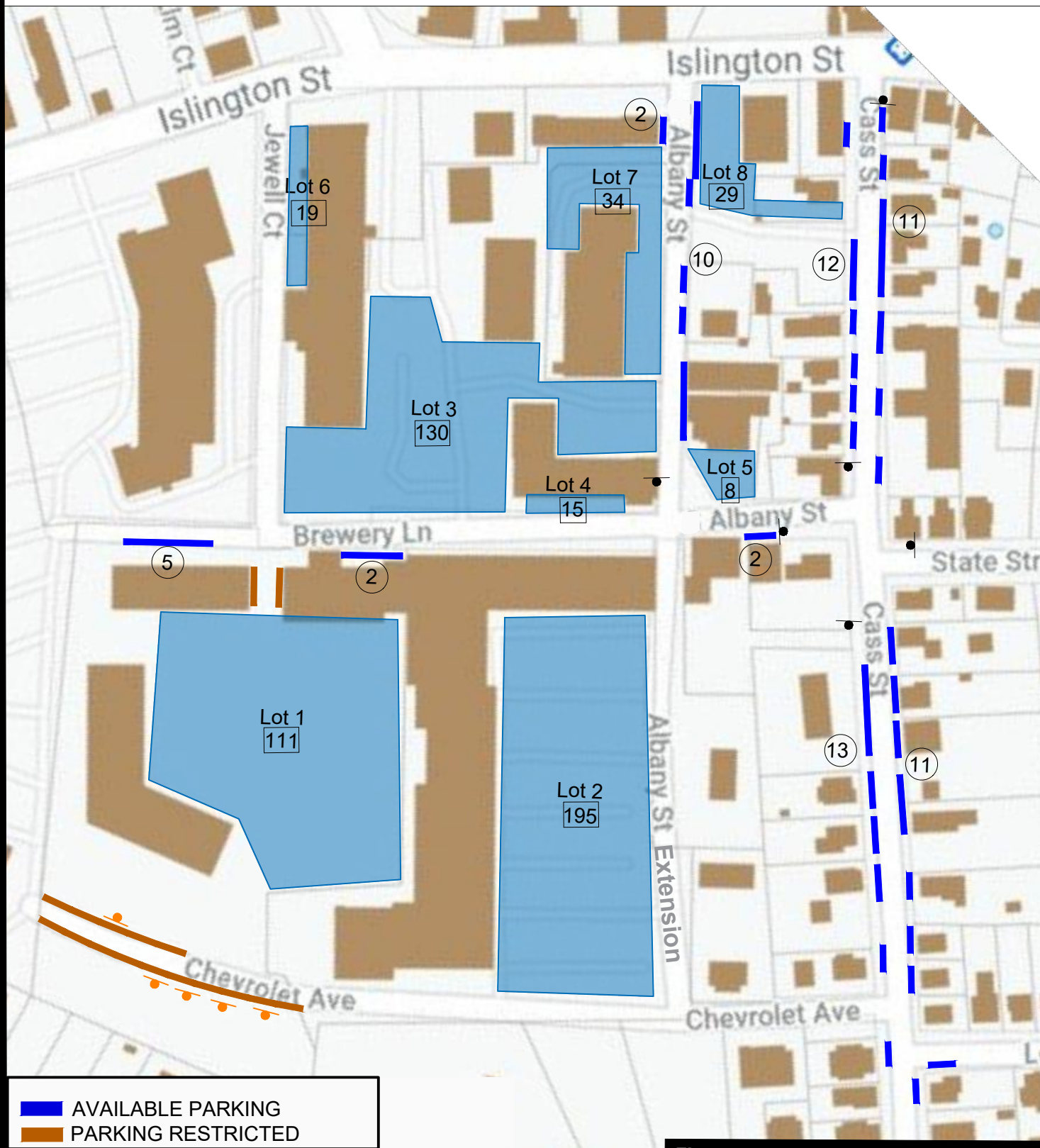
There are eight privately owned parking lots within the study area on Jewell Court, Albany Street and Chevrolet Avenue. There are no public off-street parking lots. The eight off-street private parking lots contain 541 spaces in total. Several of the privately owned lots are signed for customer, resident, and employee parking of the adjacent buildings. The large lot along the Albany Street extension for the Malt House Exchange and the lot for the Brewery 145 residences (155 Brewery Lane) are not specifically restricted.

On-Street Parking

There are currently 21 on-street spaces within the study area that are frequently used by area visitors, employees, and patrons. These spaces are located in pull-off areas along Brewery Lane / Albany Street and adjacent to the roadway along Albany Street. Parking is not restricted by signage along Jewell Court, the remainder of Brewery Lane, Albany Street or Chevrolet Avenue. Brewery Lane is designated as a fire lane within the City Ordinance. On-street parking was not observed in these locations. The current roadway widths and two-way vehicular traffic flow may make on-street parking uncomfortable for many drivers. A total of 47 on-street parking spaces are present along both sides of Cass Street between Islington Street and Chevrolet Avenue. This roadway is only a few feet wider than the others within the study area; however, residents and visitors are comfortable parking along both sides of the roadway.



Not to scale







 AVAILABLE PARKING
 PARKING RESTRICTED

Figure 4

Existing Parking Inventory



Legend

-  = No Parking Here To Corner
-  = No Parking

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PARKING OCCUPANCY

Parking occupancy counts provide an overview of the public parking demand within the study area. TEC counted parked vehicles in each on-street segment at pre-determined time intervals during a weekday afternoon peak period (1:00 PM to 4:00 PM) when a majority of the commercial businesses were open. TEC acknowledges that parking activity is likely impacted by the ongoing Covid-19 pandemic, which has affected many small businesses, especially restaurants. The area restaurants were all open for take-out lunch business when the occupancy counts were performed. While the parking counts represent a limited data set during a challenging time for businesses, they are sufficient to draw conclusions about current parking patterns in the study area.

The utilization rate was calculated by dividing the total number of cars observed over the study period by the total capacity in the same area. During the parking observations and occupancy counts, TEC noted that the parking demand is consistent throughout the study area. The overall parking utilization was generally highest within the commercial private lots, where shops, restaurants, and other community destinations are located. Peak on-street parking occupancy was observed along Albany Street.

A summary of the parking utilization rates is shown in Table 1. National standards indicate that a parking facility that is over 90% occupied is considered functionally full, meaning that it will be difficult for a driver to find a parking space and gives the impression of an overall lack of parking. The closest observation to this was along Albany Street and within Lot 1 for 125 Brewery Lane. The remaining parking areas consistently had available capacity. Observations noted that all private lots had available parking spaces during the study period, with the majority of available spaces located within the private lots along Albany Street.

Table 1 – Observed Parking Utilization

Street / Surface Lot	From / To	Permitted Parking Capacity	Weekday Demand observed spot Counts Between 2:00pm to 4:00pm	
			Count	Utilization %
Brewery Ln	Plaza 800 / Cass St	9	5	56%
Albany St & Albany St Ext.	Islington St / Chevrolet Av	12	9	75%
Cass St	Islington St / Chevrolet Av	47	10	22%
125 Brewery Ln Parking Lot	Lot 1	111	78	70%
95 Brewery Ln Parking Lot	Lot 2	195	32	16%
Brewery Ln	Commercial Parking / Lot 3	130	83	62%
Brewery Ln	Commercial Parking / Lot 4	15	4	27%
Brewery Ln	Weekend House Parking / Lot 5	8	5	63%
Jewell Ct	CVS Parking / Lot 6	19	8	42%
Albany Street	Sullivan Parking / Lot 7	34	14	41%
Albany Street	Dental Implant Center / Lot 8	29	12	41%

III. AREA CIRCULATION

Traffic volume data for this report was obtained from manual Turning Movement Counts (TMCs) conducted at the study area intersections and supplemented with Automatic Traffic Recorder (ATR) counts conducted on the primary roadways. The details of the data collection effort for this project are described below.

TRAFFIC CIRCULATION

Turning Movement Counts

To establish existing traffic volume conditions, manual TMCs were conducted for twelve hours on a typical weekday (7:00 AM – 7:00 PM) at the intersections of Brewery Lane / Jewell Court and Chevrolet Avenue / Cass Street and on a typical weekday morning (7:00 AM - 9:00 AM) and weekday evening (4:00 PM - 6:00 PM) peak hours at the remaining study area intersections on Tuesday, March 9, 2021. Area schools were in hybrid session during the time of the traffic counts due to the ongoing COVID-19 pandemic restrictions. A detailed summary of the TMCs, partitioned into 15-minute intervals, is provided within Appendix A.

To assist with the formulation of traffic patterns within the study area, historical traffic volumes were provided by the City of Portsmouth for various intersections within the area conducted in 2017, 2018 and 2019.

Automatic Traffic Recorder Counts

In addition, Automatic Traffic Recorder (ATR) counts were conducted for a 48-hour period from Tuesday, March 3, 2021 through Wednesday, March 4, 2021. The counts were utilized to determine typical traffic volumes, vehicle speeds, and vehicle classifications along the specified roadways. The ATRs were conducted at the following locations within the study area:

- Brewery Lane south of Albany Street
- Chevrolet Avenue south of Albany Street Extension
- Albany Street west of Brewery Lane

A summary of the weekday ATR traffic data is presented in Table 2. A detailed summary of the ATR data, partitioned into 15-minute intervals, is provided within Appendix B.

Table 2 – Existing Weekday Traffic Volume Summary

Location	Weekday Traffic Volume ^(a)	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		Traffic Volume ^(b)	K Factor ^(c)	Directional Distribution ^(d)	Traffic Volume	K Factor	Directional Distribution
Brewery Lane south of Albany Street	1,798	59	3.3%	57.6% NB	210	11.7%	60.5% NB
Chevrolet Avenue south of Albany Street Ext.	1,468	77	5.2%	57.1% SB	191	13.0%	57.6% NB
Albany Street west of Brewery Lane	1,089	69	6.3%	56.5% WB	104	9.6%	54.8% EB

^a Daily traffic expressed in vehicles per day;

^b Hourly traffic expressed in vehicles per hour

^c Percent of daily traffic volumes which occurs during the peak hour

^d Percent of peak-hour volume in the predominant direction of travel

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

On an average weekday, Brewery Lane between Jewell Court and Albany Street carries approximately 1,800 vehicles per day (vpd) on an average weekday. The majority of the vehicles along Brewery Lane are travelling northbound during both peak periods. The 85th percentile speed was recorded as 22 miles per hour (mph).

Chevrolet Avenue south of Albany Street carries approximately 1,500 vpd on an average weekday. The majority the vehicles along Chevrolet Avenue are traveling southbound in the weekday morning peak period and northbound in the weekday evening peak hour. The 85th percentile speed was recorded as 26 miles per hour (mph).

Albany Street west of Brewery Lane carries approximately 1,100 vpd on an average weekday. The majority the vehicles along Albany Street are traveling westbound in the weekday morning peak period and eastbound in the weekday evening peak hour. The 85th percentile speed was recorded as 21 miles per hour (mph).

COVID-19 Pandemic Adjustment to Existing Year

Traffic volumes and area businesses have been significantly affected by and since the onset of the COVID-19 pandemic. TEC understands that current vehicular traffic volumes in the area may be artificially lower than a standard non-pandemic time period. To determine the existing year's non-COVID level of traffic, TEC utilized 15% growth obtained from the City of Portsmouth. The permanent count station data from the intersection of South Street and Lafayette Road indicates that the March 2021 traffic volumes are 85% of previous volumes from 2019. Therefore, the 2021 traffic volumes were upwardly increased 15% to reflect a 2021 Adjusted Year Condition. The 2021 Base Year and 2021 Adjusted Year Conditions weekday morning and weekday evening peak hour traffic volumes are illustrated in Figures 5 and 6, respectively.

Future Year Conditions

To determine traffic volumes under future year conditions, the 2021 Adjusted traffic volumes were projected to the year 2031 to provide a 10-year design horizon. Traffic volumes on the

roadway network at that time would include existing traffic and new traffic due to general background traffic growth. Consideration of these factors resulted in the development of the 2031 Future Year Condition traffic volumes. A small residential development is under consideration along Chevrolet Avenue. The new traffic volumes projected to be generated by this development would be accounted for within the background growth rate applied.

The 2031 Future Year Condition traffic volumes were obtained by multiplying the 2021 Adjusted Conditions by the average yearly growth rate factor of 0.5 percent over the 10-year design horizon period. The resulting 2031 Future Year Conditions weekday morning and weekday evening traffic volumes are shown graphically in Figure 7.

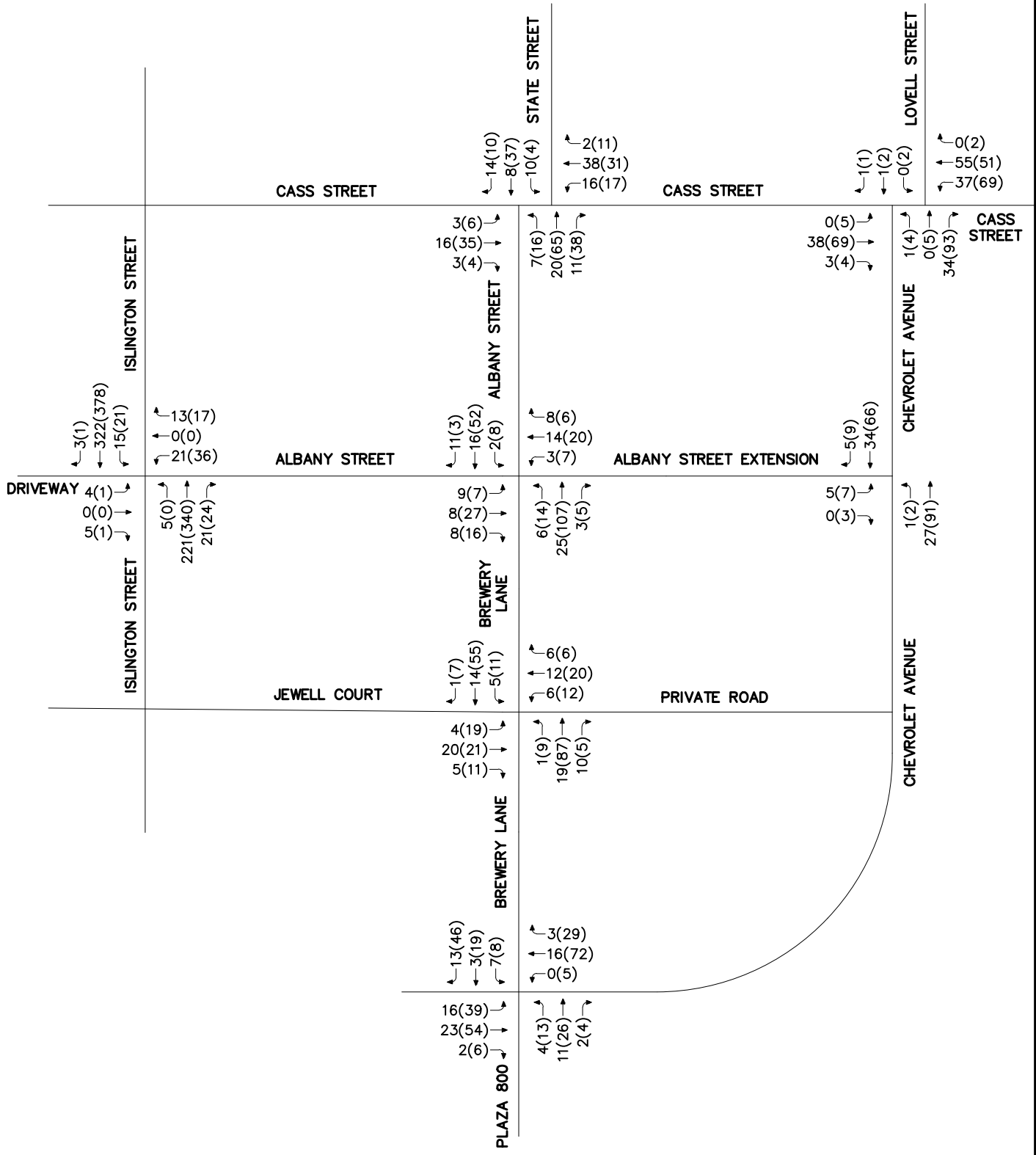
PEDESTRIAN CIRCULATION

TEC recorded the circulation of pedestrians throughout the area within the turning movement counts and observed pedestrian behavior during the parking utilization study time period. Significant pedestrian activity was recorded throughout the area with the highest pedestrian volumes traveling north/south along Brewery Lane/Albany Street and across Cass Street to and from the neighborhoods to the north of the study area. TEC noted that pedestrians mainly crossed in the crosswalks, where available. Crosswalks across Brewery Lane at Jewell Court and Albany Street are not currently provided. Pedestrians were observed to cross Brewery Lane from the sidewalk along Jewell Street and from both sides of Albany Street diagonally across the intersections at an angle to reduce walking distance rather than at a marked crossing for reduced crossing distance. The relatively low vehicular traffic volumes may encourage this behavior, as gaps in traffic flow are frequent and pedestrian crossing sight distances are sufficient along Brewery Lane. A minor number of pedestrians were recorded walking along the west side of Brewery Lane where no sidewalk is present.

At Cass Street, pedestrians were generally observed to use the existing crosswalks between the offset intersection legs at both Albany Street and Chevrolet Avenue. Pedestrians were more inclined to take a diagonal path from Chevrolet Avenue to the east side of Lovell Street, due to the missing sidewalk gap on the west side of Lovell Street. Vehicles were observed to park opposite Lovell Street on the south side of Cass Street, potentially restricting pedestrian visibility at the crosswalk across Cass Street in this location.



Not to Scale



XXX(XXX) = WEEKDAY MORNING(WEEKDAY EVENING)

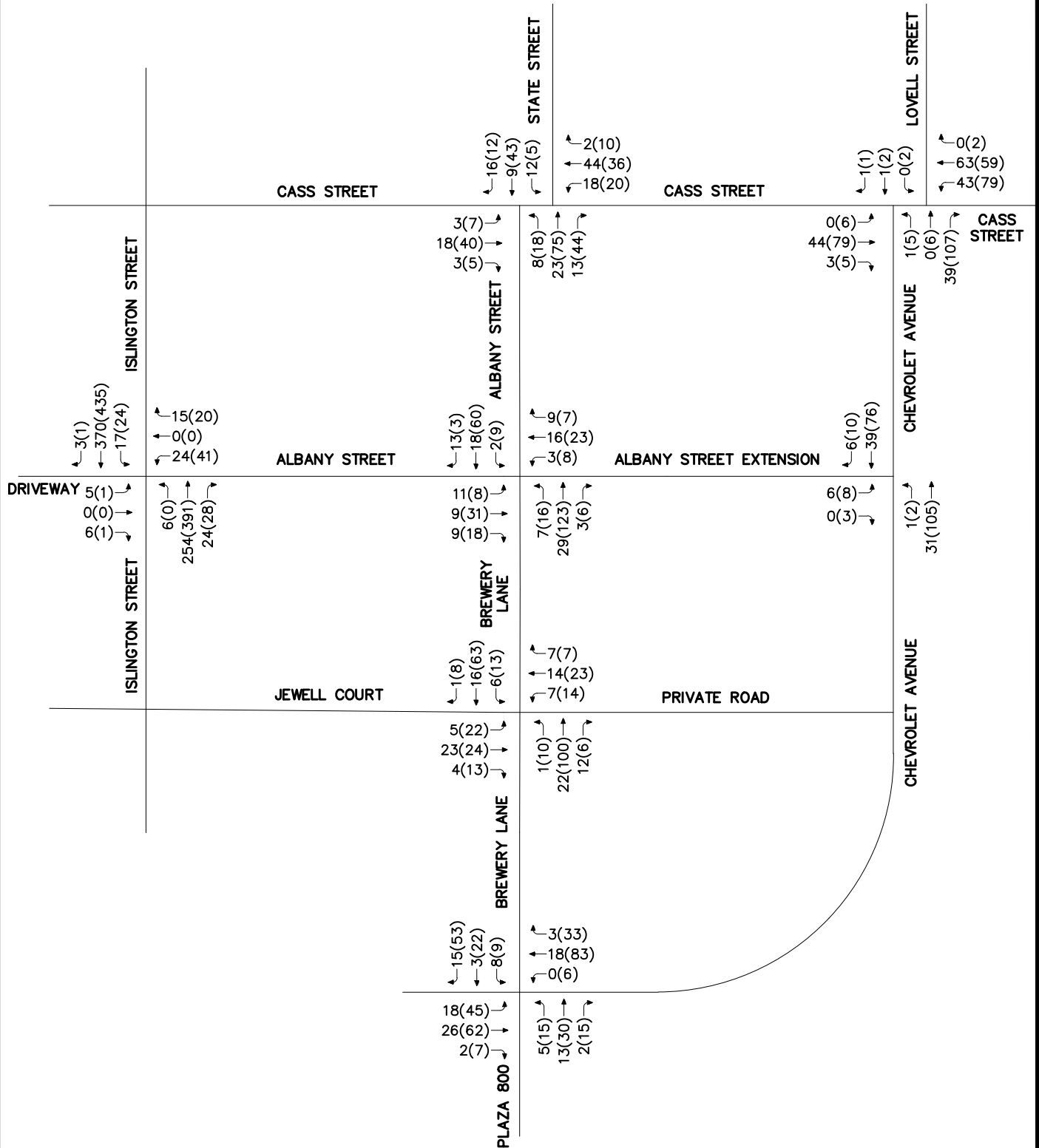


Figure 5

2021 Base Year Conditions
Weekday Morning and
Weekday Evening
Peak Hour Traffic Volumes



Not to Scale



XXX(XXX) = WEEKDAY MORNING(WEEKDAY EVENING)

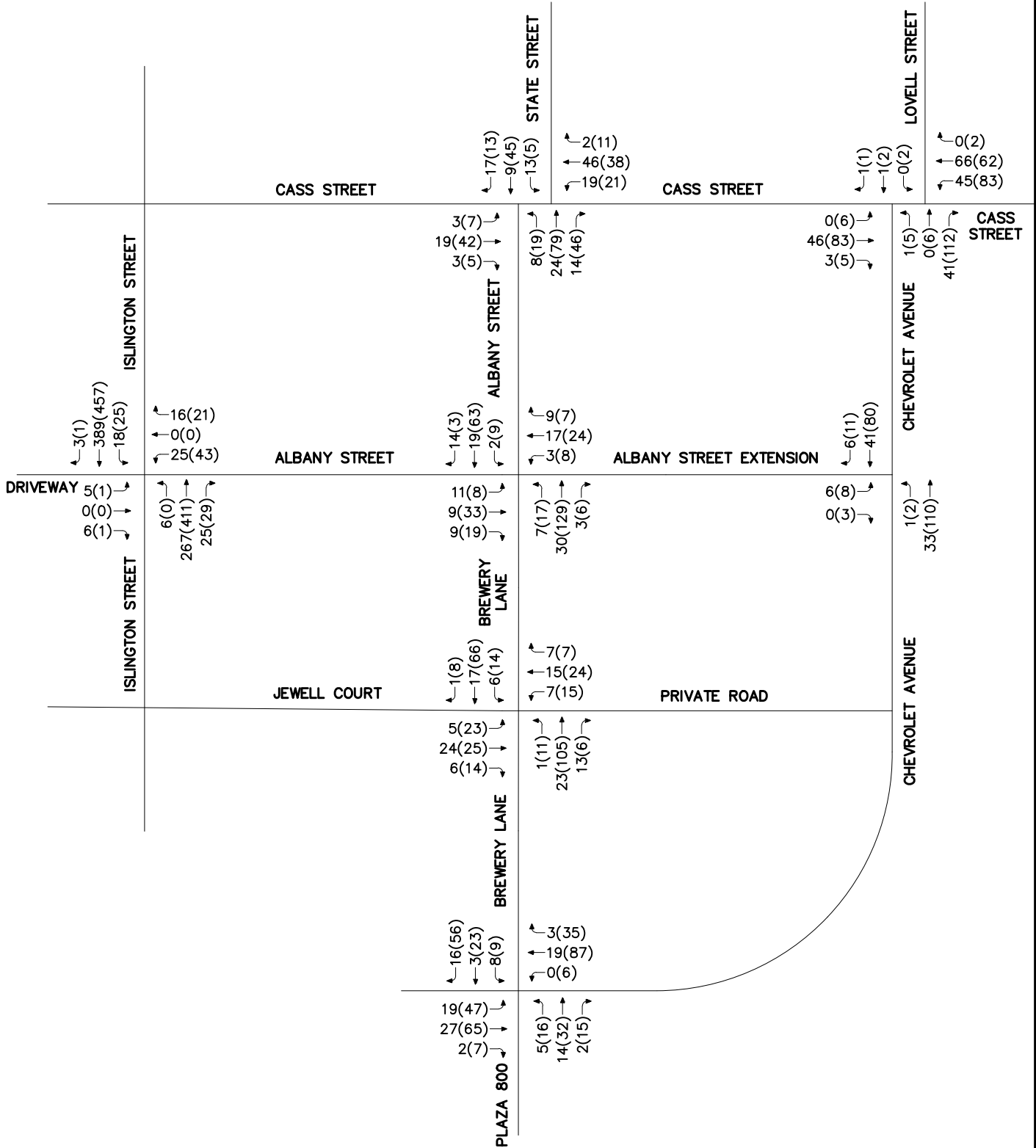
Figure 6

2021 Covid-19 Adjusted Volumes
Weekday Morning and
Weekday Evening
Peak Hour Traffic Volumes





Not to Scale



XXX(XXX) = WEEKDAY MORNING(WEEKDAY EVENING)



Figure 7

2031 Future Conditions
Weekday Morning and
Weekday Evening
Peak Hour Traffic Volumes

IV. ALTERNATIVES ANALYSIS

EXISTING OPERATIONS

Measuring existing and future traffic volumes quantifies traffic flow within the study area. To assess quality of flow, roadway capacity and vehicle queue analyses were conducted for the 2021 Existing Adjusted Conditions. 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. Synchro 10 software was used to perform the analysis.

Levels of Service

A primary result of capacity analyses is the assignment of level of service to traffic facilities under various traffic-flow conditions.¹ The concept of level of service is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level of service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six levels of service are defined for each type of facility. They are given letter designations from A to F, with level of service (LOS) A representing the best operating conditions and LOS F representing the worst. Since the level of service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of levels of service, depending on the time of day, day of week, or period of year.

Queue Length Analysis

Vehicle queue analyses are a direct measurement of an intersection ability to process vehicles under various traffic control and volume scenarios and lane use arrangements.

The vehicle queue analysis was performed using the Synchro 10™ intersection capacity analysis software which is also based upon the methodology and procedures presented in the *HCM 2000*. Synchro reports the 95th percentile queues for unsignalized intersections, which are based on the number of vehicles that experience a delay of six seconds or more at an intersection and is a function of the vehicle arrival patterns during the analysis period and the saturation flow rate. The 95th percentile vehicle queue is the vehicle queue length that will be exceeded only five percent of the time; or approximately three minutes out of 60 minutes

¹ The capacity analysis methodology is based on the concepts and procedures presented in the *Highway Capacity Manual 2010*; Transportation Research Board; Washington, DC; 2010.

during the peak one hour of the day. During the remaining 57 minutes, the vehicle queue length will be less than the 95th percentile queue length.

Unsignalized Intersections

The levels of service of unsignalized intersections are determined by application of a procedure described in the *HCM 2010*. Level of service is measured in terms of average control delay. Mathematically, control delay is a function of the capacity and degree of saturation of the lane group and/or approach under study and is a quantification of motorist delay associated with traffic control devices such as traffic signals and STOP signs. Control delay includes the effects of initial deceleration delay approaching a STOP sign, stopped delay, queue move-up time, and final acceleration delay from a stopped condition. Table 4 summarizes the relationship between level of service and average control delay for unsignalized intersections.

Table 3 – Level of Service Criteria for Unsignalized Intersections^(a)

Level of Service (V/C < 1.0)	Level of Service (V/C ≥ 1.0)	Average Control Delay (seconds per vehicle)	Description
A	F	≤10.0	LOS A represents a condition with little or no control delay to minor street traffic.
B	F	10.1 to 15.0	LOS B represents a condition with short control delays to minor street traffic.
C	F	15.1 to 25.0	LOS C represents a condition with average control delays to minor street traffic.
D	F	25.1 to 35.0	LOS D represents a condition with long control delays to minor street traffic.
E	F	35.1 to 50.0	LOS E represents operating conditions at or near capacity level, with very long control delays to minor street traffic.
F	F	>50.0	LOS F represents a condition where minor street demand volume exceeds capacity of an approach lane, with excessive control delays resulting.

^a Source: *Highway Capacity Manual 2010*; Transportation Research Board; Washington D.C.; 2010

Existing Intersection Operations

Capacity and queue analyses were conducted for the 2021 Adjusted Conditions and 2031 Future Year with Existing Geometry Conditions. The results of the intersection capacity and queue analyses for all the intersections are provided in Appendix C.

The study area intersections each operate with level of service (LOS) A on all approaches and turning movements during the weekday morning and weekday evening peak hours studied during the 2021 Adjusted Conditions, with the exception of the westbound approach of Albany Street at Islington Street during the peak hours, which operates with a LOS C. Little delay is experienced and additional capacity is available at all intersections. These operating conditions are maintained in the 2031 Future Year condition.

TRAFFIC CONTROL CHANGE ALTERNATIVE

Multi-way (or all-way) stop control was evaluated for the intersections of Jewell Court / Brewery Lane and Cass Street / Chevrolet Avenue / Lovell Street. The *Manual of Uniform Traffic Control Devices (MUTCD)*² section 2B.07 contains multi-way stop warrants for evaluating the need for installation of STOP signs. The warrant analyses were conducted at the intersections using the 2021 Adjusted Condition turning movement counts. For purposes of the analysis, the Brewery Lane and Cass Street approaches were considered to be the “major street” volume, while the side streets were considered to be the “minor street”. Based on the 2021 Adjusted Conditions, the intersections of Brewery Lane / Jewell Court and Cass Street / Chevrolet Avenue / Lovell Street do not meet the standard volume criteria for a multi-way stop warrant.

Although the volume related thresholds fall just short of satisfying the warranting condition for multi-way stop control, the MUTCD does provide the option to consider supplemental criteria for the installation of stop signs on all four approaches based on the following:

“Option C: Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.”

Both intersections have restricted sight distances for the side street approaches entering the intersections, due to parked vehicles, buildings, or vegetation on private properties as shown in Table 4. Restricted sight distances for vehicles exiting the side streets also places pedestrians currently crossing outside of marked crosswalks in conflict with turning vehicles.

Table 4 – Sight Distance Measurements

Approach / Direction	Design Speed	Minimum Required		Measured	
		Stopping Sight Distance	Intersection Sight Distance	Stopping Sight Distance	Intersection Sight Distance
<i>Jewell Court / Brewery Lane:</i>					
Private Road WB looking right	25 MPH ^(a)	155 FT	280 FT	>200 FT	135 FT ^(d)
Private Road WB looking left	25 MPH	155 FT	280 FT	>200 FT	120 FT ^(e)
Jewell Court EB looking left	25 MPH	155 FT	280 FT	>200 FT	130 FT ^(c)
Jewell Court EB looking right	25 MPH	155 FT	280 FT	>200 FT	75 FT ^(c)
<i>Cass Street / Lovell Street / Chevrolet Avenue:</i>					
West of Chevrolet Avenue looking left	25 MPH ^(b)	155 FT	280 FT	>200 FT	100 FT ^(c)
East of Chevrolet Avenue looking right	25 MPH	155 FT	280 FT	>200 FT	100 FT ^(d)
West of Lovell Street looking right	25 MPH	155 FT	280 FT	>200 FT	200 FT ^(d)
East of Lovell Street looking left	25 MPH	155 FT	280 FT	>200 FT	150 FT ^(d)

^a 85th percentile speed from ATR counts rounded to 25 mph.

^b Design speed of 25 mph based upon 5 over the posted speed limit of 20 mph

^c Sightline restricted by trees and vegetation.

^d Sightline restricted by parked vehicle.

^e Sightline restricted by a building.

² *Manual of Uniform Traffic Control Devices*, 2009 Edition; Federal Highway Administration; 2009

The Option C conditions are met at both intersections, allowing for the installation of multi-way stop conditions at these intersections to improve safety for vehicles and pedestrians at the intersections.

For intersections with multi-way stop control, the sight distance guidance provided by AASHTO³ states:

“At intersections with multi-way stop control, the first stopped vehicle on one approach should be visible to the drivers of the first stopped vehicles on each of the other approaches. There are no other sight distance criteria applicable to intersections with multi-way stop control and, indeed multi-way stop control may be the best option at a limited number of intersections where sight distance for other control types cannot be attained.”

The MUTCD supplemental criteria allows for the installation of multi-way stop control at the intersections without acquisition of significant sight line easements from adjacent neighbors.

The multi-way stop warrant analysis worksheets are provided in Appendix D.

Multi-way Intersection Operations

Capacity and queue analyses were conducted for the 2031 Future Year condition with multi-way stops at the intersections of Jewell Court / Brewery Lane and Cass Street / Chevrolet Avenue / Lovell Street. The intersections continue to operate with level of service (LOS) A on all approaches and turning movements during the weekday morning and weekday evening peak hours studied. Little delay is experienced, and additional capacity is available at all intersections.

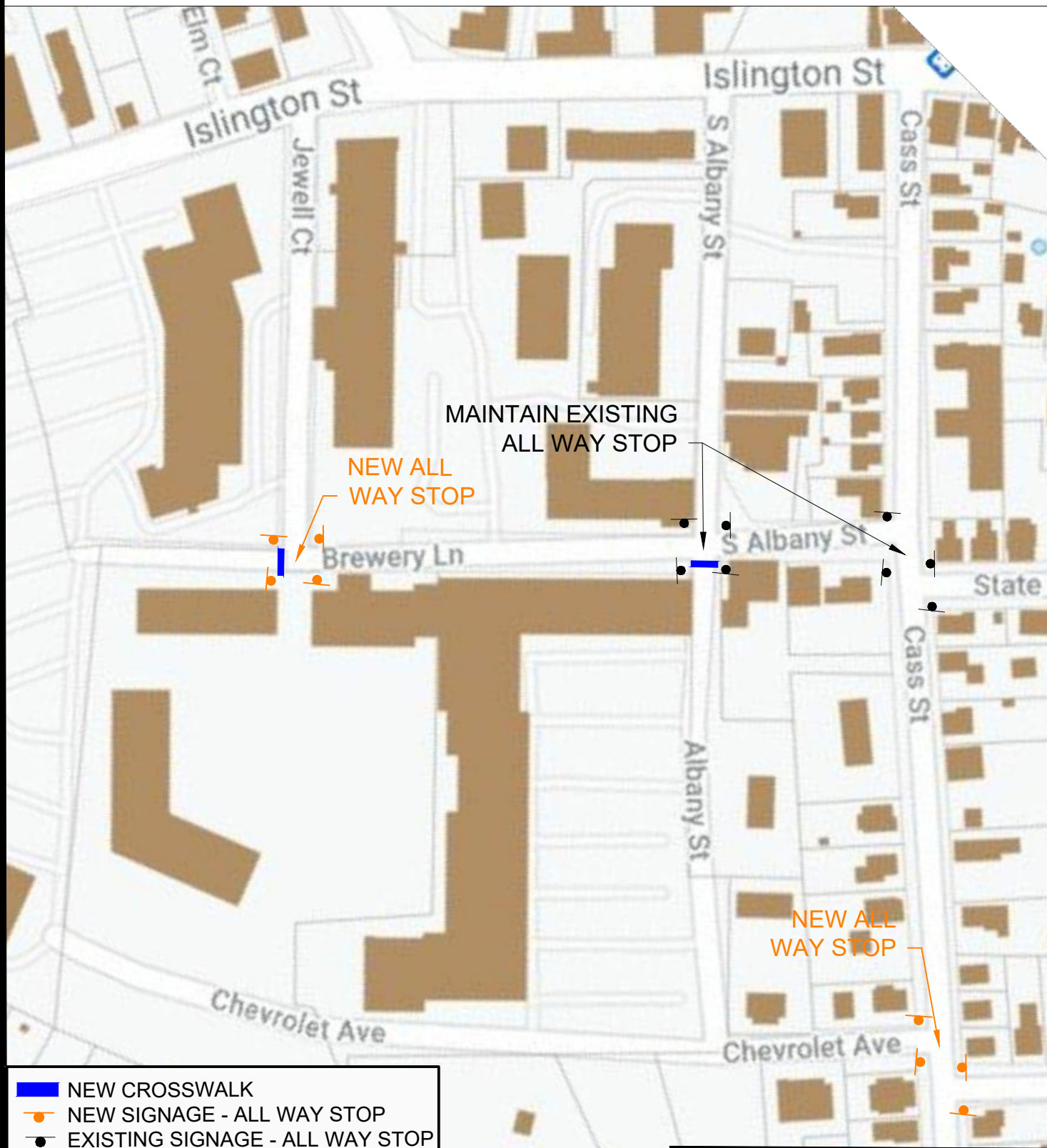
New crosswalks should be striped across the Brewery Lane northbound approach at Jewell Court and across the Albany Street Extension westbound approach at Brewery Lane where curb ramps and sidewalk are present. With the implementation of a new all-way stop at the intersection of Chevrolet Avenue / Cass Street / Lovell Street, parking restrictions should be implemented on Cass Street between Chevrolet Avenue and Lovell Street to ensure sufficient sight lines between each stop bar.

This alternative is represented in Figure 8.

³ A Policy on Geometric Design of Highways and Street; American Association of State Highway Transportation Officials (AASHTO); 6th Edition; 2011; Section 9.5.3 Case E



Not to scale






-  NEW CROSSWALK
-  NEW SIGNAGE - ALL WAY STOP
-  EXISTING SIGNAGE - ALL WAY STOP

Figure 8

Traffic Control Change Alternative



TEC, Inc.
146 Dascomb Road
Andover, MA 01810

ONE-WAY ALTERNATIVE A

The conversion of Brewery Lane / Albany Street and Chevrolet Avenue into a one-way pair was considered to facilitate pedestrian safety and provide additional on-street parking. Currently, vehicle travel patterns indicate that motorists traveling to/from the east on Cass Street use Chevrolet Avenue to enter and exit Plaza 800, with the majority of vehicles exiting Chevrolet Avenue northbound turning right onto Cass Street eastbound and approximately half of the vehicles traveling westbound on Cass Street turning left into Chevrolet Avenue. The vehicular traffic distribution along Brewery Lane/Albany Street is consistently 60% or more in the northbound direction throughout the day. Therefore, in the One-Way Alternative A scenario, Brewery Lane / Albany Street was considered to provide for one-way vehicular traffic flow in the northbound direction and Chevrolet Avenue to provide for one-way vehicular traffic flow in the southbound direction.

Parking and Circulation Evaluation

With the implementation of one-way vehicular traffic flow, Brewery Lane has sufficient width to provide a new 8-foot wide on-street parking lane. On-street parking along Brewery Lane outside the delineated spaces is currently unmarked, but restricted by City Ordinance as a fire lane, and on-street parking was not observed along these roadways during the field visits. A total of 15 new on-street parking spaces (17 spaces total including the existing spaces) could be provided along Brewery Lane between Jewell Court and Albany Street and two new spaces (4 spaces total) could be provided along Albany Street between the Albany Street Extension and Cass Street. The existing two parking spaces along Albany Street at 100 Albany Street should be replaced with sidewalk and curbing to better protect pedestrians accessing the two small businesses fronting this section of roadway. The Portsmouth Fire Department would need to approve the provision of parking along Brewery Lane between Jewell Court and Albany Street; however, the roadway is 24 feet wide from curb to curb in the existing condition on this block. The provision of an 8-foot parking lane would leave 16 feet remaining for one-way traffic flow and emergency access. Provision of shoulder pavement markings along the opposite side of the roadway may aid in visually narrowing the travel way to maintain the currently low vehicle speeds.

A total of 20 new on-street parking spaces could be provided along Chevrolet Avenue between Albany Street and the entrance to the Brewery 145 residential building parking. It is understood that Chevrolet Avenue is a privately owned roadway, however, additional on-street parking may benefit residents and visitors to the neighborhood, while passively slowing traffic speeds in the one-way condition. The provision of sidewalk and curbing along the west side Chevrolet Avenue would aid in providing a separate, defined area for pedestrians. Sufficient width is available along Chevrolet Avenue within the existing pavement width to provide an 8-foot parking lane with approximately 17 feet remaining for one-way traffic flow and emergency access. Provision of shoulder pavement markings along the opposite side of the roadway may aid in visually narrowing the travel way to maintain the currently low vehicle speeds.

The provision of one-way traffic flow along Brewery Lane and Chevrolet Avenue would add a level of comfort for drivers circulating the area and would not cause significant diversion of traffic flow outside of the Brewery Lane area, as these roadways are the primary access and

circulation to the destinations within to this area. The roadways are less than 900 feet in length and maintaining two-way traffic flow along Cass Street, Albany Street/Albany Street Extension and within Plaza 800 will allow for sufficient circulation to the residences and businesses adjacent to the roadways. Operationally, the intersections within the study area would not experience a significant increase in delay or queue lengths. The provision of on-street parking would aid in maintaining the slow vehicle speeds experienced today. One-way vehicular traffic flow would also aid pedestrian safety, as the number of conflict points between vehicles and pedestrians would be reduced. Concurrent with the provision of one-way traffic flow, it is recommended that new crosswalks be striped across the Brewery Lane northbound approach at Jewell Court and across the Albany Street Extension westbound approach at Brewery Lane where curb ramps and sidewalk are present. If sidewalk is provided along Chevrolet Avenue, a crosswalk should be provided across the Albany Street Extension approach.

This alternative is represented in Figure 9.



Not to scale

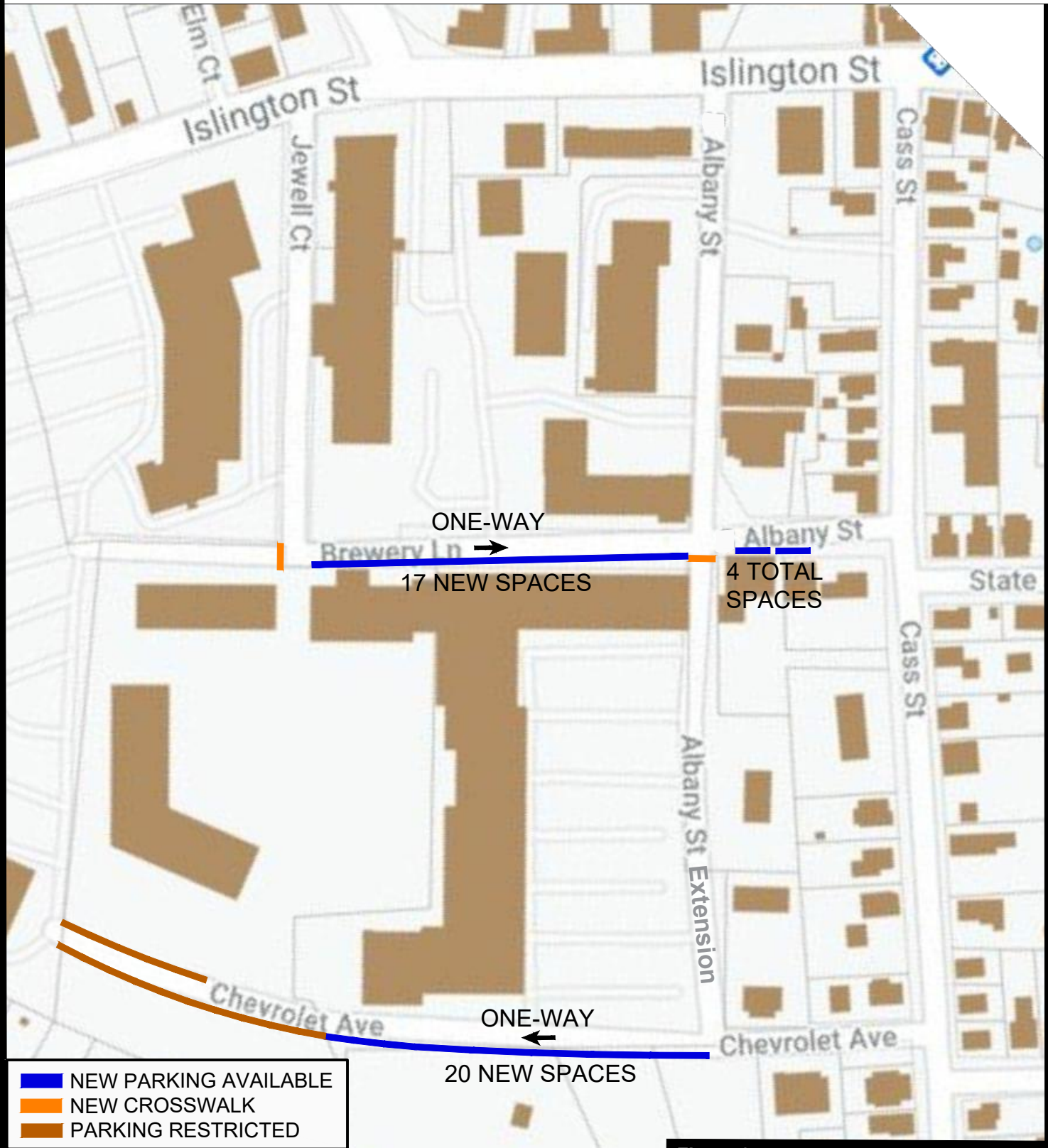


Figure 9
One-Way Alternative A



TEC, Inc.
146 Dascomb Road
Andover, MA 01810

T:\1083\CAD\Highway\Graphics\1083_One-Way Alternative A.dwg 5/20/2021 2:21:24 PM

ONE-WAY ALTERNATIVE B

The conversion of Jewell Court and Albany Street into a one-way pair was considered to facilitate pedestrian safety and provide additional on-street parking between Islington Street and Brewery Lane. Jewell Court, at its intersection with Islington Street is restricted to right turns only. Therefore, all vehicular traffic within the Brewery Lane area that desires to travel south along Islington Street must make a left turn from Albany Street. Vehicles traveling from the south on Islington Street generally enter the area along Jewell Court, rather than travel through the signalized Islington Street / Bartlett Street intersection to Albany Street. Therefore, in the One-Way Alternative B scenario, Jewell Court was considered to provide for one-way vehicular traffic flow in the eastbound direction and Albany Street to provide for one-way vehicular traffic flow in the westbound direction. In this scenario, Brewery Lane / Albany Street and Chevrolet Avenue were considered to maintain two-way operations.

Parking and Circulation Evaluation

With the implementation of one-way vehicular traffic flow, Jewell Court has sufficient width to provide additional on-street parking. On-street parking is currently not prohibited along Jewell Court, but the current roadway width and two-way vehicular traffic flow may cause motorists to not feel comfortable parking along the curblines. Sidewalk and curbing with a six-inch minimum curb reveal are provided along the south side of Jewell Court, providing a clearly separated area for pedestrian travel. A total of 12 new on-street parking spaces could be provided along the south side of Jewell Court with the provision of one-way traffic flow. The roadway is 27 feet wide from curb to curb in the existing condition between Islington Street and Brewery Lane. The provision of an 8-foot parking lane would leave 19 feet remaining for one-way traffic flow and emergency access. A total of 8 parking spaces could also be considered along the north side of Jewell Court between the head-in parking along the CVS Pharmacy and the parking lot adjacent to 110 Brewery Lane to reduce the vehicular travel lane to 11 feet to maintain low vehicle travel speeds by reducing the travel way width. Alternatively, shoulder pavement markings could be provided to visually narrow the roadway.

Along Albany Street, no formal sidewalk is present and vehicles parking on-street pull out of the through travel way onto private properties. Sufficient width is available along Albany Street to provide a new 5-foot sidewalk with curbing along the north side of the roadway to define a pedestrian space, reduce pedestrian/vehicle conflicts, provide access management to the parking lots adjacent to the roadway and formalize on-street parking. The existing 10 parking spaces could be maintained along the north side of Albany Street between Islington Street and Brewery Lane. The existing roadway width varies, however, a vehicular travel lane of over 12 feet would be maintained.

A noted operational concern with the provision of one-way traffic flow along Jewell Court and Albany Street is the diversion of Islington Street southbound left turns from Albany Street to Jewell Court. Currently, the signalized intersection of Islington Street with Bartlett Street experiences queue lengths along the northbound approach of Islington Street that regularly extend past the Jewell Court intersection in both the left turn and through lanes. Should the queuing vehicles in both lanes on this approach not leave an opening for southbound left turning vehicles, these vehicles could block southbound through vehicles at the signalized intersection. To prevent this condition, restricting the left turn movement southbound into

Jewell Court from Islington Street could be considered. The restriction of left turn movements into Jewell Court coincident with one-way traffic flow westbound on Albany Street would require southbound vehicles desiring to enter the Brewery Lane area to perform their left turn movement at Cass Street. Should a new visitor to the area miss this turn, the next option would be to circulate through the Plaza 800 site. Plaza 800 is a private development and should not be considered as a public thoroughfare for through traffic.

One-way vehicular traffic flow would aid pedestrian safety, as the number of conflict points between vehicles and pedestrians would be reduced. However, the provision of sidewalk along Albany Street between Islington Street and Brewery Lane would greatly improve pedestrian safety within this area without requiring vehicle diversion. The vehicular travel lanes for two-way traffic flow would be reduced to approximately 10 feet, which would aid in maintaining lower vehicle speeds. A new crosswalk across the Albany Street southbound approach would be striped with the installation of new sidewalk along the north side of Albany Street, more clearly defining pedestrian crossing areas.

This alternative is represented in Figure 10.



Not to scale

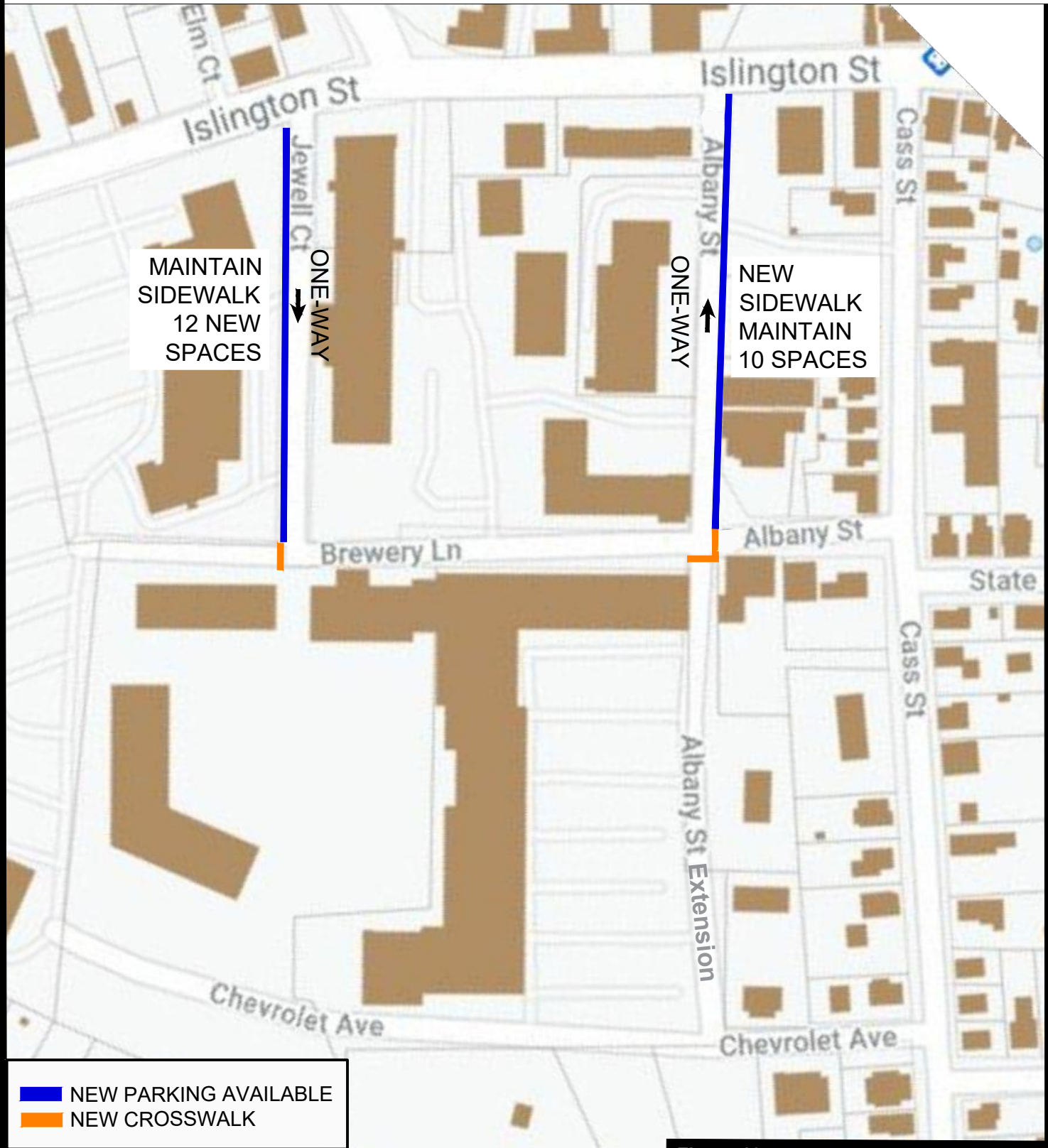


Figure 10

One-Way Alternative B



TEC, Inc.
146 Dascomb Road
Andover, MA 01810

V. RECOMMENDATIONS

The evaluation of the parking and circulation within the Brewery Lane area considered maintaining local business and residential access, improving the pedestrian walking environment, and provision of efficient vehicle circulation and operational safety.

Encouraging walking can help create a “park once” environment, where patrons and residents park their car and visit multiple commercial destinations on foot. Traffic volumes and vehicle speeds are low through the area, and pedestrians were frequently observed to cross outside of defined crossing areas. Increasing the visibility and safety for pedestrians is necessary to promote the walkability of the Brewery Lane area and attract new business patrons and residents.

Changes to vehicle operations and circulation should consider safety of all roadway users and have the goal to maintain the current low vehicle speeds while maximizing access to area residences and businesses.

The following recommendations are intended to provide an outline for a comprehensive approach to offering adequate parking, vehicle circulation and safe pedestrian accommodations for the new businesses, visitors, and residents of this neighborhood. Full implementation of these recommendations will not be possible without continued City and private business/landowner coordination and conversations and a common interest and commitment to improving the Brewery Lane area environment for all roadway users.

Improve Pedestrian Accommodations

Opportunities to provide for a complete and safer street for all users include

- Stripe new crosswalks across the Brewery Lane northbound approach at Jewell Court and across the Albany Street Extension westbound approach at Brewery Lane where curb ramps and sidewalk are present to maximize pedestrian visibility and define crossing areas to encourage pedestrians to use the most visible crossing location.
- Construct new sidewalk along the north side of Albany Street between Islington Street and Brewery Lane to close this network gap. Provide a new crosswalk across the north approach of Albany Street with new ADA-compliant curb ramps.
- Provide new sidewalk along the west side of Chevrolet Avenue between Cass Street and the current sidewalk terminus. Provide a new crosswalk across the east approach of the Albany Street Extension with ADA-compliant curb ramps.
- Provision of curb extensions at the end of any new on-street parking areas would reduce pedestrian crossing lengths and improve visibility of pedestrians waiting to cross the roadway.

Refine Vehicle Circulation

Opportunities to improve vehicle circulation include:

- Implement all-way stop traffic control at the intersections of Jewell Court / Brewery Lane and Chevrolet Avenue / Cass Street / Lovell Street to improve the safety and sight distances for vehicles exiting the side streets. Provision of an all-way stop condition also increases the visibility of pedestrians at the intersection corners and encourages pedestrians to cross in front of stopped vehicles where they are the most visible. All-way stop traffic control used in series on a short section of roadway, while not specifically implemented as a traffic calming device, has the added benefit of keeping vehicle speeds low between intersections.
- Consider partnering with the private roadway owner to convert Brewery Lane and Chevrolet Avenue to a one-way vehicle traffic flow pair. Provision of one-way traffic flow will reduce conflict points at intersections with reduced sight distances. One-way vehicular traffic flow would aid pedestrian safety, as the number of conflict areas between vehicles and pedestrians would be reduced. Shoulder striping should be considered where appropriate within this scenario to visibly reduce the remaining travel lane widths to maintain low vehicle speeds.
- It is recommended to maintain the existing on-street parking along Cass Street as is currently permitted. The provision of on-street parking on both sides of the roadway provides passive traffic calming and slows vehicle speeds along this residential roadway, as the width of the roadway restricts two vehicles from passing each other when vehicles are parked on both sides of the roadway. Drivers must pause and yield to other drivers when the parking is fully utilized. There is sufficient area due to driveways and other breaks in the parking to accommodate waiting vehicles. On-street parking on both sides of Cass Street makes the roadway feel congested for vehicles but also serves as a passive traffic calming device, keeping speeds low and providing a pleasant walking experience for pedestrians. With the implementation of a new all-way stop at the intersection of Chevrolet Avenue / Cass Street / Lovell Street, parking restrictions will need to be implemented on Cass Street between Chevrolet Avenue and Lovell Street.
- General engineering practice in accordance with the guidance within the MUTCD provides that speed limits on local roadways be defined based upon the speed of free-flowing vehicles and that a posted speed limit should be within 5 mph of the 85th percentile speed of free-flowing vehicles. The 85th percentile speeds recorded along Albany Street, Brewery Lane and Chevrolet Avenue were at or below 26 mph. Therefore, posting a 25 mph speed limit is recommended along these roadways upon approval of the City's Parking and Traffic Safety Committee.
- Provision of a one-way vehicular traffic flow pair along Albany Street and Jewell Court between Islington Street and Brewery Lane is not recommended due to potential circulation constraints and conflicts along Islington Street.

Encourage More Efficient Use of Area Parking

Opportunities for more efficient parking include:

- A total of 37 potential new on-street parking spaces would be created with the provision of a one-way vehicle traffic flow pair along Brewery Lane/Albany Street and Chevrolet Avenue. On-street parking along Brewery Lane between Jewell Court and Albany Street would require approval of the Portsmouth Fire Department and a change to the Emergency Fire Lane ordinance. On-street parking would reduce vehicle travel lane widths made wider by the removal of two-way traffic and aid in maintaining low vehicle speeds.
- There are several underutilized private parking lots within the Brewery Lane area. The City's acceptance and encouragement of shared parking agreements could create opportunities for additional redevelopment within the area as complimentary lots could be merged to reduce unnecessary surface parking.
- Consider dedicated parking spaces for area employees in an off-street lot through any shared parking agreement to alleviate concerns regarding loss of individual spaces for employees.

Appendix A

Turning Movements Counts (TMCs)

Accurate Counts
978-664-2565

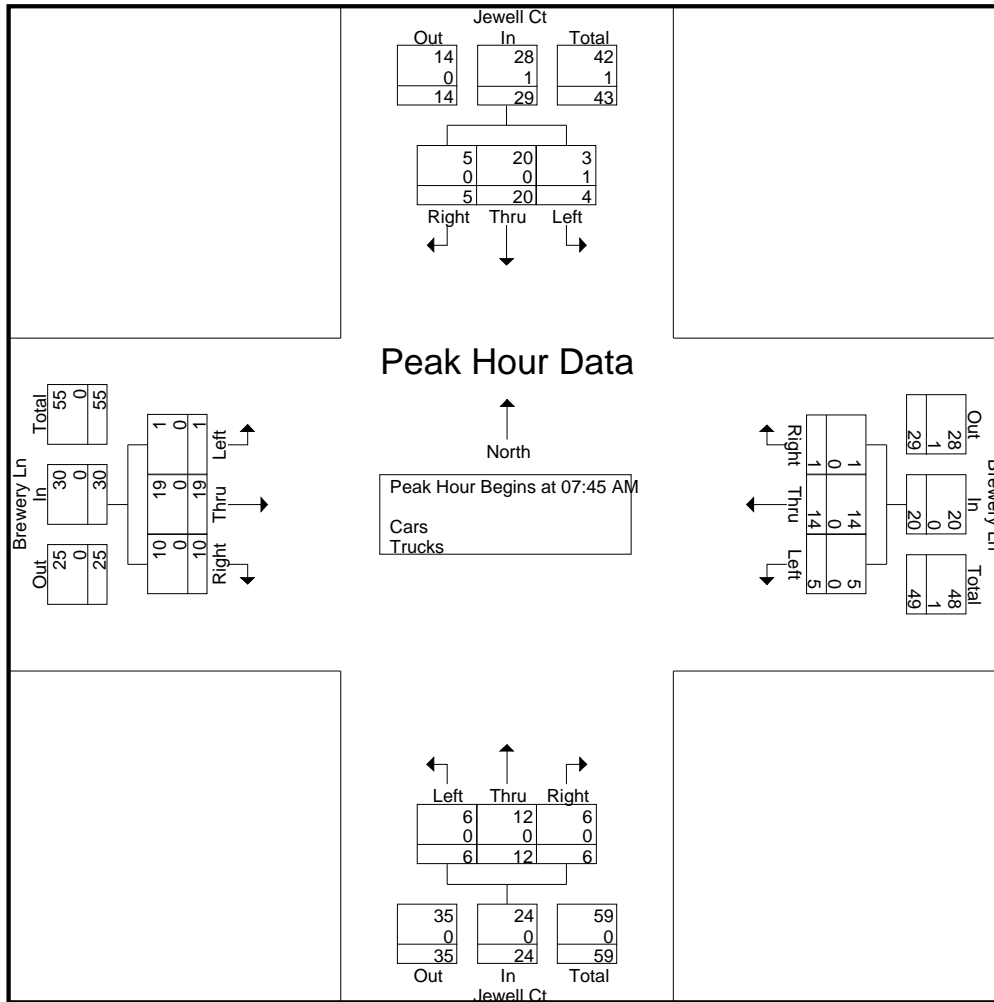
N/S Street : Jewell Court
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear

File Name : 10830001
Site Code : 10830001
Start Date : 3/9/2021
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Jewell Ct From North			Brewery Ln From East			Jewell Ct From South			Brewery Ln From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	1	3	0	0	5	0	0	2	0	0	1	0	12
07:15 AM	1	1	0	1	5	0	0	2	1	0	6	0	17
07:30 AM	1	2	0	0	5	2	0	7	0	0	2	2	21
07:45 AM	0	6	4	0	0	0	4	5	6	0	7	0	32
Total	3	12	4	1	15	2	4	16	7	0	16	2	82
08:00 AM	3	4	0	1	4	0	2	2	0	0	3	8	27
08:15 AM	0	3	1	1	3	1	0	4	0	0	4	2	19
08:30 AM	1	7	0	3	7	0	0	1	0	1	5	0	25
08:45 AM	2	5	1	3	3	1	3	1	1	2	2	1	25
Total	6	19	2	8	17	2	5	8	1	3	14	11	96
09:00 AM	0	4	0	1	5	0	0	1	1	2	0	1	15
09:15 AM	3	3	2	0	2	2	0	1	0	1	5	2	21
09:30 AM	2	3	1	0	6	2	3	4	5	1	5	2	34
09:45 AM	7	4	2	2	9	0	0	1	2	2	4	0	33
Total	12	14	5	3	22	4	3	7	8	6	14	5	103
10:00 AM	0	0	2	1	13	0	0	0	1	0	15	1	33
10:15 AM	0	1	1	0	15	1	1	4	0	1	6	0	30
10:30 AM	4	0	1	4	13	2	1	0	2	1	7	0	35
10:45 AM	2	1	2	0	9	2	0	0	1	0	11	0	28
Total	6	2	6	5	50	5	2	4	4	2	39	1	126
11:00 AM	4	2	2	1	10	0	0	1	0	0	11	0	31
11:15 AM	1	3	2	0	8	2	0	2	0	0	15	1	34
11:30 AM	3	5	0	0	9	2	1	2	2	0	12	0	36
11:45 AM	3	2	3	1	11	4	1	1	4	3	8	0	41
Total	11	12	7	2	38	8	2	6	6	3	46	1	142
12:00 PM	5	1	0	2	18	0	1	5	7	2	10	0	51
12:15 PM	3	0	1	3	14	0	2	3	2	1	17	2	48
12:30 PM	2	3	4	2	16	1	0	4	1	0	15	0	48
12:45 PM	5	2	3	1	11	0	1	1	1	2	17	0	44
Total	15	6	8	8	59	1	4	13	11	5	59	2	191
01:00 PM	3	3	2	1	5	0	0	1	1	1	7	2	26
01:15 PM	3	1	0	2	6	2	1	2	0	0	13	1	31
01:30 PM	5	3	2	0	11	2	2	0	1	1	6	1	34
01:45 PM	1	4	2	0	14	4	0	1	1	4	16	1	48
Total	12	11	6	3	36	8	3	4	3	6	42	5	139
02:00 PM	3	2	1	0	8	0	0	1	1	1	9	0	26
02:15 PM	5	2	1	1	11	1	1	2	1	2	10	2	39
02:30 PM	0	4	1	2	7	1	0	0	2	2	8	0	27
02:45 PM	3	1	2	1	4	3	1	1	1	1	17	0	35
Total	11	9	5	4	30	5	2	4	5	6	44	2	127
03:00 PM	3	1	5	3	10	4	0	2	1	1	14	0	44
03:15 PM	6	2	1	0	16	2	0	1	0	2	18	0	48
03:30 PM	6	1	1	3	17	5	0	0	2	3	15	0	53
03:45 PM	3	2	2	0	14	3	0	3	0	3	15	2	47
Total	18	6	9	6	57	14	0	6	3	9	62	2	192
04:00 PM	5	6	2	1	25	1	1	2	2	4	17	3	69
04:15 PM	6	6	2	4	9	4	1	3	2	1	19	1	58
04:30 PM	6	5	3	3	14	2	1	1	1	1	9	0	46
04:45 PM	7	4	2	0	11	2	0	2	0	4	14	0	46
Total	24	21	9	8	59	9	3	8	5	10	59	4	219
05:00 PM	4	3	3	3	15	3	4	4	1	2	21	0	63

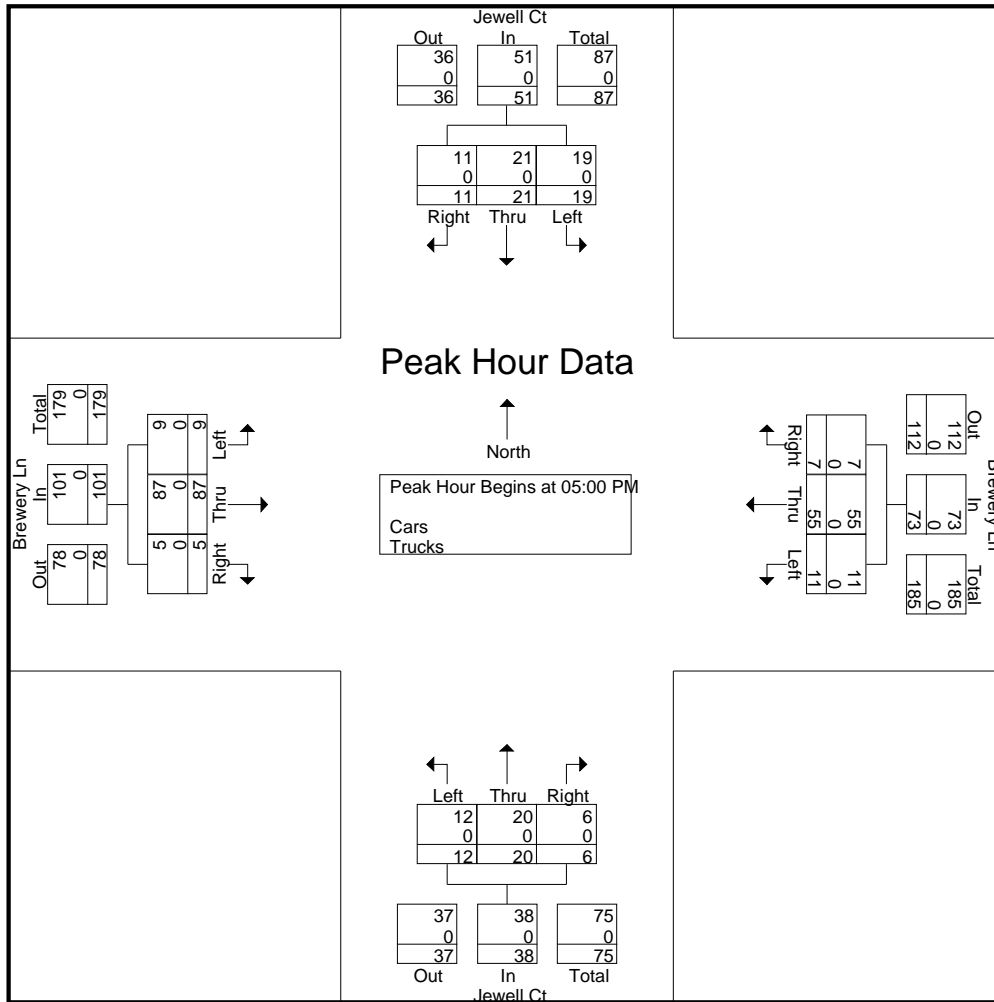
N/S Street : Jewell Court
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	09:00 AM				09:00 AM				07:30 AM				07:45 AM			
+0 mins.	0	4	0	4	1	5	0	6	0	7	0	7	0	7	0	7
+15 mins.	3	3	2	8	0	2	2	4	4	5	6	15	0	3	8	11
+30 mins.	2	3	1	6	0	6	2	8	2	2	0	4	0	4	2	6
+45 mins.	7	4	2	13	2	9	0	11	0	4	0	4	1	5	0	6
Total Volume	12	14	5	31	3	22	4	29	6	18	6	30	1	19	10	30
% App. Total	38.7	45.2	16.1		10.3	75.9	13.8		20	60	20		3.3	63.3	33.3	
PHF	.429	.875	.625	.596	.375	.611	.500	.659	.375	.643	.250	.500	.250	.679	.313	.682
Cars	12	14	4	30	3	22	4	29	6	18	6	30	1	19	10	30
% Cars	100	100	80	96.8	100	100	100	100	100	100	100	100	100	100	100	100
Trucks	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	20	3.2	0	0	0	0	0	0	0	0	0	0	0	0

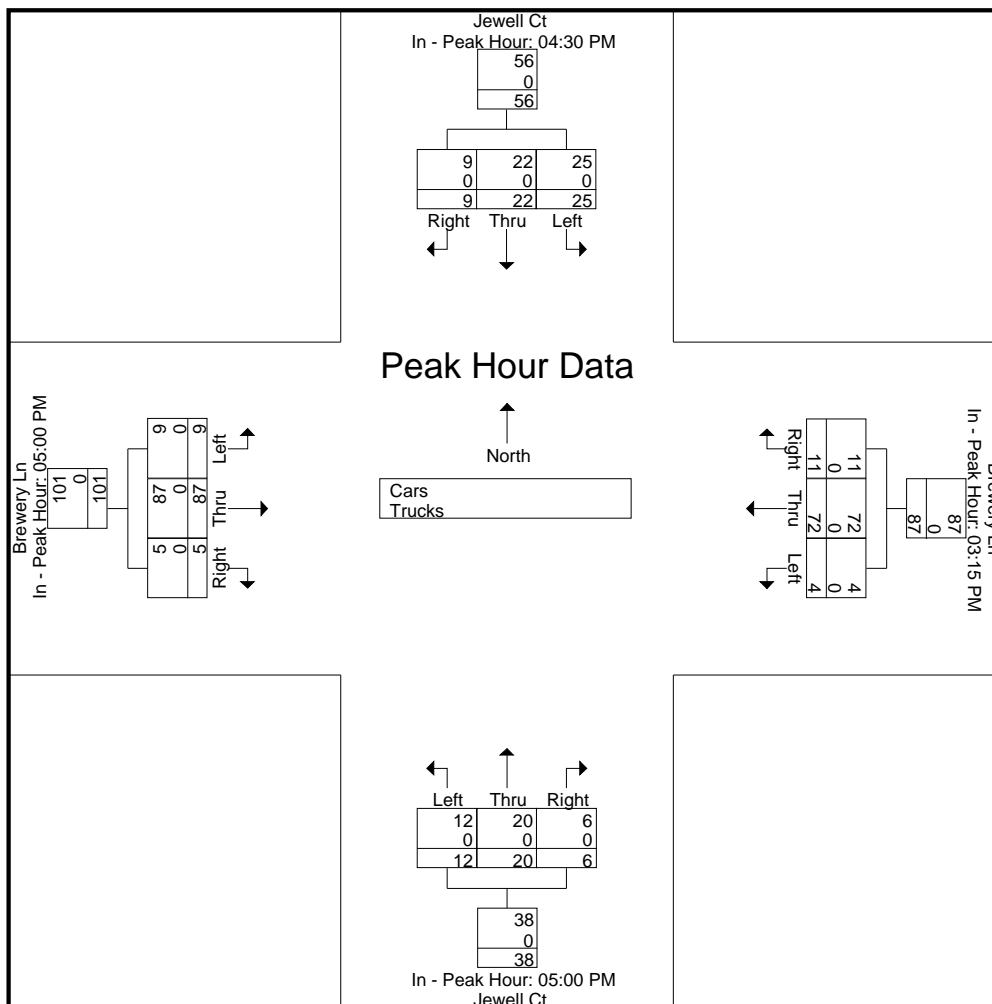
N/S Street : Jewell Court
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				03:15 PM				05:00 PM				05:00 PM			
+0 mins.	6	5	3	14	0	16	2	18	4	4	1	9	2	21	0	23
+15 mins.	7	4	2	13	3	17	5	25	6	10	4	20	1	29	4	34
+30 mins.	4	3	3	10	0	14	3	17	1	4	0	5	4	14	1	19
+45 mins.	8	10	1	19	1	25	1	27	1	2	1	4	2	23	0	25
Total Volume	25	22	9	56	4	72	11	87	12	20	6	38	9	87	5	101
% App. Total	44.6	39.3	16.1		4.6	82.8	12.6		31.6	52.6	15.8		8.9	86.1	5	
PHF	.781	.550	.750	.737	.333	.720	.550	.806	.500	.500	.375	.475	.563	.750	.313	.743
Cars	25	22	9	56	4	72	11	87	12	20	6	38	9	87	5	101
% Cars	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

N/S Street : Jewell Court
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Jewell Court
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear

File Name : 10830001
Site Code : 10830001
Start Date : 3/9/2021
Page No : 9

Groups Printed- Cars

Start Time	Jewell Ct From North			Brewery Ln From East			Jewell Ct From South			Brewery Ln From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	1	3	0	0	4	0	0	2	0	0	1	0	11
07:15 AM	1	1	0	1	5	0	0	2	1	0	6	0	17
07:30 AM	1	2	0	0	5	2	0	7	0	0	2	2	21
07:45 AM	0	6	4	0	0	0	4	5	6	0	7	0	32
Total	3	12	4	1	14	2	4	16	7	0	16	2	81
08:00 AM	2	4	0	1	4	0	2	2	0	0	3	8	26
08:15 AM	0	3	1	1	3	1	0	4	0	0	4	2	19
08:30 AM	1	7	0	3	7	0	0	1	0	1	5	0	25
08:45 AM	2	5	1	3	3	1	3	1	1	2	2	1	25
Total	5	19	2	8	17	2	5	8	1	3	14	11	95
09:00 AM	0	4	0	1	5	0	0	1	1	1	0	1	14
09:15 AM	3	3	1	0	2	2	0	1	0	1	5	2	20
09:30 AM	2	3	1	0	6	2	3	4	5	1	5	2	34
09:45 AM	7	4	2	2	9	0	0	1	2	2	4	0	33
Total	12	14	4	3	22	4	3	7	8	5	14	5	101
10:00 AM	0	0	2	1	13	0	0	0	1	0	15	1	33
10:15 AM	0	1	0	0	15	0	1	4	0	1	6	0	28
10:30 AM	4	0	1	4	13	2	1	0	2	1	7	0	35
10:45 AM	2	1	2	0	9	2	0	0	1	0	11	0	28
Total	6	2	5	5	50	4	2	4	4	2	39	1	124
11:00 AM	4	2	2	1	10	0	0	1	0	0	10	0	30
11:15 AM	1	3	2	0	8	2	0	2	0	0	15	1	34
11:30 AM	3	5	0	0	9	1	1	2	2	0	12	0	35
11:45 AM	3	2	3	1	11	4	1	1	4	3	8	0	41
Total	11	12	7	2	38	7	2	6	6	3	45	1	140
12:00 PM	5	1	0	2	18	0	1	5	7	2	10	0	51
12:15 PM	3	0	1	3	14	0	2	3	2	1	17	2	48
12:30 PM	2	3	2	2	16	1	0	4	1	0	15	0	46
12:45 PM	5	2	3	1	11	0	1	1	1	2	17	0	44
Total	15	6	6	8	59	1	4	13	11	5	59	2	189
01:00 PM	3	3	2	1	5	0	0	1	1	1	7	2	26
01:15 PM	3	1	0	2	6	2	1	2	0	0	13	1	31
01:30 PM	5	3	2	0	11	2	2	0	1	1	6	1	34
01:45 PM	1	4	2	0	14	4	0	1	1	4	16	1	48
Total	12	11	6	3	36	8	3	4	3	6	42	5	139
02:00 PM	3	2	1	0	8	0	0	1	1	1	9	0	26
02:15 PM	4	2	1	1	11	1	1	2	1	2	10	2	38
02:30 PM	0	4	1	2	7	1	0	0	2	1	8	0	26
02:45 PM	3	1	1	1	4	3	1	1	1	1	17	0	34
Total	10	9	4	4	30	5	2	4	5	5	44	2	124
03:00 PM	3	1	5	3	10	4	0	2	1	1	14	0	44
03:15 PM	6	2	1	0	16	2	0	1	0	1	18	0	47
03:30 PM	6	1	1	3	17	5	0	0	2	3	15	0	53
03:45 PM	3	2	2	0	14	3	0	3	0	3	15	2	47
Total	18	6	9	6	57	14	0	6	3	8	62	2	191
04:00 PM	5	6	2	1	25	1	1	2	2	4	17	3	69
04:15 PM	6	6	2	4	9	4	1	3	2	1	19	1	58
04:30 PM	6	5	3	3	14	2	1	1	1	1	9	0	46
04:45 PM	7	4	2	0	11	2	0	2	0	4	14	0	46
Total	24	21	9	8	59	9	3	8	5	10	59	4	219
05:00 PM	4	3	3	3	15	3	4	4	1	2	21	0	63
05:15 PM	8	10	1	5	14	2	6	10	4	1	29	4	94
05:30 PM	5	4	5	2	15	1	1	4	0	4	14	1	56

Accurate Counts

978-664-2565

N/S Street : Jewell Court
 E/W Street : Brewery Lane
 City/State : Portsmouth, NH
 Weather : Clear

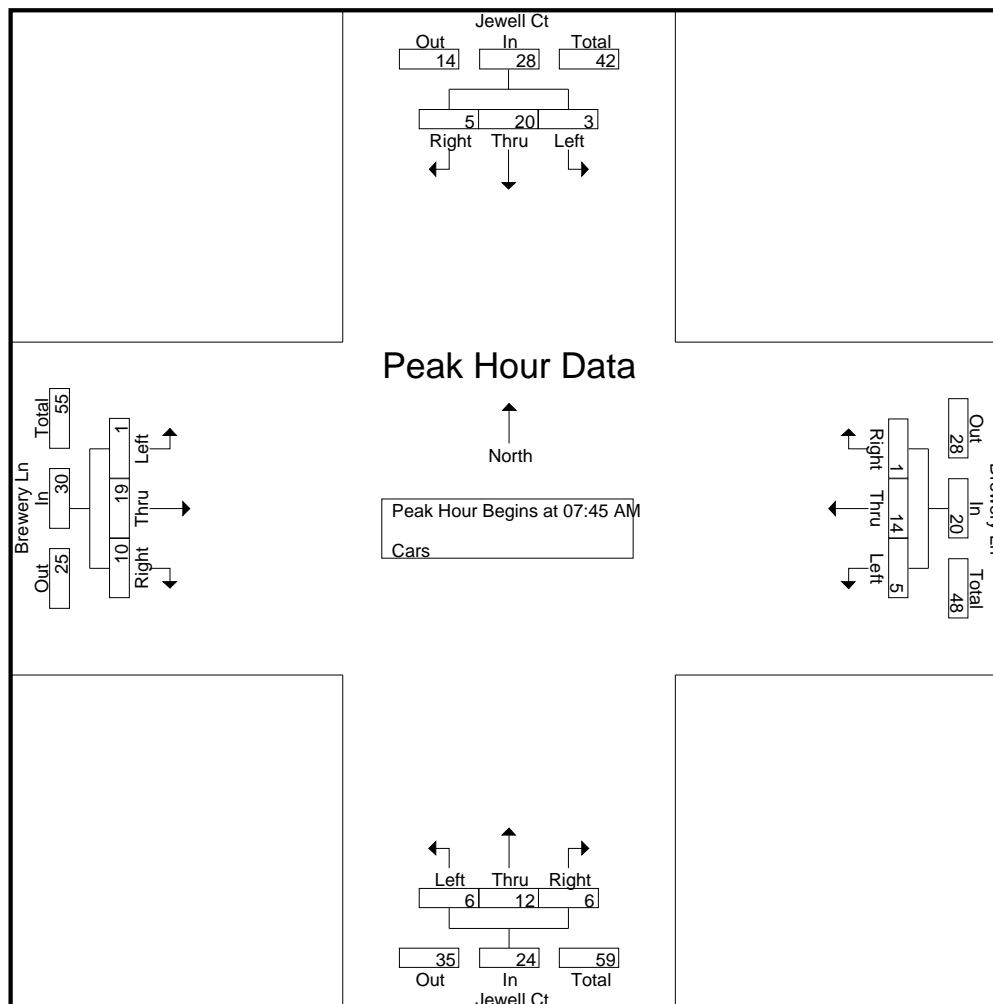
File Name : 10830001
 Site Code : 10830001
 Start Date : 3/9/2021
 Page No : 10

Groups Printed- Cars

Start Time	Jewell Ct From North			Brewery Ln From East			Jewell Ct From South			Brewery Ln From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
05:45 PM	2	4	2	1	11	1	1	2	1	2	23	0	50
Total	19	21	11	11	55	7	12	20	6	9	87	5	263
06:00 PM	2	2	2	1	9	3	1	2	0	0	18	0	40
06:15 PM	3	6	0	0	20	0	4	2	3	3	14	1	56
06:30 PM	2	4	1	1	13	1	2	7	4	0	24	0	59
06:45 PM	2	2	1	0	7	1	1	2	3	0	11	0	30
Total	9	14	4	2	49	5	8	13	10	3	67	1	185
Grand Total	144	147	71	61	486	68	48	109	69	59	548	41	1851
Apprch %	39.8	40.6	19.6	9.9	79	11.1	21.2	48.2	30.5	9.1	84.6	6.3	
Total %	7.8	7.9	3.8	3.3	26.3	3.7	2.6	5.9	3.7	3.2	29.6	2.2	

Start Time	Jewell Ct From North				Brewery Ln From East				Jewell Ct From South				Brewery Ln From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	6	4	10	0	0	0	0	4	5	6	15	0	7	0	7	32
08:00 AM	2	4	0	6	1	4	0	5	2	2	0	4	0	3	8	11	26
08:15 AM	0	3	1	4	1	3	1	5	0	4	0	4	0	4	2	6	19
08:30 AM	1	7	0	8	3	7	0	10	0	1	0	1	1	5	0	6	25
Total Volume	3	20	5	28	5	14	1	20	6	12	6	24	1	19	10	30	102
% App. Total	10.7	71.4	17.9		25	70	5		25	50	25		3.3	63.3	33.3		
PHF	.375	.714	.313	.700	.417	.500	.250	.500	.375	.600	.250	.400	.250	.679	.313	.682	.797

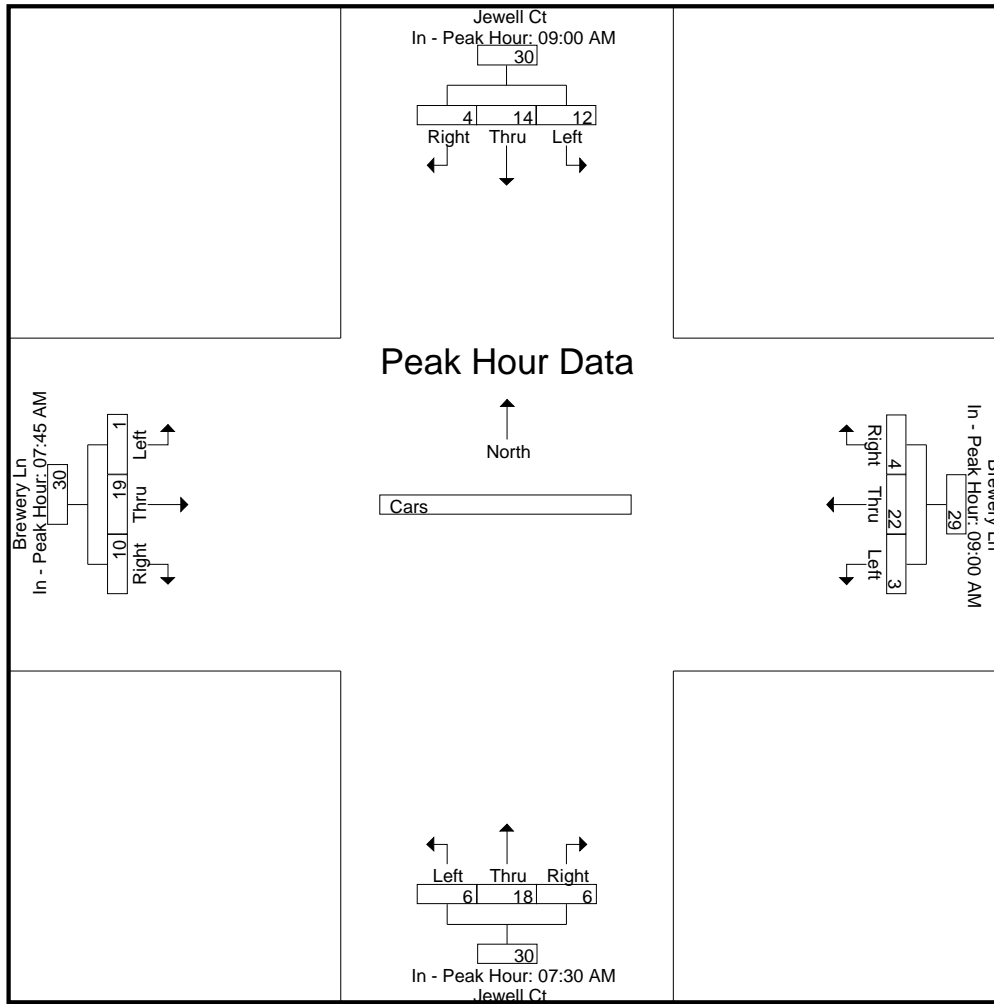
N/S Street : Jewell Court
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	09:00 AM				09:00 AM				07:30 AM				07:45 AM			
+0 mins.	0	4	0	4	1	5	0	6	0	7	0	7	0	7	0	7
+15 mins.	3	3	1	7	0	2	2	4	4	5	6	15	0	3	8	11
+30 mins.	2	3	1	6	0	6	2	8	2	2	0	4	0	4	2	6
+45 mins.	7	4	2	13	2	9	0	11	0	4	0	4	1	5	0	6
Total Volume	12	14	4	30	3	22	4	29	6	18	6	30	1	19	10	30
% App. Total	40	46.7	13.3		10.3	75.9	13.8		20	60	20		3.3	63.3	33.3	
PHF	.429	.875	.500	.577	.375	.611	.500	.659	.375	.643	.250	.500	.250	.679	.313	.682

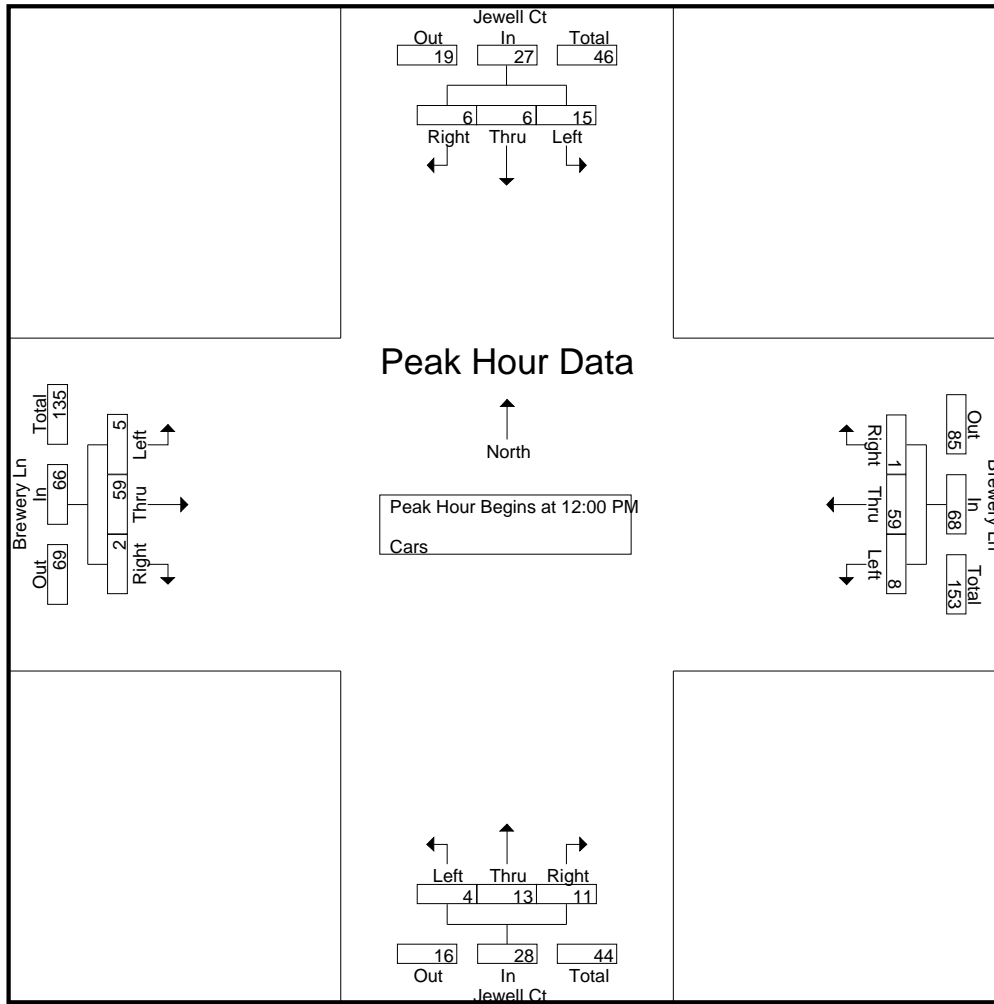
N/S Street : Jewell Court
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	5	1	0	6	2	18	0	20	1	5	7	13	2	10	0	12	51
12:15 PM	3	0	1	4	3	14	0	17	2	3	2	7	1	17	2	20	48
12:30 PM	2	3	2	7	2	16	1	19	0	4	1	5	0	15	0	15	46
12:45 PM	5	2	3	10	1	11	0	12	1	1	1	3	2	17	0	19	44
Total Volume	15	6	6	27	8	59	1	68	4	13	11	28	5	59	2	66	189
% App. Total	55.6	22.2	22.2		11.8	86.8	1.5		14.3	46.4	39.3		7.6	89.4	3		
PHF	.750	.500	.500	.675	.667	.819	.250	.850	.500	.650	.393	.538	.625	.868	.250	.825	.926

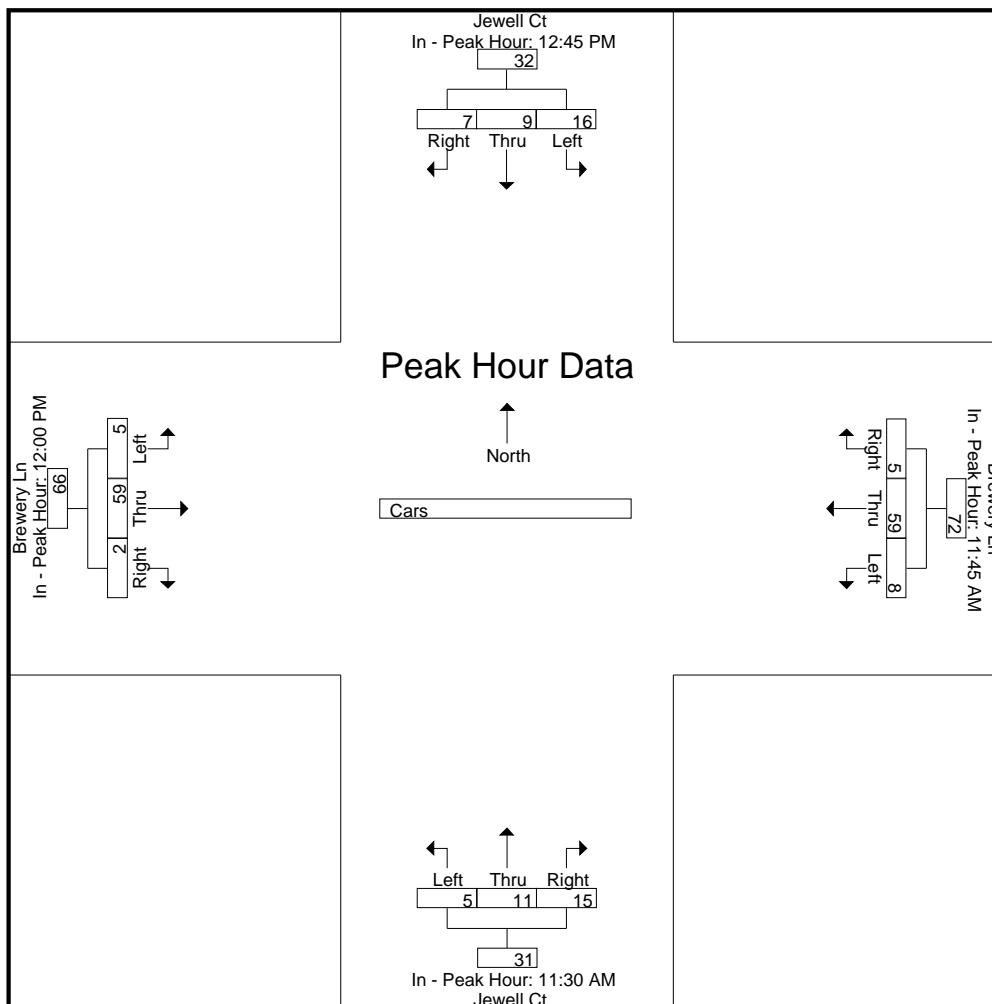
N/S Street : Jewell Court
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:45 PM				11:45 AM				11:30 AM				12:00 PM			
+0 mins.	5	2	3	10	1	11	4	16	1	2	2	5	2	10	0	12
+15 mins.	3	3	2	8	2	18	0	20	1	1	4	6	1	17	2	20
+30 mins.	3	1	0	4	3	14	0	17	1	5	7	13	0	15	0	15
+45 mins.	5	3	2	10	2	16	1	19	2	3	2	7	2	17	0	19
Total Volume	16	9	7	32	8	59	5	72	5	11	15	31	5	59	2	66
% App. Total	50	28.1	21.9		11.1	81.9	6.9		16.1	35.5	48.4		7.6	89.4	3	
PHF	.800	.750	.583	.800	.667	.819	.313	.900	.625	.550	.536	.596	.625	.868	.250	.825

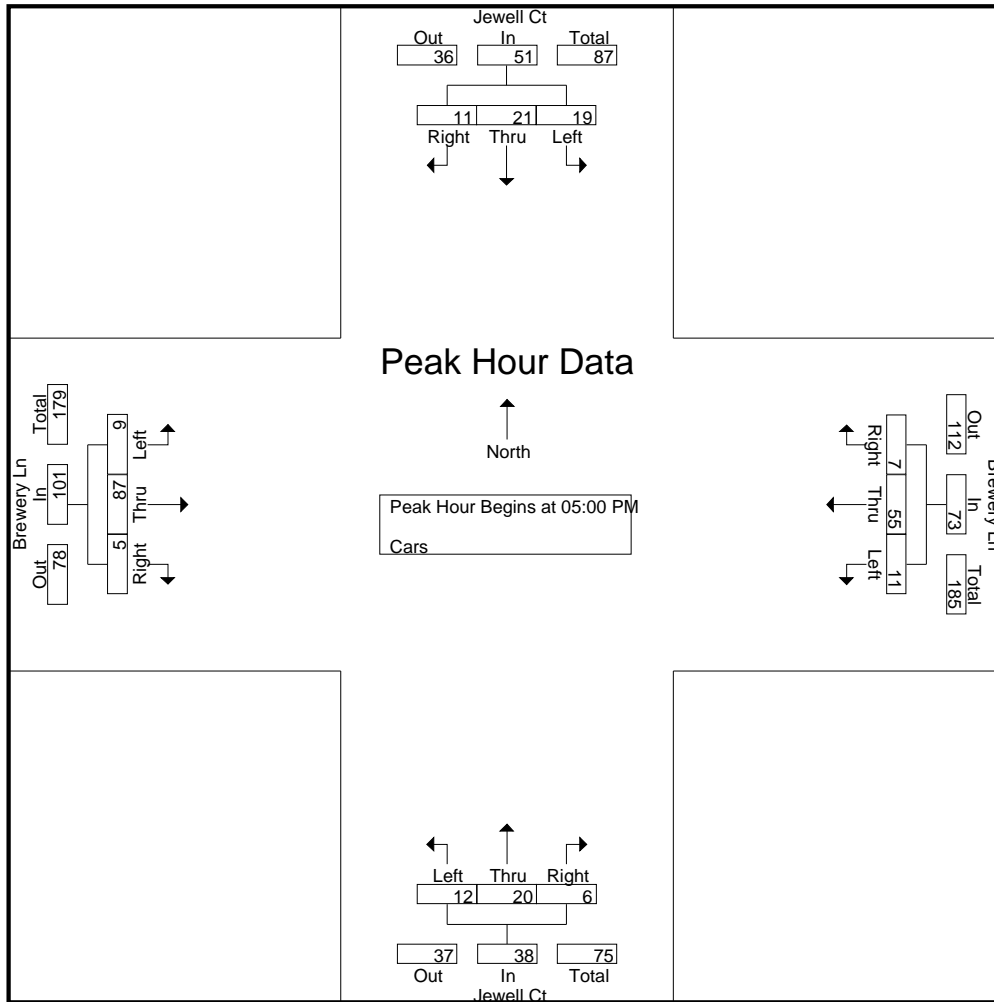
N/S Street : Jewell Court
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	4	3	3	10	3	15	3	21	4	4	1	9	2	21	0	23	63
05:15 PM	8	10	1	19	5	14	2	21	6	10	4	20	1	29	4	34	94
05:30 PM	5	4	5	14	2	15	1	18	1	4	0	5	4	14	1	19	56
05:45 PM	2	4	2	8	1	11	1	13	1	2	1	4	2	23	0	25	50
Total Volume	19	21	11	51	11	55	7	73	12	20	6	38	9	87	5	101	263
% App. Total	37.3	41.2	21.6		15.1	75.3	9.6		31.6	52.6	15.8		8.9	86.1	5		
PHF	.594	.525	.550	.671	.550	.917	.583	.869	.500	.500	.375	.475	.563	.750	.313	.743	.699

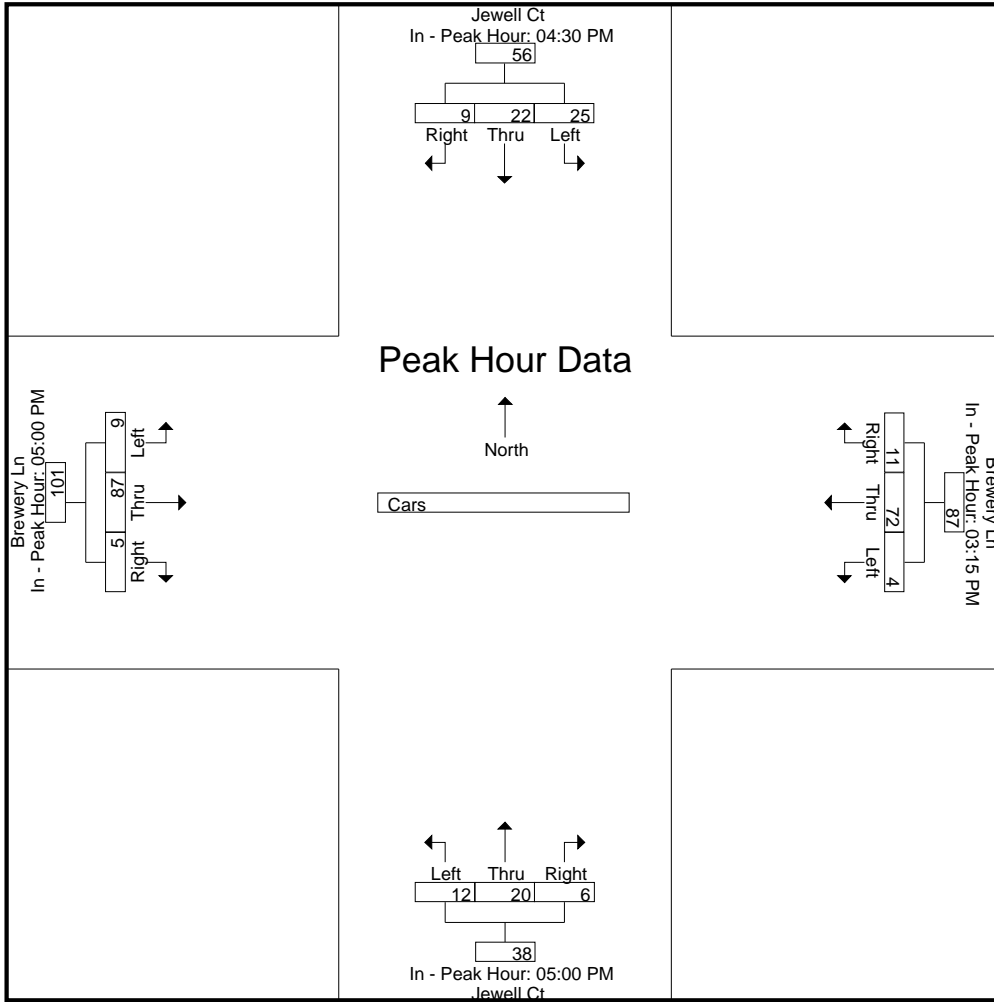
N/S Street : Jewell Court
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				03:15 PM				05:00 PM				05:00 PM			
+0 mins.	6	5	3	14	0	16	2	18	4	4	1	9	2	21	0	23
+15 mins.	7	4	2	13	3	17	5	25	6	10	4	20	1	29	4	34
+30 mins.	4	3	3	10	0	14	3	17	1	4	0	5	4	14	1	19
+45 mins.	8	10	1	19	1	25	1	27	1	2	1	4	2	23	0	25
Total Volume	25	22	9	56	4	72	11	87	12	20	6	38	9	87	5	101
% App. Total	44.6	39.3	16.1		4.6	82.8	12.6		31.6	52.6	15.8		8.9	86.1	5	
PHF	.781	.550	.750	.737	.333	.720	.550	.806	.500	.500	.375	.475	.563	.750	.313	.743

N/S Street : Jewell Court
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Jewell Court
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear

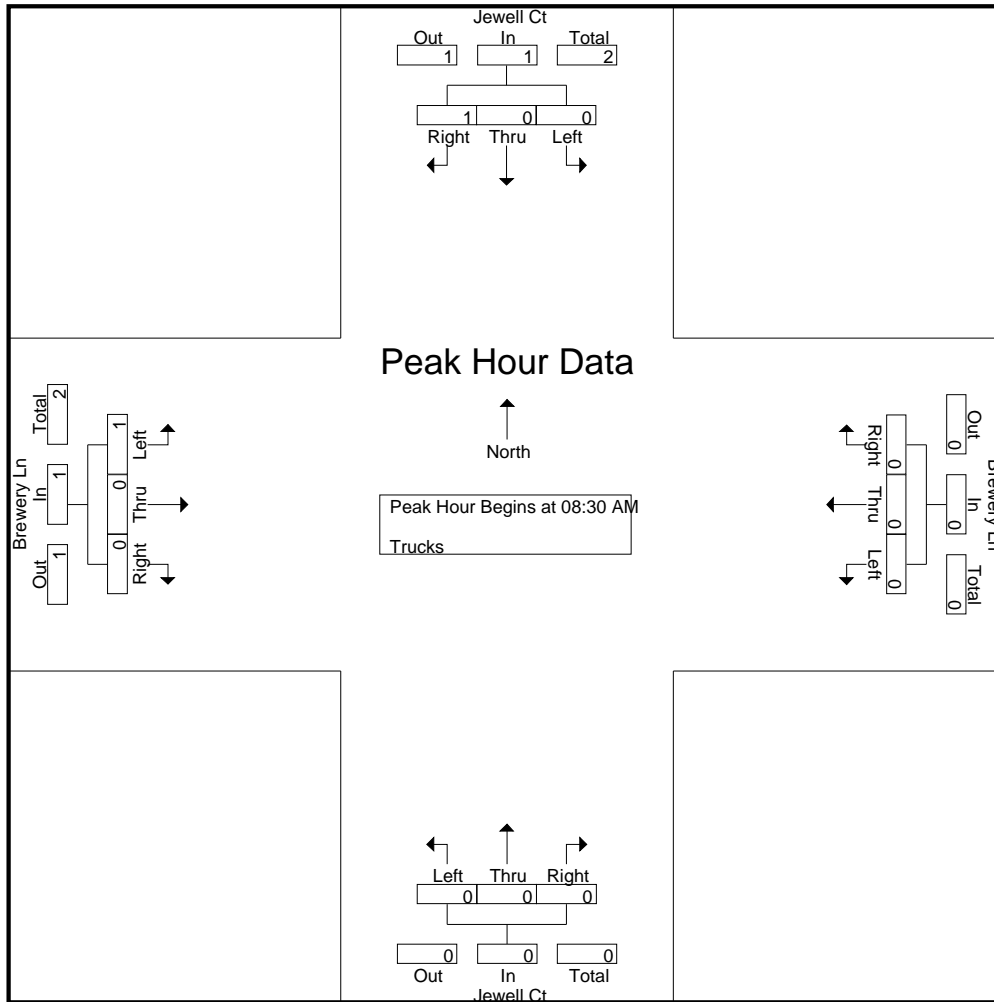
File Name : 10830001
Site Code : 10830001
Start Date : 3/9/2021
Page No : 18

Groups Printed- Trucks

Start Time	Jewell Ct From North			Brewery Ln From East			Jewell Ct From South			Brewery Ln From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
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	2	0	5	0	1	2	0	0	0	3	1	0	14
Apprch %	28.6	0	71.4	0	33.3	66.7	0	0	0	75	25	0	
Total %	14.3	0	35.7	0	7.1	14.3	0	0	0	21.4	7.1	0	

Start Time	Jewell Ct From North				Brewery Ln From East				Jewell Ct From South				Brewery Ln From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	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
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.500

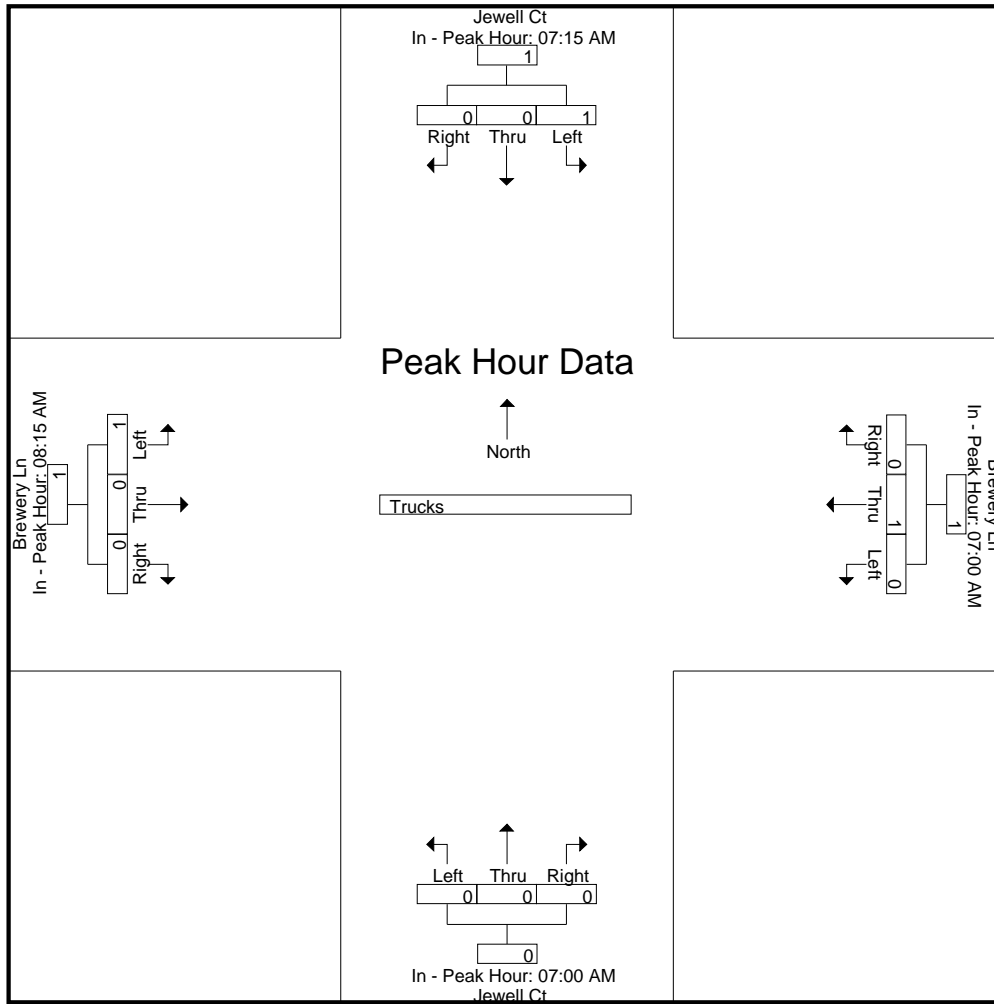
N/S Street : Jewell Court
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM				08:15 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	1	0	0	1	0	1	0	1	0	0	0	0	1	0	0	1
% App. Total	100	0	0		0	100	0		0	0	0		100	0	0	
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.250	.000	.000	.250

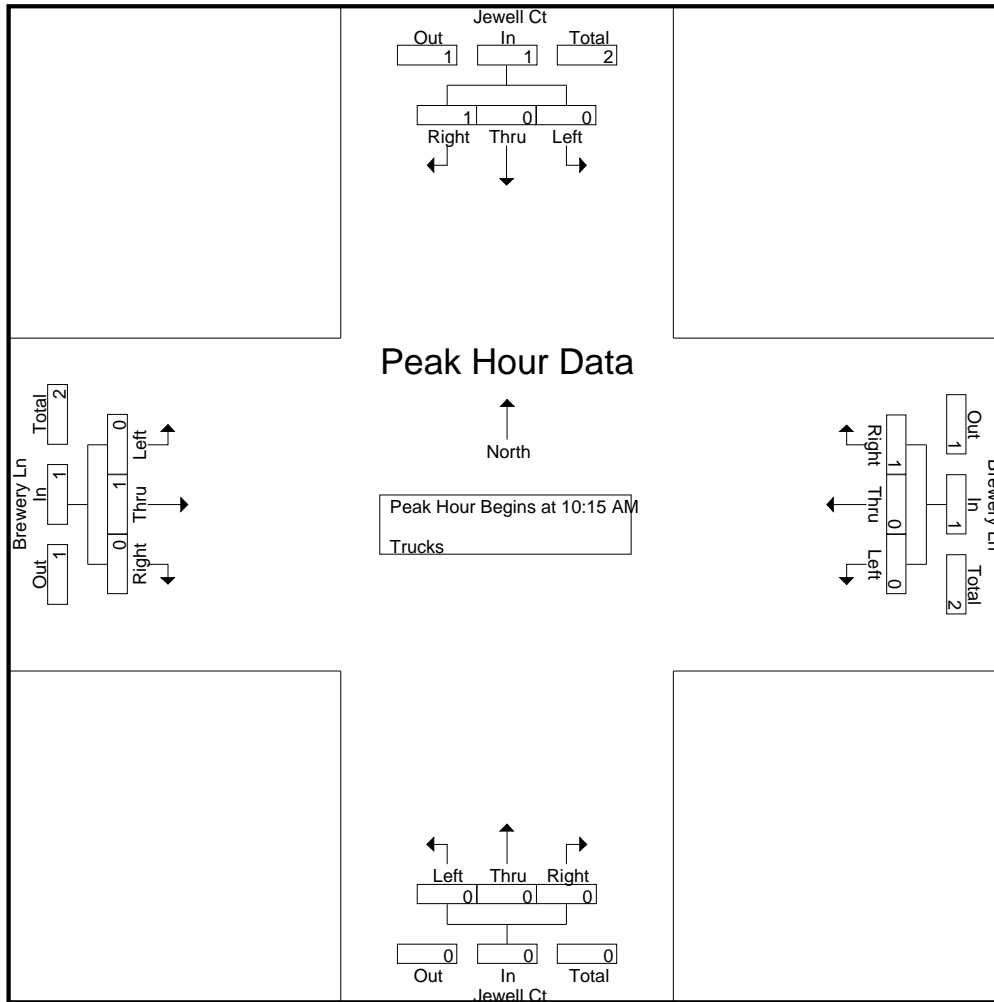
N/S Street : Jewell Court
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 10:15 AM

10:15 AM	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	2
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	1	1	0	0	1	1	0	0	0	0	0	1	0	1	3
% App. Total	0	0	100		0	0	100		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250	.000	.250	.375

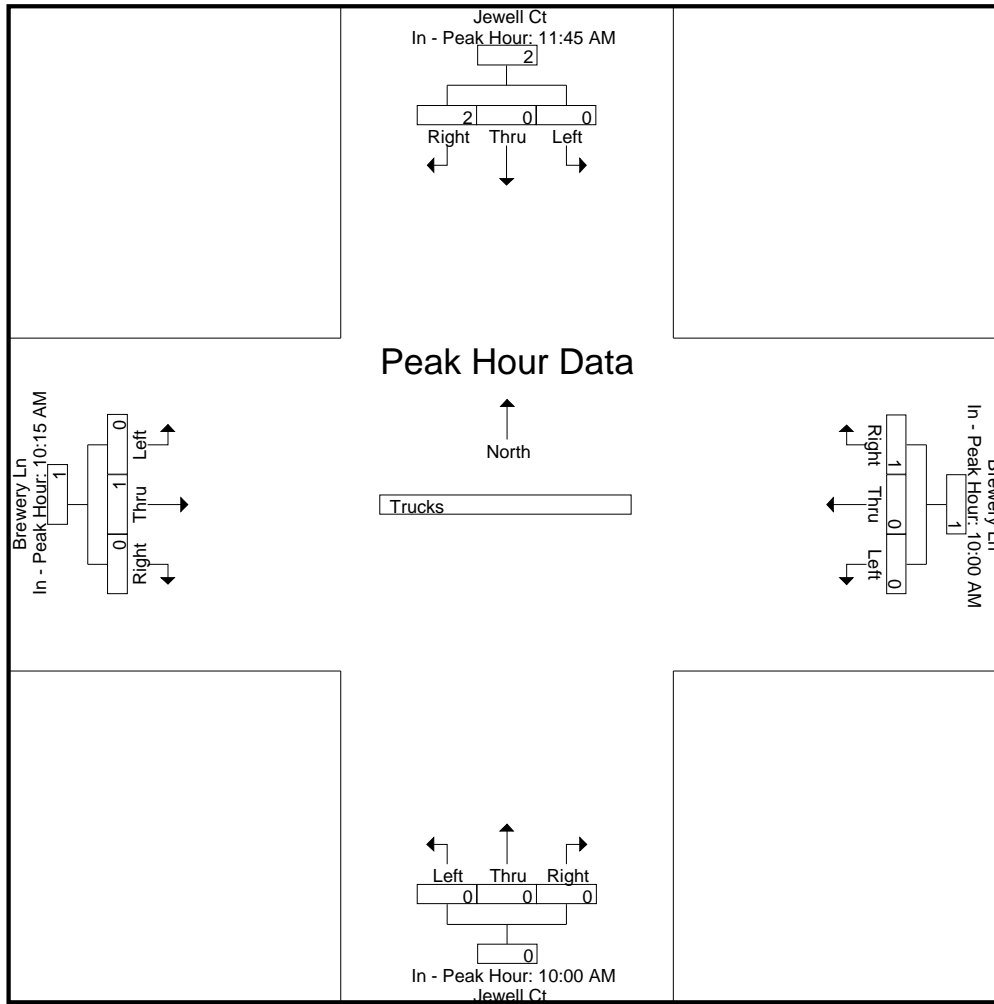
N/S Street : Jewell Court
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:45 AM				10:00 AM				10:00 AM				10:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	2	2	0	0	1	1	0	0	0	0	0	1	0	1
% App. Total	0	0	100		0	0	100		0	0	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250	.000	.250

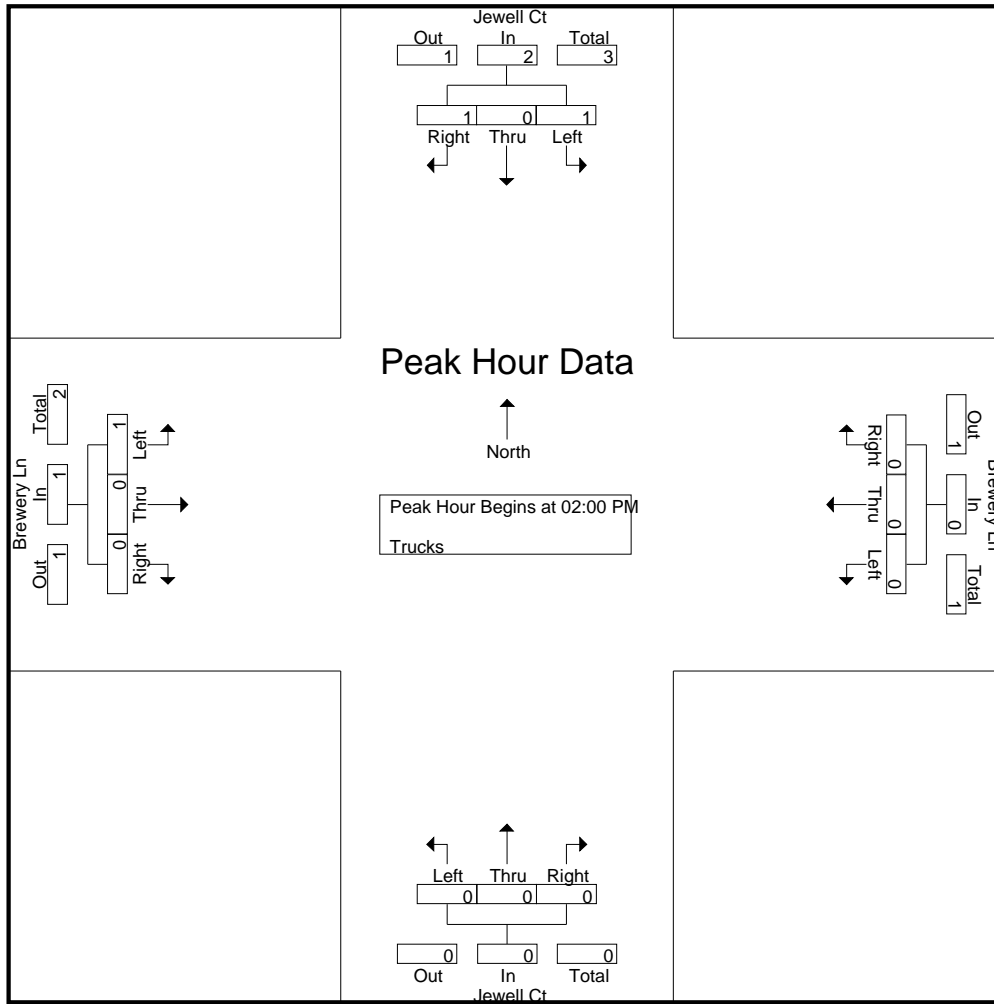
N/S Street : Jewell Court
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 02:00 PM

02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
02:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	1	2	0	0	0	0	0	0	0	0	1	0	0	0	1	3
% App. Total	50	0	50		0	0	0	0	0	0	0	0	100	0	0			
PHF	.250	.000	.250	.500	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.750	

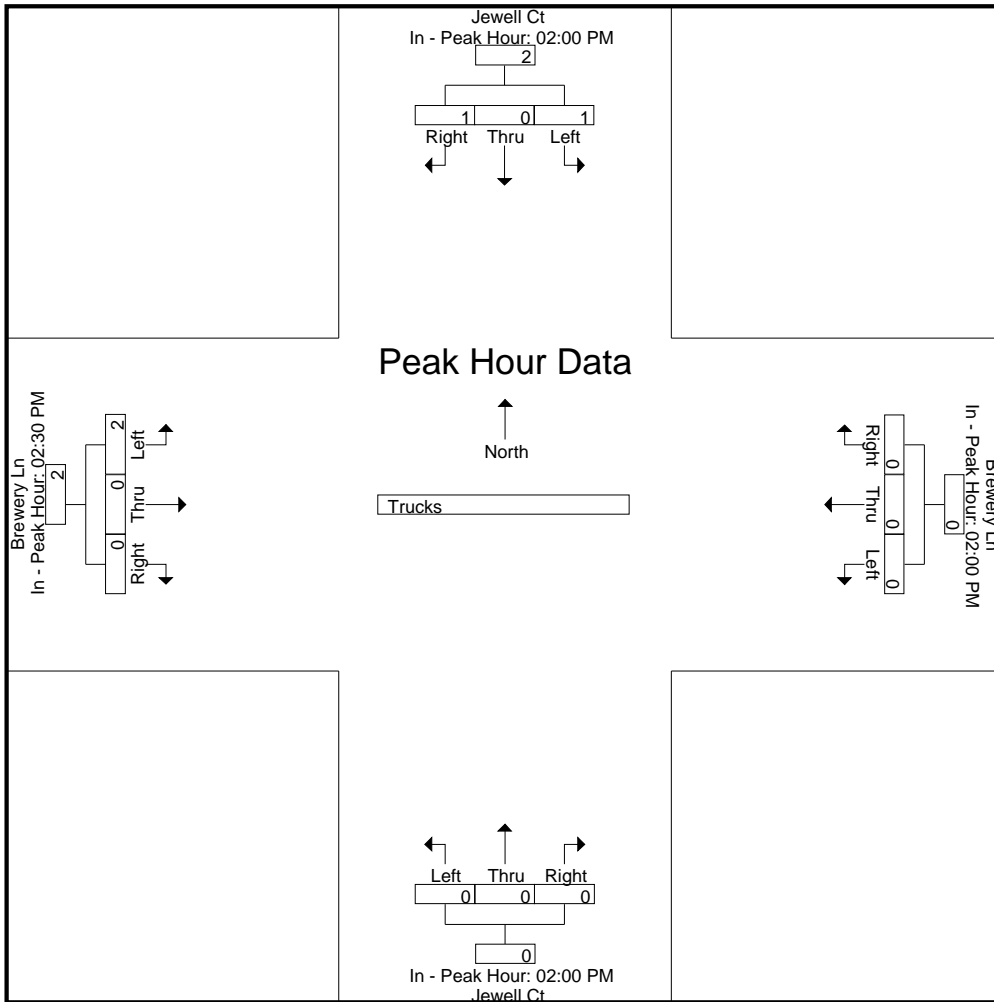
N/S Street : Jewell Court
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+15 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	1	0	1	2	0	0	0	0	0	0	0	0	2	0	0	2
% App. Total	50	0	50		0	0	0		0	0	0		100	0	0	
PHF	.250	.000	.250	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500

N/S Street : Jewell Court
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Jewell Court
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear

File Name : 10830001
Site Code : 10830001
Start Date : 3/9/2021
Page No : 25

Groups Printed- Bikes Peds

Start Time	Jewell Ct From North				Brewery Ln From East				Jewell Ct From South				Brewery Ln From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
07:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1
07:30 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	1	5	0	5
07:45 AM	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	1	2	3
Total	0	0	0	0	0	2	0	3	0	0	0	5	0	0	0	1	9	2	11
08:00 AM	1	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	1	8
08:15 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	1	2	2	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	3
08:45 AM	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	3	0	3
Total	1	0	0	1	0	0	1	1	0	0	0	12	0	1	0	1	15	3	18
09:00 AM	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	1	7	0	7
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	3	0	3
09:45 AM	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	2	1	3
Total	0	0	0	2	0	0	0	2	0	1	0	5	0	0	0	3	12	1	13
10:00 AM	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	2	5	0	5
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1
10:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	2	1	3
10:45 AM	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	3	1	4
Total	0	0	0	1	0	1	0	1	0	0	1	6	0	0	0	3	11	2	13
11:00 AM	0	0	0	0	0	0	0	1	0	0	0	4	0	1	0	1	6	1	7
11:15 AM	0	0	0	2	0	1	0	0	0	0	0	3	0	0	0	1	6	1	7
11:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	2	1	3
11:45 AM	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	2	8	0	8
Total	0	0	0	3	0	1	0	2	0	0	0	13	0	2	0	4	22	3	25
12:00 PM	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	4	0	4
12:15 PM	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	4	0	4
12:30 PM	0	0	0	0	0	0	0	2	0	0	0	7	0	0	0	2	11	0	11
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	5	1	6
Total	0	0	0	3	0	0	0	2	0	0	0	17	0	1	0	2	24	1	25
01:00 PM	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	5	0	5
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	3
01:30 PM	0	0	0	3	0	2	0	0	0	0	0	1	0	0	0	1	5	2	7
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	4	0	4
Total	0	0	0	6	0	2	0	0	0	0	0	9	0	0	0	2	17	2	19
02:00 PM	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	1	4	1	5
02:15 PM	0	0	0	3	0	1	0	1	0	0	0	5	0	1	0	1	10	2	12
02:30 PM	0	0	0	0	0	0	0	2	0	0	0	4	0	0	0	0	6	0	6
02:45 PM	0	0	0	1	0	0	0	0	0	0	0	2	0	1	0	2	5	1	6
Total	0	0	0	5	0	2	0	5	0	0	0	11	0	2	0	4	25	4	29
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1
03:15 PM	0	0	0	1	0	1	0	1	0	0	0	2	0	1	0	0	4	2	6
03:30 PM	0	0	0	0	0	0	0	1	0	0	0	7	0	0	0	4	12	0	12
03:45 PM	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	1	4	0	4
Total	0	0	0	1	0	1	0	3	0	0	0	12	0	1	0	5	21	2	23
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	5	0	0	0	3	9	1	10
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	0	11
04:30 PM	0	0	1	0	0	0	0	0	0	0	0	10	0	0	0	0	10	1	11
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	5	0	0	0	0	5	1	6
Total	1	0	1	1	0	1	0	0	0	0	0	31	0	0	0	3	35	3	38
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	3	2	5
05:15 PM	0	0	0	1	0	1	0	0	0	0	0	12	0	3	0	0	13	4	17
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	5	0	5

Accurate Counts
978-664-2565

N/S Street : Jewell Court
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear

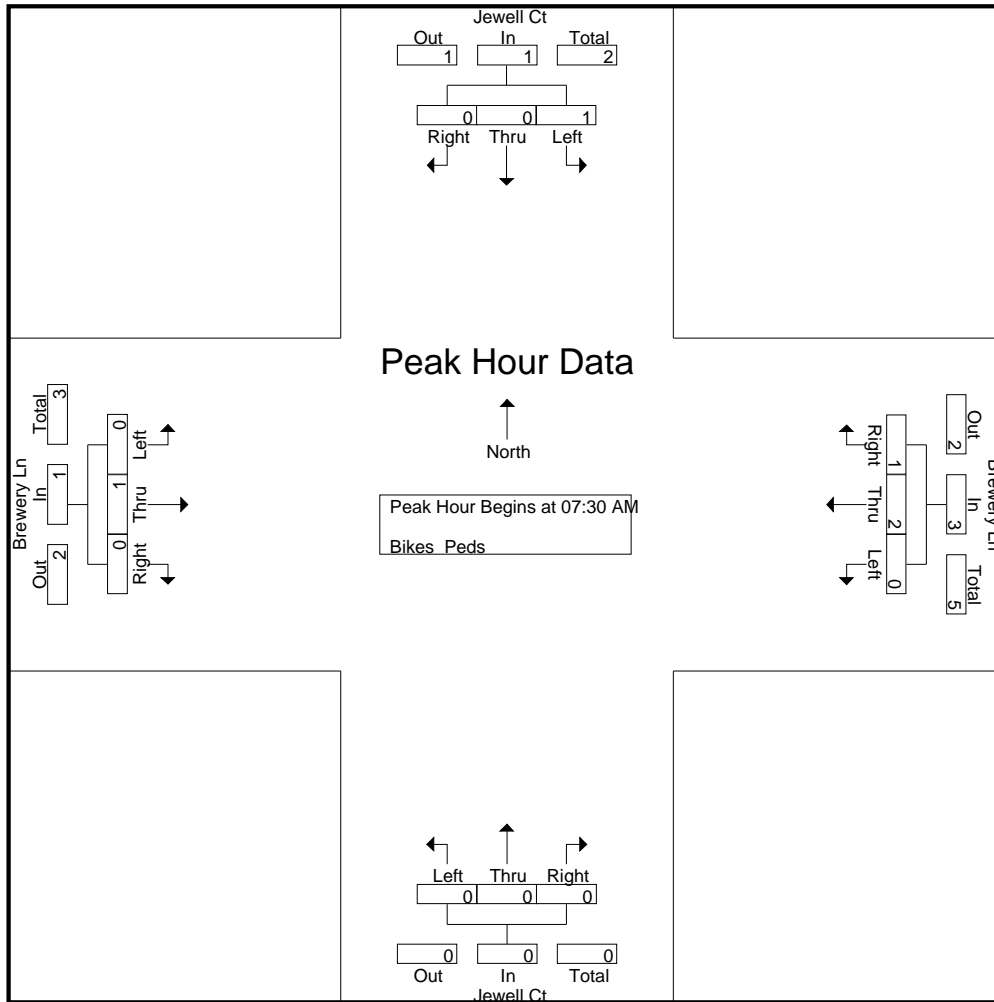
File Name : 10830001
Site Code : 10830001
Start Date : 3/9/2021
Page No : 26

Groups Printed- Bikes Peds

Start Time	Jewell Ct From North				Brewery Ln From East				Jewell Ct From South				Brewery Ln From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	13	0	0	0	1	15	1	16
Total	0	0	0	1	0	2	0	1	0	0	0	32	0	5	0	2	36	7	43
06:00 PM	0	0	0	1	0	0	0	4	0	0	0	5	0	0	0	2	12	0	12
06:15 PM	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0	5	0	5
06:30 PM	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	2	6	0	6
06:45 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	4	0	4
Total	0	0	0	1	0	0	0	9	0	0	0	13	0	0	0	4	27	0	27
Grand Total	2	0	1	25	0	12	1	29	0	1	1	166	0	12	0	34	254	30	284
Apprch %	66.7	0	33.3		0	92.3	7.7		0	50	50		0	100	0				
Total %	6.7	0	3.3		0	40	3.3		0	3.3	3.3		0	40	0		89.4	10.6	

Start Time	Jewell Ct From North				Brewery Ln From East				Jewell Ct From South				Brewery Ln From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
Total Volume	1	0	0	1	0	2	1	3	0	0	0	0	0	1	0	1	5
% App. Total	100	0	0		0	66.7	33.3		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.250	.250	.375	.000	.000	.000	.000	.000	.250	.000	.250	.625

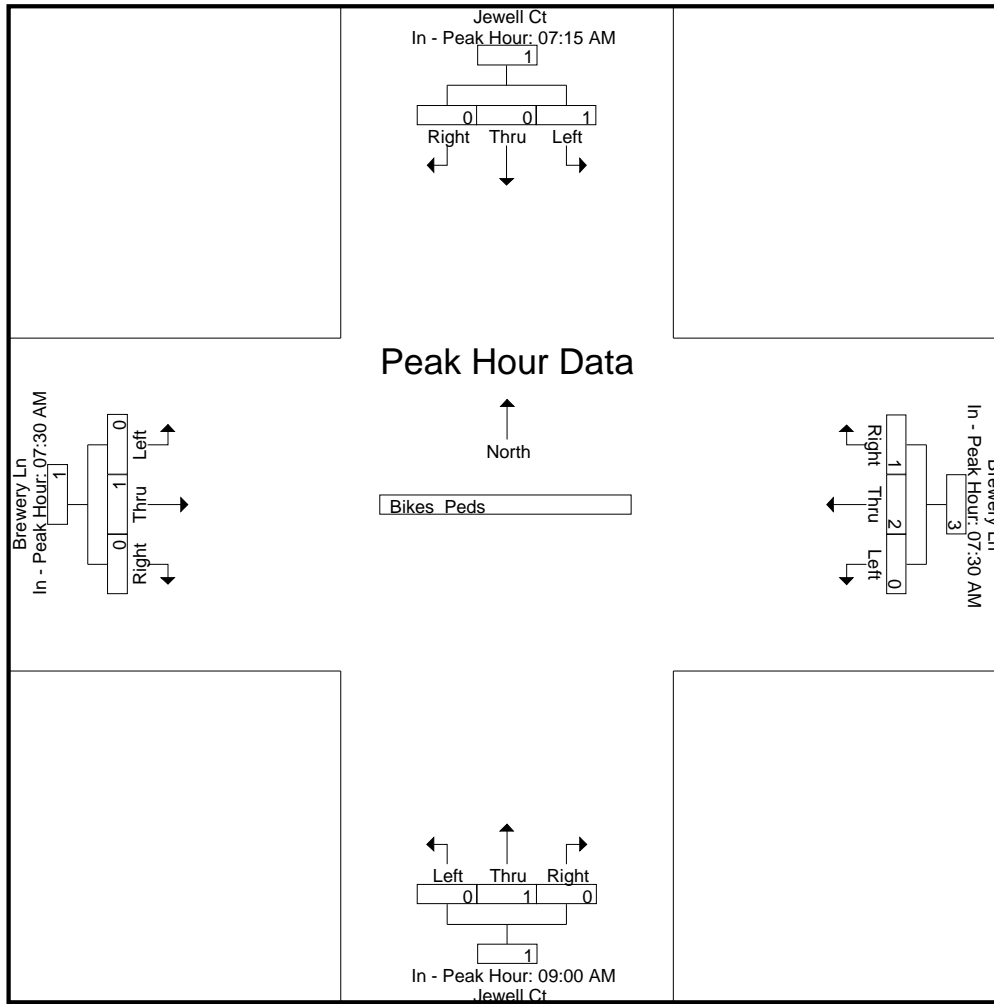
N/S Street : Jewell Court
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				09:00 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	0	0	1	1	0	1	0	1	0	1	0	1
Total Volume	1	0	0	1	0	2	1	3	0	1	0	1	0	1	0	1
% App. Total	100	0	0		0	66.7	33.3		0	100	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.250	.250	.375	.000	.250	.000	.250	.000	.250	.000	.250

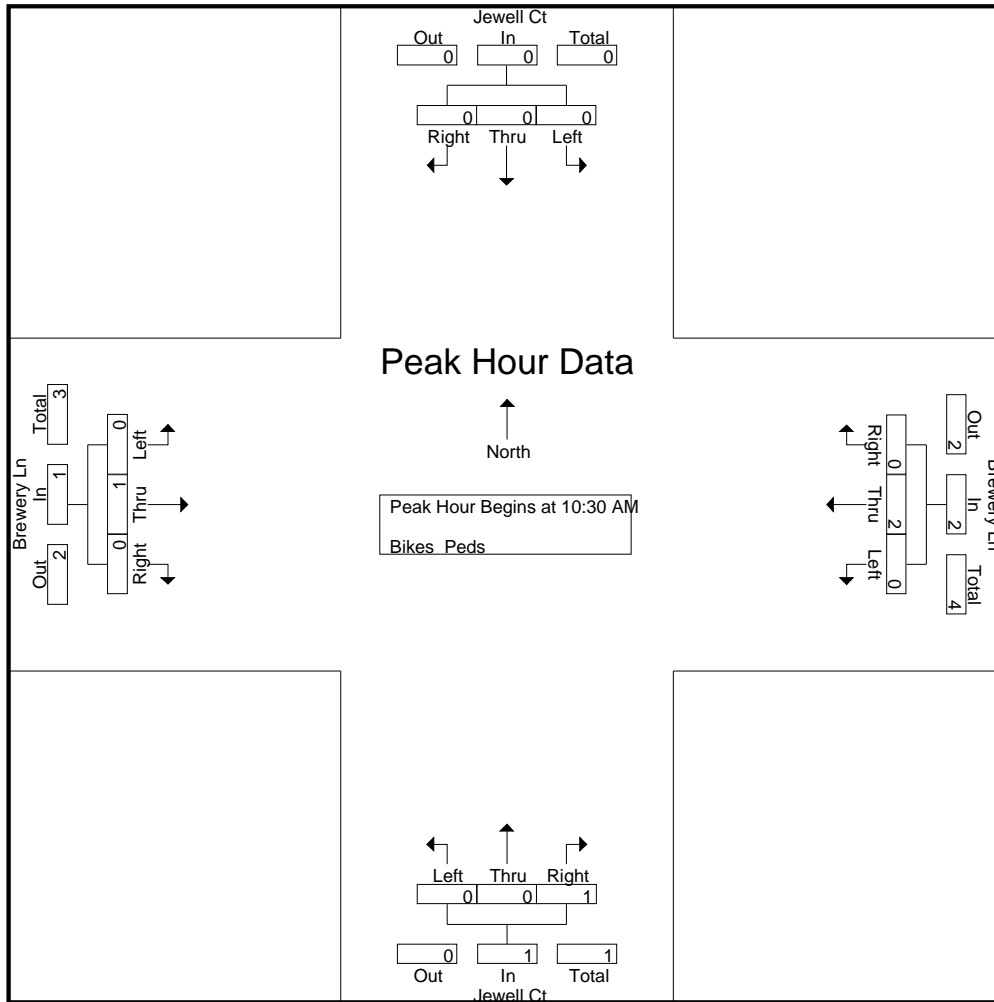
N/S Street : Jewell Court
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 10:30 AM

10:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
11:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	2	0	2	0	0	1	1	0	1	0	0	1	4
% App. Total	0	0	0	0	0	100	0	0	0	0	100	0	0	100	0	0	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250	.000	.250	.000	.250	.000	1.00

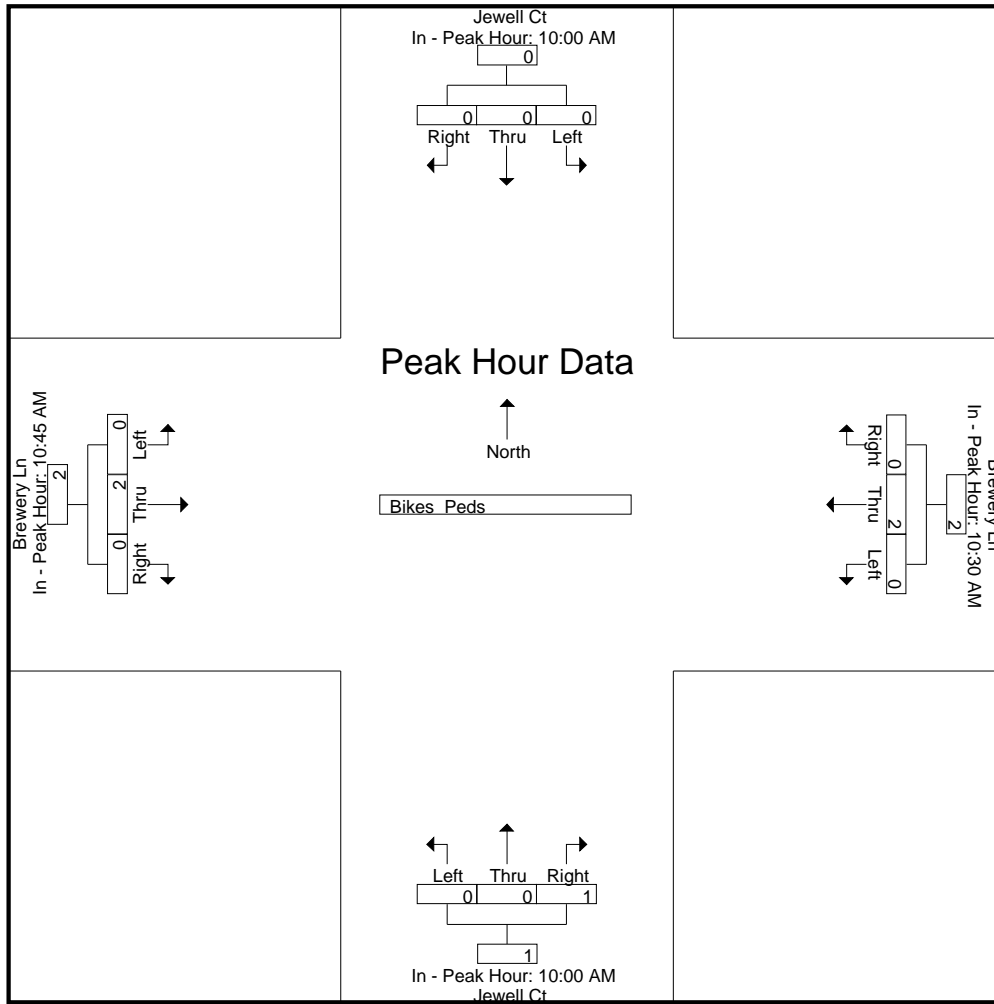
N/S Street : Jewell Court
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	10:00 AM				10:30 AM				10:00 AM				10:45 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1
Total Volume	0	0	0	0	0	2	0	2	0	0	1	1	0	2	0	2
% App. Total	0	0	0	0	0	100	0	100	0	0	100	100	0	100	0	100
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250	.000	.500	.000	.500

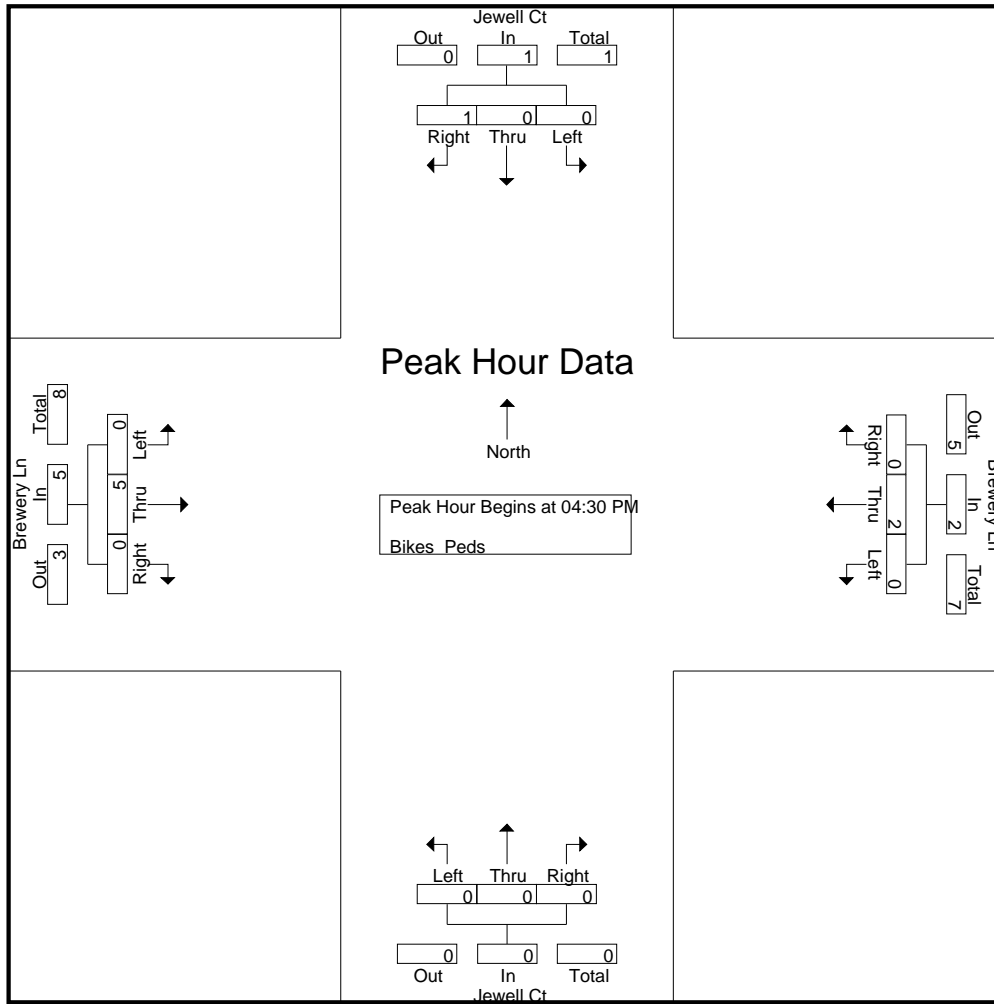
N/S Street : Jewell Court
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	1	0	1	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	2	0	2	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Total Volume	0	0	1	1	0	2	0	2	0	0	0	0	0	5	0	5	8
% App. Total	0	0	100		0	100	0		0	0	0	0	0	100	0		
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.417	.000	.417	.500

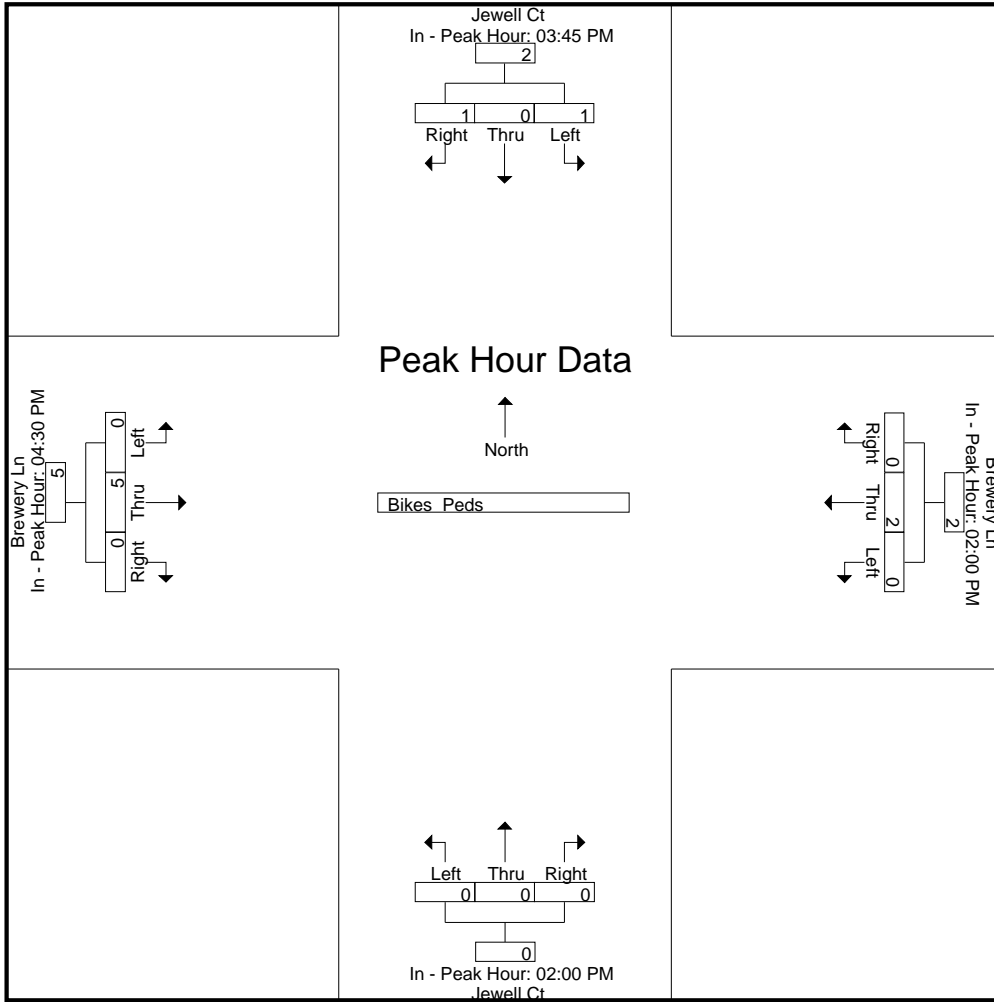
N/S Street : Jewell Court
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:45 PM				02:00 PM				02:00 PM				04:30 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+45 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	3	0	3
Total Volume	1	0	1	2	0	2	0	2	0	0	0	0	0	5	0	5
% App. Total	50	0	50		0	100	0		0	0	0		0	100	0	
PHF	.250	.000	.250	.500	.000	.500	.000	.500	.000	.000	.000	.000	.000	.417	.000	.417

N/S Street : Jewell Court
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear



Accurate Counts
978-664-2565

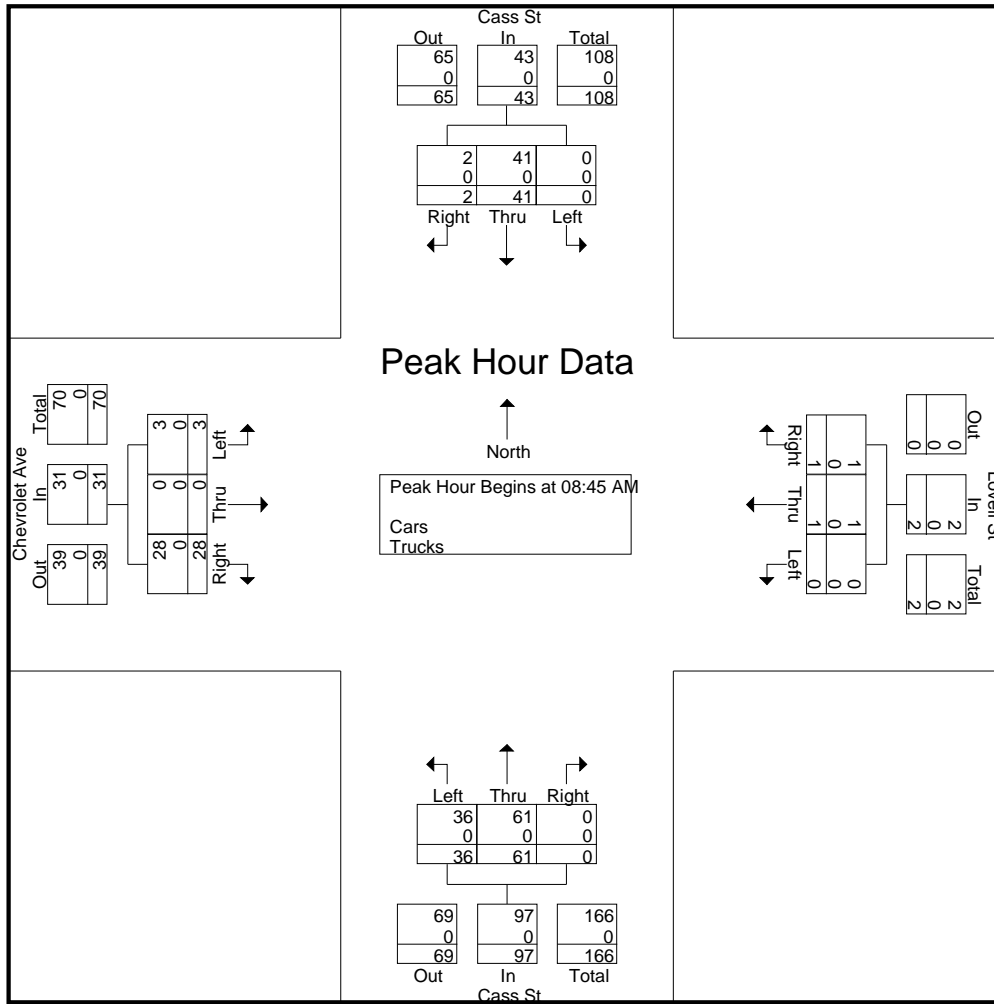
N/S Street : Cass Street
E/W Street : Lovell St / Chevrolet Ave
City/State : Portsmouth, NH
Weather : Clear

File Name : 10830002
Site Code : 10830002
Start Date : 3/9/2021
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Cass St From North			Lovell St From East			Cass St From South			Chevrolet Ave From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	6	1	0	0	2	3	7	0	0	0	5	24
07:15 AM	0	4	1	0	1	1	1	6	0	0	0	7	21
07:30 AM	0	7	1	1	0	1	3	13	0	1	0	5	32
07:45 AM	0	8	1	0	0	0	10	23	0	0	0	9	51
Total	0	25	4	1	1	4	17	49	0	1	0	26	128
08:00 AM	0	17	1	0	1	0	5	15	0	0	0	11	50
08:15 AM	0	7	1	0	0	0	8	7	0	0	0	7	30
08:30 AM	0	6	0	0	0	1	14	10	0	1	0	7	39
08:45 AM	0	9	0	0	0	1	11	19	0	0	0	9	49
Total	0	39	2	0	1	2	38	51	0	1	0	34	168
09:00 AM	0	7	1	0	0	0	9	12	0	1	0	4	34
09:15 AM	0	12	0	0	0	0	10	17	0	2	0	8	49
09:30 AM	0	13	1	0	1	0	6	13	0	0	0	7	41
09:45 AM	0	14	0	0	0	2	12	11	0	1	0	3	43
Total	0	46	2	0	1	2	37	53	0	4	0	22	167
10:00 AM	0	8	2	0	0	0	12	10	0	1	3	15	51
10:15 AM	0	9	1	0	0	1	11	18	0	1	1	12	54
10:30 AM	0	10	1	0	0	0	9	12	1	0	0	20	53
10:45 AM	0	11	1	0	1	0	4	17	0	0	1	6	41
Total	0	38	5	0	1	1	36	57	1	2	5	53	199
11:00 AM	1	10	0	0	0	1	5	9	1	0	1	11	39
11:15 AM	1	12	0	0	1	0	10	6	1	0	1	20	52
11:30 AM	1	6	0	0	0	0	12	12	0	0	0	12	43
11:45 AM	0	13	1	1	1	1	10	14	1	1	1	14	58
Total	3	41	1	1	2	2	37	41	3	1	3	57	192
12:00 PM	1	12	0	2	2	0	14	16	0	0	0	15	62
12:15 PM	1	20	0	1	1	0	14	16	0	4	2	16	75
12:30 PM	0	12	1	0	1	1	11	15	1	1	0	13	56
12:45 PM	0	12	0	0	0	0	9	14	1	1	1	16	54
Total	2	56	1	3	4	1	48	61	2	6	3	60	247
01:00 PM	0	16	0	0	0	2	5	11	2	2	3	10	51
01:15 PM	1	24	1	0	0	0	5	13	0	2	1	11	58
01:30 PM	0	14	0	0	0	0	11	9	0	1	0	10	45
01:45 PM	1	13	2	0	0	0	13	18	0	2	2	11	62
Total	2	67	3	0	0	2	34	51	2	7	6	42	216
02:00 PM	0	7	2	0	0	0	12	8	0	5	0	10	44
02:15 PM	0	14	1	0	0	1	11	9	1	1	0	19	57
02:30 PM	0	7	0	0	0	0	8	9	0	1	2	15	42
02:45 PM	0	12	0	1	0	1	11	13	0	1	0	11	50
Total	0	40	3	1	0	2	42	39	1	8	2	55	193
03:00 PM	1	15	0	1	1	0	12	12	0	0	1	12	55
03:15 PM	0	11	3	0	0	2	12	15	0	1	0	14	58
03:30 PM	0	13	0	0	2	2	22	14	0	0	2	16	71
03:45 PM	0	14	0	0	0	0	9	15	1	1	1	8	49
Total	1	53	3	1	3	4	55	56	1	2	4	50	233
04:00 PM	1	18	1	0	2	1	18	19	0	1	3	14	78
04:15 PM	1	11	0	0	0	0	10	11	0	1	1	14	49
04:30 PM	0	15	0	0	1	1	11	12	1	0	1	11	53
04:45 PM	1	12	0	0	0	0	22	10	0	2	1	13	61
Total	3	56	1	0	3	2	61	52	1	4	6	52	241
05:00 PM	1	23	0	1	0	0	23	16	0	1	0	29	94

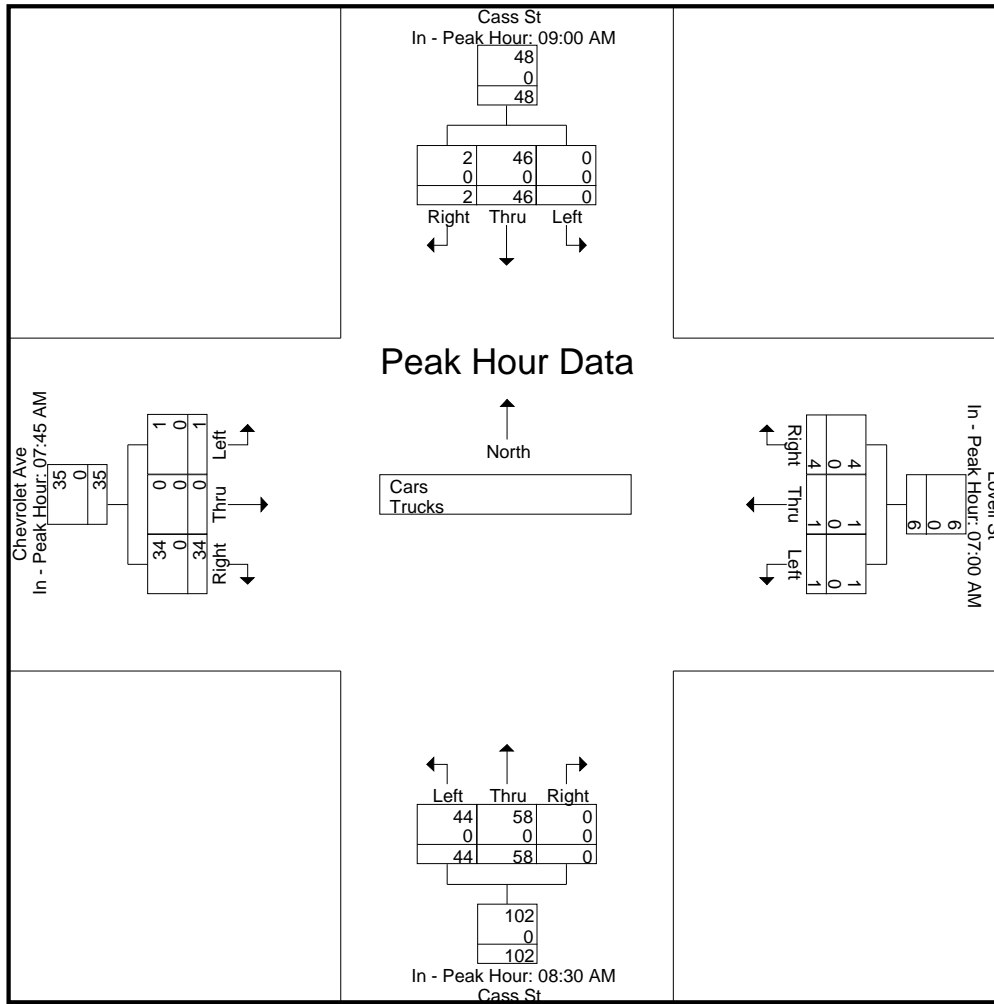
N/S Street : Cass Street
E/W Street : Lovell St / Chevrolet Ave
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	09:00 AM				07:00 AM				08:30 AM				07:45 AM			
+0 mins.	0	7	1	8	0	0	2	2	14	10	0	24	0	0	9	9
+15 mins.	0	12	0	12	0	1	1	2	11	19	0	30	0	0	11	11
+30 mins.	0	13	1	14	1	0	1	2	9	12	0	21	0	0	7	7
+45 mins.	0	14	0	14	0	0	0	0	10	17	0	27	1	0	7	8
Total Volume	0	46	2	48	1	1	4	6	44	58	0	102	1	0	34	35
% App. Total	0	95.8	4.2		16.7	16.7	66.7		43.1	56.9	0		2.9	0	97.1	
PHF	.000	.821	.500	.857	.250	.250	.500	.750	.786	.763	.000	.850	.250	.000	.773	.795
Cars	0	46	2	48	1	1	4	6	44	58	0	102	1	0	34	35
% Cars	0	100	100	100	100	100	100	100	100	100	0	100	100	0	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

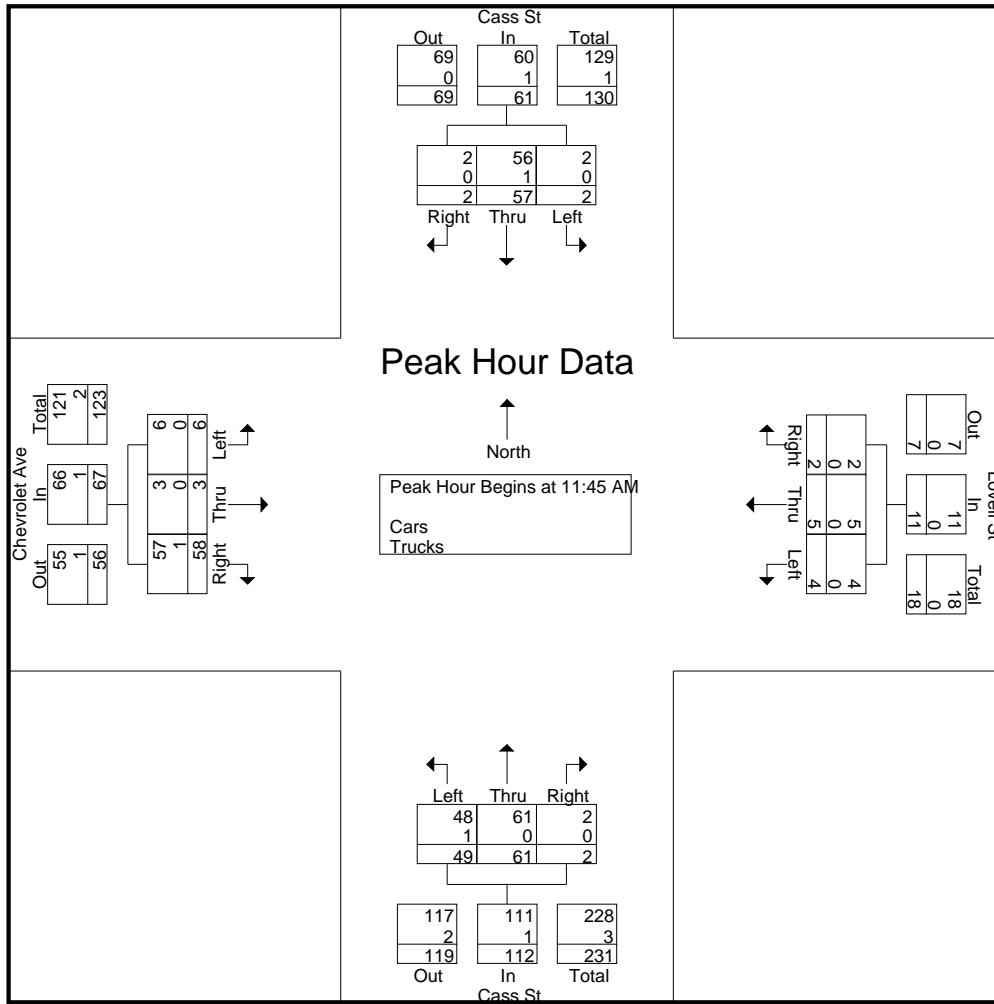
N/S Street : Cass Street
E/W Street : Lovell St / Chevrolet Ave
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 11:45 AM

11:45 AM	0	13	1	14	1	1	1	3	10	14	1	25	1	1	14	16	58
12:00 PM	1	12	0	13	2	2	0	4	14	16	0	30	0	0	15	15	62
12:15 PM	1	20	0	21	1	1	0	2	14	16	0	30	4	2	16	22	75
12:30 PM	0	12	1	13	0	1	1	2	11	15	1	27	1	0	13	14	56
Total Volume	2	57	2	61	4	5	2	11	49	61	2	112	6	3	58	67	251
% App. Total	3.3	93.4	3.3		36.4	45.5	18.2		43.8	54.5	1.8		9	4.5	86.6		
PHF	.500	.713	.500	.726	.500	.625	.500	.688	.875	.953	.500	.933	.375	.375	.906	.761	.837
Cars	2	56	2	60	4	5	2	11	48	61	2	111	6	3	57	66	248
% Cars	100	98.2	100	98.4	100	100	100	100	98.0	100	100	99.1	100	100	98.3	98.5	98.8
Trucks	0	1	0	1	0	0	0	0	1	0	0	1	0	0	1	1	3
% Trucks	0	1.8	0	1.6	0	0	0	0	2.0	0	0	0.9	0	0	1.7	1.5	1.2

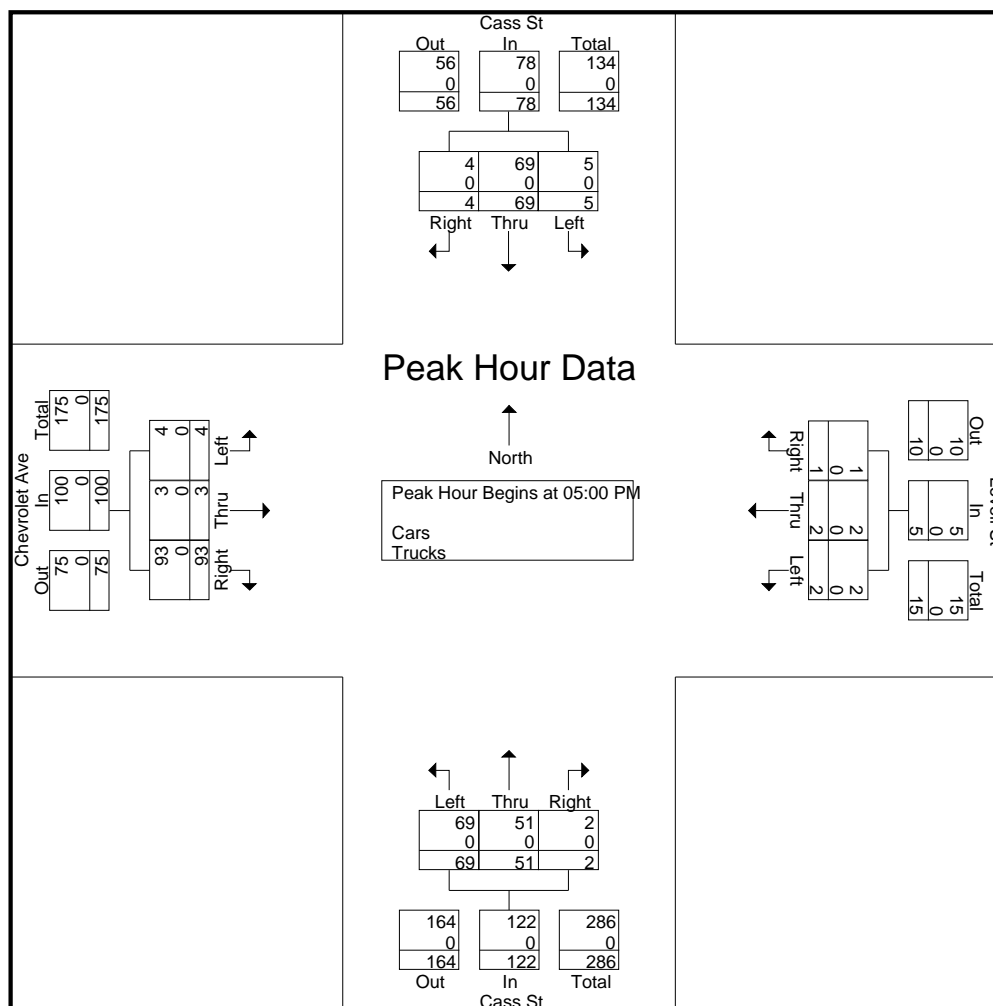
N/S Street : Cass Street
E/W Street : Lovell St / Chevrolet Ave
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:00 PM				11:45 AM				11:45 AM				12:00 PM			
+0 mins.	0	16	0	16	1	1	1	3	10	14	1	25	0	0	15	15
+15 mins.	1	24	1	26	2	2	0	4	14	16	0	30	4	2	16	22
+30 mins.	0	14	0	14	1	1	0	2	14	16	0	30	1	0	13	14
+45 mins.	1	13	2	16	0	1	1	2	11	15	1	27	1	1	16	18
Total Volume	2	67	3	72	4	5	2	11	49	61	2	112	6	3	60	69
% App. Total	2.8	93.1	4.2		36.4	45.5	18.2		43.8	54.5	1.8		8.7	4.3	87	
PHF	.500	.698	.375	.692	.500	.625	.500	.688	.875	.953	.500	.933	.375	.375	.938	.784
Cars	2	67	3	72	4	5	2	11	48	61	2	111	6	3	60	69
% Cars	100	100	100	100	100	100	100	100	98	100	100	99.1	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	2	0	0	0.9	0	0	0	0

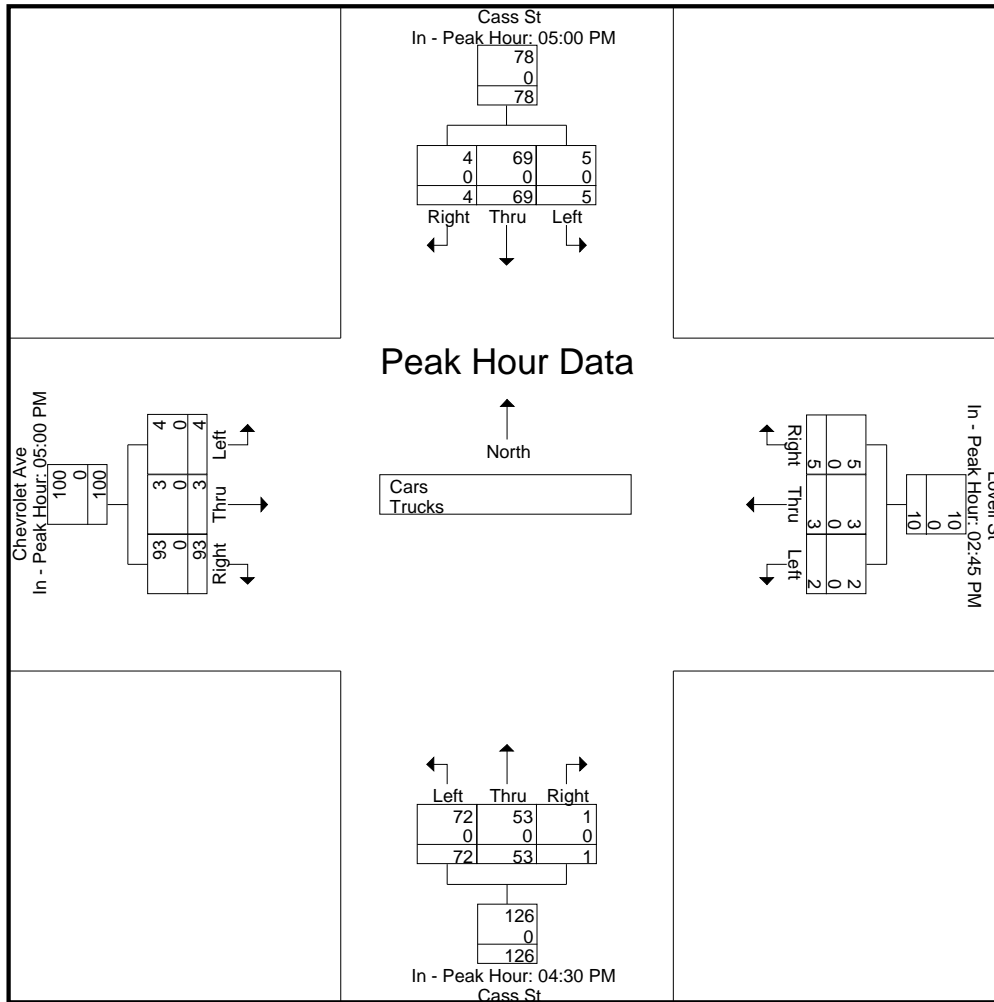
N/S Street : Cass Street
E/W Street : Lovell St / Chevrolet Ave
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				02:45 PM				04:30 PM				05:00 PM			
+0 mins.	1	23	0	24	1	0	1	2	11	12	1	24	1	0	29	30
+15 mins.	2	14	1	17	1	1	0	2	22	10	0	32	0	1	22	23
+30 mins.	2	19	1	22	0	0	2	2	23	16	0	39	1	0	20	21
+45 mins.	0	13	2	15	0	2	2	4	16	15	0	31	2	2	22	26
Total Volume	5	69	4	78	2	3	5	10	72	53	1	126	4	3	93	100
% App. Total	6.4	88.5	5.1		20	30	50		57.1	42.1	0.8		4	3	93	
PHF	.625	.750	.500	.813	.500	.375	.625	.625	.783	.828	.250	.808	.500	.375	.802	.833
Cars	5	69	4	78	2	3	5	10	72	53	1	126	4	3	93	100
% Cars	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

N/S Street : Cass Street
E/W Street : Lovell St / Chevrolet Ave
City/State : Portsmouth, NH
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Cass Street
E/W Street : Lovell St / Chevrolet Ave
City/State : Portsmouth, NH
Weather : Clear

File Name : 10830002
Site Code : 10830002
Start Date : 3/9/2021
Page No : 9

Groups Printed- Cars

Start Time	Cass St From North			Lovell St From East			Cass St From South			Chevrolet Ave From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	6	1	0	0	2	3	7	0	0	0	5	24
07:15 AM	0	4	1	0	1	1	1	6	0	0	0	7	21
07:30 AM	0	7	1	1	0	1	3	13	0	1	0	5	32
07:45 AM	0	8	1	0	0	0	10	23	0	0	0	9	51
Total	0	25	4	1	1	4	17	49	0	1	0	26	128
08:00 AM	0	16	1	0	1	0	5	15	0	0	0	11	49
08:15 AM	0	7	1	0	0	0	8	7	0	0	0	7	30
08:30 AM	0	6	0	0	0	1	14	10	0	1	0	7	39
08:45 AM	0	9	0	0	0	1	11	19	0	0	0	9	49
Total	0	38	2	0	1	2	38	51	0	1	0	34	167
09:00 AM	0	7	1	0	0	0	9	12	0	1	0	4	34
09:15 AM	0	12	0	0	0	0	10	17	0	2	0	8	49
09:30 AM	0	13	1	0	1	0	6	13	0	0	0	7	41
09:45 AM	0	14	0	0	0	2	12	10	0	1	0	3	42
Total	0	46	2	0	1	2	37	52	0	4	0	22	166
10:00 AM	0	8	2	0	0	0	12	10	0	1	3	15	51
10:15 AM	0	9	1	0	0	1	11	17	0	1	1	12	53
10:30 AM	0	9	1	0	0	0	9	12	1	0	0	20	52
10:45 AM	0	11	1	0	1	0	3	17	0	0	1	6	40
Total	0	37	5	0	1	1	35	56	1	2	5	53	196
11:00 AM	1	9	0	0	0	1	5	9	1	0	1	11	38
11:15 AM	1	12	0	0	1	0	10	6	1	0	1	20	52
11:30 AM	1	6	0	0	0	0	12	10	0	0	0	11	40
11:45 AM	0	13	1	1	1	1	10	14	1	1	1	13	57
Total	3	40	1	1	2	2	37	39	3	1	3	55	187
12:00 PM	1	12	0	2	2	0	14	16	0	0	0	15	62
12:15 PM	1	19	0	1	1	0	13	16	0	4	2	16	73
12:30 PM	0	12	1	0	1	1	11	15	1	1	0	13	56
12:45 PM	0	12	0	0	0	0	9	14	1	1	1	16	54
Total	2	55	1	3	4	1	47	61	2	6	3	60	245
01:00 PM	0	16	0	0	0	2	5	11	2	2	3	10	51
01:15 PM	1	24	1	0	0	0	5	13	0	2	1	11	58
01:30 PM	0	14	0	0	0	0	11	8	0	1	0	10	44
01:45 PM	1	13	2	0	0	0	12	18	0	1	2	11	60
Total	2	67	3	0	0	2	33	50	2	6	6	42	213
02:00 PM	0	7	2	0	0	0	12	8	0	5	0	10	44
02:15 PM	0	13	1	0	0	1	11	9	1	1	0	19	56
02:30 PM	0	7	0	0	0	0	8	9	0	1	2	15	42
02:45 PM	0	12	0	1	0	1	11	13	0	1	0	11	50
Total	0	39	3	1	0	2	42	39	1	8	2	55	192
03:00 PM	1	15	0	1	1	0	12	12	0	0	1	12	55
03:15 PM	0	11	3	0	0	2	12	15	0	1	0	14	58
03:30 PM	0	13	0	0	2	2	22	14	0	0	2	16	71
03:45 PM	0	14	0	0	0	0	9	15	1	1	1	8	49
Total	1	53	3	1	3	4	55	56	1	2	4	50	233
04:00 PM	1	18	1	0	2	1	18	19	0	1	3	14	78
04:15 PM	1	11	0	0	0	0	10	11	0	1	1	14	49
04:30 PM	0	15	0	0	1	1	11	12	1	0	1	11	53
04:45 PM	1	12	0	0	0	0	22	10	0	2	1	13	61
Total	3	56	1	0	3	2	61	52	1	4	6	52	241
05:00 PM	1	23	0	1	0	0	23	16	0	1	0	29	94
05:15 PM	2	14	1	1	0	0	16	15	0	0	1	22	72
05:30 PM	2	19	1	0	2	1	12	10	0	1	0	20	68

Accurate Counts

978-664-2565

N/S Street : Cass Street
 E/W Street : Lovell St / Chevrolet Ave
 City/State : Portsmouth, NH
 Weather : Clear

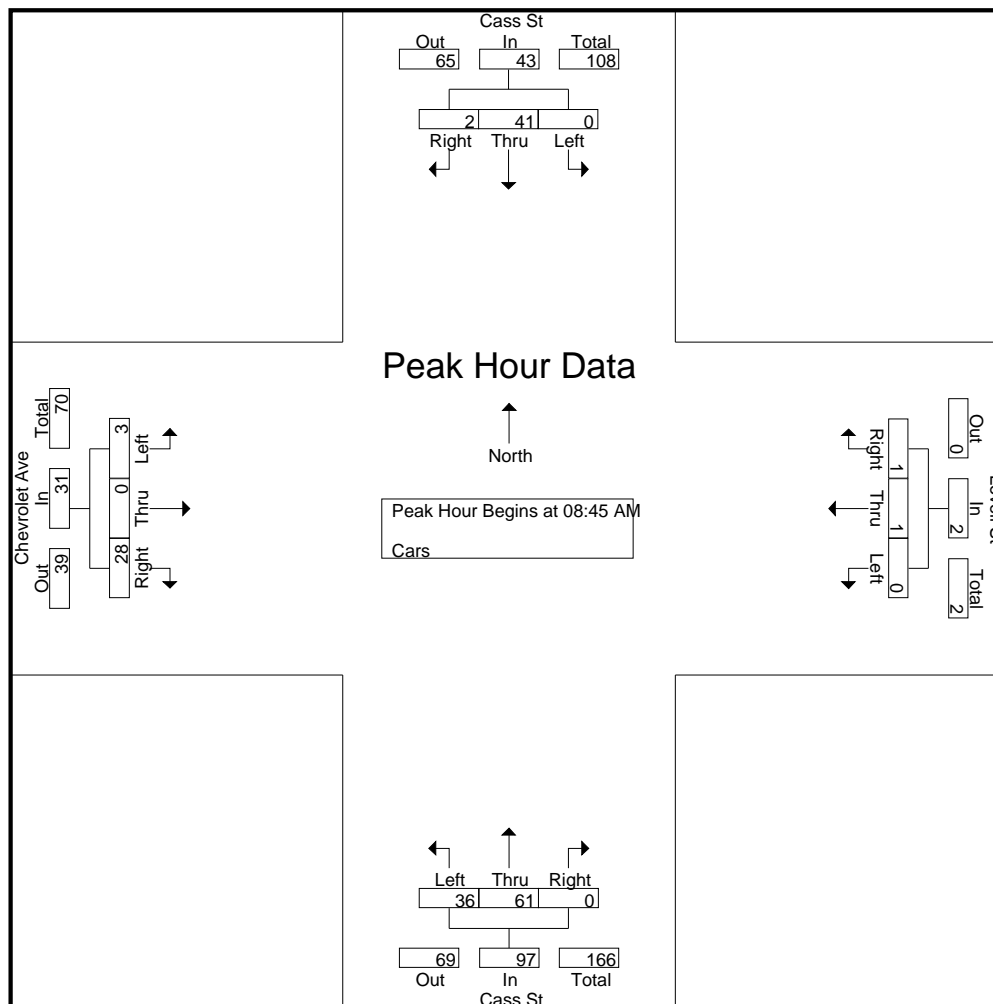
File Name : 10830002
 Site Code : 10830002
 Start Date : 3/9/2021
 Page No : 10

Groups Printed- Cars

Start Time	Cass St From North			Lovell St From East			Cass St From South			Chevrolet Ave From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
05:45 PM	0	13	2	0	0	0	18	10	2	2	2	22	71
Total	5	69	4	2	2	1	69	51	2	4	3	93	305
06:00 PM	0	15	0	0	0	0	12	9	0	0	1	19	56
06:15 PM	0	9	0	0	0	0	6	15	0	3	1	15	49
06:30 PM	0	15	1	0	0	0	18	11	0	2	0	16	63
06:45 PM	0	15	0	0	0	0	15	12	0	0	0	20	62
Total	0	54	1	0	0	0	51	47	0	5	2	70	230
Grand Total	16	579	30	9	18	23	522	603	13	44	34	612	2503
Apprch %	2.6	92.6	4.8	18	36	46	45.9	53	1.1	6.4	4.9	88.7	
Total %	0.6	23.1	1.2	0.4	0.7	0.9	20.9	24.1	0.5	1.8	1.4	24.5	

Start Time	Cass St From North				Lovell St From East				Cass St From South				Chevrolet Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	9	0	9	0	0	1	1	11	19	0	30	0	0	9	9	49
09:00 AM	0	7	1	8	0	0	0	0	9	12	0	21	1	0	4	5	34
09:15 AM	0	12	0	12	0	0	0	0	10	17	0	27	2	0	8	10	49
09:30 AM	0	13	1	14	0	1	0	1	6	13	0	19	0	0	7	7	41
Total Volume	0	41	2	43	0	1	1	2	36	61	0	97	3	0	28	31	173
% App. Total	0	95.3	4.7		0	50	50		37.1	62.9	0		9.7	0	90.3		
PHF	.000	.788	.500	.768	.000	.250	.250	.500	.818	.803	.000	.808	.375	.000	.778	.775	.883

N/S Street : Cass Street
E/W Street : Lovell St / Chevrolet Ave
City/State : Portsmouth, NH
Weather : Clear

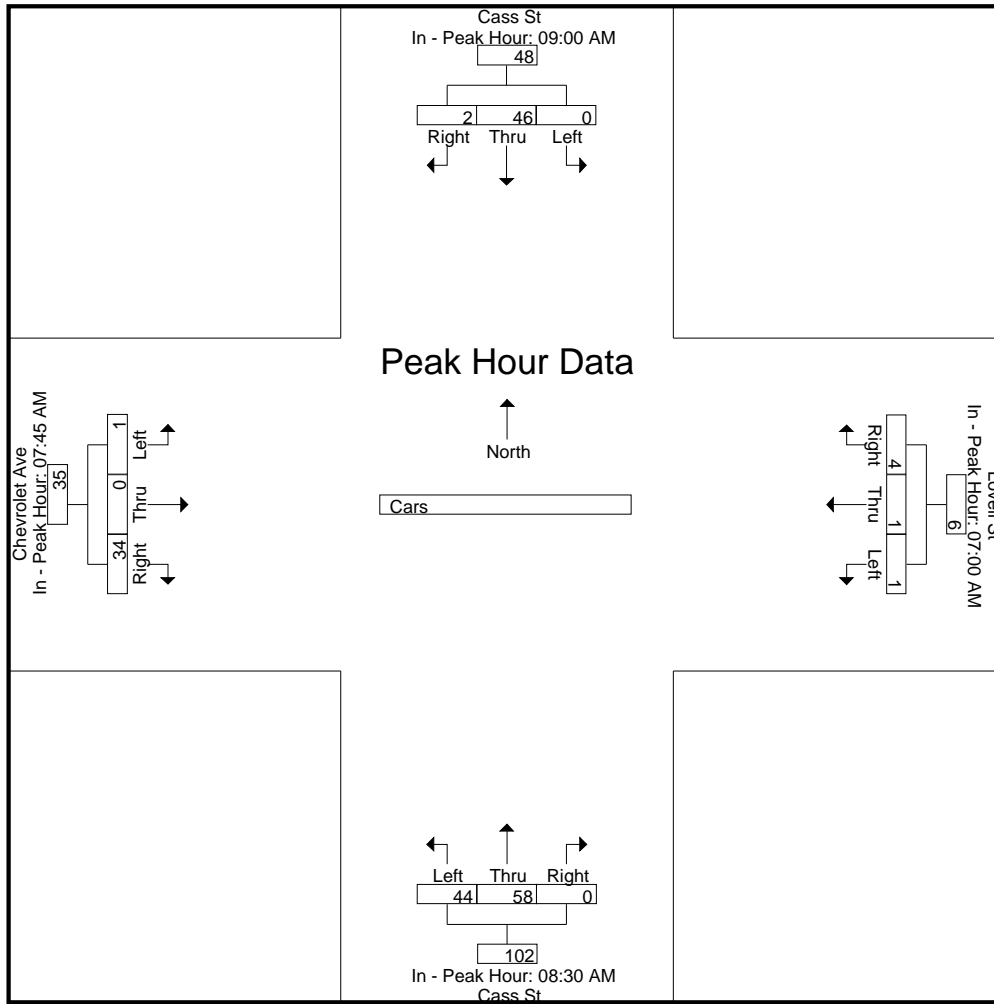


Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:00 AM				07:00 AM				08:30 AM				07:45 AM			
+0 mins.	0	7	1	8	0	0	2	2	14	10	0	24	0	0	9	9
+15 mins.	0	12	0	12	0	1	1	2	11	19	0	30	0	0	11	11
+30 mins.	0	13	1	14	1	0	1	2	9	12	0	21	0	0	7	7
+45 mins.	0	14	0	14	0	0	0	0	10	17	0	27	1	0	7	8
Total Volume	0	46	2	48	1	1	4	6	44	58	0	102	1	0	34	35
% App. Total	0	95.8	4.2		16.7	16.7	66.7		43.1	56.9	0		2.9	0	97.1	
PHF	.000	.821	.500	.857	.250	.250	.500	.750	.786	.763	.000	.850	.250	.000	.773	.795

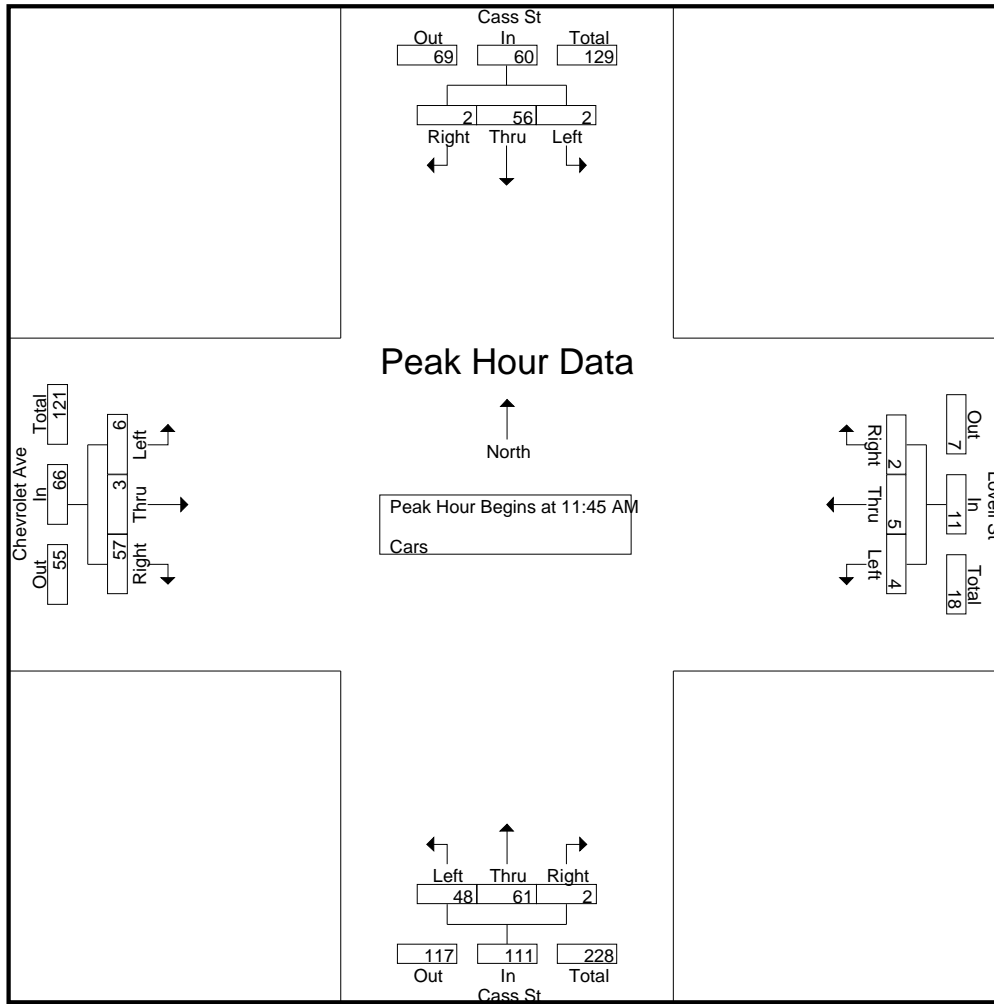
N/S Street : Cass Street
E/W Street : Lovell St / Chevrolet Ave
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 11:45 AM

11:45 AM	0	13	1	14	1	1	1	3	10	14	1	25	1	1	13	15	57
12:00 PM	1	12	0	13	2	2	0	4	14	16	0	30	0	0	15	15	62
12:15 PM	1	19	0	20	1	1	0	2	13	16	0	29	4	2	16	22	73
12:30 PM	0	12	1	13	0	1	1	2	11	15	1	27	1	0	13	14	56
Total Volume	2	56	2	60	4	5	2	11	48	61	2	111	6	3	57	66	248
% App. Total	3.3	93.3	3.3		36.4	45.5	18.2		43.2	55	1.8		9.1	4.5	86.4		
PHF	.500	.737	.500	.750	.500	.625	.500	.688	.857	.953	.500	.925	.375	.375	.891	.750	.849

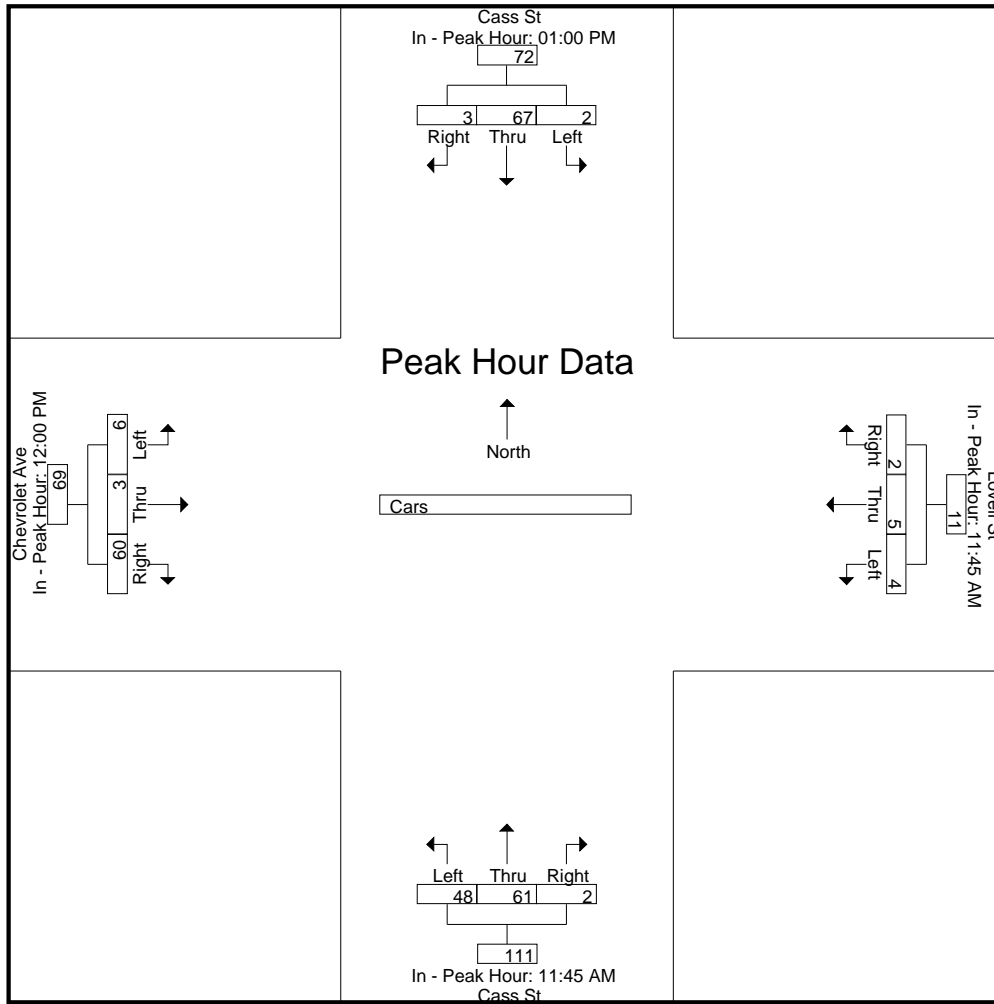
N/S Street : Cass Street
E/W Street : Lovell St / Chevrolet Ave
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:00 PM				11:45 AM				11:45 AM				12:00 PM			
+0 mins.	0	16	0	16	1	1	1	3	10	14	1	25	0	0	15	15
+15 mins.	1	24	1	26	2	2	0	4	14	16	0	30	4	2	16	22
+30 mins.	0	14	0	14	1	1	0	2	13	16	0	29	1	0	13	14
+45 mins.	1	13	2	16	0	1	1	2	11	15	1	27	1	1	16	18
Total Volume	2	67	3	72	4	5	2	11	48	61	2	111	6	3	60	69
% App. Total	2.8	93.1	4.2		36.4	45.5	18.2		43.2	55	1.8		8.7	4.3	87	
PHF	.500	.698	.375	.692	.500	.625	.500	.688	.857	.953	.500	.925	.375	.375	.938	.784

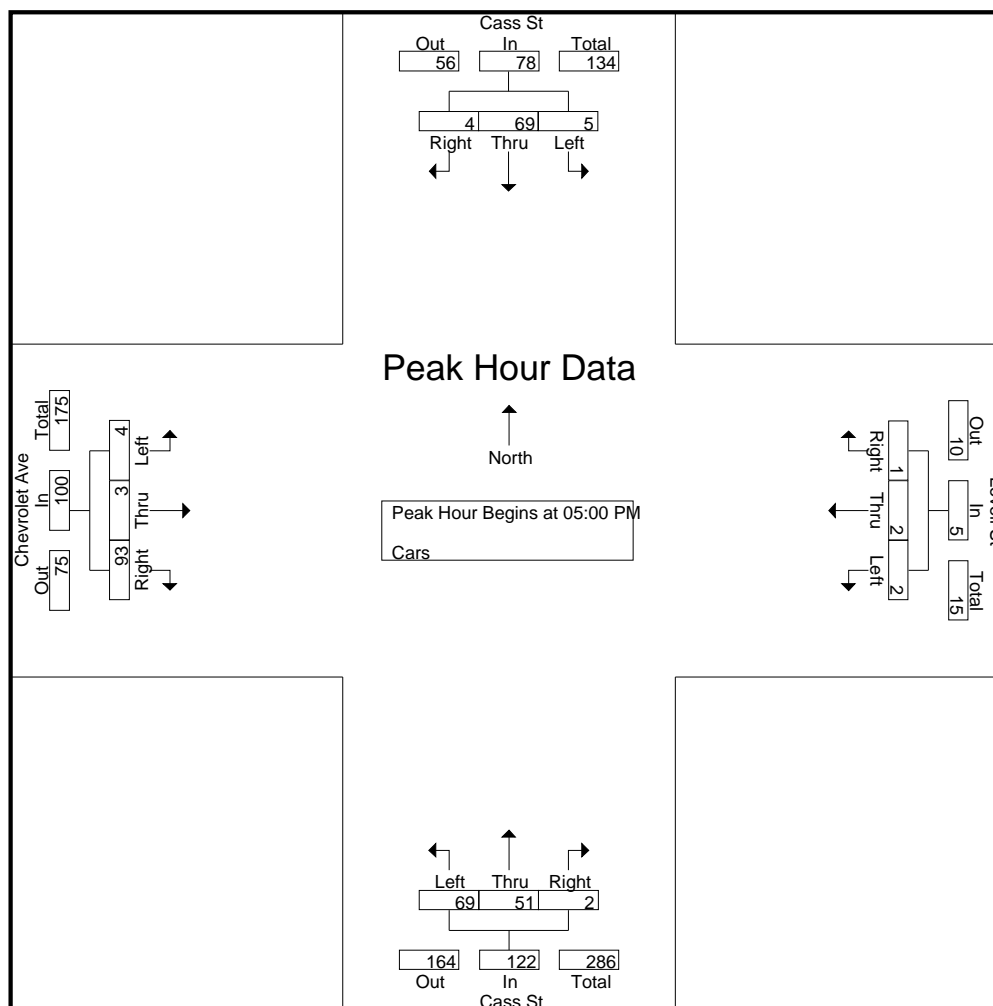
N/S Street : Cass Street
E/W Street : Lovell St / Chevrolet Ave
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	1	23	0	24	1	0	0	1	23	16	0	39	1	0	29	30	94
05:15 PM	2	14	1	17	1	0	0	1	16	15	0	31	0	1	22	23	72
05:30 PM	2	19	1	22	0	2	1	3	12	10	0	22	1	0	20	21	68
05:45 PM	0	13	2	15	0	0	0	0	18	10	2	30	2	2	22	26	71
Total Volume	5	69	4	78	2	2	1	5	69	51	2	122	4	3	93	100	305
% App. Total	6.4	88.5	5.1		40	40	20		56.6	41.8	1.6		4	3	93		
PHF	.625	.750	.500	.813	.500	.250	.250	.417	.750	.797	.250	.782	.500	.375	.802	.833	.811

N/S Street : Cass Street
E/W Street : Lovell St / Chevrolet Ave
City/State : Portsmouth, NH
Weather : Clear

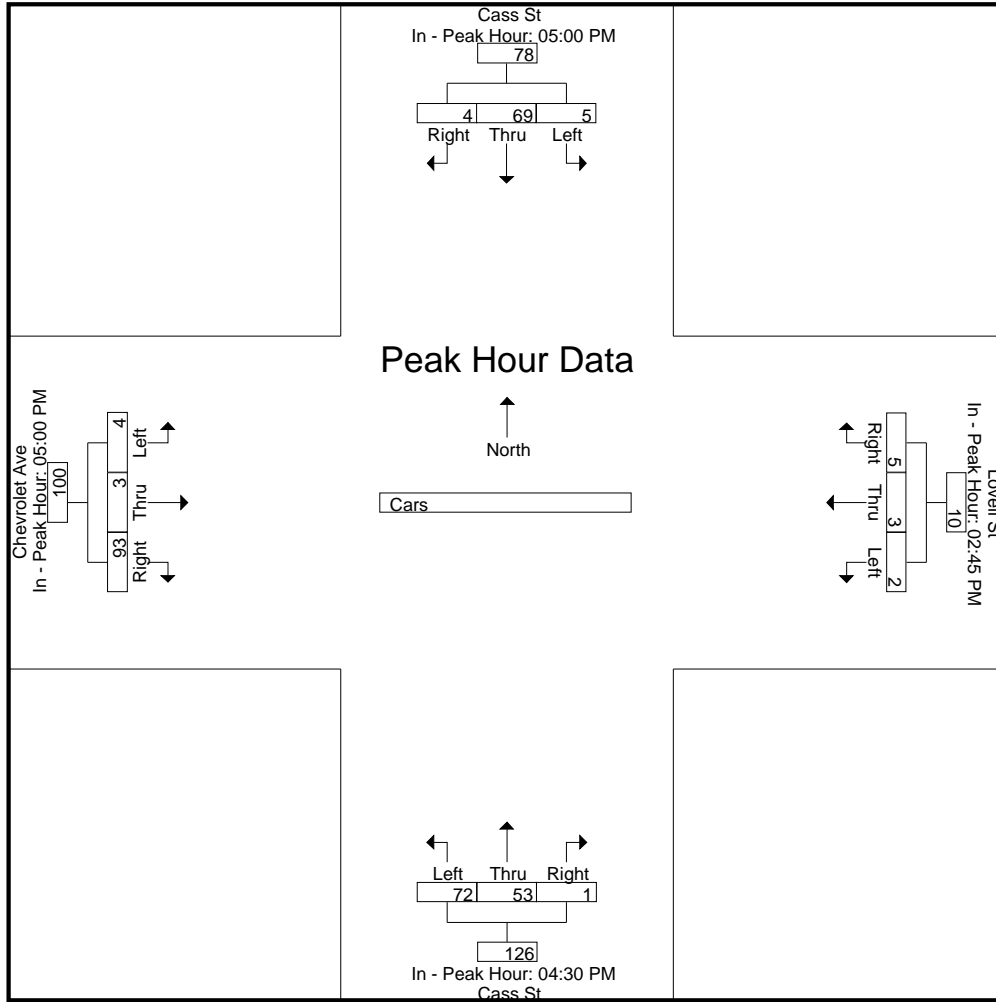


Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1

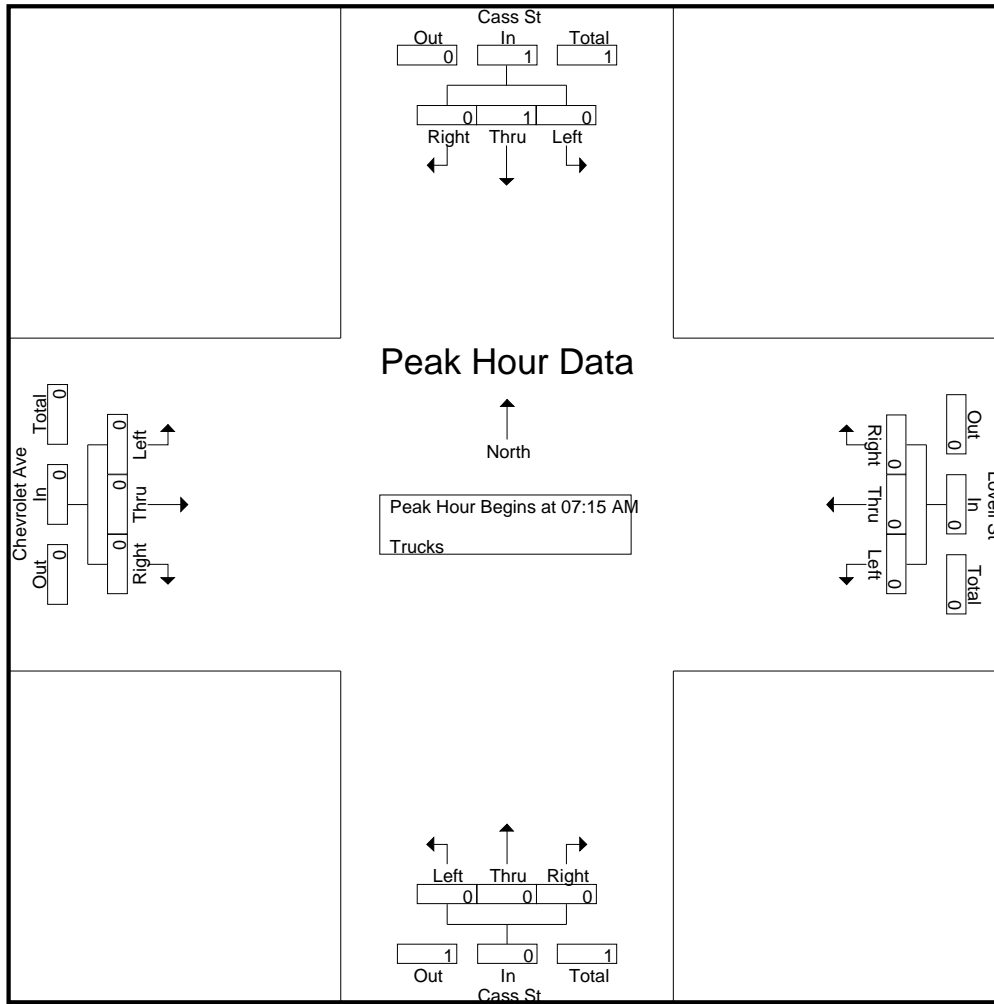
Peak Hour for Each Approach Begins at:

	05:00 PM				02:45 PM				04:30 PM				05:00 PM			
+0 mins.	1	23	0	24	1	0	1	2	11	12	1	24	1	0	29	30
+15 mins.	2	14	1	17	1	1	0	2	22	10	0	32	0	1	22	23
+30 mins.	2	19	1	22	0	0	2	2	23	16	0	39	1	0	20	21
+45 mins.	0	13	2	15	0	2	2	4	16	15	0	31	2	2	22	26
Total Volume	5	69	4	78	2	3	5	10	72	53	1	126	4	3	93	100
% App. Total	6.4	88.5	5.1		20	30	50		57.1	42.1	0.8		4	3	93	
PHF	.625	.750	.500	.813	.500	.375	.625	.625	.783	.828	.250	.808	.500	.375	.802	.833

N/S Street : Cass Street
E/W Street : Lovell St / Chevrolet Ave
City/State : Portsmouth, NH
Weather : Clear



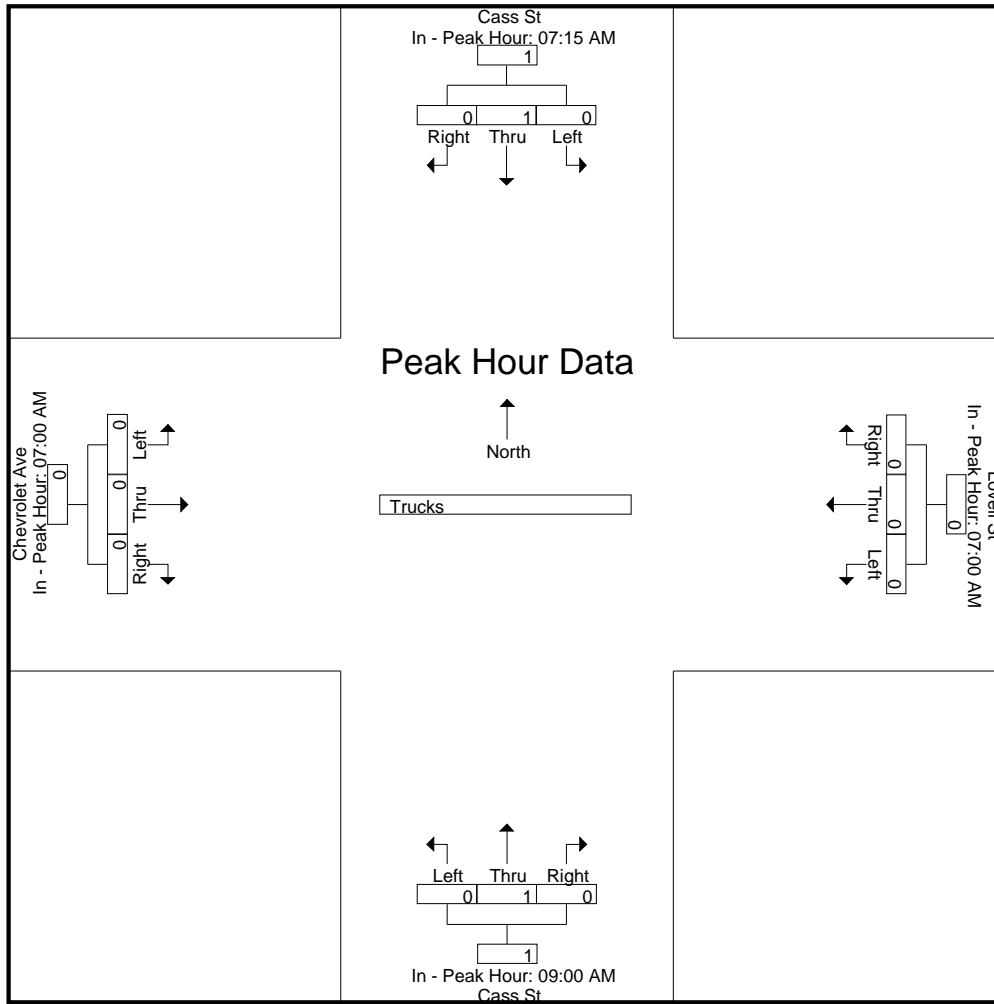
N/S Street : Cass Street
E/W Street : Lovell St / Chevrolet Ave
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				09:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

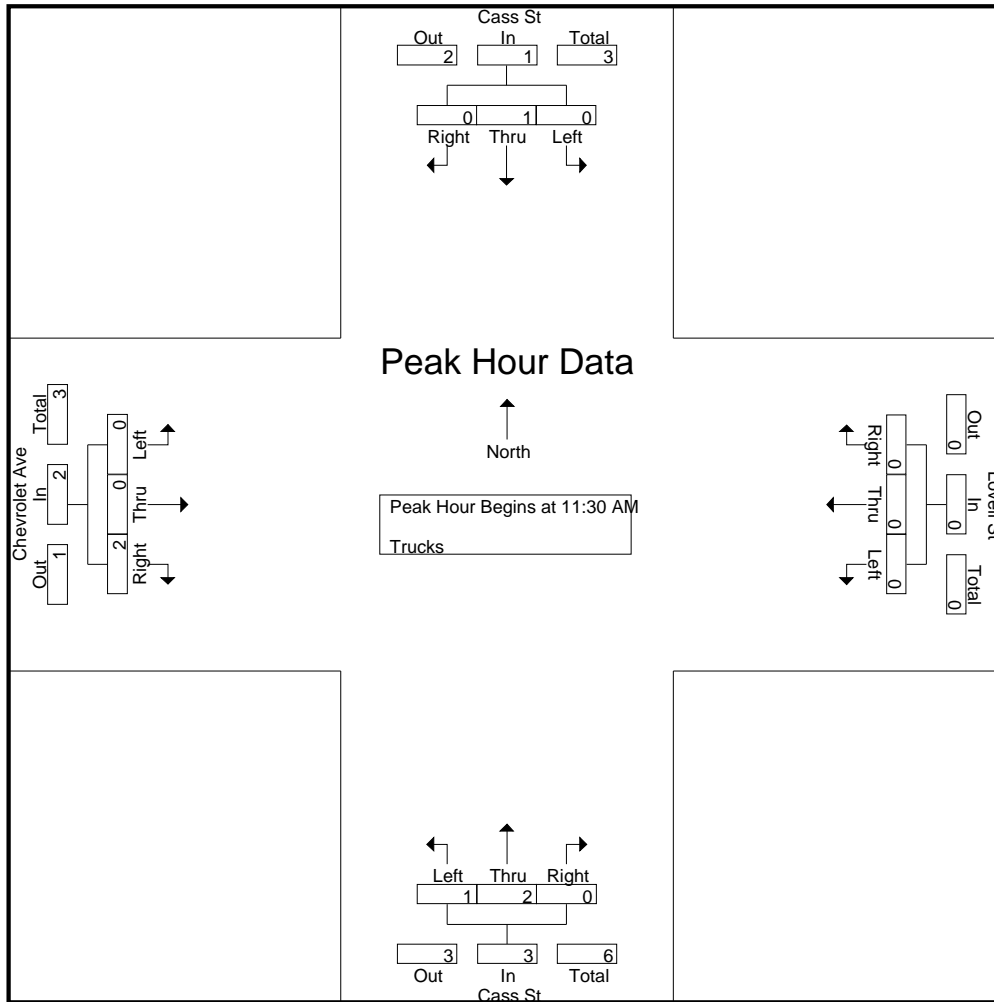
N/S Street : Cass Street
E/W Street : Lovell St / Chevrolet Ave
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 11:30 AM

11:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	1	3
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	1	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	2
Total Volume	0	1	0	1	0	0	0	0	0	1	2	0	3	0	0	2	2	6
% App. Total	0	100	0		0	0	0			33.3	66.7	0				100		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.250	.000	.375	.000	.000	.500	.500	.500

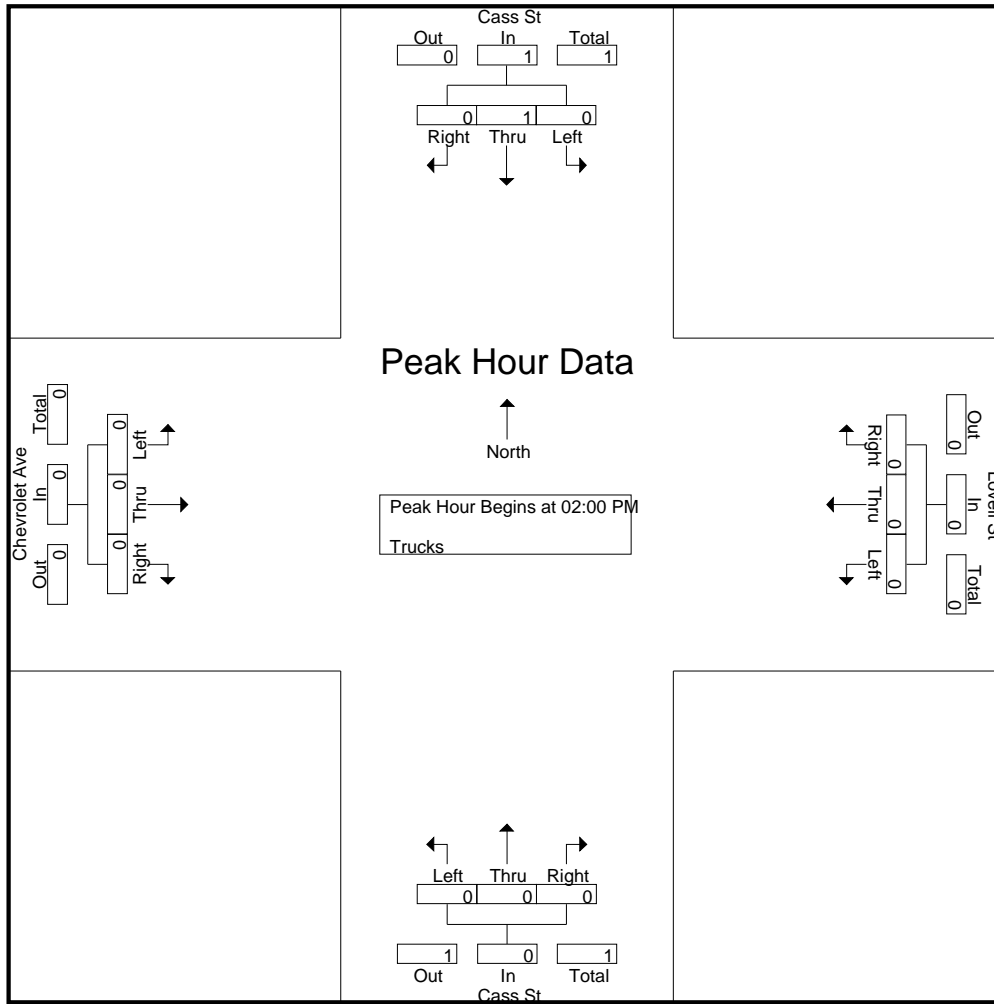
N/S Street : Cass Street
E/W Street : Lovell St / Chevrolet Ave
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	10:15 AM				10:00 AM				10:45 AM				11:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
+45 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	1	1
Total Volume	0	2	0	2	0	0	0	0	1	2	0	3	0	0	2	2
% App. Total	0	100	0	0	0	0	0	0	33.3	66.7	0	0	0	0	100	0
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.250	.250	.000	.375	.000	.000	.500	.500

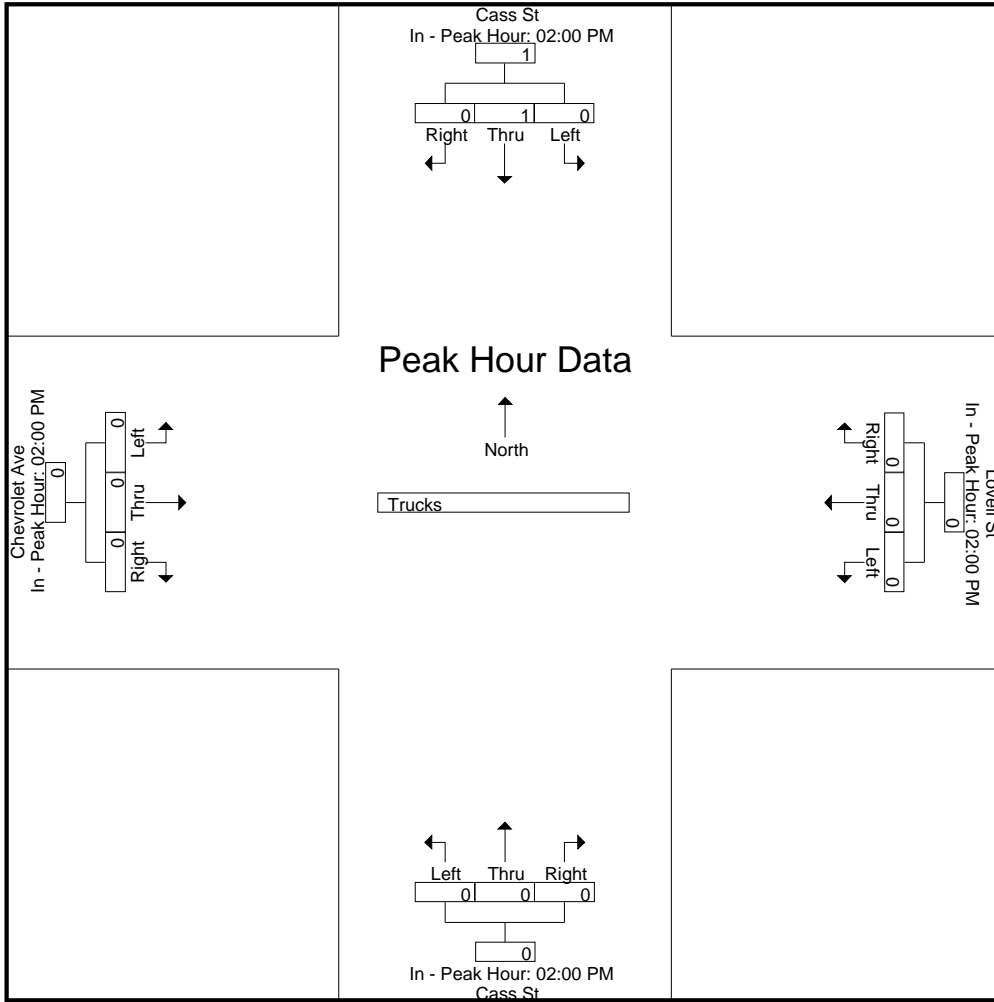
N/S Street : Cass Street
E/W Street : Lovell St / Chevrolet Ave
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

N/S Street : Cass Street
E/W Street : Lovell St / Chevrolet Ave
City/State : Portsmouth, NH
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Cass Street
 E/W Street : Lovell St / Chevrolet Ave
 City/State : Portsmouth, NH
 Weather : Clear

File Name : 10830002
 Site Code : 10830002
 Start Date : 3/9/2021
 Page No : 25

Groups Printed- Bikes Peds

Start Time	Cass St From North				Lovell St From East				Cass St From South				Chevrolet Ave From West				Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds				
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
07:30 AM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	2
07:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	0	6	0	6	
08:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	3	1	4	
08:15 AM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	0	3	
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	2	
08:45 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2	3	
Total	0	0	0	0	1	0	0	4	1	0	0	0	0	0	1	5	9	3	12	
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	4	0	4	
09:30 AM	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1	4	0	4	
09:45 AM	0	0	0	0	0	0	1	2	0	0	0	2	0	0	0	0	4	1	5	
Total	0	0	0	0	0	0	1	4	0	0	0	4	0	0	0	5	13	1	14	
10:00 AM	0	0	0	0	0	0	0	2	0	0	0	1	0	1	0	1	4	1	5	
10:15 AM	0	1	0	0	0	0	0	1	0	0	0	2	0	0	1	1	4	2	6	
10:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	1	2	
10:45 AM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	1	3	1	4	
Total	0	1	0	0	0	0	0	4	0	2	0	4	0	1	1	4	12	5	17	
11:00 AM	0	0	0	0	0	0	0	2	0	0	1	6	0	0	1	0	8	2	10	
11:15 AM	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	4	0	4	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	3	0	3	
11:45 AM	0	0	0	0	0	0	0	3	0	0	0	8	0	0	1	3	14	1	15	
Total	0	0	0	0	0	0	0	8	0	0	1	17	0	0	2	4	29	3	32	
12:00 PM	0	0	0	0	0	0	0	3	1	0	0	6	0	0	0	2	11	1	12	
12:15 PM	0	0	0	0	0	0	0	4	0	1	0	4	0	0	0	3	11	1	12	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	6	8	0	8	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3	0	3	
Total	0	0	0	0	0	0	0	7	1	1	0	13	0	0	0	13	33	2	35	
01:00 PM	0	1	0	0	0	0	0	2	0	1	0	5	0	0	0	0	7	2	9	
01:15 PM	0	0	0	1	0	1	0	5	0	1	0	2	0	0	0	0	8	2	10	
01:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	2	1	3	
01:45 PM	0	0	0	0	0	0	0	1	0	0	0	2	0	1	0	1	4	1	5	
Total	0	1	0	1	0	1	0	8	0	3	0	10	0	1	0	2	21	6	27	
02:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3	0	3	
02:15 PM	0	0	0	2	0	0	0	1	0	0	0	3	0	0	0	1	7	0	7	
02:30 PM	0	0	0	0	0	0	0	1	0	1	0	3	0	0	0	4	8	1	9	
02:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	3	0	3	
Total	0	0	0	3	0	0	0	4	0	1	0	6	0	0	0	8	21	1	22	
03:00 PM	0	0	0	0	0	0	0	3	0	0	0	5	0	0	0	3	11	0	11	
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	5	0	5	
03:30 PM	0	1	0	2	0	0	0	4	0	2	0	4	0	0	0	2	12	3	15	
03:45 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	2	
Total	0	1	0	2	1	1	0	7	0	2	0	10	0	0	0	9	28	5	33	
04:00 PM	0	1	0	0	0	0	0	2	0	0	0	3	0	0	0	0	5	1	6	
04:15 PM	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	1	5	0	5	
04:30 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	4	5	1	6	
04:45 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	1	1	4	5	
Total	0	1	0	0	0	0	0	6	4	0	0	4	0	0	1	6	16	6	22	
05:00 PM	0	2	0	0	0	0	0	6	0	0	0	7	0	0	1	2	15	3	18	
05:15 PM	0	1	0	0	0	0	0	1	0	1	0	4	0	0	0	3	8	2	10	
05:30 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	1	7	0	7	

Accurate Counts
978-664-2565

N/S Street : Cass Street
E/W Street : Lovell St / Chevrolet Ave
City/State : Portsmouth, NH
Weather : Clear

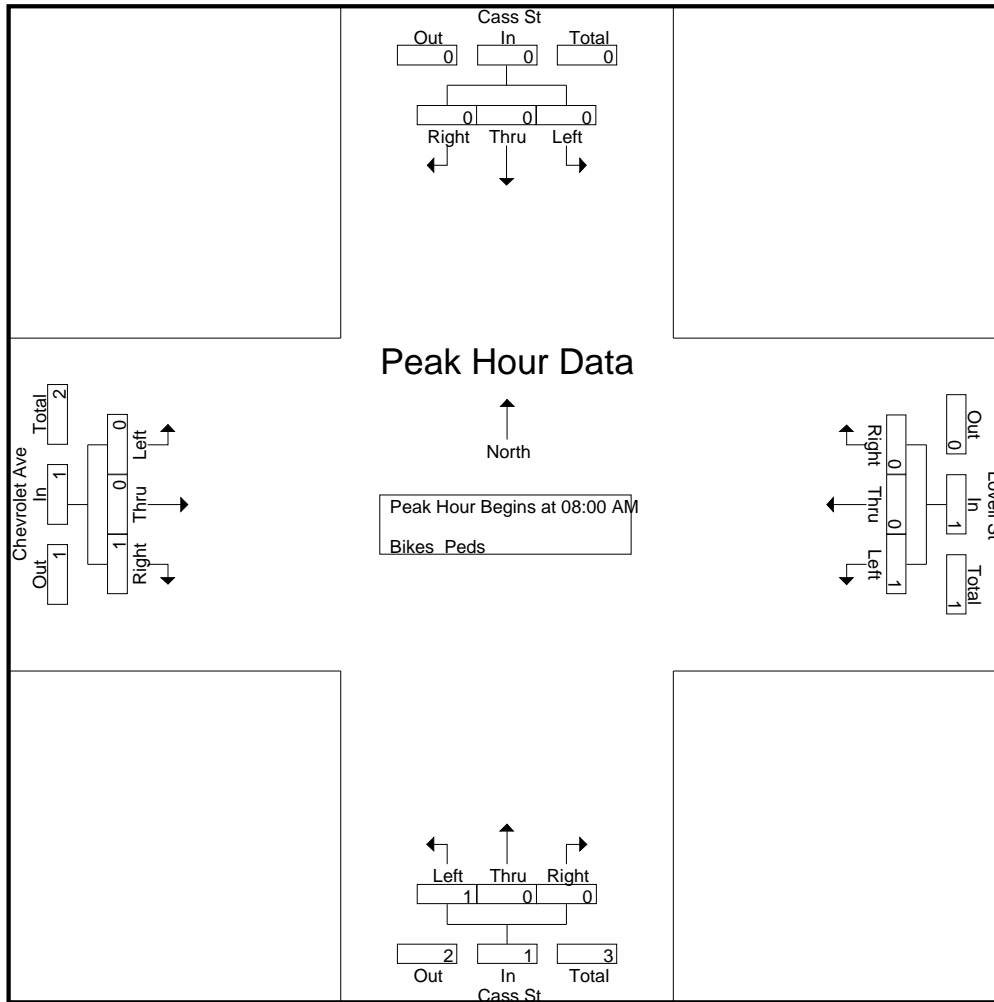
File Name : 10830002
Site Code : 10830002
Start Date : 3/9/2021
Page No : 26

Groups Printed- Bikes Peds

Start Time	Cass St From North				Lovell St From East				Cass St From South				Chevrolet Ave From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
05:45 PM	0	0	0	0	0	0	0	4	0	0	0	5	0	0	0	2	11	0	11
Total	0	3	0	0	0	0	0	14	0	1	0	19	0	0	1	8	41	5	46
06:00 PM	0	0	0	0	0	0	0	3	0	1	0	1	0	1	0	0	4	2	6
06:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	2	1	3
06:30 PM	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	1	0	0	0	2	3	0	3
Total	0	0	0	0	0	0	0	4	0	1	0	3	0	1	1	2	9	3	12
Grand Total	0	7	0	8	2	2	1	72	6	11	1	92	0	3	7	66	238	40	278
Apprch %	0	100	0		40	40	20		33.3	61.1	5.6		0	30	70				
Total %	0	17.5	0		5	5	2.5		15	27.5	2.5		0	7.5	17.5		85.6	14.4	

Start Time	Cass St From North				Lovell St From East				Cass St From South				Chevrolet Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	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
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
Total Volume	0	0	0	0	1	0	0	1	1	0	0	1	0	0	1	1	3
% App. Total	0	0	0		100	0	0		100	0	0		0	0	100		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.250	.000	.000	.250	.000	.000	.250	.250	.375

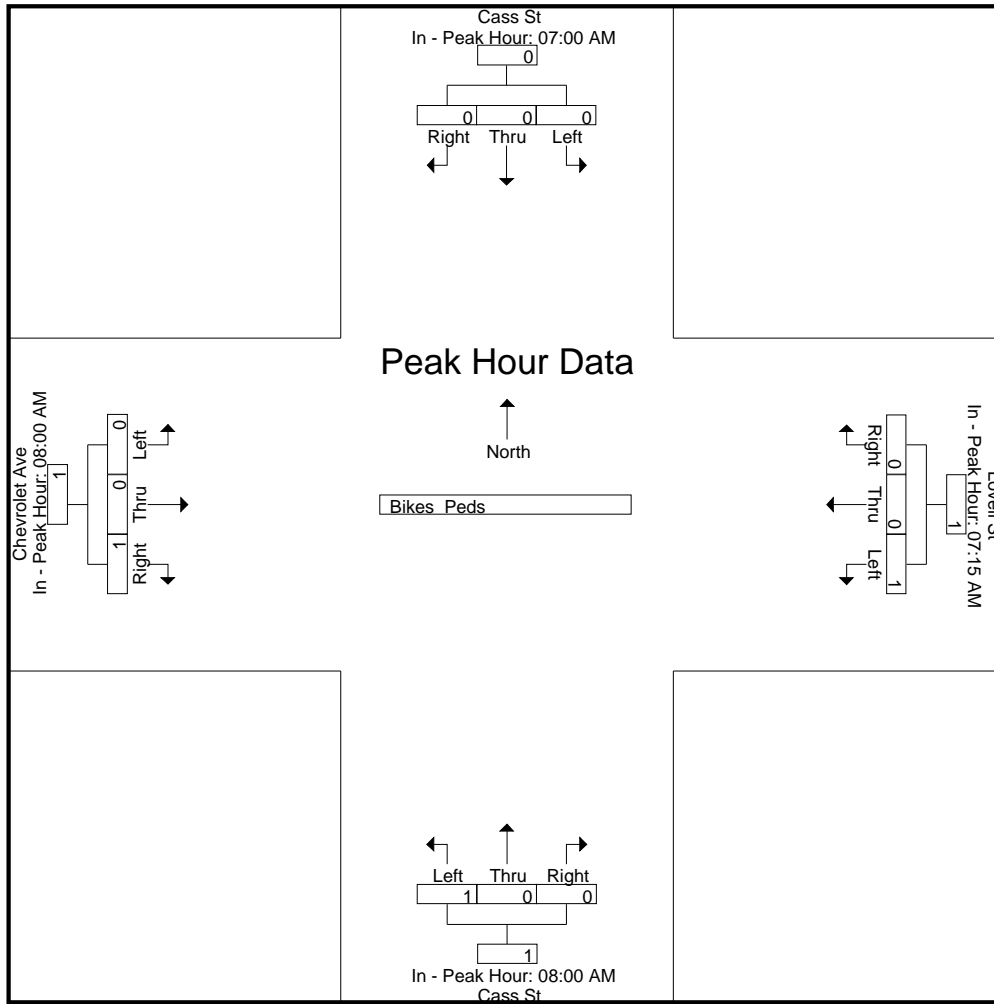
N/S Street : Cass Street
E/W Street : Lovell St / Chevrolet Ave
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	1	0	0	1	0	0	1	1
Total Volume	0	0	0	0	1	0	0	1	1	0	0	1	0	0	1	1
% App. Total	0	0	0	0	100	0	0		100	0	0		0	0	100	
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.250	.000	.000	.250	.000	.000	.250	.250

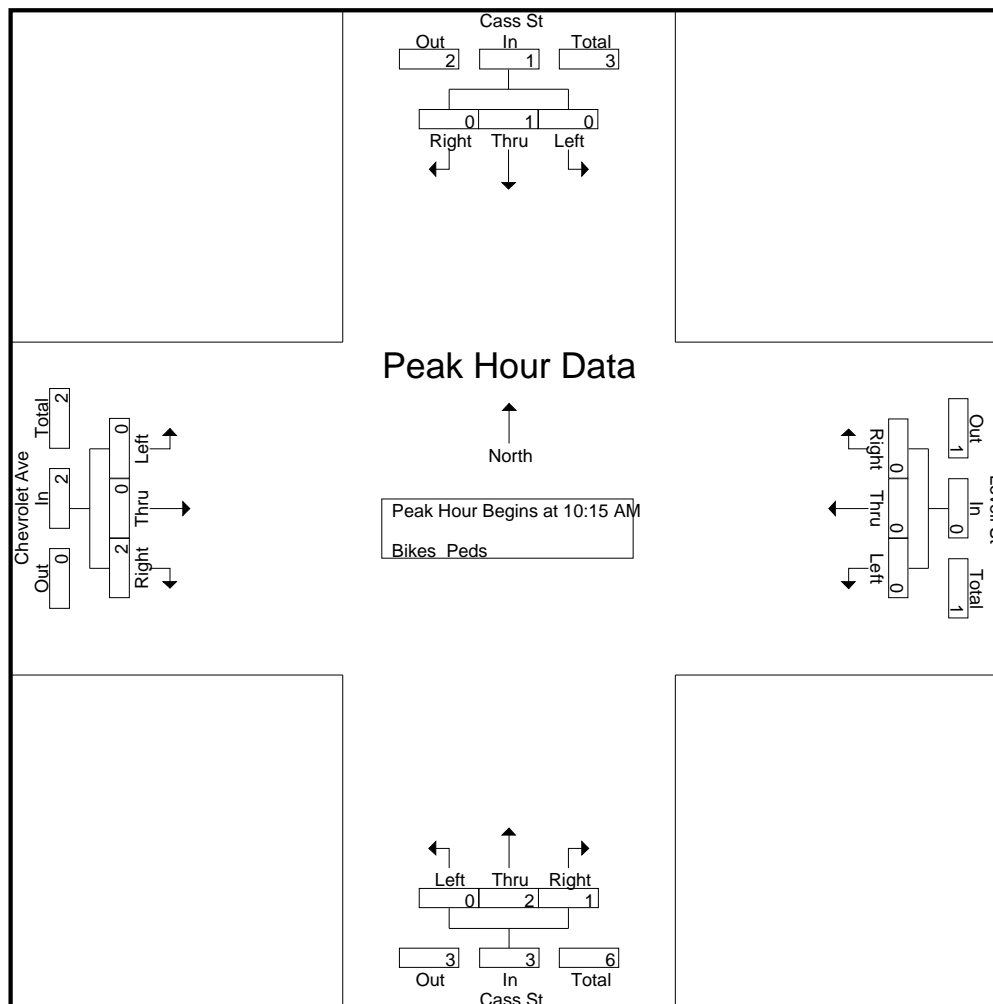
N/S Street : Cass Street
E/W Street : Lovell St / Chevrolet Ave
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 10:15 AM

10:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
10:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	2
Total Volume	0	1	0	1	0	0	0	0	0	2	1	3	0	0	2	2	6
% App. Total	0	100	0		0	0	0	0	0	66.7	33.3		0	0	100		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.250	.750	.000	.000	.500	.500	.750

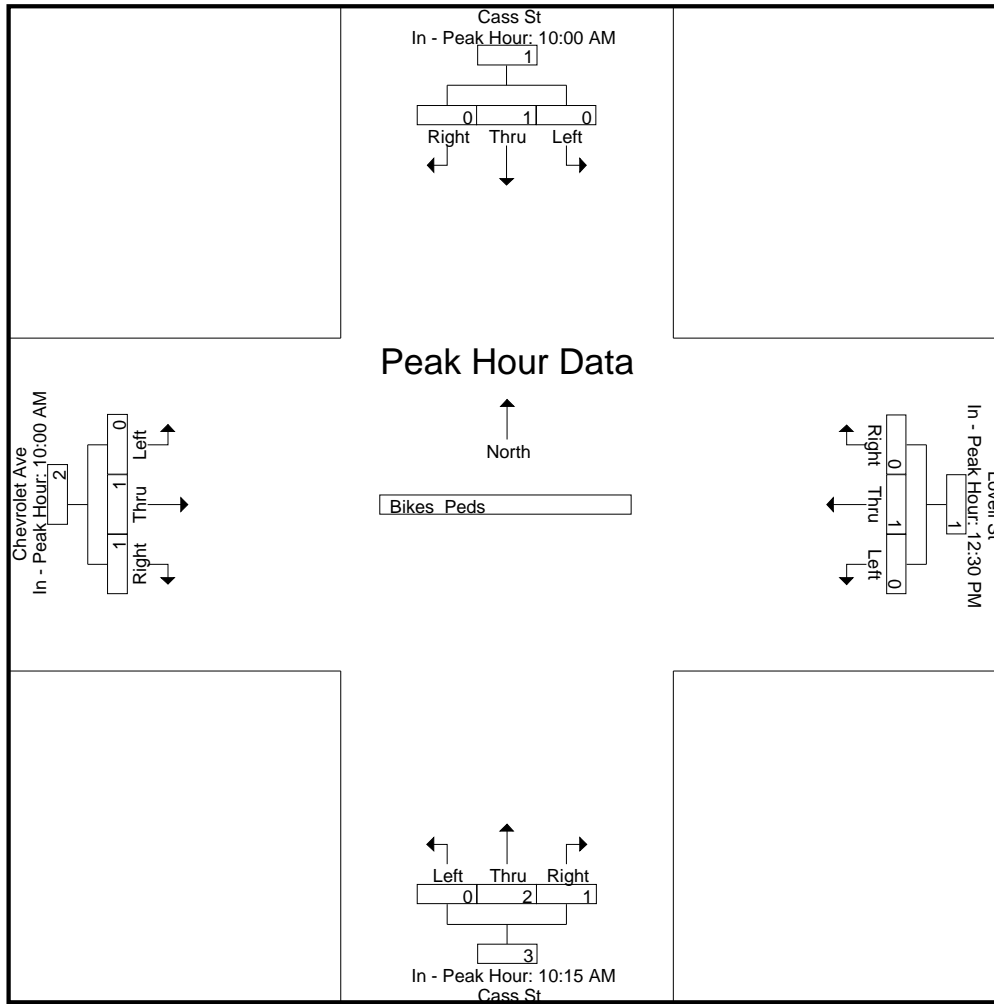
N/S Street : Cass Street
E/W Street : Lovell St / Chevrolet Ave
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	10:00 AM				12:30 PM				10:15 AM				10:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0
Total Volume	0	1	0	1	0	1	0	1	0	2	1	3	0	1	1	2
% App. Total	0	100	0		0	100	0		0	66.7	33.3		0	50	50	
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.500	.250	.750	.000	.250	.250	.500

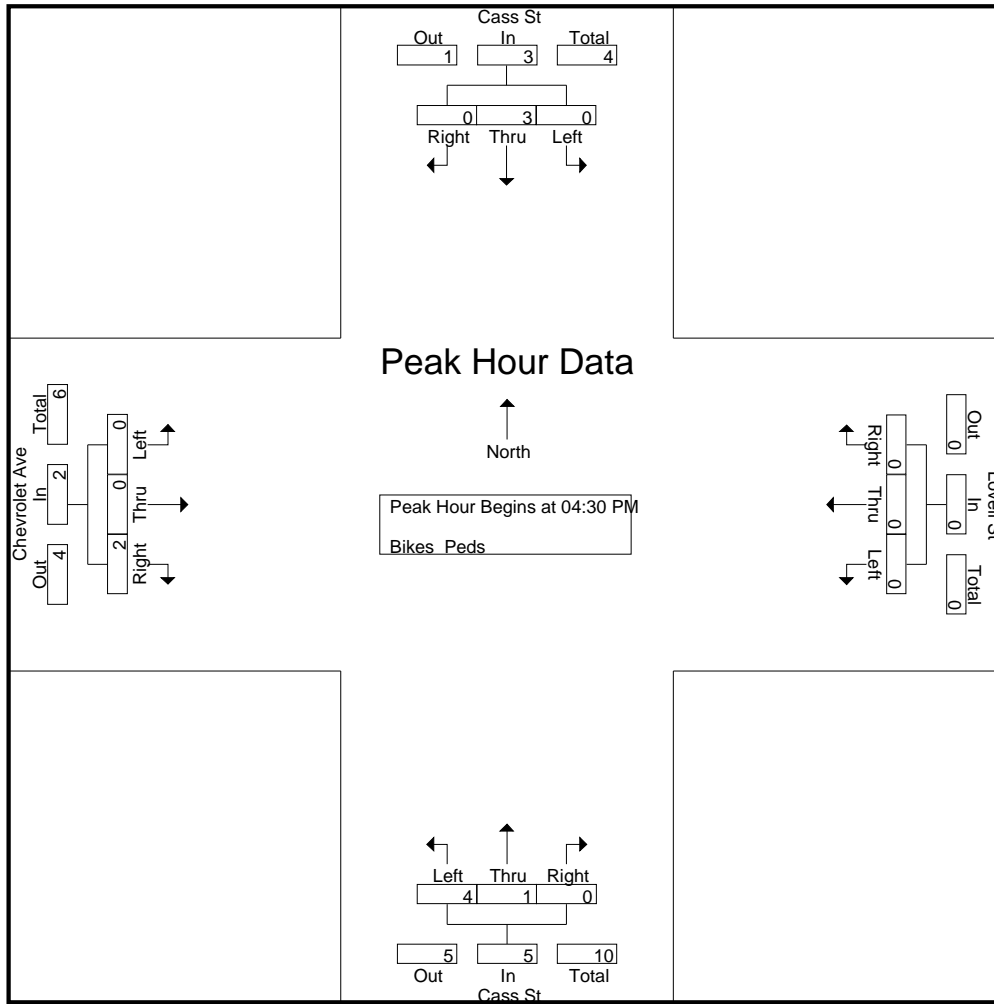
N/S Street : Cass Street
E/W Street : Lovell St / Chevrolet Ave
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	1	4
05:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1	3
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	3	0	3	0	0	0	0	4	1	0	5	0	0	2	2	10
% App. Total	0	100	0	0	0	0	0	0	80	20	0	0	0	0	100	0	0
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.333	.250	.000	.417	.000	.000	.500	.500	.625

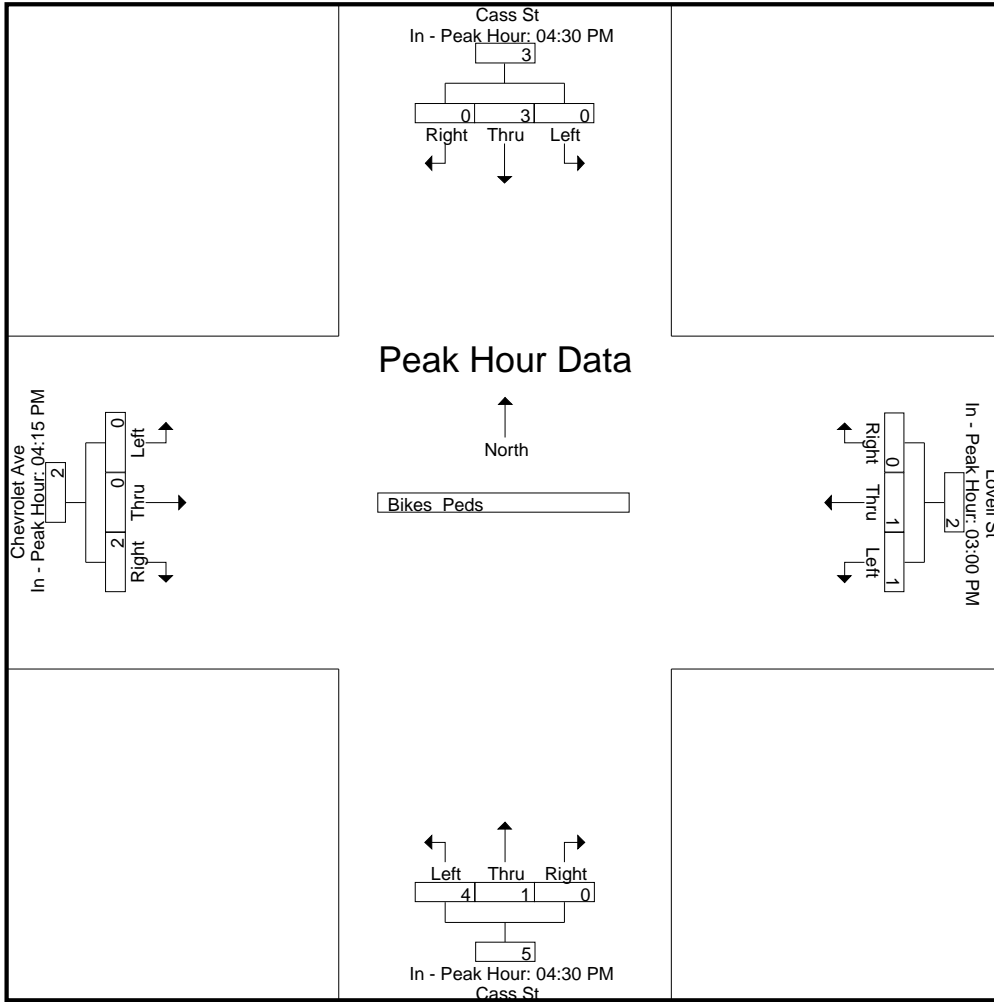
N/S Street : Cass Street
E/W Street : Lovell St / Chevrolet Ave
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				03:00 PM				04:30 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1
+45 mins.	0	1	0	1	1	1	0	2	0	1	0	1	0	0	1	1
Total Volume	0	3	0	3	1	1	0	2	4	1	0	5	0	0	2	2
% App. Total	0	100	0		50	50	0		80	20	0		0	0	100	
PHF	.000	.375	.000	.375	.250	.250	.000	.250	.333	.250	.000	.417	.000	.000	.500	.500

N/S Street : Cass Street
E/W Street : Lovell St / Chevrolet Ave
City/State : Portsmouth, NH
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Driveway / Albany Street
E/W Street : Islington Street
City/State : Portsmouth, MA
Weather : Clear

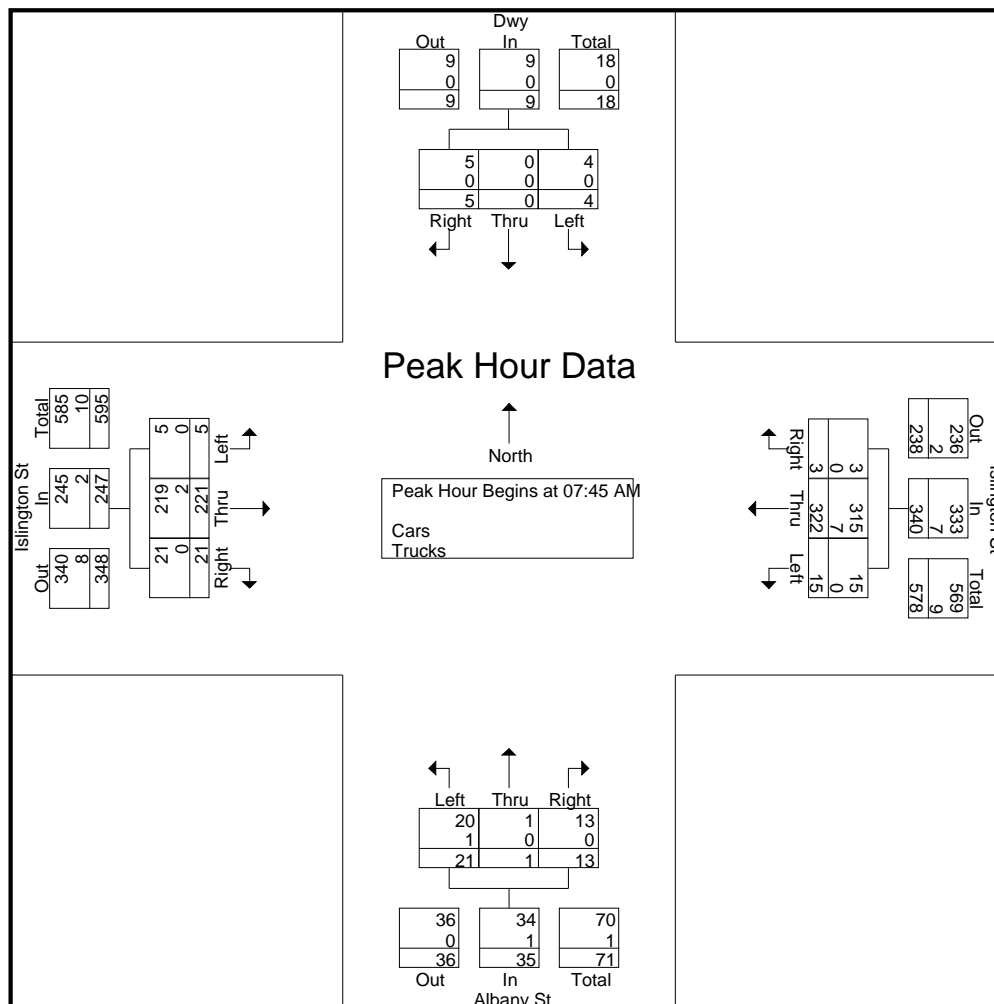
File Name : 10830003
Site Code : 10830003
Start Date : 3/9/2021
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Dwy From North			Islington St From East			Albany St From South			Islington St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	2	49	0	0	0	2	0	23	10	86
07:15 AM	0	0	0	5	61	0	3	0	0	0	37	5	111
07:30 AM	1	0	1	3	83	2	1	0	1	0	65	6	163
07:45 AM	2	0	2	0	84	0	6	1	3	4	64	7	173
Total	3	0	3	10	277	2	10	1	6	4	189	28	533
08:00 AM	1	0	2	5	82	2	7	0	4	1	57	8	169
08:15 AM	1	0	0	6	63	1	5	0	3	0	45	0	124
08:30 AM	0	0	1	4	93	0	3	0	3	0	55	6	165
08:45 AM	0	0	0	7	72	0	7	0	4	0	48	3	141
Total	2	0	3	22	310	3	22	0	14	1	205	17	599
Grand Total	5	0	6	32	587	5	32	1	20	5	394	45	1132
Apprch %	45.5	0	54.5	5.1	94.1	0.8	60.4	1.9	37.7	1.1	88.7	10.1	
Total %	0.4	0	0.5	2.8	51.9	0.4	2.8	0.1	1.8	0.4	34.8	4	
Cars	5	0	6	31	572	5	31	1	20	5	384	44	1104
% Cars	100	0	100	96.9	97.4	100	96.9	100	100	100	97.5	97.8	97.5
Trucks	0	0	0	1	15	0	1	0	0	0	10	1	28
% Trucks	0	0	0	3.1	2.6	0	3.1	0	0	0	2.5	2.2	2.5

Start Time	Dwy From North				Islington St From East				Albany St From South				Islington St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	2	0	2	4	0	84	0	84	6	1	3	10	4	64	7	75	173
08:00 AM	1	0	2	3	5	82	2	89	7	0	4	11	1	57	8	66	169
08:15 AM	1	0	0	1	6	63	1	70	5	0	3	8	0	45	0	45	124
08:30 AM	0	0	1	1	4	93	0	97	3	0	3	6	0	55	6	61	165
Total Volume	4	0	5	9	15	322	3	340	21	1	13	35	5	221	21	247	631
% App. Total	44.4	0	55.6		4.4	94.7	0.9		60	2.9	37.1		2	89.5	8.5		
PHF	.500	.000	.625	.563	.625	.866	.375	.876	.750	.250	.813	.795	.313	.863	.656	.823	.912
Cars	4	0	5	9	15	315	3	333	20	1	13	34	5	219	21	245	621
% Cars	100	0	100	100	100	97.8	100	97.9	95.2	100	100	97.1	100	99.1	100	99.2	98.4
Trucks	0	0	0	0	0	7	0	7	1	0	0	1	0	2	0	2	10
% Trucks	0	0	0	0	0	2.2	0	2.1	4.8	0	0	2.9	0	0.9	0	0.8	1.6

N/S Street : Driveway / Albany Street
E/W Street : Islington Street
City/State : Portsmouth, MA
Weather : Clear

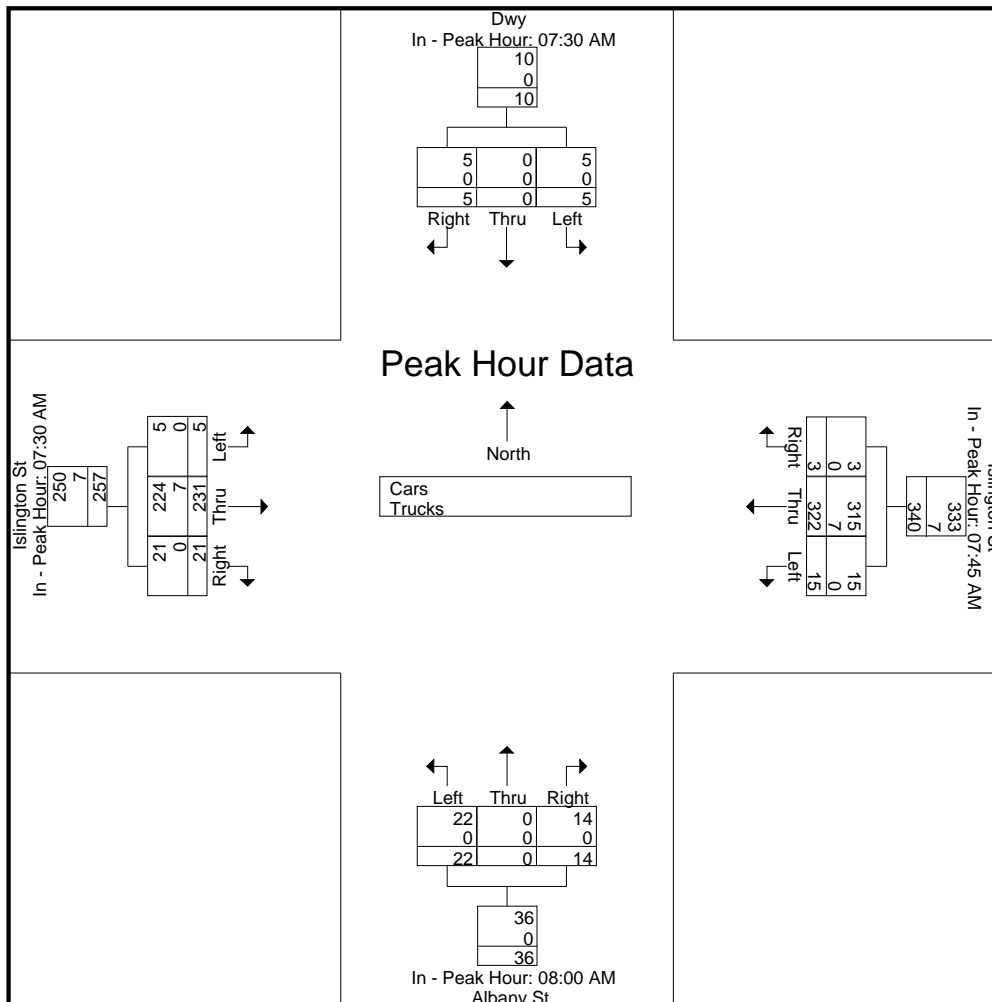


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				08:00 AM				07:30 AM			
+0 mins.	1	0	1	2	0	84	0	84	7	0	4	11	0	65	6	71
+15 mins.	2	0	2	4	5	82	2	89	5	0	3	8	4	64	7	75
+30 mins.	1	0	2	3	6	63	1	70	3	0	3	6	1	57	8	66
+45 mins.	1	0	0	1	4	93	0	97	7	0	4	11	0	45	0	45
Total Volume	5	0	5	10	15	322	3	340	22	0	14	36	5	231	21	257
% App. Total	50	0	50		4.4	94.7	0.9		61.1	0	38.9		1.9	89.9	8.2	
PHF	.625	.000	.625	.625	.625	.866	.375	.876	.786	.000	.875	.818	.313	.888	.656	.857
Cars	5	0	5	10	15	315	3	333	22	0	14	36	5	224	21	250
% Cars	100	0	100	100	100	97.8	100	97.9	100	0	100	100	100	97	100	97.3
Trucks	0	0	0	0	0	7	0	7	0	0	0	0	0	7	0	7
% Trucks	0	0	0	0	0	2.2	0	2.1	0	0	0	0	0	3	0	2.7

N/S Street : Driveway / Albany Street
E/W Street : Islington Street
City/State : Portsmouth, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Driveway / Albany Street
E/W Street : Islington Street
City/State : Portsmouth, MA
Weather : Clear

File Name : 10830003
Site Code : 10830003
Start Date : 3/9/2021
Page No : 4

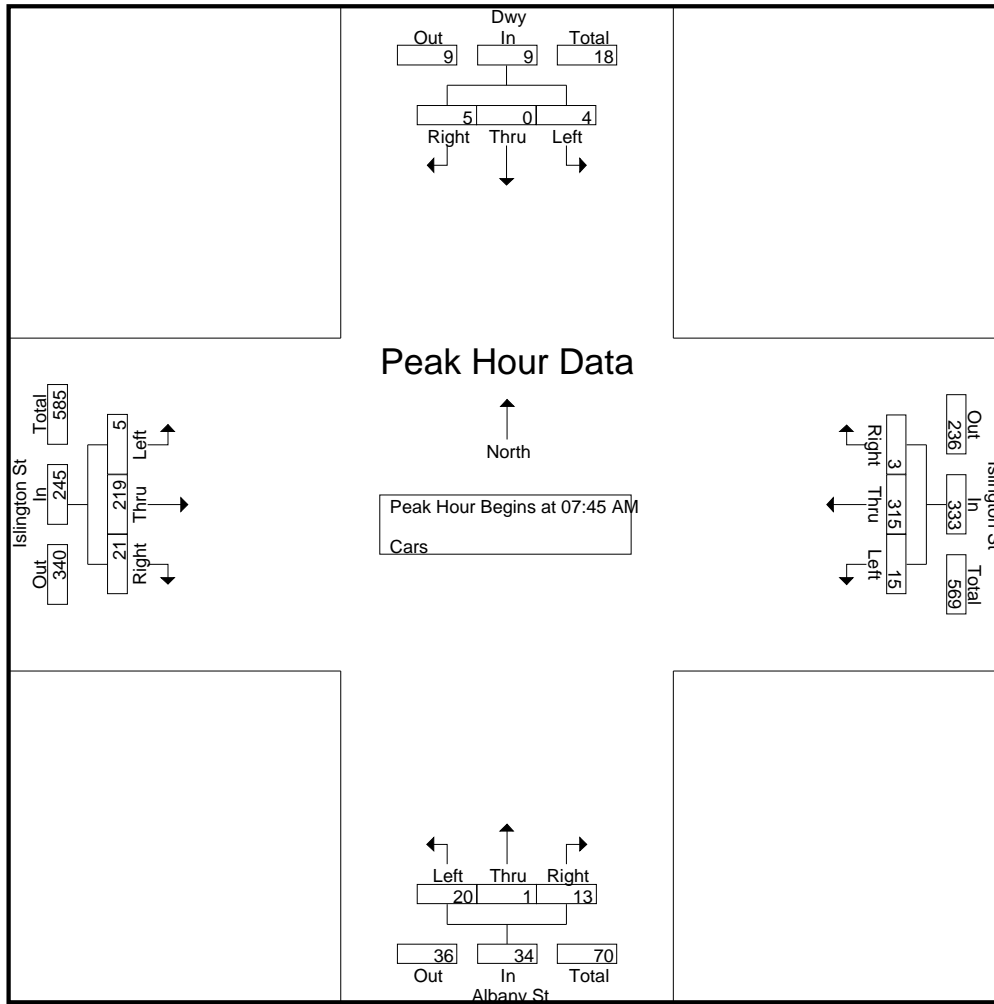
Groups Printed- Cars

Start Time	Dwy From North			Islington St From East			Albany St From South			Islington St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	2	48	0	0	0	2	0	23	9	84
07:15 AM	0	0	0	5	58	0	3	0	0	0	37	5	108
07:30 AM	1	0	1	2	82	2	1	0	1	0	60	6	156
07:45 AM	2	0	2	0	83	0	5	1	3	4	63	7	170
Total	3	0	3	9	271	2	9	1	6	4	183	27	518
08:00 AM	1	0	2	5	80	2	7	0	4	1	56	8	166
08:15 AM	1	0	0	6	62	1	5	0	3	0	45	0	123
08:30 AM	0	0	1	4	90	0	3	0	3	0	55	6	162
08:45 AM	0	0	0	7	69	0	7	0	4	0	45	3	135
Total	2	0	3	22	301	3	22	0	14	1	201	17	586
Grand Total	5	0	6	31	572	5	31	1	20	5	384	44	1104
Apprch %	45.5	0	54.5	5.1	94.1	0.8	59.6	1.9	38.5	1.2	88.7	10.2	
Total %	0.5	0	0.5	2.8	51.8	0.5	2.8	0.1	1.8	0.5	34.8	4	

Start Time	Dwy From North				Islington St From East				Albany St From South				Islington St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	2	0	2	4	0	83	0	83	5	1	3	9	4	63	7	74	170
08:00 AM	1	0	2	3	5	80	2	87	7	0	4	11	1	56	8	65	166
08:15 AM	1	0	0	1	6	62	1	69	5	0	3	8	0	45	0	45	123
08:30 AM	0	0	1	1	4	90	0	94	3	0	3	6	0	55	6	61	162
Total Volume	4	0	5	9	15	315	3	333	20	1	13	34	5	219	21	245	621
% App. Total	44.4	0	55.6		4.5	94.6	0.9		58.8	2.9	38.2		2	89.4	8.6		
PHF	.500	.000	.625	.563	.625	.875	.375	.886	.714	.250	.813	.773	.313	.869	.656	.828	.913

N/S Street : Driveway / Albany Street
E/W Street : Islington Street
City/State : Portsmouth, MA
Weather : Clear

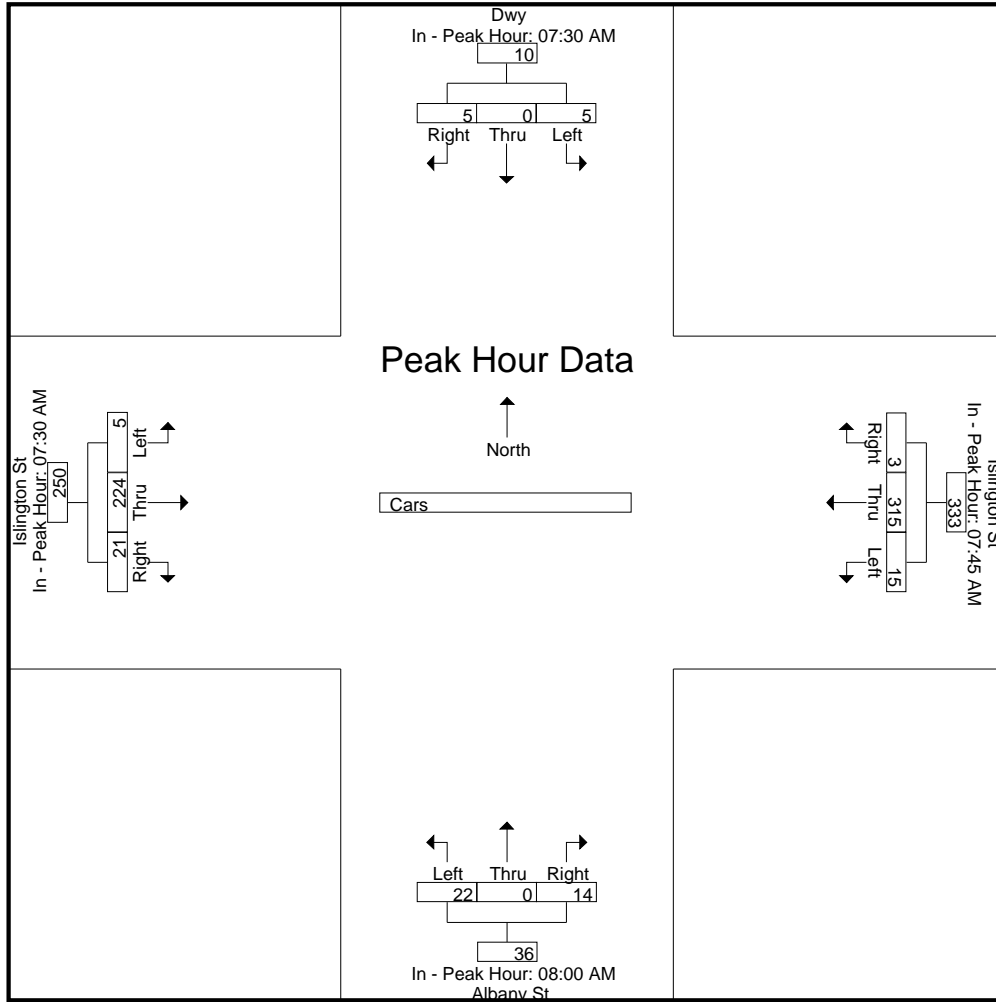
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Site Code : 10830003
Start Date : 3/9/2021
Page No : 5



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				08:00 AM				07:30 AM			
+0 mins.	1	0	1	2	0	83	0	83	7	0	4	11	0	60	6	66
+15 mins.	2	0	2	4	5	80	2	87	5	0	3	8	4	63	7	74
+30 mins.	1	0	2	3	6	62	1	69	3	0	3	6	1	56	8	65
+45 mins.	1	0	0	1	4	90	0	94	7	0	4	11	0	45	0	45
Total Volume	5	0	5	10	15	315	3	333	22	0	14	36	5	224	21	250
% App. Total	50	0	50		4.5	94.6	0.9		61.1	0	38.9		2	89.6	8.4	
PHF	.625	.000	.625	.625	.625	.875	.375	.886	.786	.000	.875	.818	.313	.889	.656	.845

N/S Street : Driveway / Albany Street
E/W Street : Islington Street
City/State : Portsmouth, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Driveway / Albany Street
E/W Street : Islington Street
City/State : Portsmouth, MA
Weather : Clear

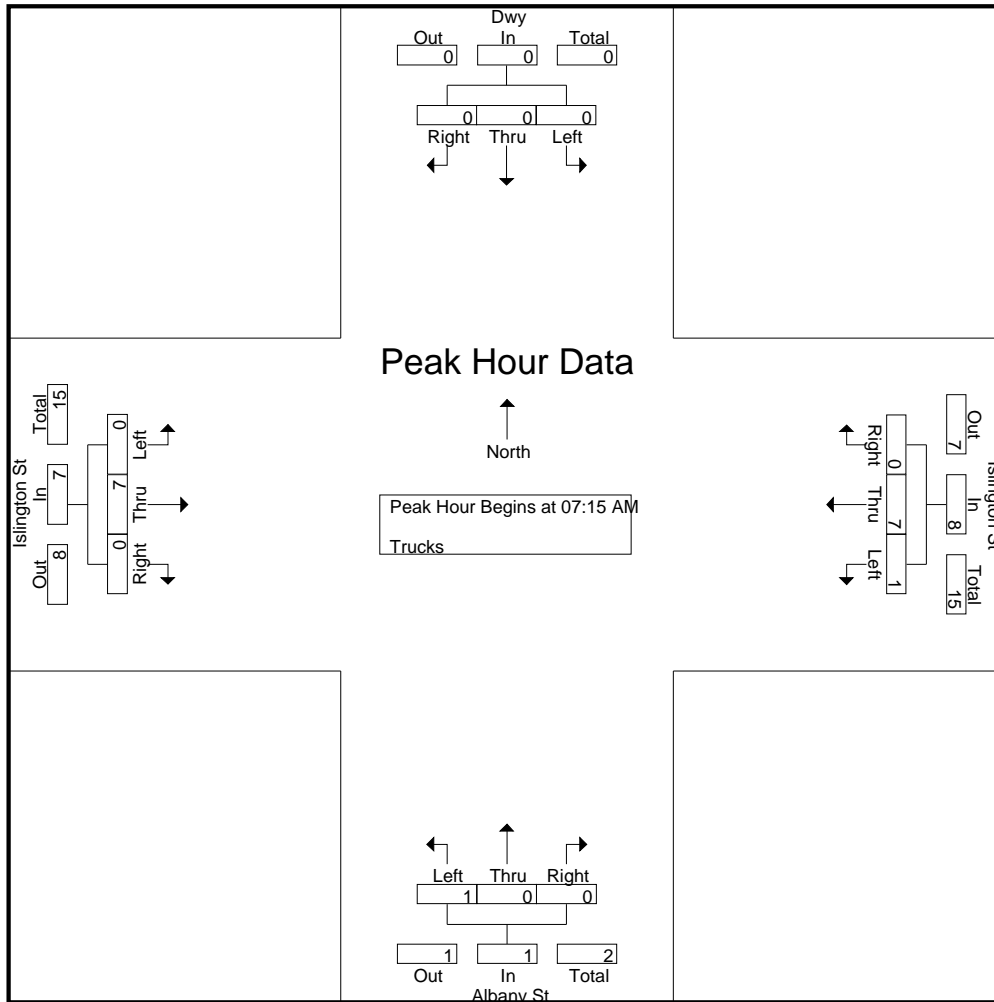
File Name : 10830003
Site Code : 10830003
Start Date : 3/9/2021
Page No : 7

Groups Printed- Trucks

Start Time	Dwy From North			Islington St From East			Albany St From South			Islington St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	0	1	0	0	0	0	0	0	1	2
07:15 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	1	1	0	0	0	0	0	5	0	7
07:45 AM	0	0	0	0	1	0	1	0	0	0	1	0	3
Total	0	0	0	1	6	0	1	0	0	0	6	1	15
08:00 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
08:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	3	0	0	0	0	0	3	0	6
Total	0	0	0	0	9	0	0	0	0	0	4	0	13
Grand Total	0	0	0	1	15	0	1	0	0	0	10	1	28
Apprch %	0	0	0	6.2	93.8	0	100	0	0	0	90.9	9.1	
Total %	0	0	0	3.6	53.6	0	3.6	0	0	0	35.7	3.6	

Start Time	Dwy From North				Islington St From East				Albany St From South				Islington St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	5	0	5	7
07:45 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1	3
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total Volume	0	0	0	0	1	7	0	8	1	0	0	1	0	7	0	7	16
% App. Total	0	0	0	0	12.5	87.5	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.583	.000	.667	.250	.000	.000	.250	.000	.350	.000	.350	.571

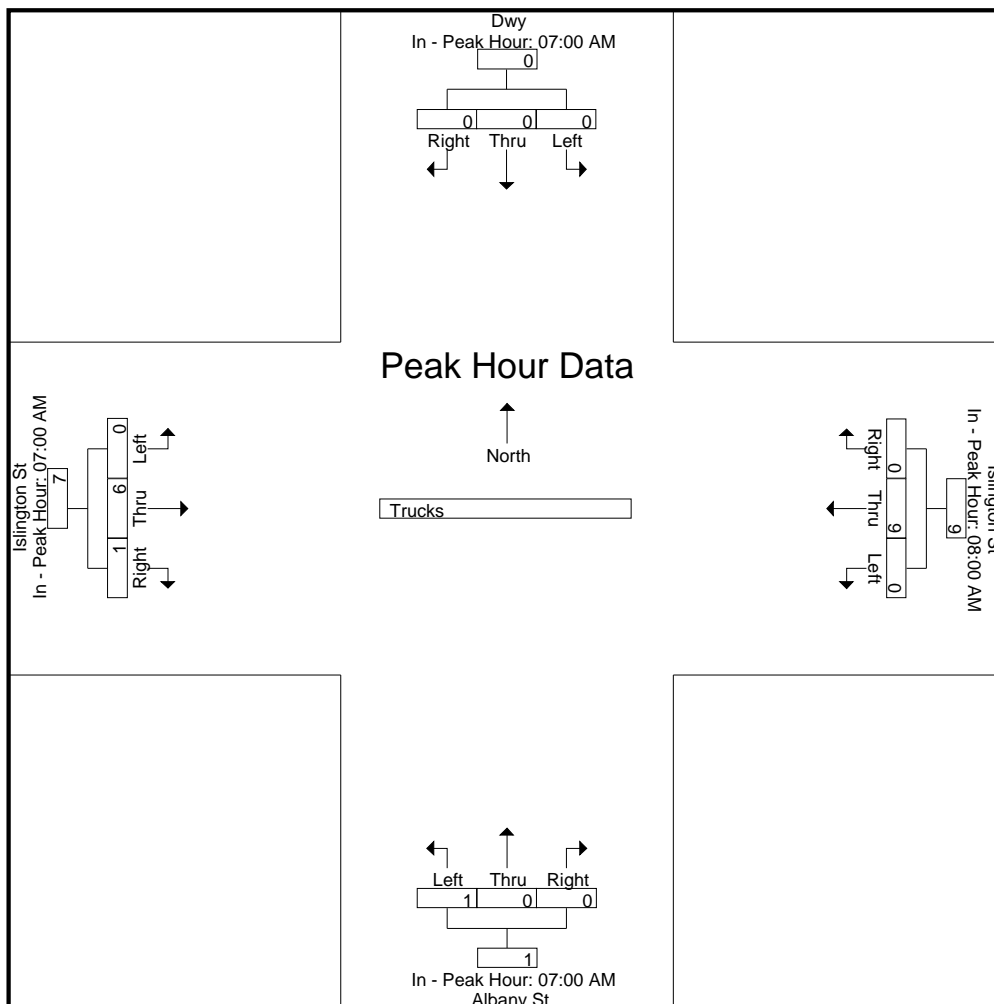
N/S Street : Driveway / Albany Street
E/W Street : Islington Street
City/State : Portsmouth, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				08:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5
+45 mins.	0	0	0	0	0	3	0	3	1	0	0	1	0	1	0	1
Total Volume	0	0	0	0	0	9	0	9	1	0	0	1	0	6	1	7
% App. Total	0	0	0	0	0	100	0		100	0	0		0	85.7	14.3	
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.250	.000	.000	.250	.000	.300	.250	.350

N/S Street : Driveway / Albany Street
E/W Street : Islington Street
City/State : Portsmouth, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Driveway / Albany Street
E/W Street : Islington Street
City/State : Portsmouth, MA
Weather : Clear

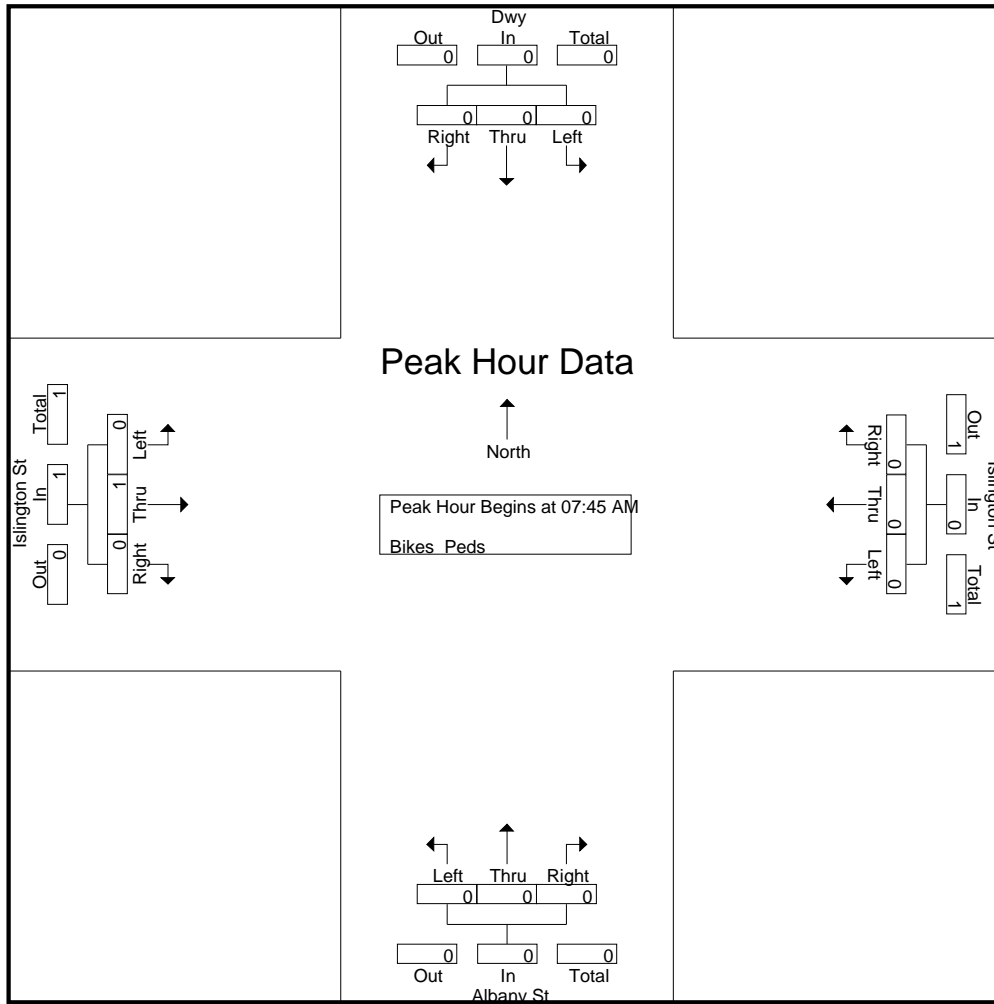
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Site Code : 10830003
Start Date : 3/9/2021
Page No : 10

Groups Printed- Bikes Peds

Start Time	Dwy From North				Islington St From East				Albany St From South				Islington St From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
07:00 AM	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	3	9	0	9
07:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
07:30 AM	0	0	0	1	0	0	0	4	0	0	0	3	0	0	0	0	8	0	8
07:45 AM	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	6	0	6
Total	0	0	0	10	0	0	0	4	0	0	0	7	0	0	0	4	25	0	25
08:00 AM	0	0	0	3	0	0	0	1	0	0	0	2	0	0	0	1	7	0	7
08:15 AM	0	0	0	3	0	0	0	0	0	0	0	4	0	0	0	4	11	0	11
08:30 AM	0	0	0	2	0	0	0	0	0	0	0	2	0	1	0	2	6	1	7
08:45 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	10	0	0	0	1	0	0	0	8	0	1	0	7	26	1	27
Grand Total	0	0	0	20	0	0	0	5	0	0	0	15	0	1	0	11	51	1	52
Apprch %	0	0	0		0	0	0		0	0	0		0	100	0				
Total %	0	0	0		0	0	0		0	0	0		0	100	0		98.1	1.9	

Start Time	Dwy From North				Islington St From East				Albany St From South				Islington St From West				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	0	0	0	0	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	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
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0			
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250	.250

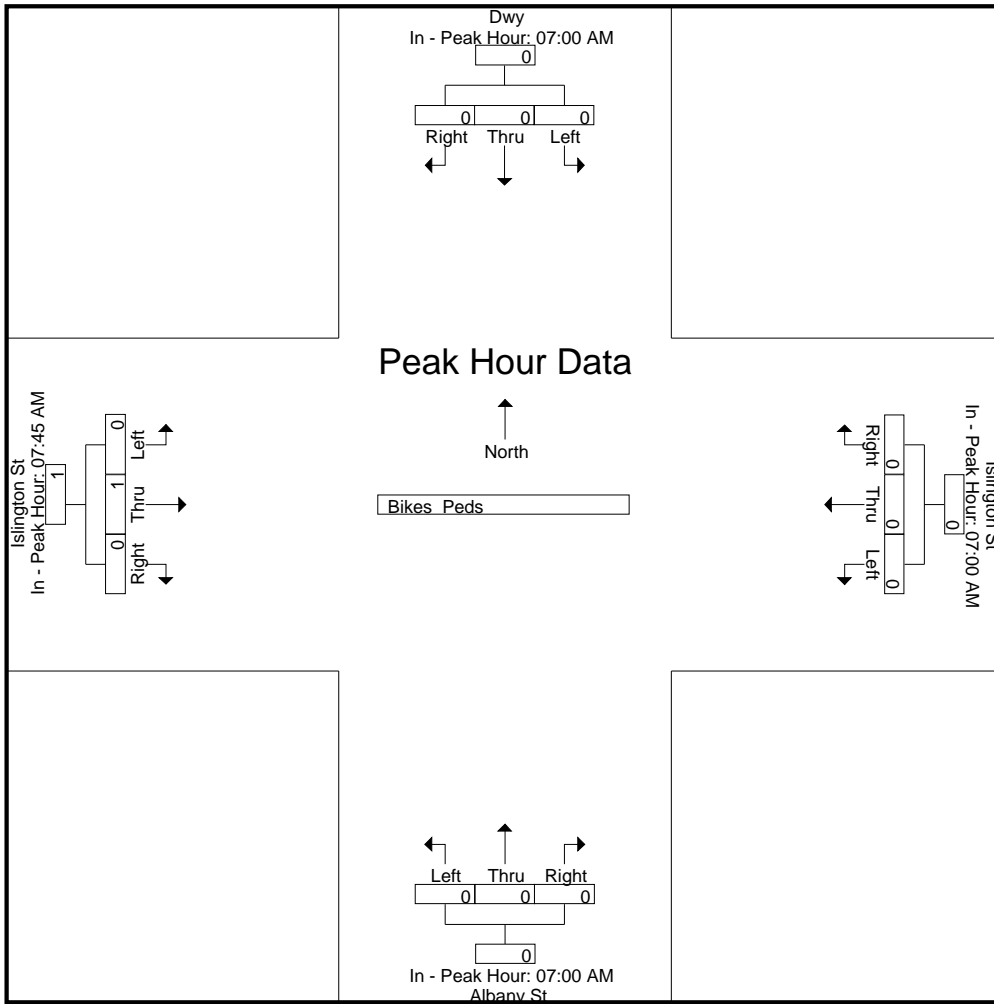
N/S Street : Driveway / Albany Street
E/W Street : Islington Street
City/State : Portsmouth, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250

N/S Street : Driveway / Albany Street
E/W Street : Islington Street
City/State : Portsmouth, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Driveway / Albany Street
E/W Street : Islington Street
City/State : Portsmouth, MA
Weather : Clear

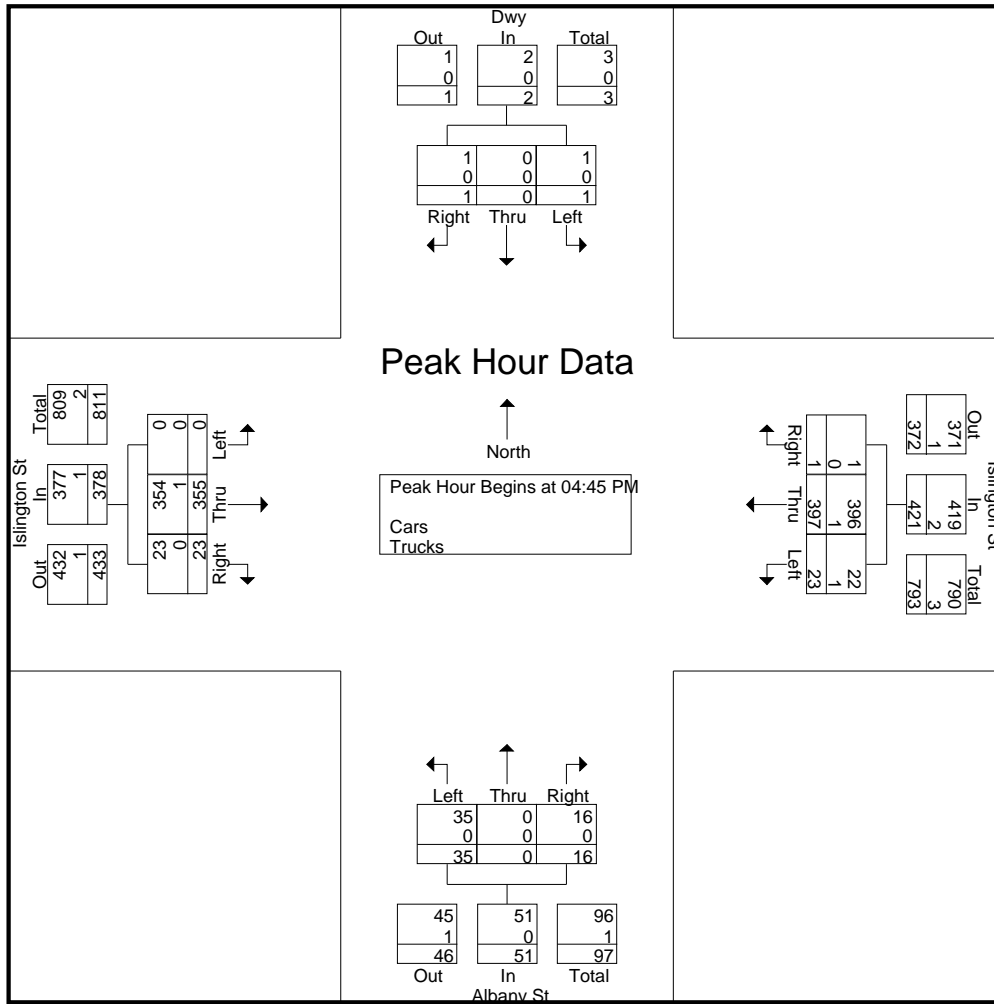
File Name : 10830003
Site Code : 10830003
Start Date : 3/9/2021
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Dwy From North			Islington St From East			Albany St From South			Islington St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	0	0	0	12	106	0	6	0	3	0	79	9	215
04:15 PM	0	0	0	7	73	0	9	0	4	0	72	5	170
04:30 PM	0	0	0	4	101	0	10	0	3	0	68	6	192
04:45 PM	0	0	0	5	111	0	2	0	0	0	93	3	214
Total	0	0	0	28	391	0	27	0	10	0	312	23	791
05:00 PM	0	0	0	6	107	0	8	0	6	0	74	9	210
05:15 PM	1	0	0	6	88	1	15	0	5	0	94	6	216
05:30 PM	0	0	1	6	91	0	10	0	5	0	94	5	212
05:45 PM	0	0	0	3	92	0	3	0	1	0	78	4	181
Total	1	0	1	21	378	1	36	0	17	0	340	24	819
Grand Total	1	0	1	49	769	1	63	0	27	0	652	47	1610
Apprch %	50	0	50	6	93.9	0.1	70	0	30	0	93.3	6.7	
Total %	0.1	0	0.1	3	47.8	0.1	3.9	0	1.7	0	40.5	2.9	
Cars	1	0	1	48	765	1	63	0	27	0	651	47	1604
% Cars	100	0	100	98	99.5	100	100	0	100	0	99.8	100	99.6
Trucks	0	0	0	1	4	0	0	0	0	0	1	0	6
% Trucks	0	0	0	2	0.5	0	0	0	0	0	0.2	0	0.4

Start Time	Dwy From North				Islington St From East				Albany St From South				Islington St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	0	0	0	5	111	0	116	2	0	0	2	0	93	3	96	214
05:00 PM	0	0	0	0	6	107	0	113	8	0	6	14	0	74	9	83	210
05:15 PM	1	0	0	1	6	88	1	95	15	0	5	20	0	94	6	100	216
05:30 PM	0	0	1	1	6	91	0	97	10	0	5	15	0	94	5	99	212
Total Volume	1	0	1	2	23	397	1	421	35	0	16	51	0	355	23	378	852
% App. Total	50	0	50		5.5	94.3	0.2		68.6	0	31.4		0	93.9	6.1		
PHF	.250	.000	.250	.500	.958	.894	.250	.907	.583	.000	.667	.638	.000	.944	.639	.945	.986
Cars	1	0	1	2	22	396	1	419	35	0	16	51	0	354	23	377	849
% Cars	100	0	100	100	95.7	99.7	100	99.5	100	0	100	100	0	99.7	100	99.7	99.6
Trucks	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1	3
% Trucks	0	0	0	0	4.3	0.3	0	0.5	0	0	0	0	0	0.3	0	0.3	0.4

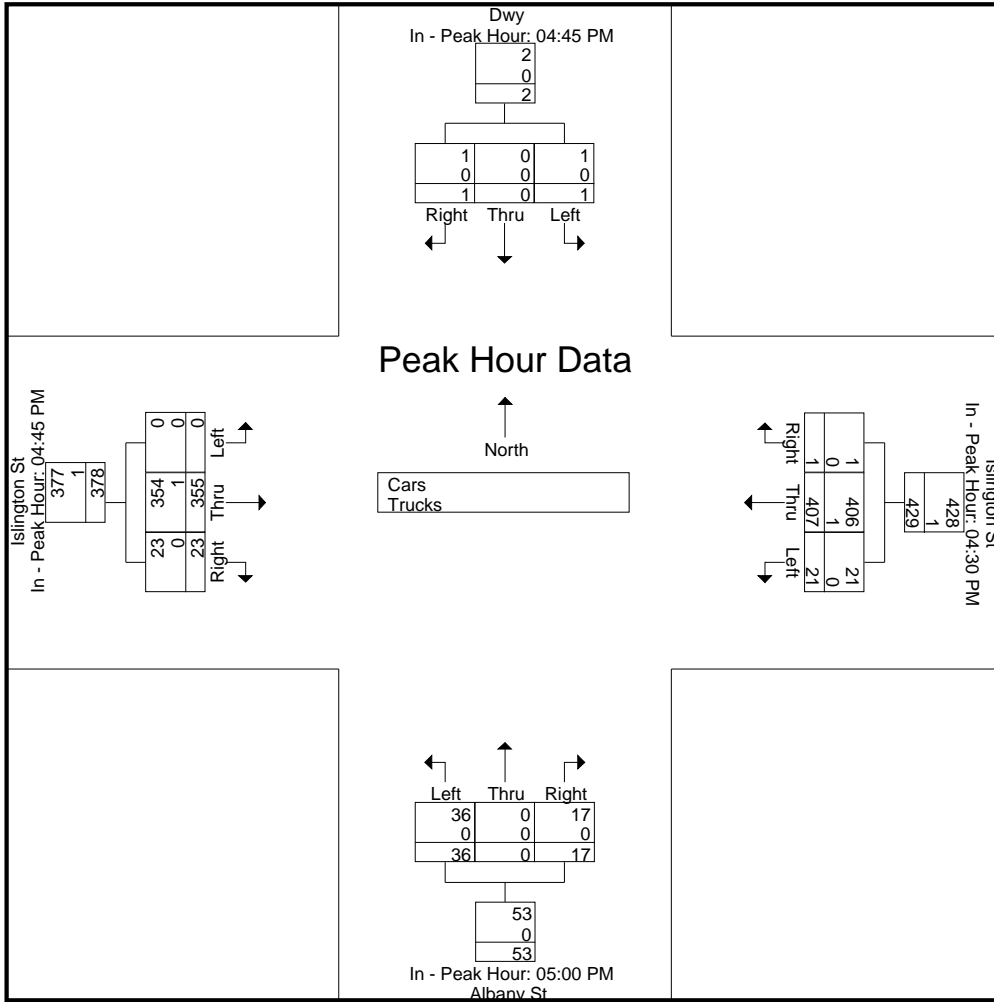
N/S Street : Driveway / Albany Street
E/W Street : Islington Street
City/State : Portsmouth, MA
Weather : Clear



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				05:00 PM				04:45 PM			
+0 mins.	0	0	0	0	4	101	0	105	8	0	6	14	0	93	3	96
+15 mins.	0	0	0	0	5	111	0	116	15	0	5	20	0	74	9	83
+30 mins.	1	0	0	1	6	107	0	113	10	0	5	15	0	94	6	100
+45 mins.	0	0	1	1	6	88	1	95	3	0	1	4	0	94	5	99
Total Volume	1	0	1	2	21	407	1	429	36	0	17	53	0	355	23	378
% App. Total	50	0	50		4.9	94.9	0.2		67.9	0	32.1		0	93.9	6.1	
PHF	.250	.000	.250	.500	.875	.917	.250	.925	.600	.000	.708	.663	.000	.944	.639	.945
Cars	1	0	1	2	21	406	1	428	36	0	17	53	0	354	23	377
% Cars	100	0	100	100	100	99.8	100	99.8	100	0	100	100	0	99.7	100	99.7
Trucks	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
% Trucks	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0	0.3	0	0.3

N/S Street : Driveway / Albany Street
E/W Street : Islington Street
City/State : Portsmouth, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Driveway / Albany Street
E/W Street : Islington Street
City/State : Portsmouth, MA
Weather : Clear

File Name : 10830003
Site Code : 10830003
Start Date : 3/9/2021
Page No : 4

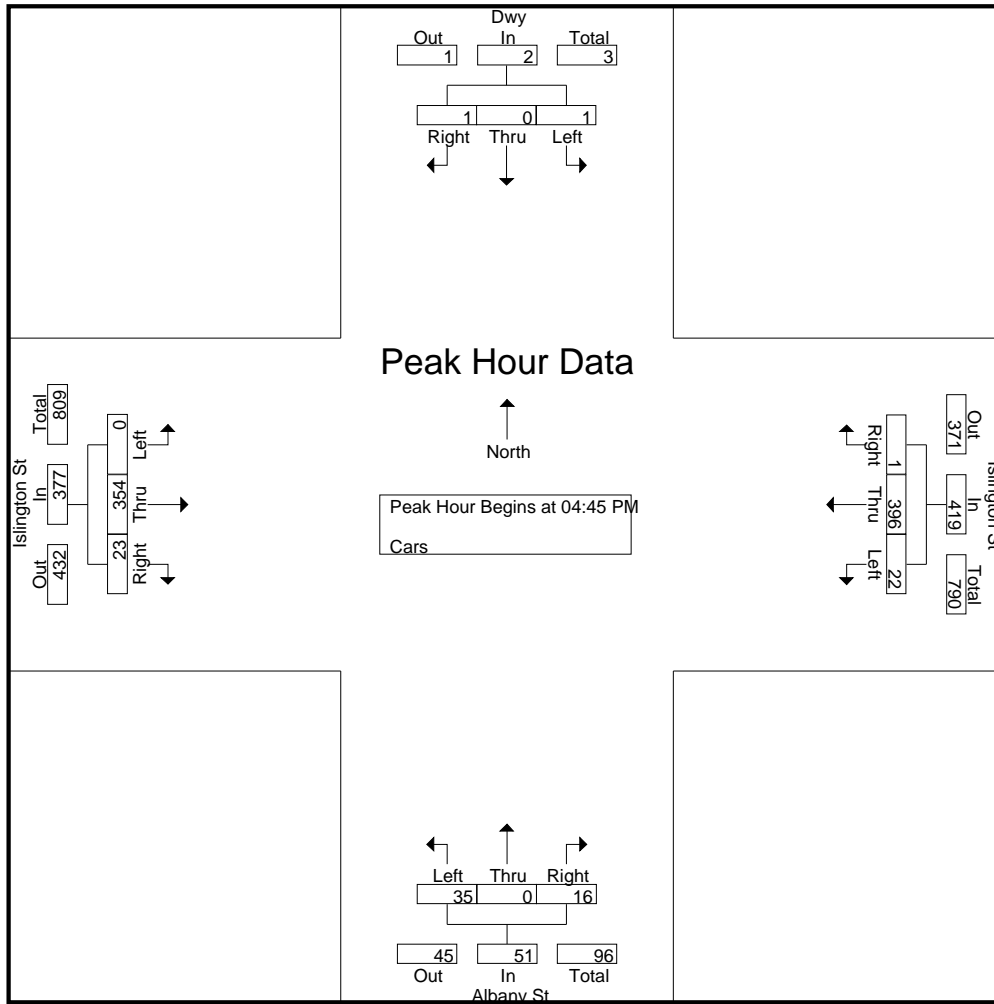
Groups Printed- Cars

Start Time	Dwy From North			Islington St From East			Albany St From South			Islington St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	0	0	0	12	105	0	6	0	3	0	79	9	214
04:15 PM	0	0	0	7	73	0	9	0	4	0	72	5	170
04:30 PM	0	0	0	4	101	0	10	0	3	0	68	6	192
04:45 PM	0	0	0	5	111	0	2	0	0	0	93	3	214
Total	0	0	0	28	390	0	27	0	10	0	312	23	790
05:00 PM	0	0	0	6	107	0	8	0	6	0	73	9	209
05:15 PM	1	0	0	6	87	1	15	0	5	0	94	6	215
05:30 PM	0	0	1	5	91	0	10	0	5	0	94	5	211
05:45 PM	0	0	0	3	90	0	3	0	1	0	78	4	179
Total	1	0	1	20	375	1	36	0	17	0	339	24	814
Grand Total	1	0	1	48	765	1	63	0	27	0	651	47	1604
Apprch %	50	0	50	5.9	94	0.1	70	0	30	0	93.3	6.7	
Total %	0.1	0	0.1	3	47.7	0.1	3.9	0	1.7	0	40.6	2.9	

Start Time	Dwy From North				Islington St From East				Albany St From South				Islington St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	0	0	0	5	111	0	116	2	0	0	2	0	93	3	96	214
05:00 PM	0	0	0	0	6	107	0	113	8	0	6	14	0	73	9	82	209
05:15 PM	1	0	0	1	6	87	1	94	15	0	5	20	0	94	6	100	215
05:30 PM	0	0	1	1	5	91	0	96	10	0	5	15	0	94	5	99	211
Total Volume	1	0	1	2	22	396	1	419	35	0	16	51	0	354	23	377	849
% App. Total	50	0	50	2	5.3	94.5	0.2	419	68.6	0	31.4	51	0	93.9	6.1	377	849
PHF	.250	.000	.250	.500	.917	.892	.250	.903	.583	.000	.667	.638	.000	.941	.639	.943	.987

N/S Street : Driveway / Albany Street
E/W Street : Islington Street
City/State : Portsmouth, MA
Weather : Clear

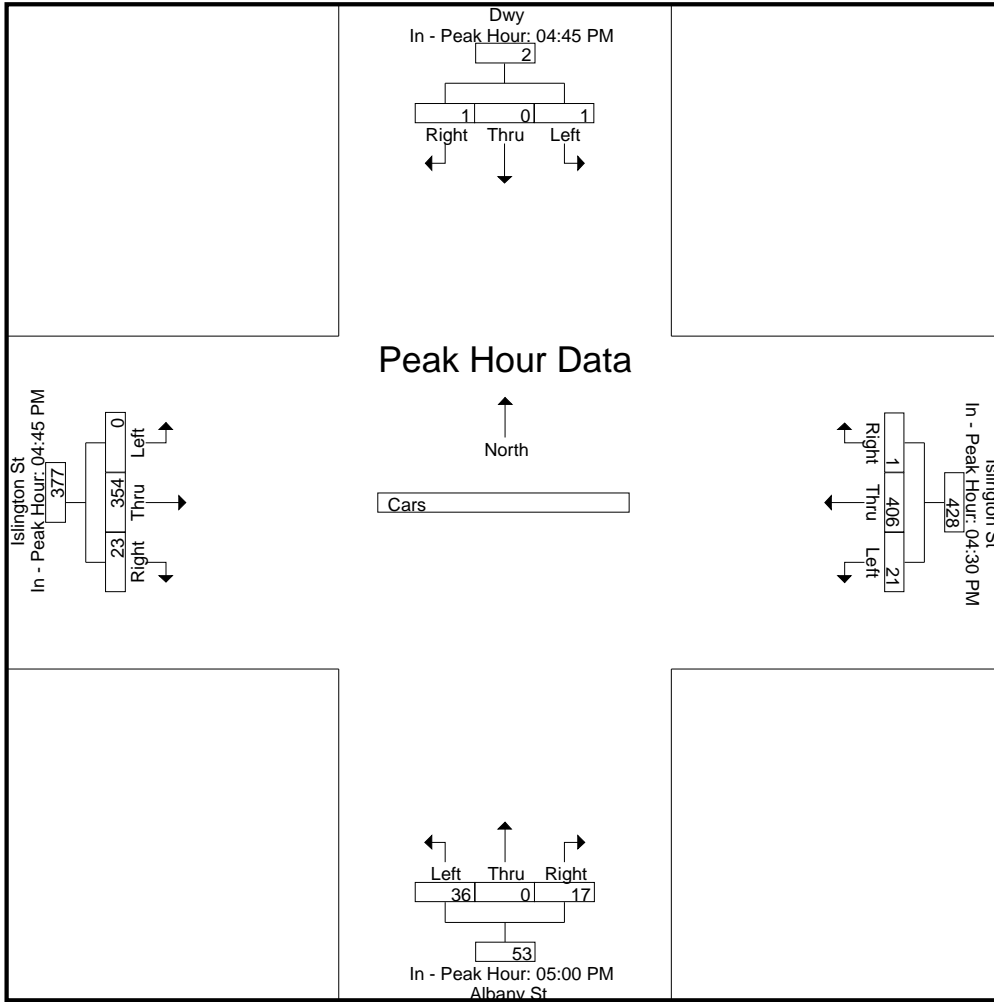
File Name : 10830003
Site Code : 10830003
Start Date : 3/9/2021
Page No : 5



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				05:00 PM				04:45 PM			
+0 mins.	0	0	0	0	4	101	0	105	8	0	6	14	0	93	3	96
+15 mins.	0	0	0	0	5	111	0	116	15	0	5	20	0	73	9	82
+30 mins.	1	0	0	1	6	107	0	113	10	0	5	15	0	94	6	100
+45 mins.	0	0	1	1	6	87	1	94	3	0	1	4	0	94	5	99
Total Volume	1	0	1	2	21	406	1	428	36	0	17	53	0	354	23	377
% App. Total	50	0	50		4.9	94.9	0.2		67.9	0	32.1		0	93.9	6.1	
PHF	.250	.000	.250	.500	.875	.914	.250	.922	.600	.000	.708	.663	.000	.941	.639	.943

N/S Street : Driveway / Albany Street
E/W Street : Islington Street
City/State : Portsmouth, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Driveway / Albany Street
E/W Street : Islington Street
City/State : Portsmouth, MA
Weather : Clear

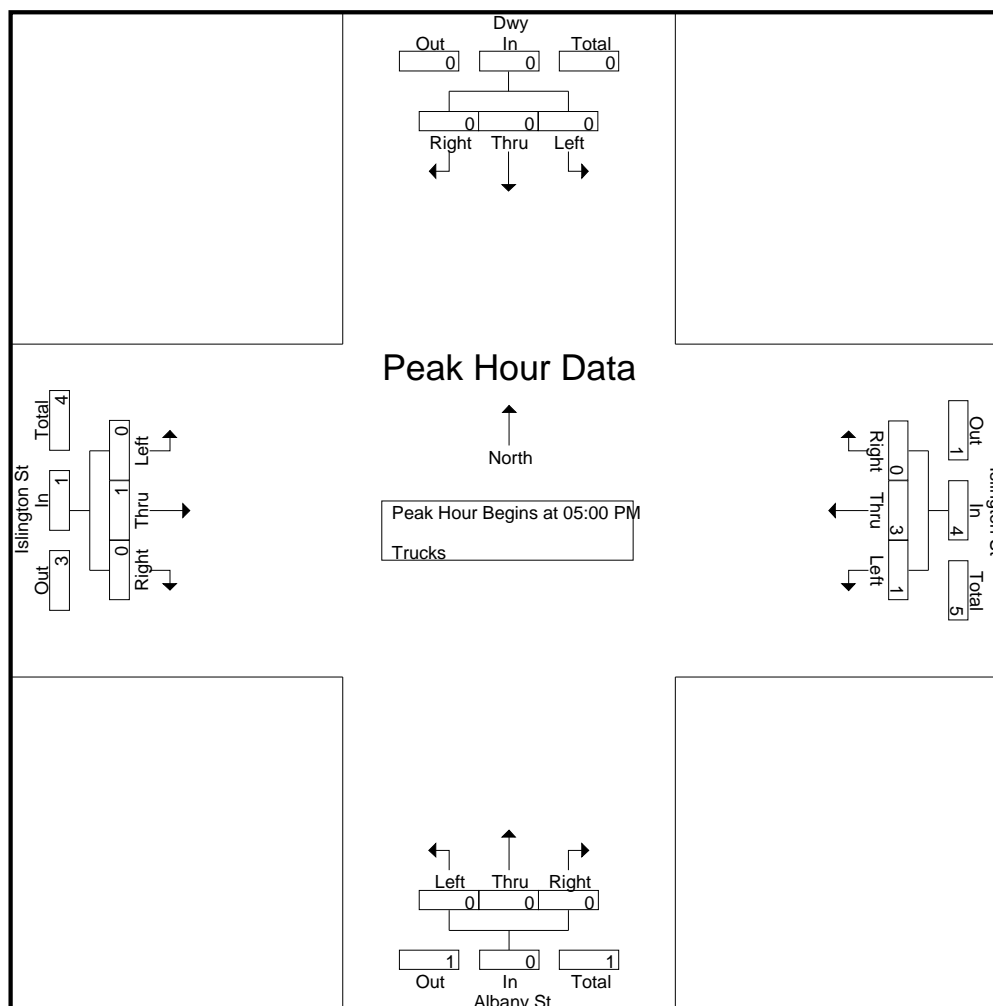
File Name : 10830003
Site Code : 10830003
Start Date : 3/9/2021
Page No : 7

Groups Printed- Trucks

Start Time	Dwy From North			Islington St From East			Albany St From South			Islington St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	1	3	0	0	0	0	0	1	0	5
Grand Total	0	0	0	1	4	0	0	0	0	0	1	0	6
Apprch %	0	0	0	20	80	0	0	0	0	0	100	0	
Total %	0	0	0	16.7	66.7	0	0	0	0	0	16.7	0	

Start Time	Dwy From North				Islington St From East				Albany St From South				Islington St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 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	1	0	1	
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	
05:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	1	3	0	4	0	0	0	0	0	1	0	1	
% App. Total	0	0	0	0	25	75	0	50	0	0	0	0	0	100	0	0	
PHF	.000	.000	.000	.000	.250	.375	.000	.500	.000	.000	.000	.000	.000	.250	.000	.625	

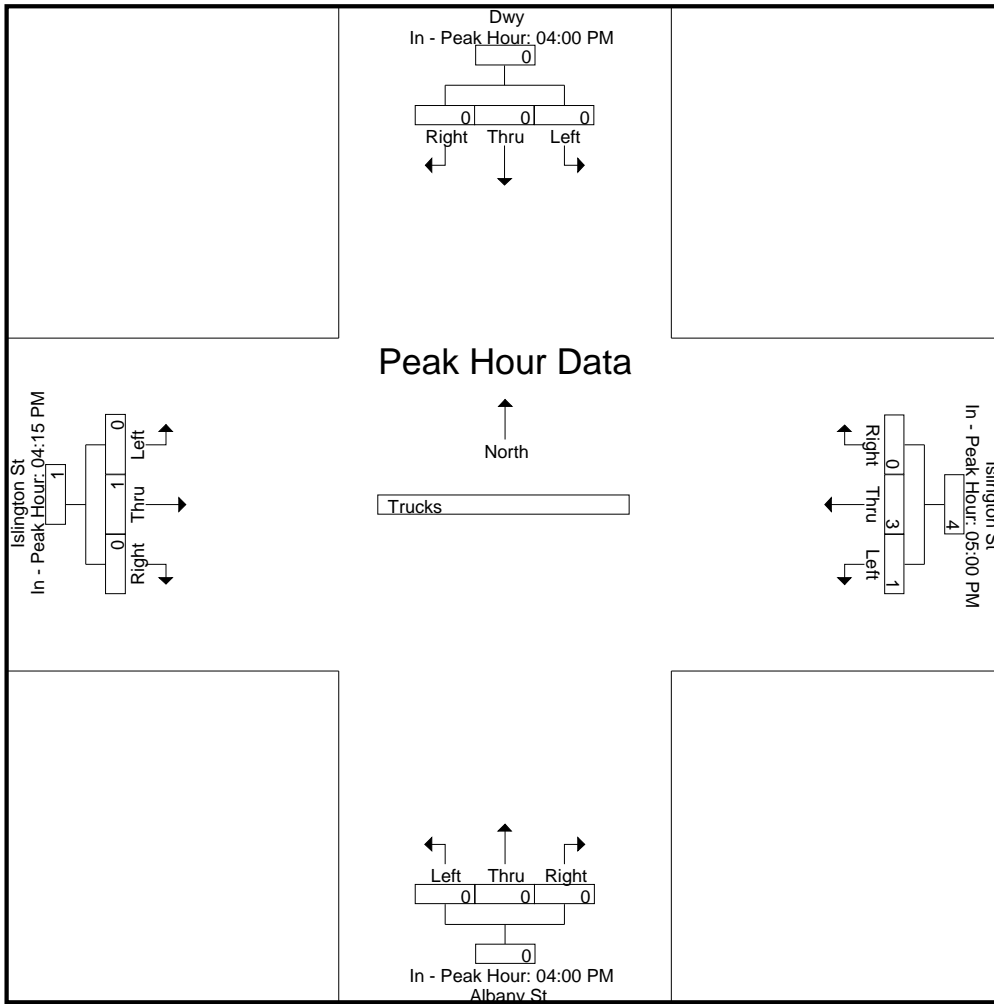
N/S Street : Driveway / Albany Street
E/W Street : Islington Street
City/State : Portsmouth, MA
Weather : Clear



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:00 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	1	3	0	4	0	0	0	0	0	1	0	1
% App. Total	0	0	0	0	25	75	0	50	0	0	0	0	0	100	0	250
PHF	.000	.000	.000	.000	.250	.375	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250

N/S Street : Driveway / Albany Street
E/W Street : Islington Street
City/State : Portsmouth, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Driveway / Albany Street
E/W Street : Islington Street
City/State : Portsmouth, MA
Weather : Clear

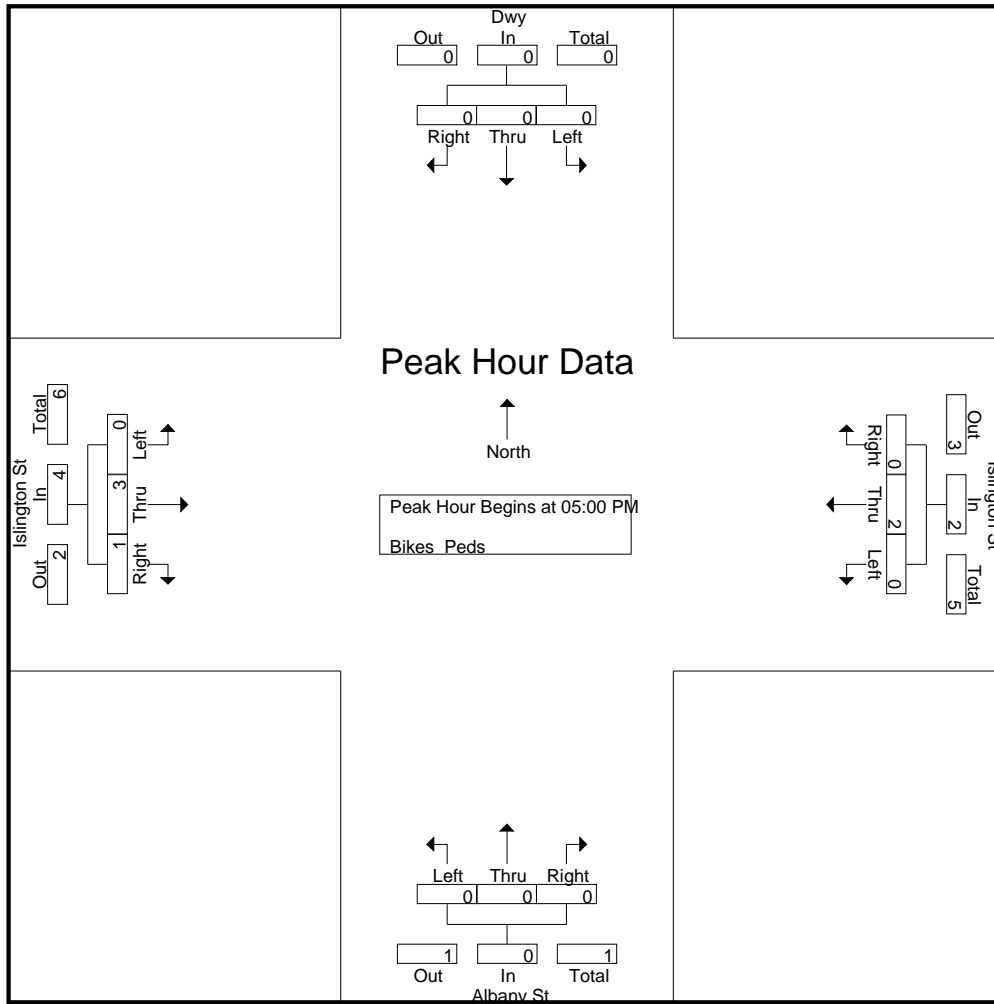
File Name : 10830003
Site Code : 10830003
Start Date : 3/9/2021
Page No : 10

Groups Printed- Bikes Peds

Start Time	Dwy From North				Islington St From East				Albany St From South				Islington St From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
04:00 PM	0	0	0	10	1	0	0	0	0	0	0	3	0	0	0	1	14	1	15
04:15 PM	0	0	0	7	0	0	0	0	0	0	0	5	0	1	0	1	13	1	14
04:30 PM	0	0	0	2	0	0	0	0	0	0	0	8	0	0	0	0	10	0	10
04:45 PM	0	0	0	10	0	1	0	4	0	0	0	3	0	0	0	2	19	1	20
Total	0	0	0	29	1	1	0	4	0	0	0	19	0	1	0	4	56	3	59
05:00 PM	0	0	0	4	0	0	0	0	0	0	0	3	0	2	1	0	7	3	10
05:15 PM	0	0	0	7	0	0	0	0	0	0	0	3	0	0	0	2	12	0	12
05:30 PM	0	0	0	5	0	0	0	1	0	0	0	0	0	1	0	0	6	1	7
05:45 PM	0	0	0	10	0	2	0	0	0	0	0	9	0	0	0	1	20	2	22
Total	0	0	0	26	0	2	0	1	0	0	0	15	0	3	1	3	45	6	51
Grand Total	0	0	0	55	1	3	0	5	0	0	0	34	0	4	1	7	101	9	110
Apprch %	0	0	0		25	75	0		0	0	0		0	80	20				
Total %	0	0	0		11.1	33.3	0		0	0	0		0	44.4	11.1		91.8	8.2	

Start Time	Dwy From North				Islington St From East				Albany St From South				Islington St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 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	2	1	3	3
05:15 PM	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	1	0	1	1
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	3	1	4	6
% App. Total	0	0	0		0	100	0		0	0	0		0	75	25		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.375	.250	.333	.500

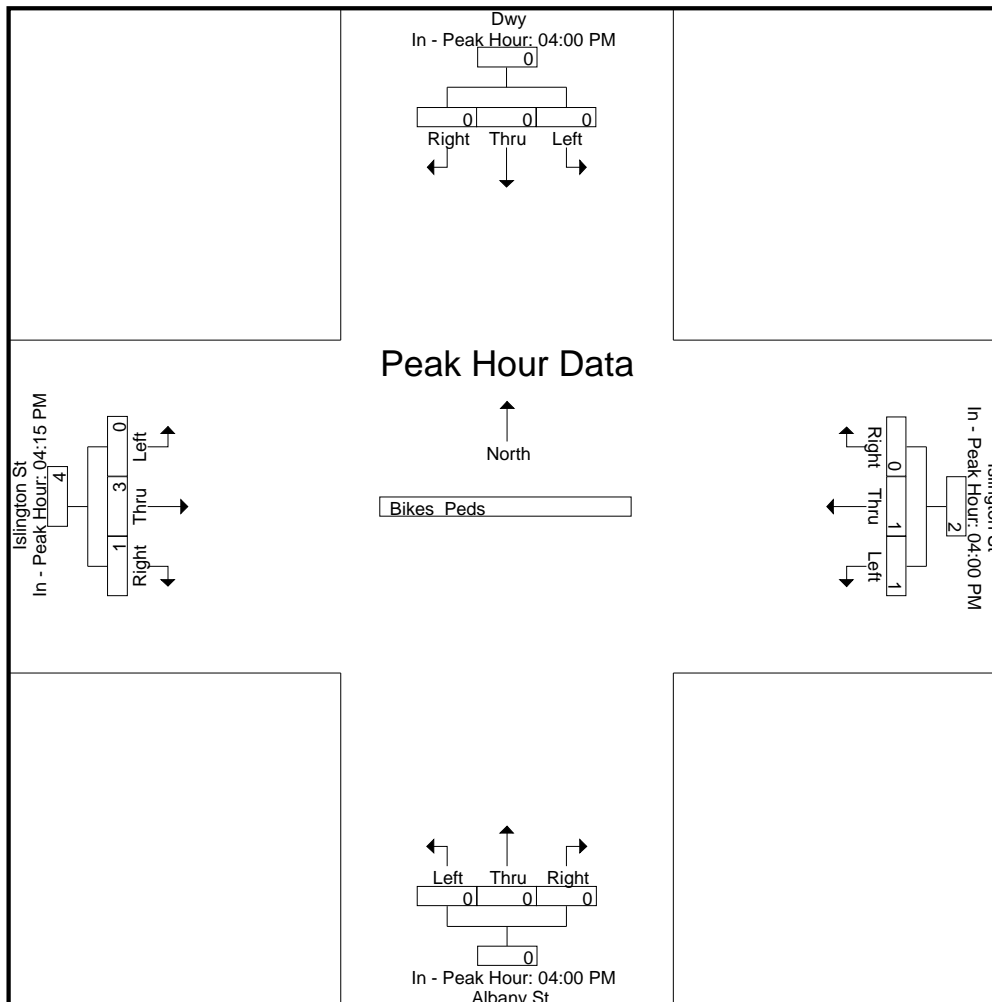
N/S Street : Driveway / Albany Street
E/W Street : Islington Street
City/State : Portsmouth, MA
Weather : Clear



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:15 PM			
+0 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1	3
Total Volume	0	0	0	0	1	1	0	2	0	0	0	0	0	3	1	4
% App. Total	0	0	0	0	50	50	0	.500	0	0	0	0	0	75	25	
PHF	.000	.000	.000	.000	.250	.250	.000	.500	.000	.000	.000	.000	.000	.375	.250	.333

N/S Street : Driveway / Albany Street
E/W Street : Islington Street
City/State : Portsmouth, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Cass Street
E/W Street : State St / Brewery Ln
City/State : Portsmouth, NH
Weather : Clear

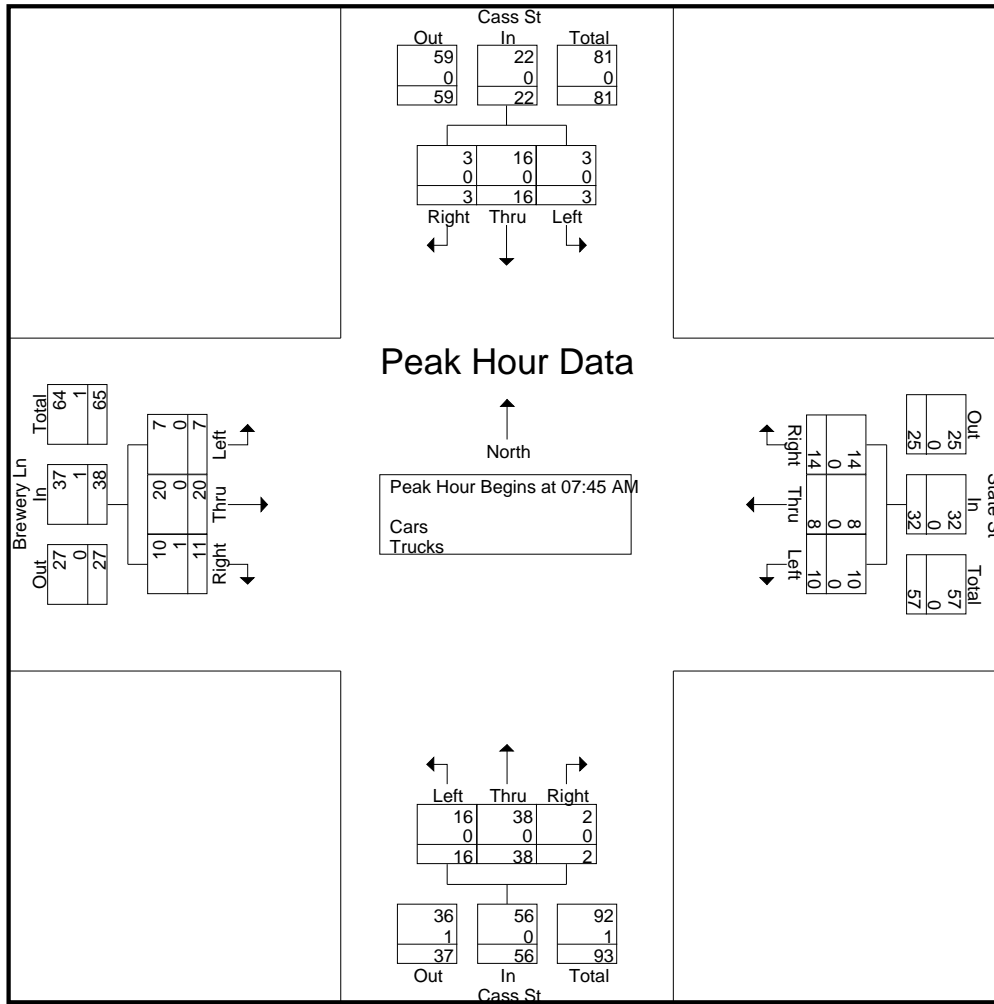
File Name : 10830004
Site Code : 10830004
Start Date : 3/9/2021
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Cass St From North			State St From East			Cass St From South			Brewery Ln From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	4	0	1	5	2	0	5	3	0	0	2	22
07:15 AM	0	4	0	0	0	2	4	5	0	4	5	0	24
07:30 AM	1	6	0	2	2	3	2	11	0	2	0	0	29
07:45 AM	2	3	0	3	2	1	6	12	1	3	8	2	43
Total	3	17	0	6	9	8	12	33	4	9	13	4	118
08:00 AM	0	8	0	4	3	5	5	10	0	0	4	5	44
08:15 AM	0	4	2	1	2	3	1	7	0	2	2	2	26
08:30 AM	1	1	1	2	1	5	4	9	1	2	6	2	35
08:45 AM	0	7	1	1	3	1	6	11	1	1	1	2	35
Total	1	20	4	8	9	14	16	37	2	5	13	11	140
Grand Total	4	37	4	14	18	22	28	70	6	14	26	15	258
Apprch %	8.9	82.2	8.9	25.9	33.3	40.7	26.9	67.3	5.8	25.5	47.3	27.3	
Total %	1.6	14.3	1.6	5.4	7	8.5	10.9	27.1	2.3	5.4	10.1	5.8	
Cars	4	37	4	14	17	22	28	69	6	14	26	14	255
% Cars	100	100	100	100	94.4	100	100	98.6	100	100	100	93.3	98.8
Trucks	0	0	0	0	1	0	0	1	0	0	0	1	3
% Trucks	0	0	0	0	5.6	0	0	1.4	0	0	0	6.7	1.2

Start Time	Cass St From North				State St From East				Cass St From South				Brewery Ln From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	2	3	0	5	3	2	1	6	6	12	1	19	3	8	2	13	43
08:00 AM	0	8	0	8	4	3	5	12	5	10	0	15	0	4	5	9	44
08:15 AM	0	4	2	6	1	2	3	6	1	7	0	8	2	2	2	6	26
08:30 AM	1	1	1	3	2	1	5	8	4	9	1	14	2	6	2	10	35
Total Volume	3	16	3	22	10	8	14	32	16	38	2	56	7	20	11	38	148
% App. Total	13.6	72.7	13.6		31.2	25	43.8		28.6	67.9	3.6		18.4	52.6	28.9		
PHF	.375	.500	.375	.688	.625	.667	.700	.667	.667	.792	.500	.737	.583	.625	.550	.731	.841
Cars	3	16	3	22	10	8	14	32	16	38	2	56	7	20	10	37	147
% Cars	100	100	100	100	100	100	100	100	100	100	100	100	100	100	90.9	97.4	99.3
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.1	2.6	0.7

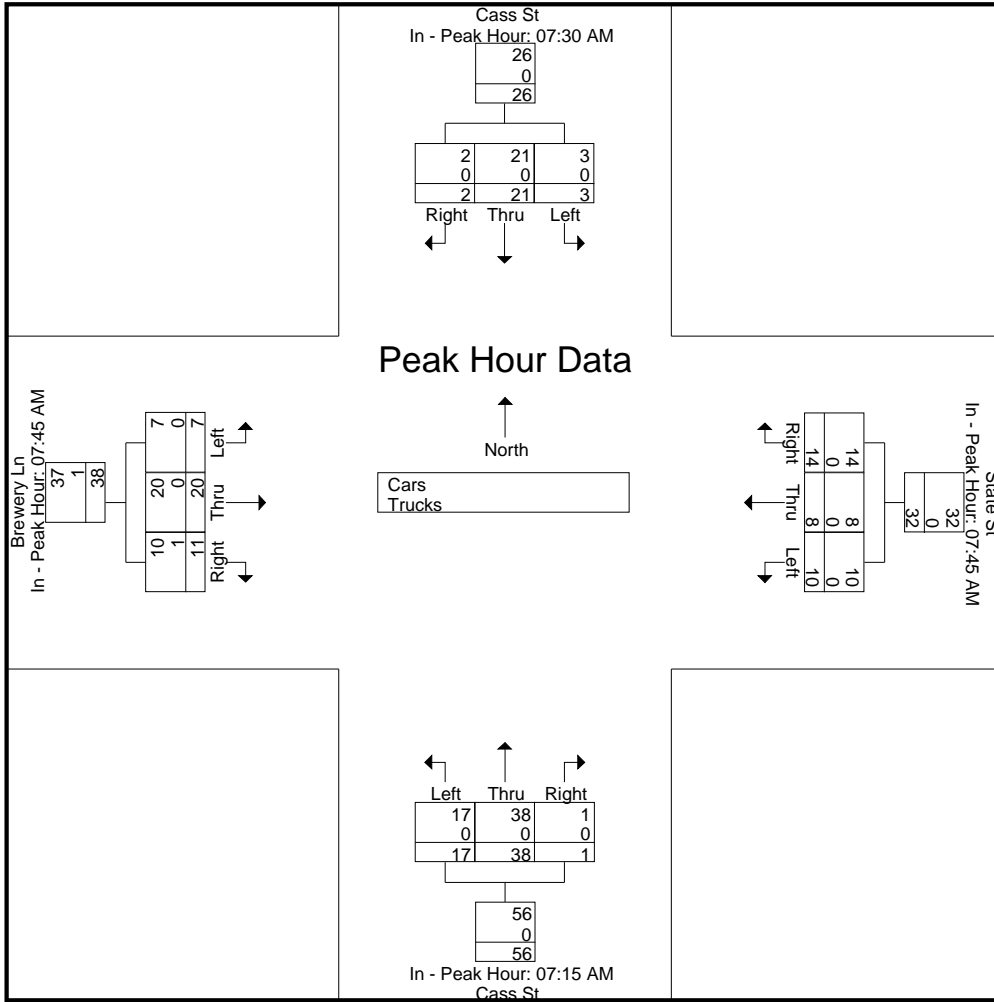
N/S Street : Cass Street
E/W Street : State St / Brewery Ln
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				07:15 AM				07:45 AM			
+0 mins.	1	6	0	7	3	2	1	6	4	5	0	9	3	8	2	13
+15 mins.	2	3	0	5	4	3	5	12	2	11	0	13	0	4	5	9
+30 mins.	0	8	0	8	1	2	3	6	6	12	1	19	2	2	2	6
+45 mins.	0	4	2	6	2	1	5	8	5	10	0	15	2	6	2	10
Total Volume	3	21	2	26	10	8	14	32	17	38	1	56	7	20	11	38
% App. Total	11.5	80.8	7.7		31.2	25	43.8		30.4	67.9	1.8		18.4	52.6	28.9	
PHF	.375	.656	.250	.813	.625	.667	.700	.667	.708	.792	.250	.737	.583	.625	.550	.731
Cars	3	21	2	26	10	8	14	32	17	38	1	56	7	20	10	37
% Cars	100	100	100	100	100	100	100	100	100	100	100	100	100	100	90.9	97.4
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.1	2.6

N/S Street : Cass Street
E/W Street : State St / Brewery Ln
City/State : Portsmouth, NH
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Cass Street
E/W Street : State St / Brewery Ln
City/State : Portsmouth, NH
Weather : Clear

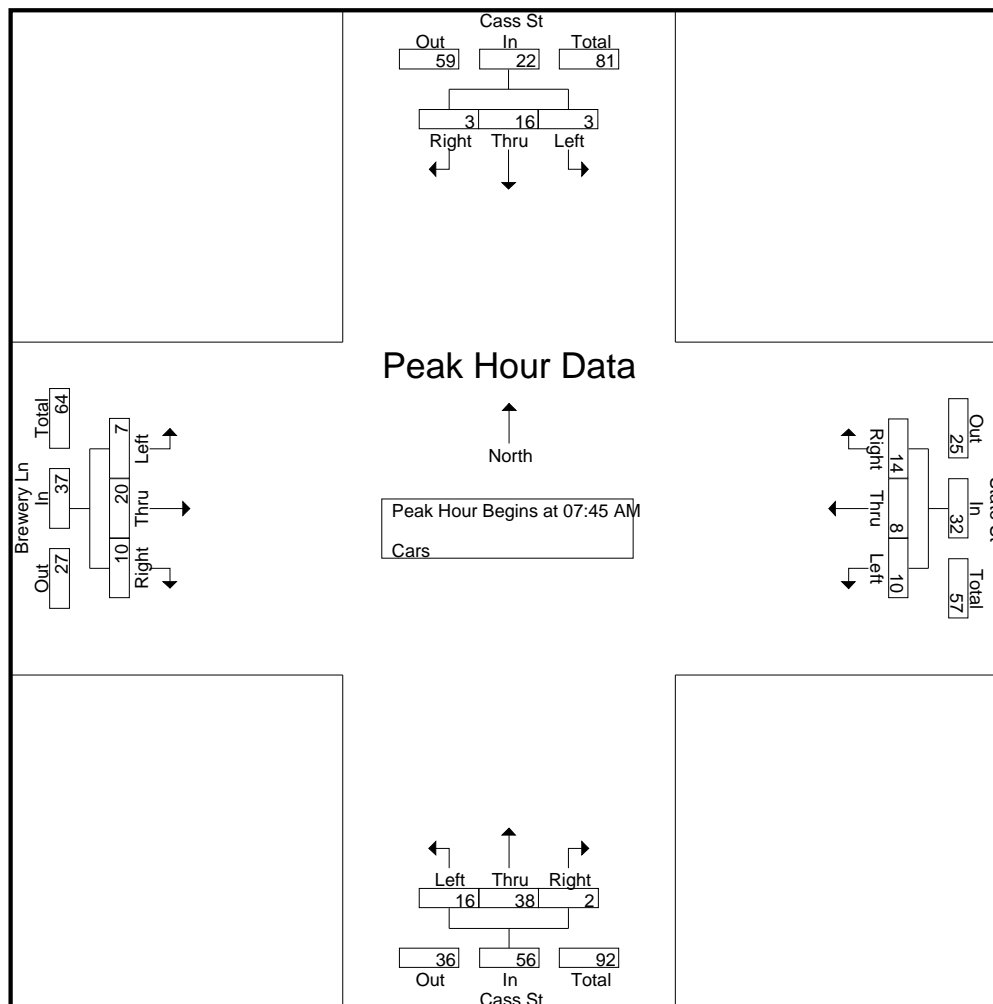
File Name : 10830004
Site Code : 10830004
Start Date : 3/9/2021
Page No : 4

Groups Printed- Cars

Start Time	Cass St From North			State St From East			Cass St From South			Brewery Ln From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	4	0	1	4	2	0	5	3	0	0	2	21
07:15 AM	0	4	0	0	0	2	4	5	0	4	5	0	24
07:30 AM	1	6	0	2	2	3	2	11	0	2	0	0	29
07:45 AM	2	3	0	3	2	1	6	12	1	3	8	2	43
Total	3	17	0	6	8	8	12	33	4	9	13	4	117
08:00 AM	0	8	0	4	3	5	5	10	0	0	4	4	43
08:15 AM	0	4	2	1	2	3	1	7	0	2	2	2	26
08:30 AM	1	1	1	2	1	5	4	9	1	2	6	2	35
08:45 AM	0	7	1	1	3	1	6	10	1	1	1	2	34
Total	1	20	4	8	9	14	16	36	2	5	13	10	138
Grand Total	4	37	4	14	17	22	28	69	6	14	26	14	255
Apprch %	8.9	82.2	8.9	26.4	32.1	41.5	27.2	67	5.8	25.9	48.1	25.9	
Total %	1.6	14.5	1.6	5.5	6.7	8.6	11	27.1	2.4	5.5	10.2	5.5	

Start Time	Cass St From North				State St From East				Cass St From South				Brewery Ln From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	2	3	0	5	3	2	1	6	6	12	1	19	3	8	2	13	43
08:00 AM	0	8	0	8	4	3	5	12	5	10	0	15	0	4	4	8	43
08:15 AM	0	4	2	6	1	2	3	6	1	7	0	8	2	2	2	6	26
08:30 AM	1	1	1	3	2	1	5	8	4	9	1	14	2	6	2	10	35
Total Volume	3	16	3	22	10	8	14	32	16	38	2	56	7	20	10	37	147
% App. Total	13.6	72.7	13.6		31.2	25	43.8		28.6	67.9	3.6		18.9	54.1	27		
PHF	.375	.500	.375	.688	.625	.667	.700	.667	.667	.792	.500	.737	.583	.625	.625	.712	.855

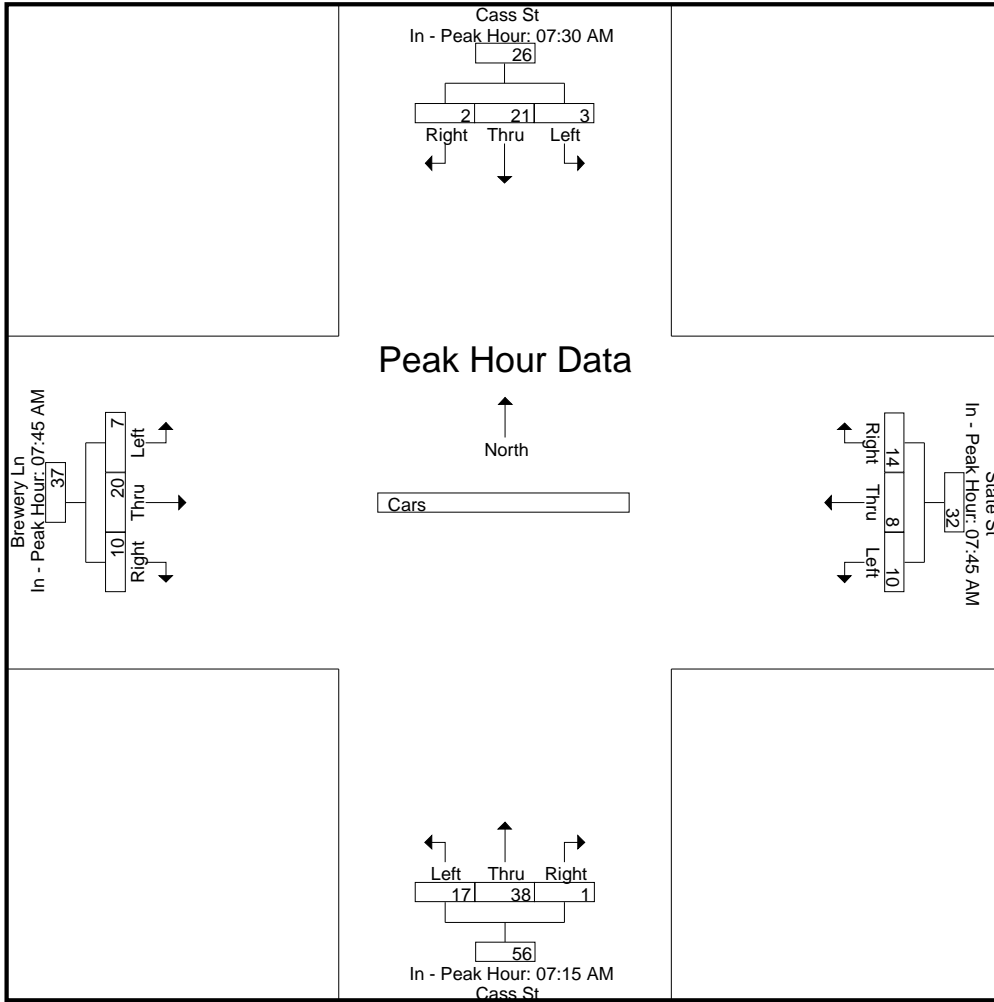
N/S Street : Cass Street
E/W Street : State St / Brewery Ln
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				07:15 AM				07:45 AM			
+0 mins.	1	6	0	7	3	2	1	6	4	5	0	9	3	8	2	13
+15 mins.	2	3	0	5	4	3	5	12	2	11	0	13	0	4	4	8
+30 mins.	0	8	0	8	1	2	3	6	6	12	1	19	2	2	2	6
+45 mins.	0	4	2	6	2	1	5	8	5	10	0	15	2	6	2	10
Total Volume	3	21	2	26	10	8	14	32	17	38	1	56	7	20	10	37
% App. Total	11.5	80.8	7.7		31.2	25	43.8		30.4	67.9	1.8		18.9	54.1	27	
PHF	.375	.656	.250	.813	.625	.667	.700	.667	.708	.792	.250	.737	.583	.625	.625	.712

N/S Street : Cass Street
E/W Street : State St / Brewery Ln
City/State : Portsmouth, NH
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Cass Street
E/W Street : State St / Brewery Ln
City/State : Portsmouth, NH
Weather : Clear

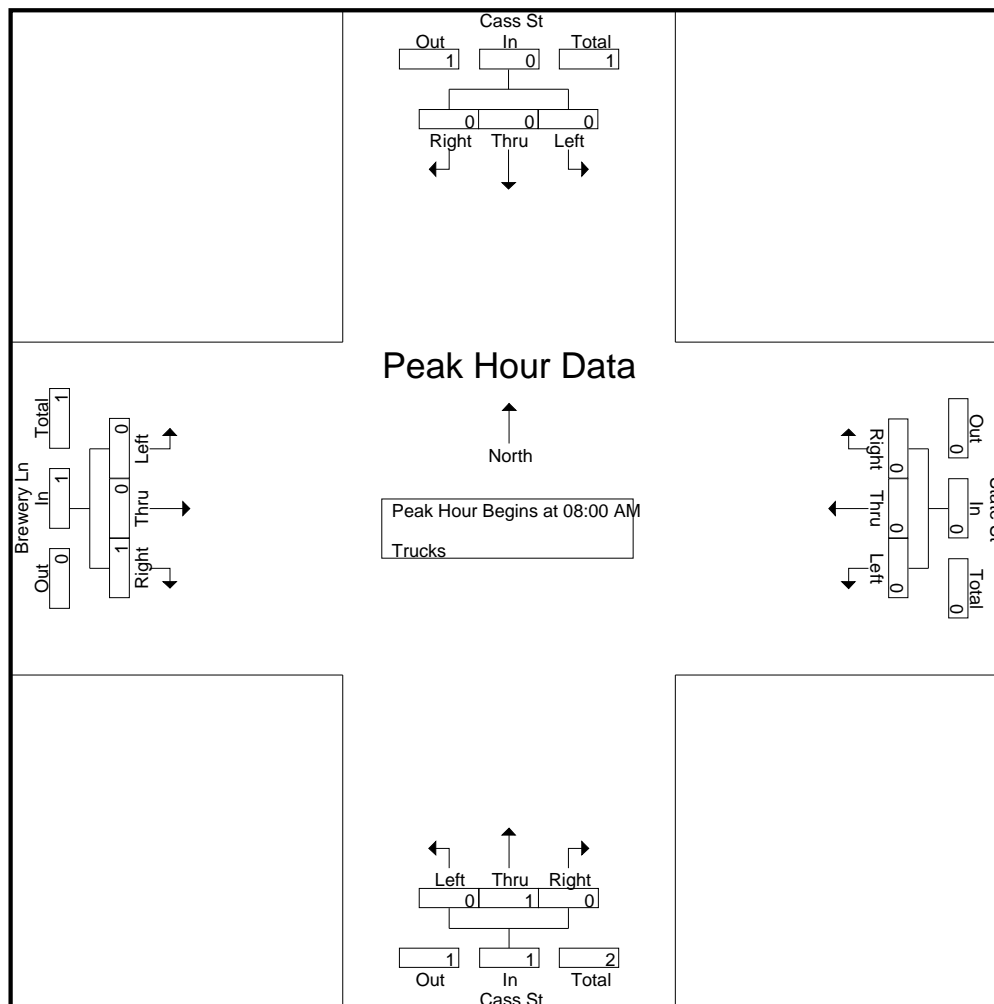
File Name : 10830004
Site Code : 10830004
Start Date : 3/9/2021
Page No : 7

Groups Printed- Trucks

Start Time	Cass St From North			State St From East			Cass St From South			Brewery Ln From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
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	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	0	0	1	2
Grand Total	0	0	0	0	1	0	0	1	0	0	0	1	3
Apprch %	0	0	0	0	100	0	0	100	0	0	0	100	
Total %	0	0	0	0	33.3	0	0	33.3	0	0	0	33.3	

Start Time	Cass St From North				State St From East				Cass St From South				Brewery Ln From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:15 AM	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
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
% App. Total	0	0	0	0	0	0	0	0	0	100	0	250	0	0	100	250	500
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.500

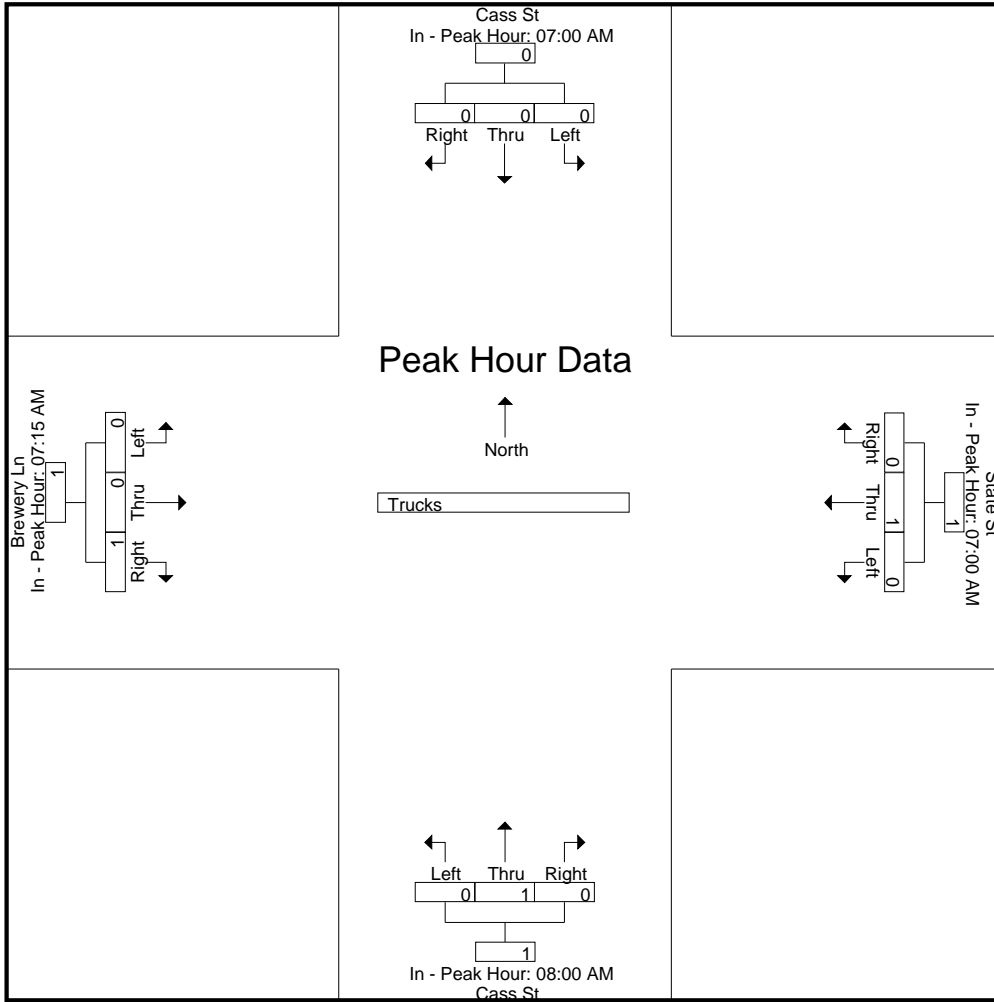
N/S Street : Cass Street
E/W Street : State St / Brewery Ln
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				08:00 AM				07:15 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1
Total Volume	0	0	0	0	0	1	0	1	0	1	0	1	0	0	1	1
% App. Total	0	0	0	0	0	100	0	100	0	100	0	100	0	0	100	100
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.250	.250

N/S Street : Cass Street
E/W Street : State St / Brewery Ln
City/State : Portsmouth, NH
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Cass Street
E/W Street : State St / Brewery Ln
City/State : Portsmouth, NH
Weather : Clear

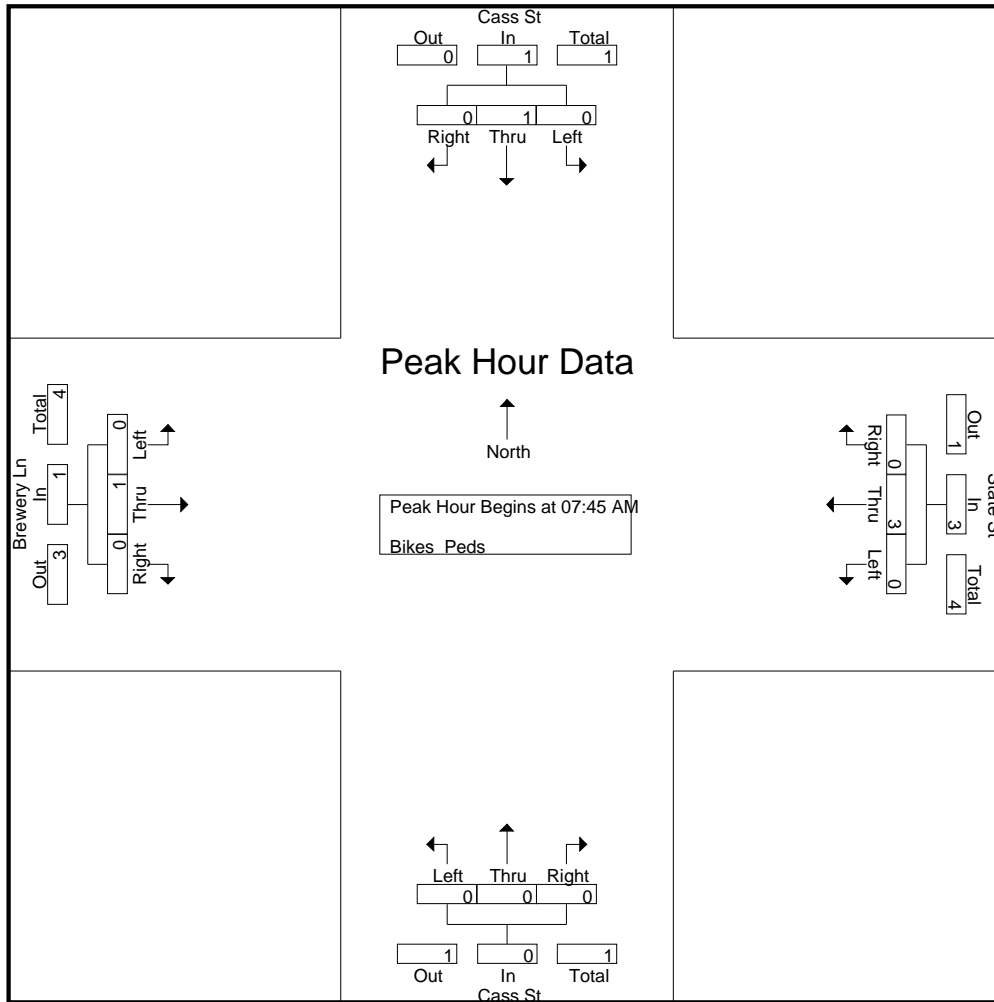
File Name : 10830004
Site Code : 10830004
Start Date : 3/9/2021
Page No : 10

Groups Printed- Bikes Peds

Start Time	Cass St From North				State St From East				Cass St From South				Brewery Ln From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
07:00 AM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	2
07:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	2
07:30 AM	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5
07:45 AM	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	1	2	3
Total	0	0	0	8	0	2	0	1	0	0	0	0	0	0	0	1	10	2	12
08:00 AM	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4
08:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	2	1	3
08:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
08:45 AM	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	2	1	3
Total	0	1	0	8	0	1	0	0	0	1	0	0	0	1	0	0	8	4	12
Grand Total	0	1	0	16	0	3	0	1	0	1	0	0	0	1	0	1	18	6	24
Apprch %	0	100	0		0	100	0		0	100	0		0	100	0				
Total %	0	16.7	0		0	50	0		0	16.7	0		0	16.7	0		75	25	

Start Time	Cass St From North				State St From East				Cass St From South				Brewery Ln From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	3	0	3	0	0	0	0	0	1	0	1	5
% App. Total	0	100	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.375	.000	.375	.000	.000	.000	.000	.000	.250	.000	.250	.625

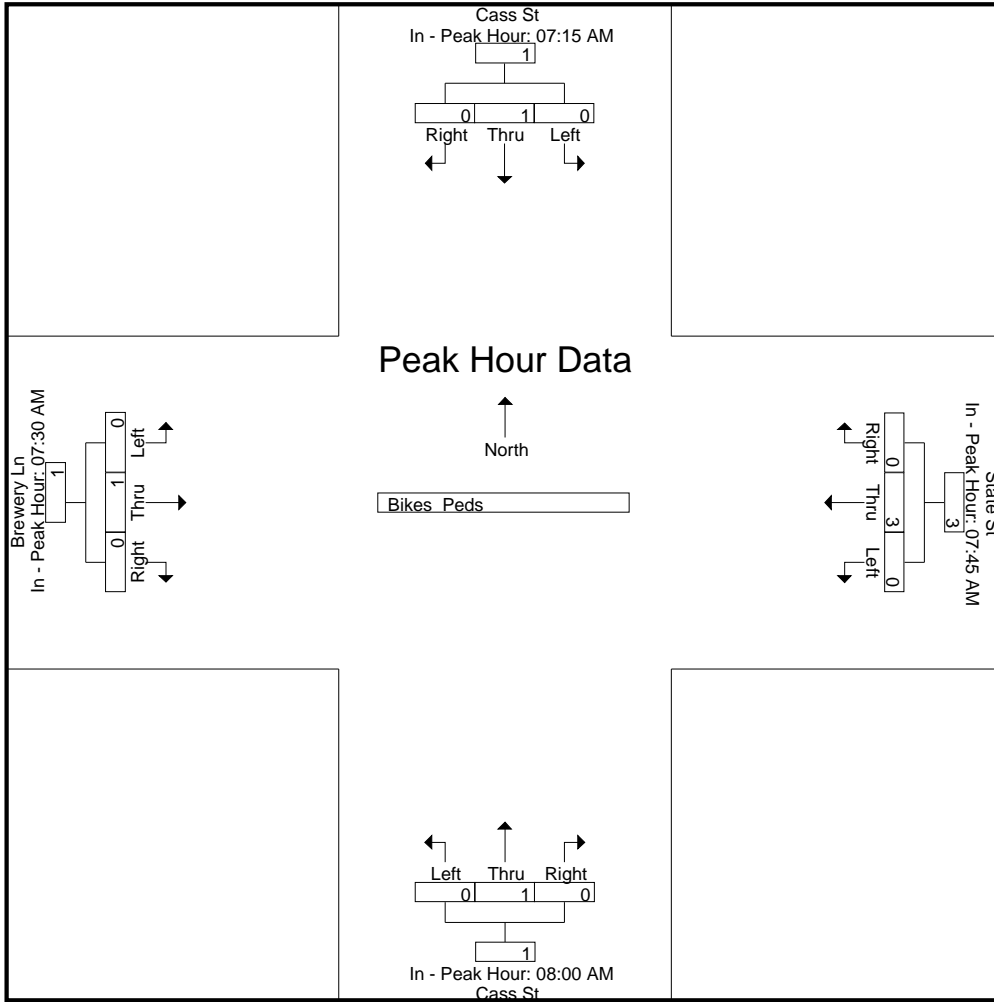
N/S Street : Cass Street
E/W Street : State St / Brewery Ln
City/State : Portsmouth, NH
Weather : Clear



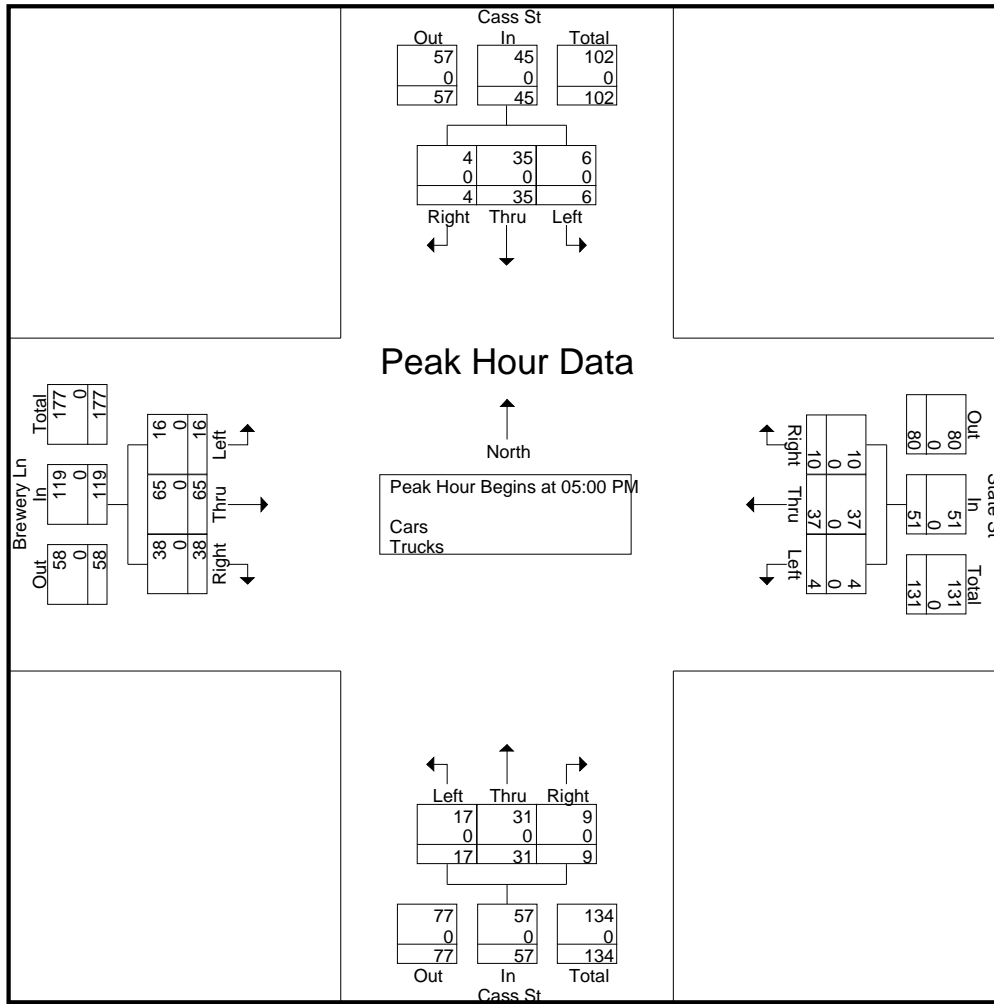
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:45 AM				08:00 AM				07:30 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1
Total Volume	0	1	0	1	0	3	0	3	0	1	0	1	0	1	0	1
% App. Total	0	100	0		0	100	0		0	100	0		0	100	0	
PHF	.000	.250	.000	.250	.000	.375	.000	.375	.000	.250	.000	.250	.000	.250	.000	.250

N/S Street : Cass Street
E/W Street : State St / Brewery Ln
City/State : Portsmouth, NH
Weather : Clear



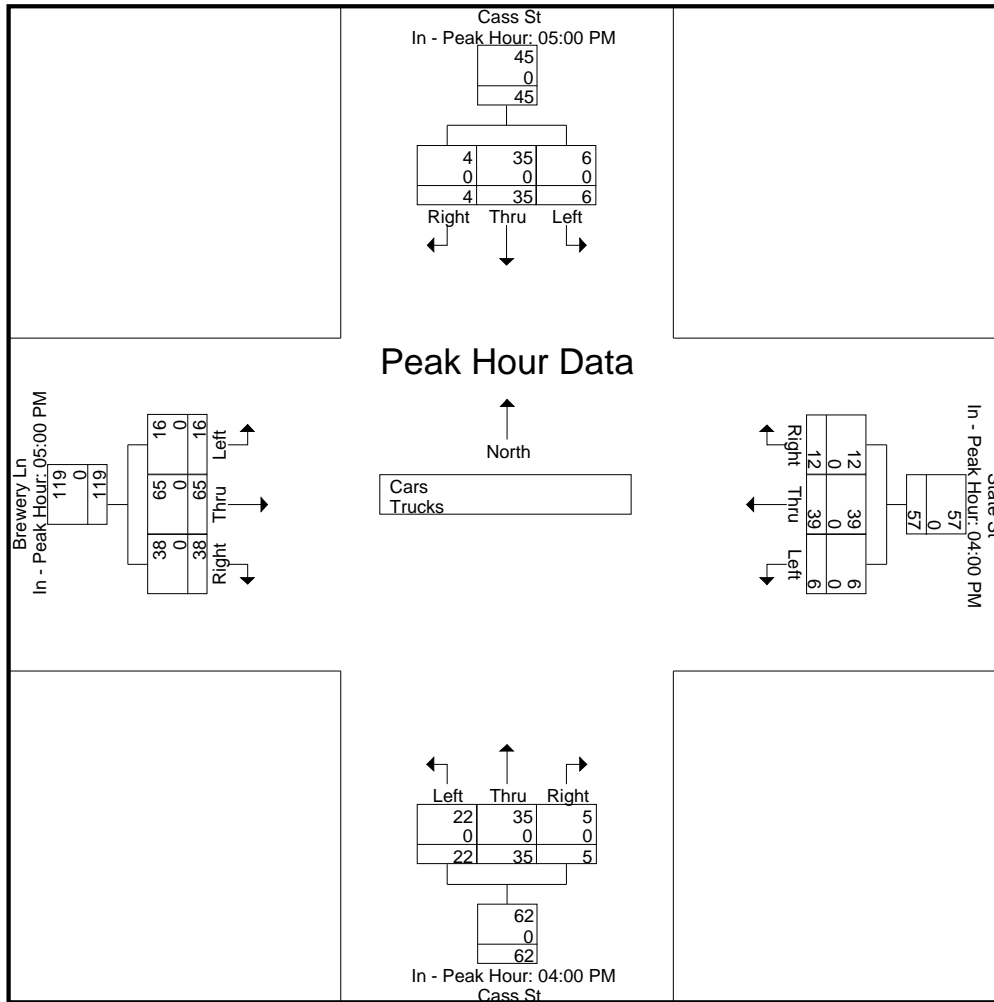
N/S Street : Cass Street
E/W Street : State St / Brewery Ln
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:00 PM				05:00 PM			
+0 mins.	1	11	2	14	4	9	6	19	9	10	2	21	4	13	13	30
+15 mins.	2	3	2	7	1	9	2	12	7	5	2	14	3	24	10	37
+30 mins.	0	12	0	12	1	13	2	16	0	11	0	11	2	12	9	23
+45 mins.	3	9	0	12	0	8	2	10	6	9	1	16	7	16	6	29
Total Volume	6	35	4	45	6	39	12	57	22	35	5	62	16	65	38	119
% App. Total	13.3	77.8	8.9		10.5	68.4	21.1		35.5	56.5	8.1		13.4	54.6	31.9	
PHF	.500	.729	.500	.804	.375	.750	.500	.750	.611	.795	.625	.738	.571	.677	.731	.804
Cars	6	35	4	45	6	39	12	57	22	35	5	62	16	65	38	119
% Cars	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

N/S Street : Cass Street
E/W Street : State St / Brewery Ln
City/State : Portsmouth, NH
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Cass Street
E/W Street : State St / Brewery Ln
City/State : Portsmouth, NH
Weather : Clear

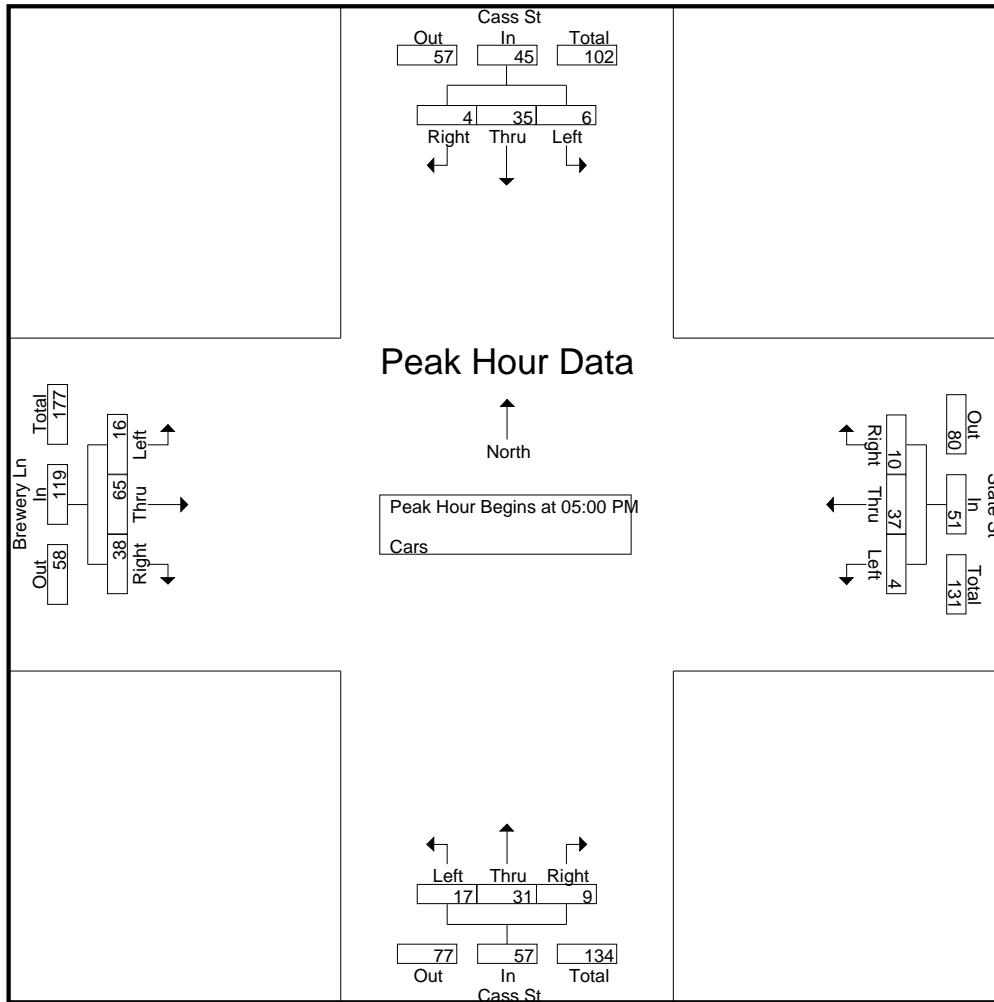
File Name : 10830004
Site Code : 10830004
Start Date : 3/9/2021
Page No : 4

Groups Printed- Cars

Start Time	Cass St From North			State St From East			Cass St From South			Brewery Ln From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	1	6	0	4	9	6	9	10	2	4	15	9	75
04:15 PM	0	5	1	1	9	2	7	5	2	2	21	6	61
04:30 PM	1	5	0	1	13	2	0	11	0	1	10	11	55
04:45 PM	1	9	1	0	8	2	6	9	1	1	14	6	58
Total	3	25	2	6	39	12	22	35	5	8	60	32	249
05:00 PM	1	11	2	1	7	3	6	9	5	4	13	13	75
05:15 PM	2	3	2	2	10	1	5	6	1	3	24	10	69
05:30 PM	0	12	0	0	10	2	5	7	2	2	12	9	61
05:45 PM	3	9	0	1	10	4	1	9	1	7	16	6	67
Total	6	35	4	4	37	10	17	31	9	16	65	38	272
Grand Total	9	60	6	10	76	22	39	66	14	24	125	70	521
Apprch %	12	80	8	9.3	70.4	20.4	32.8	55.5	11.8	11	57.1	32	
Total %	1.7	11.5	1.2	1.9	14.6	4.2	7.5	12.7	2.7	4.6	24	13.4	

Start Time	Cass St From North				State St From East				Cass St From South				Brewery Ln From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	11	2	14	1	7	3	11	6	9	5	20	4	13	13	30	75
05:15 PM	2	3	2	7	2	10	1	13	5	6	1	12	3	24	10	37	69
05:30 PM	0	12	0	12	0	10	2	12	5	7	2	14	2	12	9	23	61
05:45 PM	3	9	0	12	1	10	4	15	1	9	1	11	7	16	6	29	67
Total Volume	6	35	4	45	4	37	10	51	17	31	9	57	16	65	38	119	272
% App. Total	13.3	77.8	8.9	45	7.8	72.5	19.6	51	29.8	54.4	15.8	57	13.4	54.6	31.9	119	272
PHF	.500	.729	.500	.804	.500	.925	.625	.850	.708	.861	.450	.713	.571	.677	.731	.804	.907

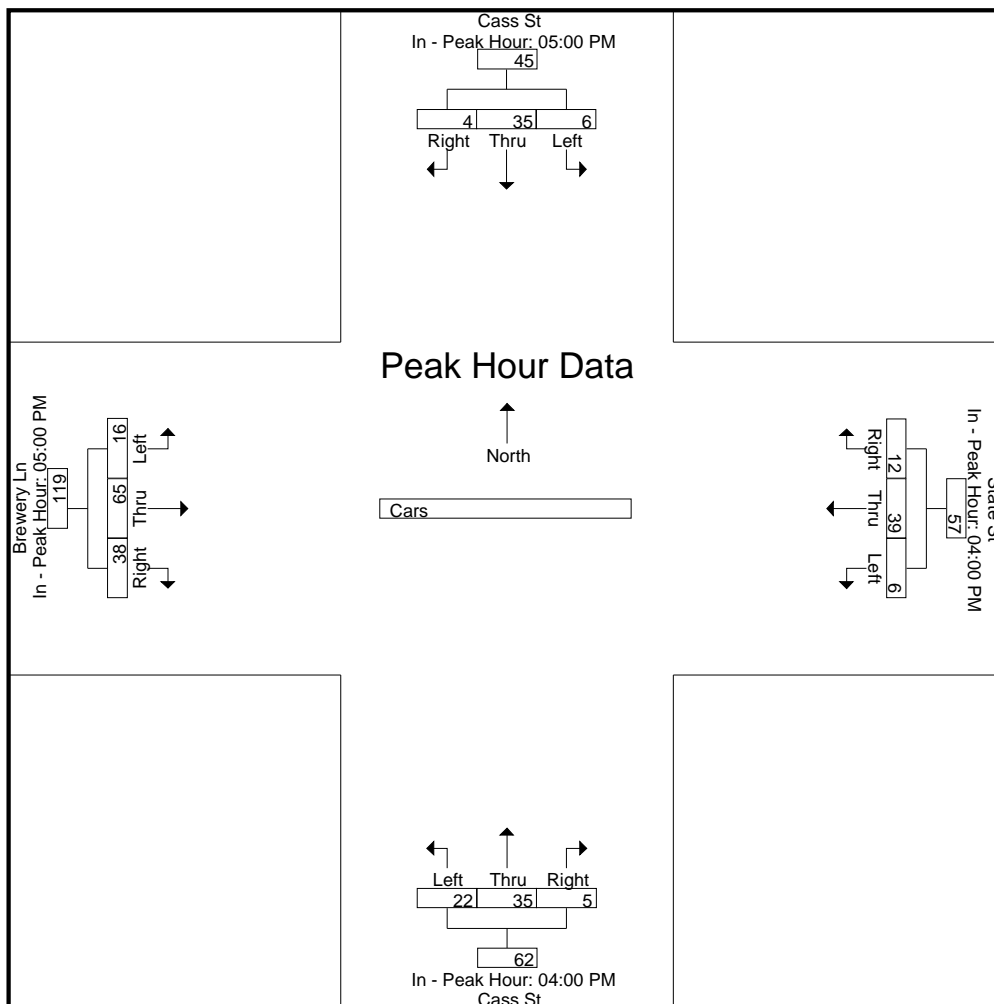
N/S Street : Cass Street
E/W Street : State St / Brewery Ln
City/State : Portsmouth, NH
Weather : Clear



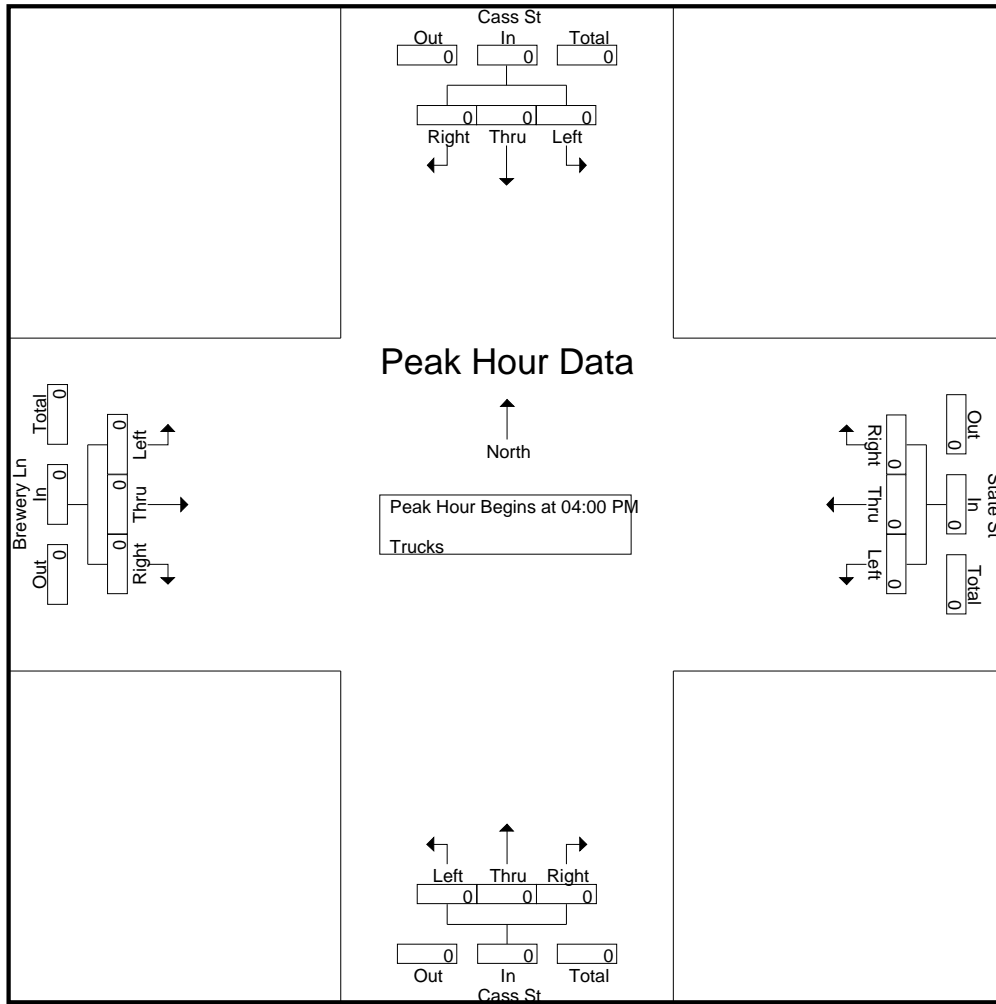
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:00 PM				05:00 PM			
+0 mins.	1	11	2	14	4	9	6	19	9	10	2	21	4	13	13	30
+15 mins.	2	3	2	7	1	9	2	12	7	5	2	14	3	24	10	37
+30 mins.	0	12	0	12	1	13	2	16	0	11	0	11	2	12	9	23
+45 mins.	3	9	0	12	0	8	2	10	6	9	1	16	7	16	6	29
Total Volume	6	35	4	45	6	39	12	57	22	35	5	62	16	65	38	119
% App. Total	13.3	77.8	8.9		10.5	68.4	21.1		35.5	56.5	8.1		13.4	54.6	31.9	
PHF	.500	.729	.500	.804	.375	.750	.500	.750	.611	.795	.625	.738	.571	.677	.731	.804

N/S Street : Cass Street
E/W Street : State St / Brewery Ln
City/State : Portsmouth, NH
Weather : Clear



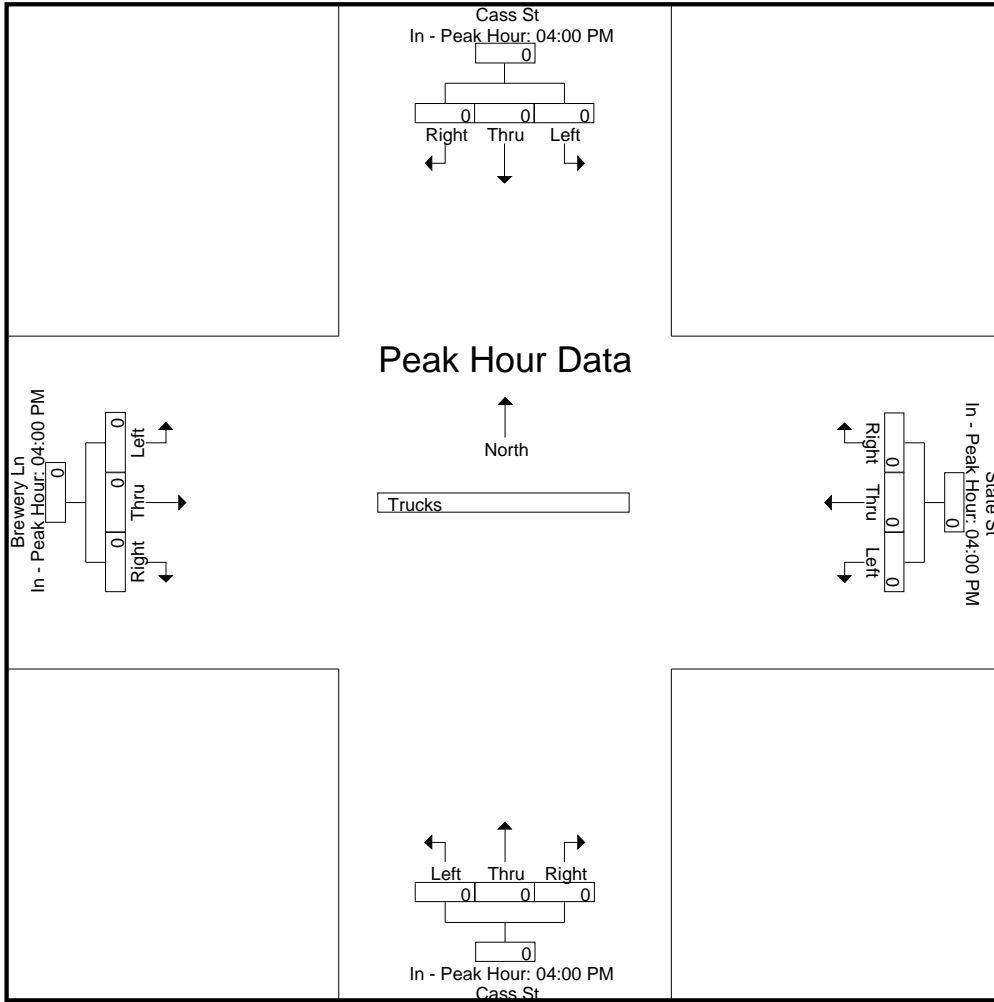
N/S Street : Cass Street
E/W Street : State St / Brewery Ln
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	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	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

N/S Street : Cass Street
E/W Street : State St / Brewery Ln
City/State : Portsmouth, NH
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Cass Street
E/W Street : State St / Brewery Ln
City/State : Portsmouth, NH
Weather : Clear

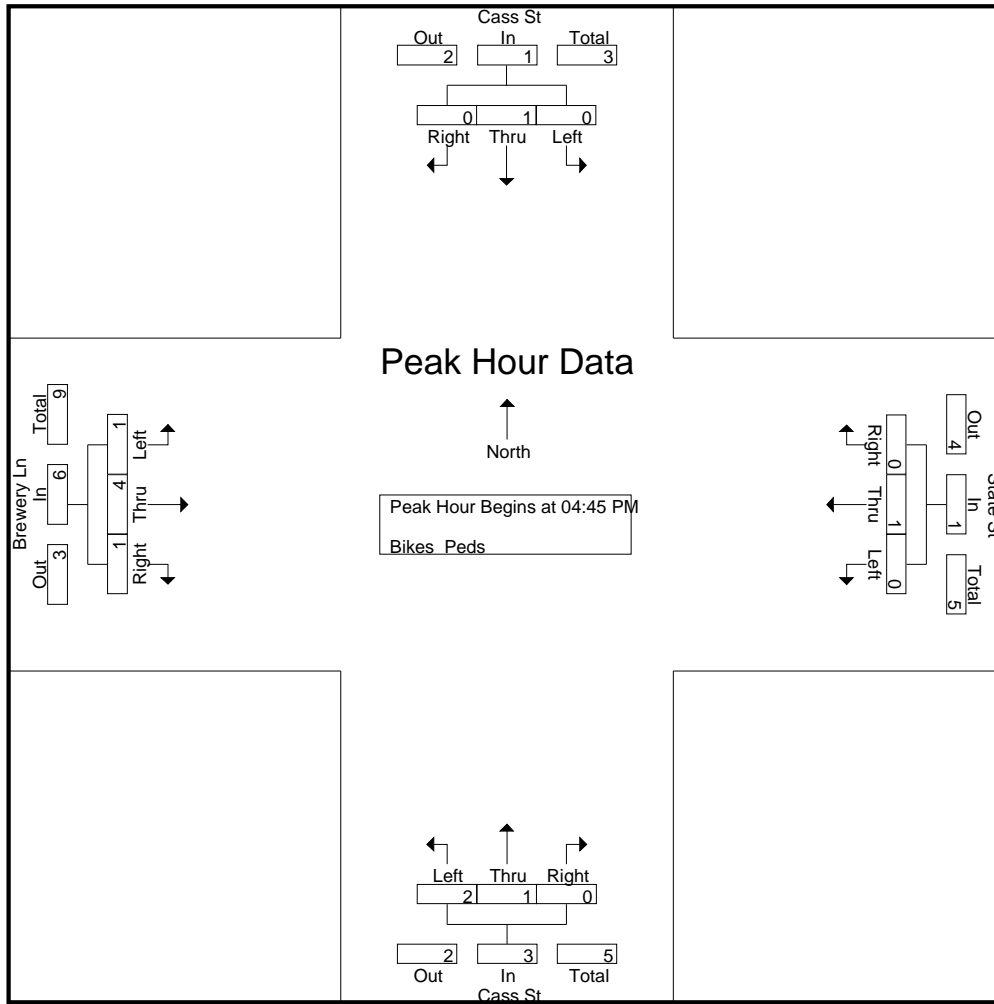
File Name : 10830004
Site Code : 10830004
Start Date : 3/9/2021
Page No : 10

Groups Printed- Bikes Peds

Start Time	Cass St From North				State St From East				Cass St From South				Brewery Ln From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
04:00 PM	2	1	0	4	0	1	1	1	0	0	0	0	0	0	0	0	5	5	10
04:15 PM	1	0	0	6	0	0	0	7	0	0	0	0	0	0	0	0	13	1	14
04:30 PM	0	0	0	8	0	0	0	1	0	0	0	2	0	0	0	2	13	0	13
04:45 PM	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	6	13	0	13
Total	3	1	0	25	0	1	1	9	0	0	0	2	0	0	0	8	44	6	50
05:00 PM	0	1	0	8	0	0	0	0	2	0	0	0	1	1	1	2	10	6	16
05:15 PM	0	0	0	11	0	0	0	0	0	1	0	1	0	3	0	0	12	4	16
05:30 PM	0	0	0	13	0	1	0	2	0	0	0	0	0	0	0	1	16	1	17
05:45 PM	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9
Total	0	1	0	41	0	1	0	2	2	1	0	1	1	4	1	3	47	11	58
Grand Total	3	2	0	66	0	2	1	11	2	1	0	3	1	4	1	11	91	17	108
Apprch %	60	40	0		0	66.7	33.3		66.7	33.3	0		16.7	66.7	16.7				
Total %	17.6	11.8	0		0	11.8	5.9		11.8	5.9	0		5.9	23.5	5.9		84.3	15.7	

Start Time	Cass St From North				State St From East				Cass St From South				Brewery Ln From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	1	0	0	0	0	2	0	0	2	1	1	1	3	6
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	3	4
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	1	0	1	2	1	0	3	1	4	1	6	11
% App. Total	0	100	0		0	100	0		66.7	33.3	0		16.7	66.7	16.7		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.250	.250	.000	.375	.250	.333	.250	.500	.458

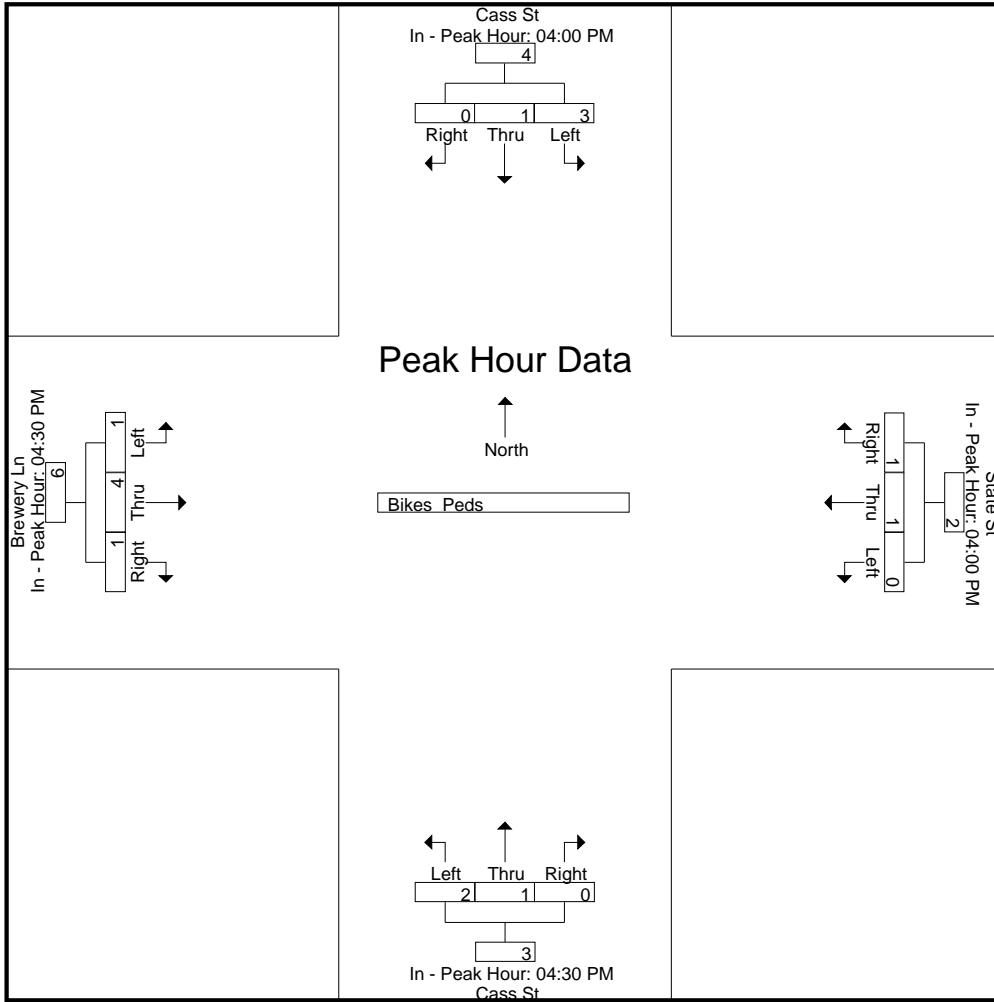
N/S Street : Cass Street
E/W Street : State St / Brewery Ln
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:30 PM				04:30 PM			
+0 mins.	2	1	0	3	0	1	1	2	0	0	0	0	0	0	0	0
+15 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	2	0	0	2	1	1	1	3
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	3
Total Volume	3	1	0	4	0	1	1	2	2	1	0	3	1	4	1	6
% App. Total	75	25	0		0	50	50		66.7	33.3	0		16.7	66.7	16.7	
PHF	.375	.250	.000	.333	.000	.250	.250	.250	.250	.250	.000	.375	.250	.333	.250	.500

N/S Street : Cass Street
E/W Street : State St / Brewery Ln
City/State : Portsmouth, NH
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : S. Albany Street
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear

File Name : 10830005
Site Code : 10830005
Start Date : 3/9/2021
Page No : 1

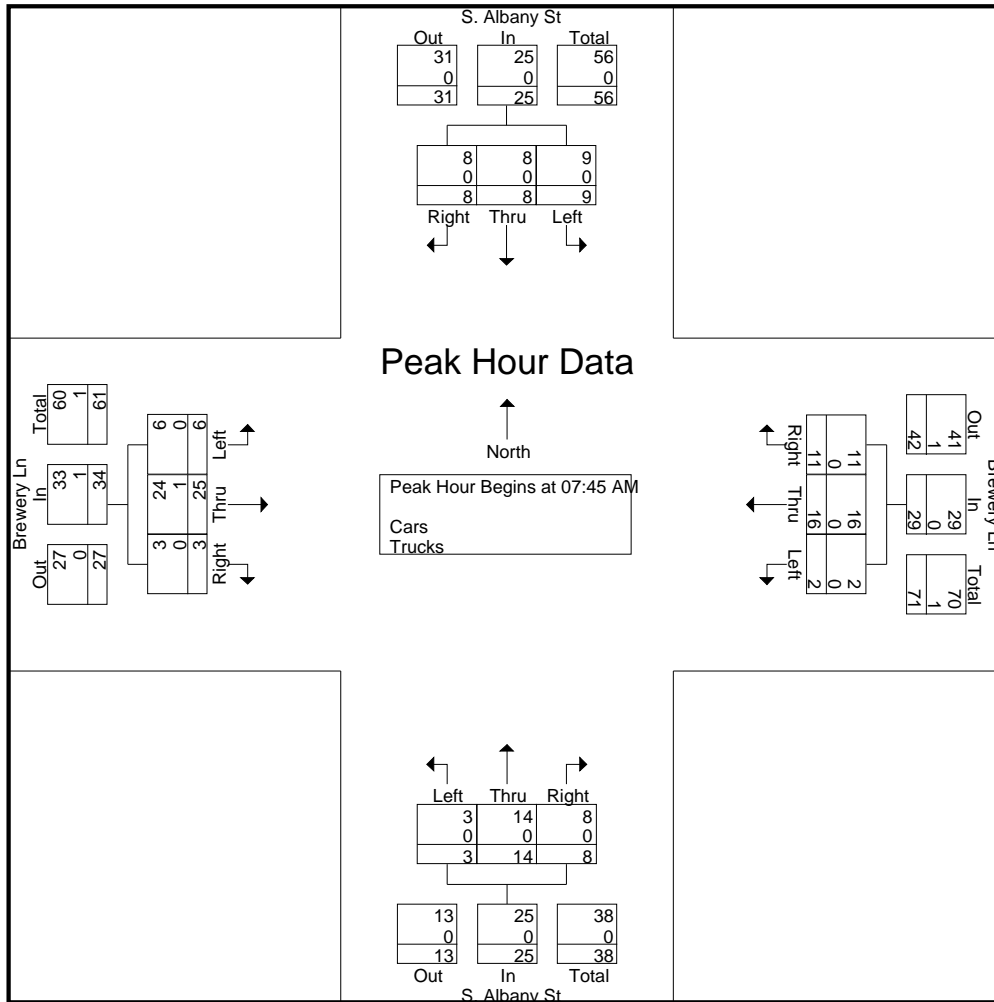
Groups Printed- Cars - Trucks

Start Time	S. Albany St From North			Brewery Ln From East			S. Albany St From South			Brewery Ln From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	1	0	1	2	3	0	1	1	0	1	1	1	12
07:15 AM	2	5	2	0	3	1	0	1	1	0	6	1	22
07:30 AM	0	4	2	0	3	1	1	0	0	1	2	1	15
07:45 AM	0	4	0	1	4	5	0	3	3	3	10	1	34
Total	3	13	5	3	13	7	2	5	4	5	19	4	83
08:00 AM	3	3	2	0	4	4	0	6	1	1	6	1	31
08:15 AM	1	0	2	0	3	2	2	3	2	2	4	1	22
08:30 AM	5	1	4	1	5	0	1	2	2	0	5	0	26
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	4	8	1	12	6	3	11	5	3	15	2	79
Grand Total	12	17	13	4	25	13	5	16	9	8	34	6	162
Apprch %	28.6	40.5	31	9.5	59.5	31	16.7	53.3	30	16.7	70.8	12.5	
Total %	7.4	10.5	8	2.5	15.4	8	3.1	9.9	5.6	4.9	21	3.7	
Cars	12	17	12	4	24	13	5	16	9	8	33	6	159
% Cars	100	100	92.3	100	96	100	100	100	100	100	97.1	100	98.1
Trucks	0	0	1	0	1	0	0	0	0	0	1	0	3
% Trucks	0	0	7.7	0	4	0	0	0	0	0	2.9	0	1.9

Start Time	S. Albany St From North				Brewery Ln From East				S. Albany St From South				Brewery Ln From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	4	0	4	1	4	5	10	0	3	3	6	3	10	1	14	34
08:00 AM	3	3	2	8	0	4	4	8	0	6	1	7	1	6	1	8	31
08:15 AM	1	0	2	3	0	3	2	5	2	3	2	7	2	4	1	7	22
08:30 AM	5	1	4	10	1	5	0	6	1	2	2	5	0	5	0	5	26
Total Volume	9	8	8	25	2	16	11	29	3	14	8	25	6	25	3	34	113
% App. Total	36	32	32		6.9	55.2	37.9		12	56	32		17.6	73.5	8.8		
PHF	.450	.500	.500	.625	.500	.800	.550	.725	.375	.583	.667	.893	.500	.625	.750	.607	.831
Cars	9	8	8	25	2	16	11	29	3	14	8	25	6	24	3	33	112
% Cars	100	100	100	100	100	100	100	100	100	100	100	100	100	96.0	100	97.1	99.1
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	4.0	0	2.9	0.9

N/S Street : S. Albany Street
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear

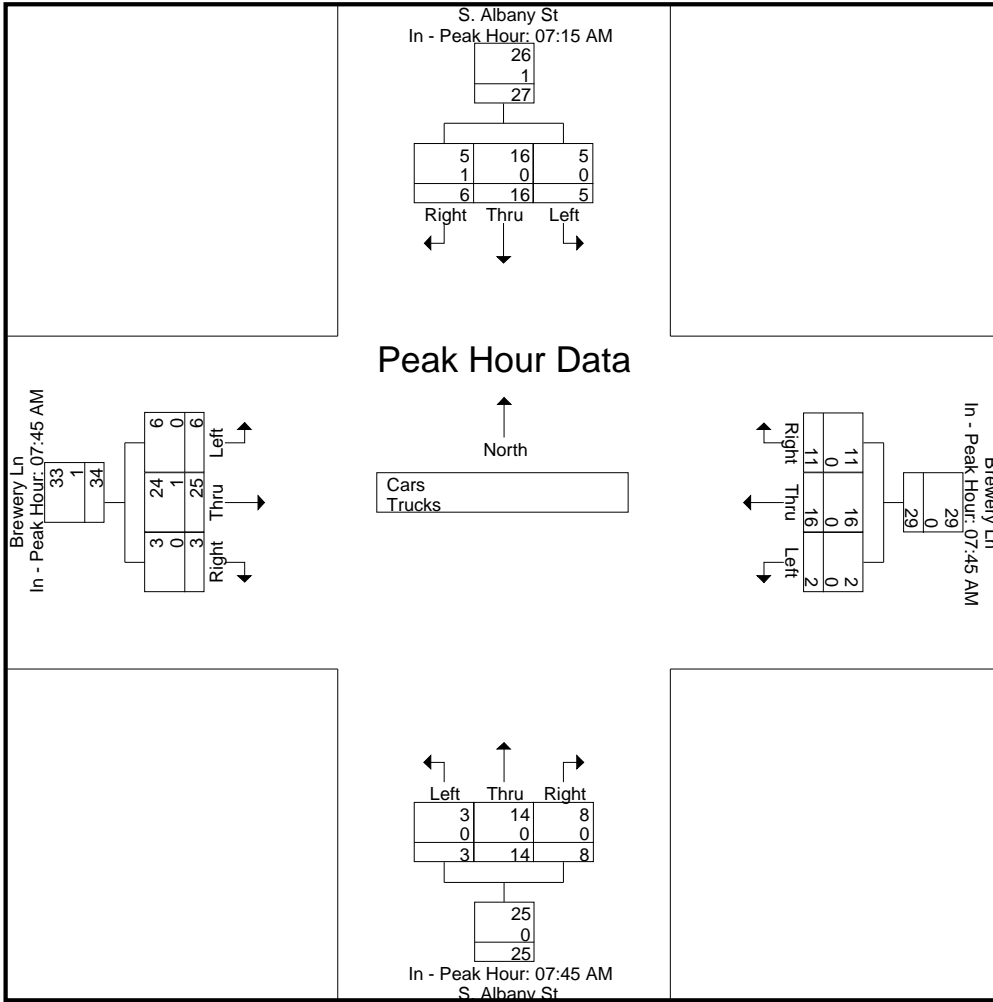
File Name : 10830005
Site Code : 10830005
Start Date : 3/9/2021
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	2	5	2	9	1	4	5	10	0	3	3	6	3	10	1	14
+15 mins.	0	4	2	6	0	4	4	8	0	6	1	7	1	6	1	8
+30 mins.	0	4	0	4	0	3	2	5	2	3	2	7	2	4	1	7
+45 mins.	3	3	2	8	1	5	0	6	1	2	2	5	0	5	0	5
Total Volume	5	16	6	27	2	16	11	29	3	14	8	25	6	25	3	34
% App. Total	18.5	59.3	22.2		6.9	55.2	37.9		12	56	32		17.6	73.5	8.8	
PHF	.417	.800	.750	.750	.500	.800	.550	.725	.375	.583	.667	.893	.500	.625	.750	.607
Cars	5	16	5	26	2	16	11	29	3	14	8	25	6	24	3	33
% Cars	100	100	83.3	96.3	100	100	100	100	100	100	100	100	100	96	100	97.1
Trucks	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1
% Trucks	0	0	16.7	3.7	0	0	0	0	0	0	0	0	0	4	0	2.9

N/S Street : S. Albany Street
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : S. Albany Street
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear

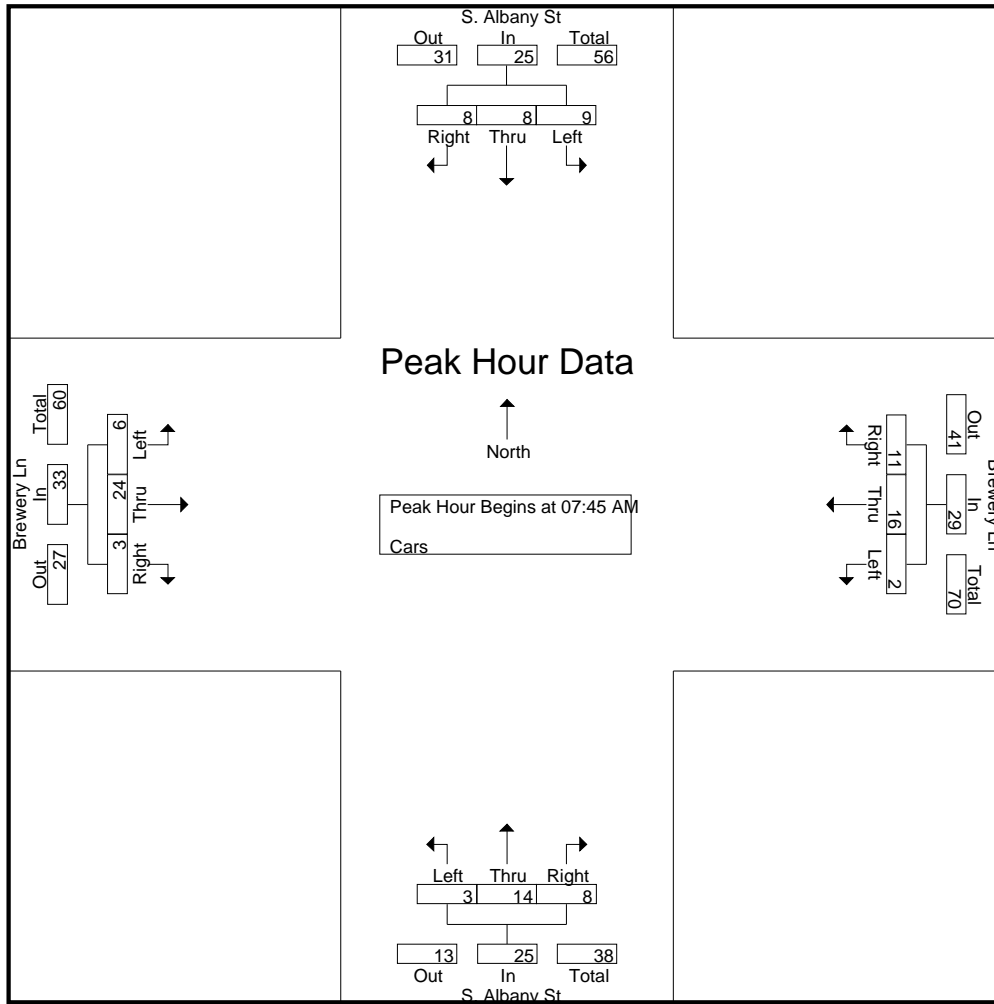
File Name : 10830005
Site Code : 10830005
Start Date : 3/9/2021
Page No : 4

Groups Printed- Cars

Start Time	S. Albany St From North			Brewery Ln From East			S. Albany St From South			Brewery Ln From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	1	0	1	2	2	0	1	1	0	1	1	1	11
07:15 AM	2	5	2	0	3	1	0	1	1	0	6	1	22
07:30 AM	0	4	1	0	3	1	1	0	0	1	2	1	14
07:45 AM	0	4	0	1	4	5	0	3	3	3	10	1	34
Total	3	13	4	3	12	7	2	5	4	5	19	4	81
08:00 AM	3	3	2	0	4	4	0	6	1	1	5	1	30
08:15 AM	1	0	2	0	3	2	2	3	2	2	4	1	22
08:30 AM	5	1	4	1	5	0	1	2	2	0	5	0	26
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	4	8	1	12	6	3	11	5	3	14	2	78
Grand Total	12	17	12	4	24	13	5	16	9	8	33	6	159
Apprch %	29.3	41.5	29.3	9.8	58.5	31.7	16.7	53.3	30	17	70.2	12.8	
Total %	7.5	10.7	7.5	2.5	15.1	8.2	3.1	10.1	5.7	5	20.8	3.8	

Start Time	S. Albany St From North				Brewery Ln From East				S. Albany St From South				Brewery Ln From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	4	0	4	1	4	5	10	0	3	3	6	3	10	1	14	34
08:00 AM	3	3	2	8	0	4	4	8	0	6	1	7	1	5	1	7	30
08:15 AM	1	0	2	3	0	3	2	5	2	3	2	7	2	4	1	7	22
08:30 AM	5	1	4	10	1	5	0	6	1	2	2	5	0	5	0	5	26
Total Volume	9	8	8	25	2	16	11	29	3	14	8	25	6	24	3	33	112
% App. Total	36	32	32		6.9	55.2	37.9		12	56	32		18.2	72.7	9.1		
PHF	.450	.500	.500	.625	.500	.800	.550	.725	.375	.583	.667	.893	.500	.600	.750	.589	.824

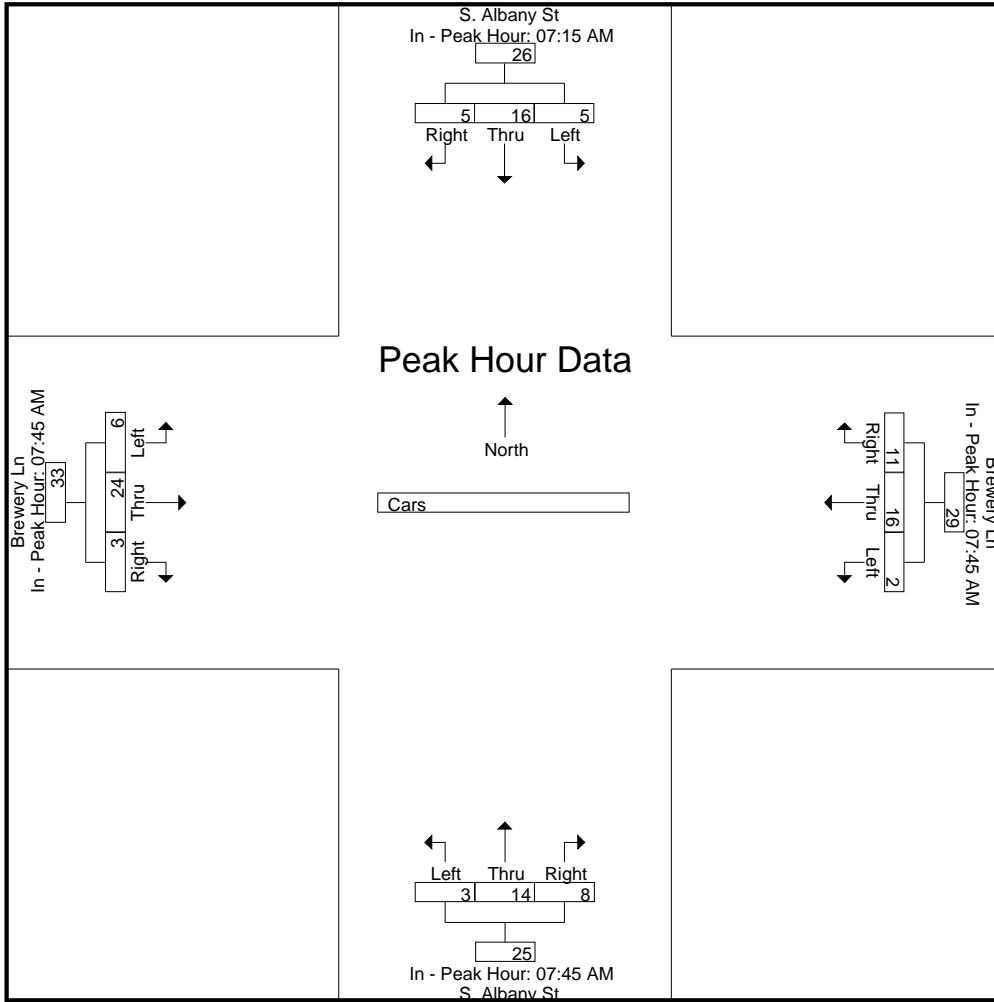
N/S Street : S. Albany Street
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear



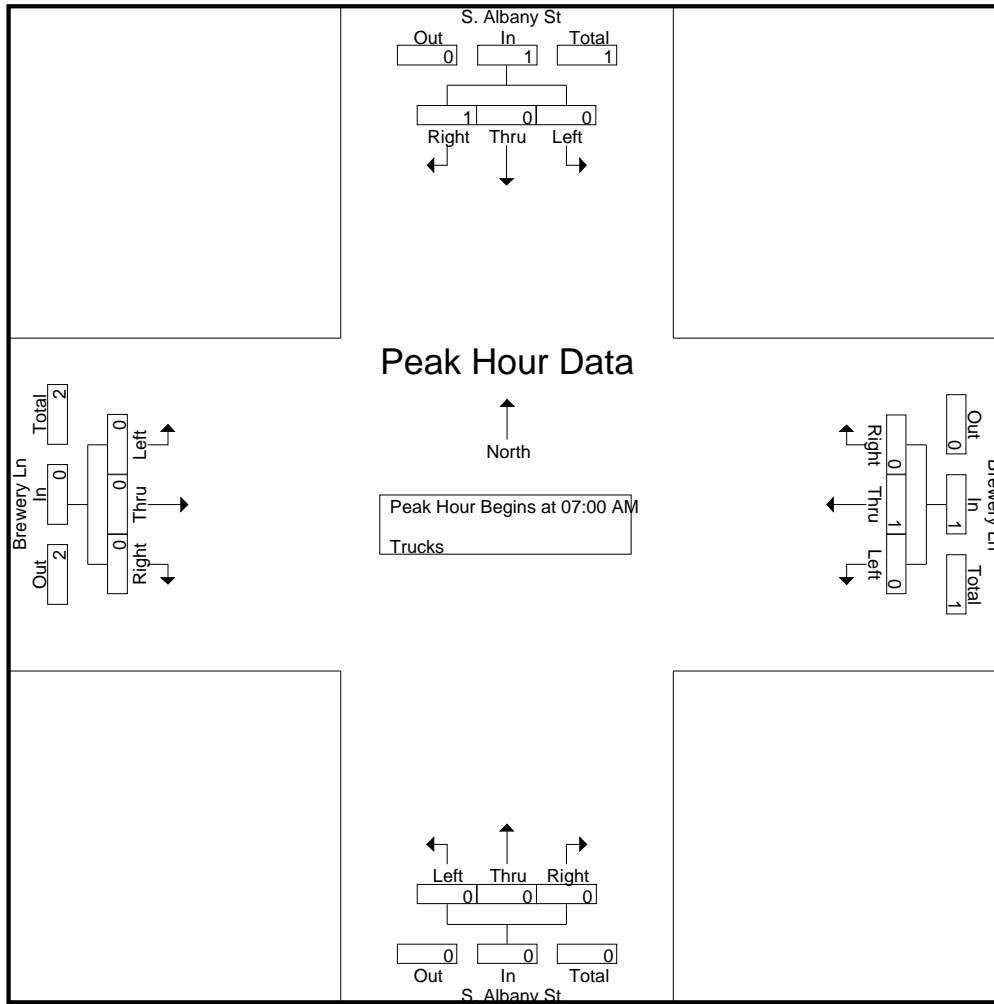
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	2	5	2	9	1	4	5	10	0	3	3	6	3	10	1	14
+15 mins.	0	4	1	5	0	4	4	8	0	6	1	7	1	5	1	7
+30 mins.	0	4	0	4	0	3	2	5	2	3	2	7	2	4	1	7
+45 mins.	3	3	2	8	1	5	0	6	1	2	2	5	0	5	0	5
Total Volume	5	16	5	26	2	16	11	29	3	14	8	25	6	24	3	33
% App. Total	19.2	61.5	19.2		6.9	55.2	37.9		12	56	32		18.2	72.7	9.1	
PHF	.417	.800	.625	.722	.500	.800	.550	.725	.375	.583	.667	.893	.500	.600	.750	.589

N/S Street : S. Albany Street
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear



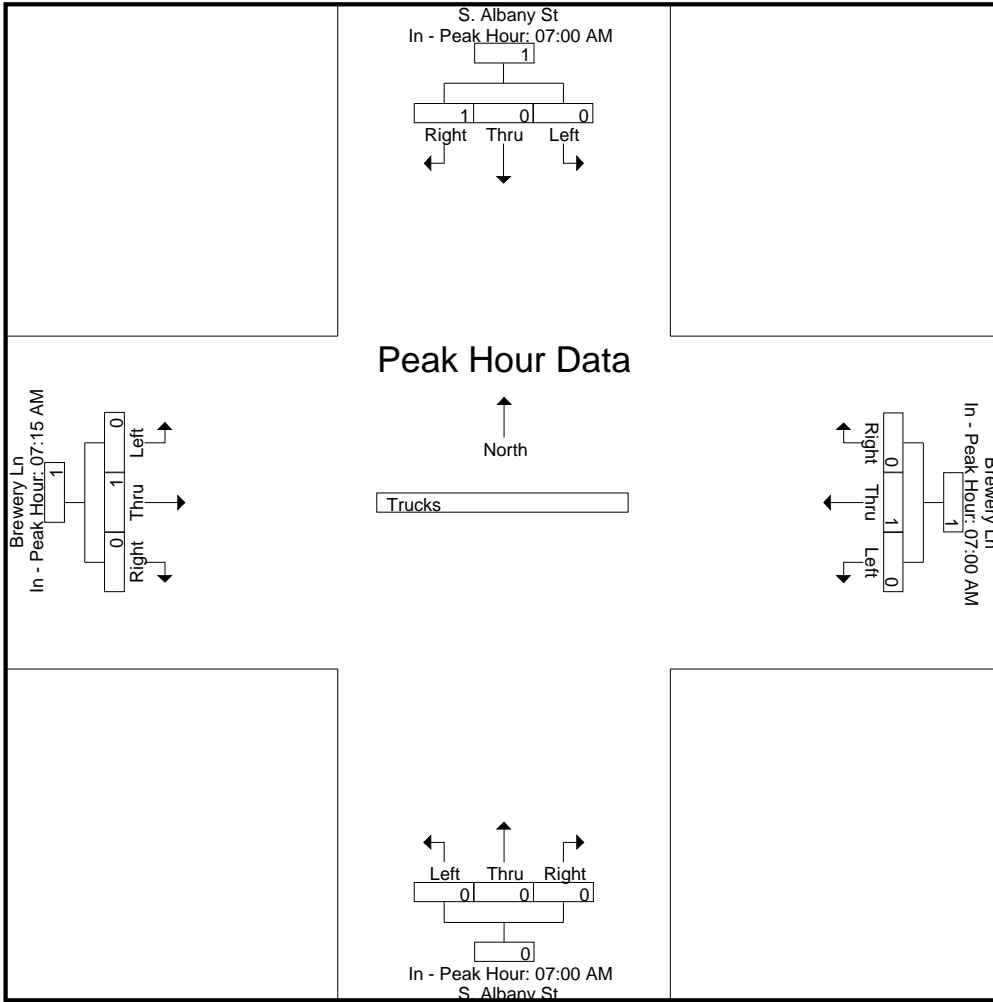
N/S Street : S. Albany Street
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250

N/S Street : S. Albany Street
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : S. Albany Street
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear

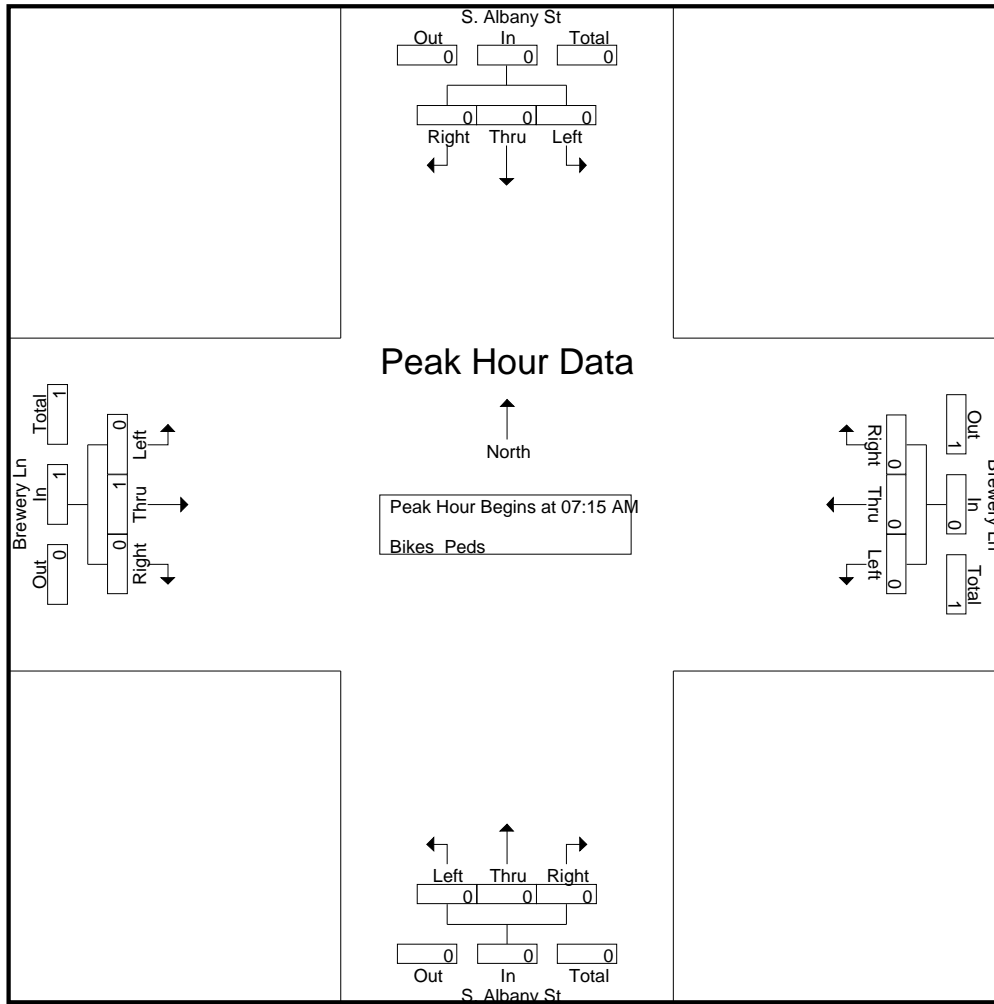
File Name : 10830005
Site Code : 10830005
Start Date : 3/9/2021
Page No : 10

Groups Printed- Bikes Peds

Start Time	S. Albany St From North				Brewery Ln From East				S. Albany St From South				Brewery Ln From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
07:00 AM	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	5	0	5
07:15 AM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2	0	2
07:30 AM	0	0	0	6	0	0	0	0	0	0	0	3	0	0	0	0	9	0	9
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1
Total	0	0	0	8	0	0	0	0	0	0	0	7	0	0	0	2	17	0	17
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	1	3	1	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4	0	4
08:30 AM	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	0	0	0	0	0	0	5	0	1	0	3	10	1	11
Grand Total	0	0	0	10	0	0	0	0	0	0	0	12	0	1	0	5	27	1	28
Apprch %	0	0	0		0	0	0		0	0	0		0	100	0				
Total %	0	0	0		0	0	0		0	0	0		0	100	0		96.4	3.6	

Start Time	S. Albany St From North				Brewery Ln From East				S. Albany St From South				Brewery Ln From West				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	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
07:45 AM	0	0	0	0	0	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	1	0	1	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0			
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250	.250

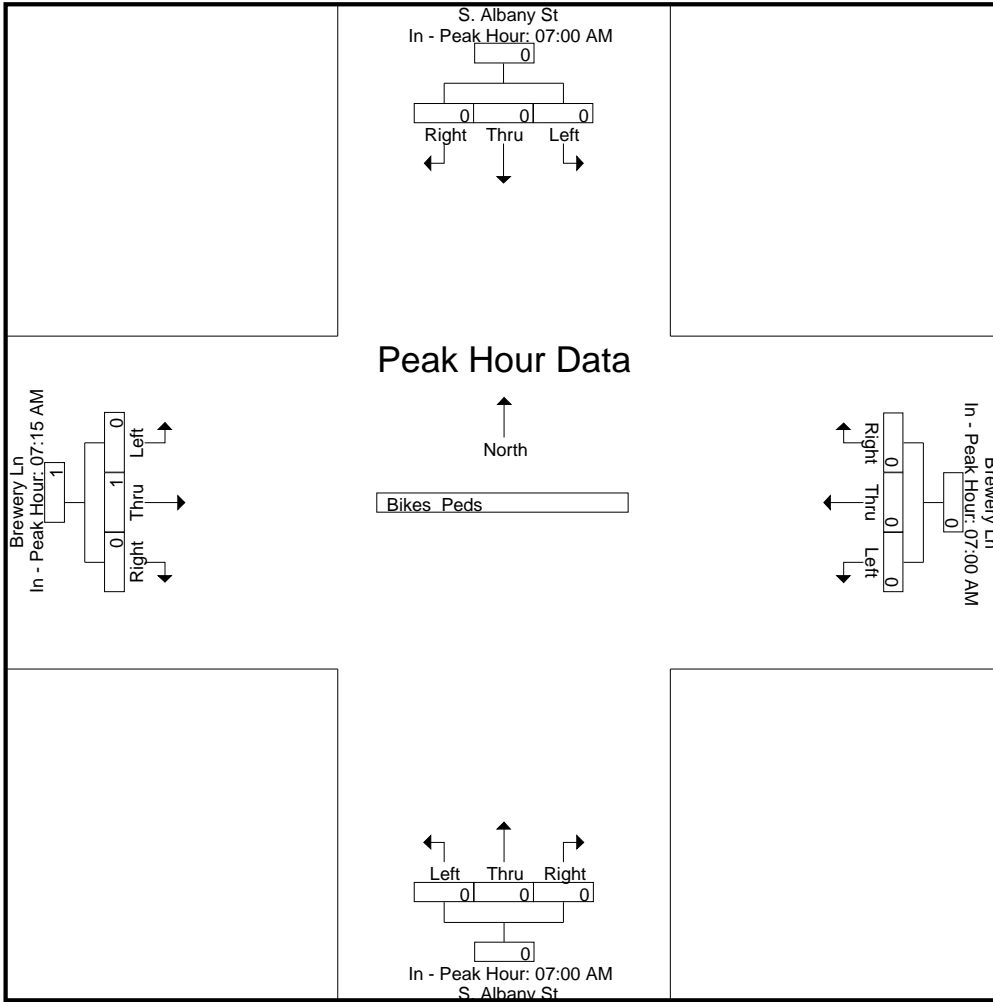
N/S Street : S. Albany Street
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

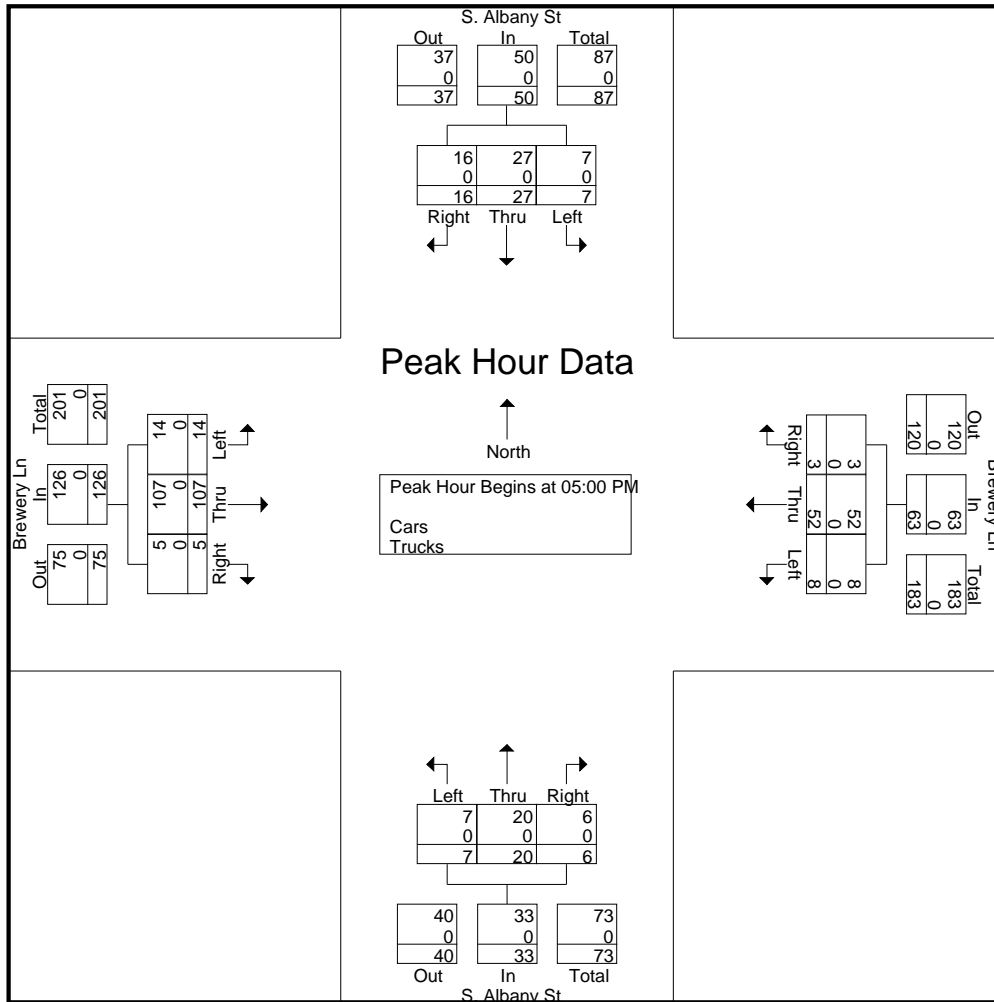
	07:00 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250

N/S Street : S. Albany Street
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear



N/S Street : S. Albany Street
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear

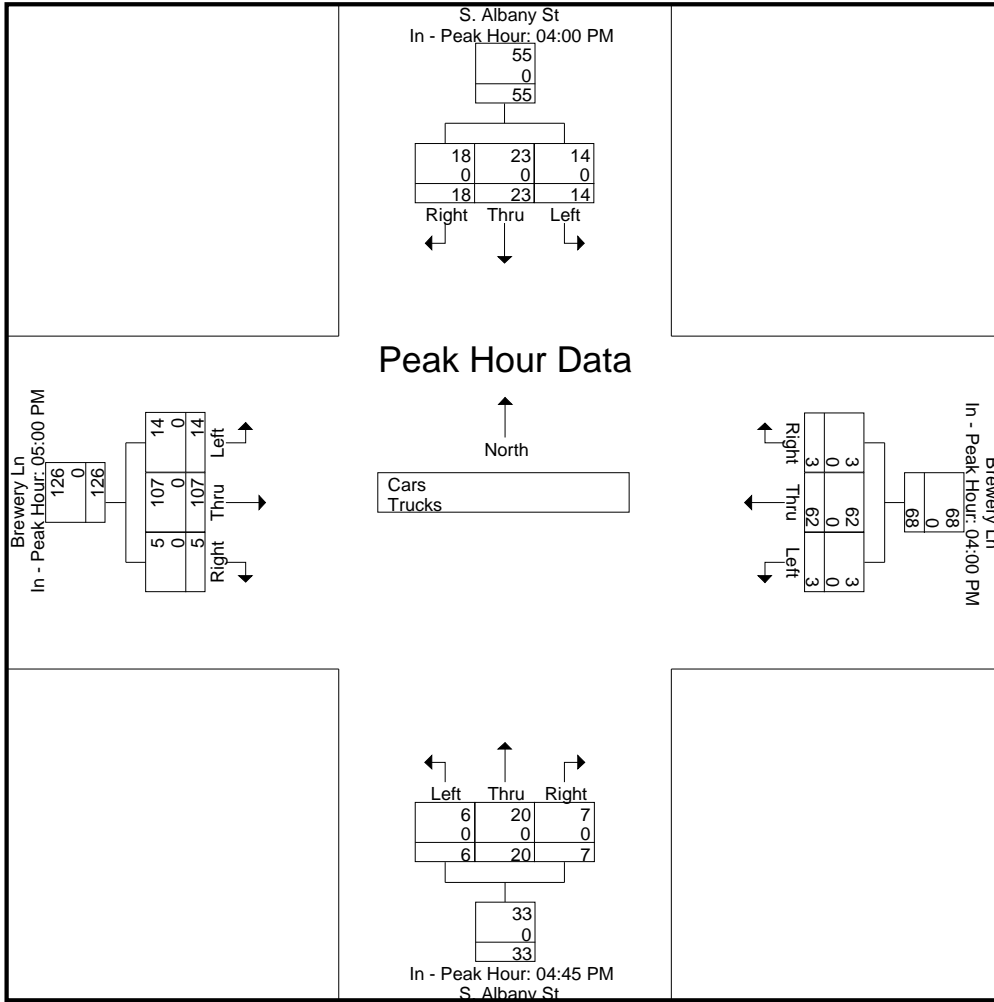
File Name : 10830005
Site Code : 10830005
Start Date : 3/9/2021
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				05:00 PM							
+0 mins.	8	6	9	23	0	21	1	22	0	1	2	3	6	26	1	33
+15 mins.	1	7	4	12	2	14	1	17	0	2	2	4	4	37	2	43
+30 mins.	3	7	3	13	0	13	0	13	3	11	1	15	3	18	1	22
+45 mins.	2	3	2	7	1	14	1	16	3	6	2	11	1	26	1	28
Total Volume	14	23	18	55	3	62	3	68	6	20	7	33	14	107	5	126
% App. Total	25.5	41.8	32.7		4.4	91.2	4.4		18.2	60.6	21.2		11.1	84.9	4	
PHF	.438	.821	.500	.598	.375	.738	.750	.773	.500	.455	.875	.550	.583	.723	.625	.733
Cars	14	23	18	55	3	62	3	68	6	20	7	33	14	107	5	126
% Cars	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

N/S Street : S. Albany Street
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : S. Albany Street
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear

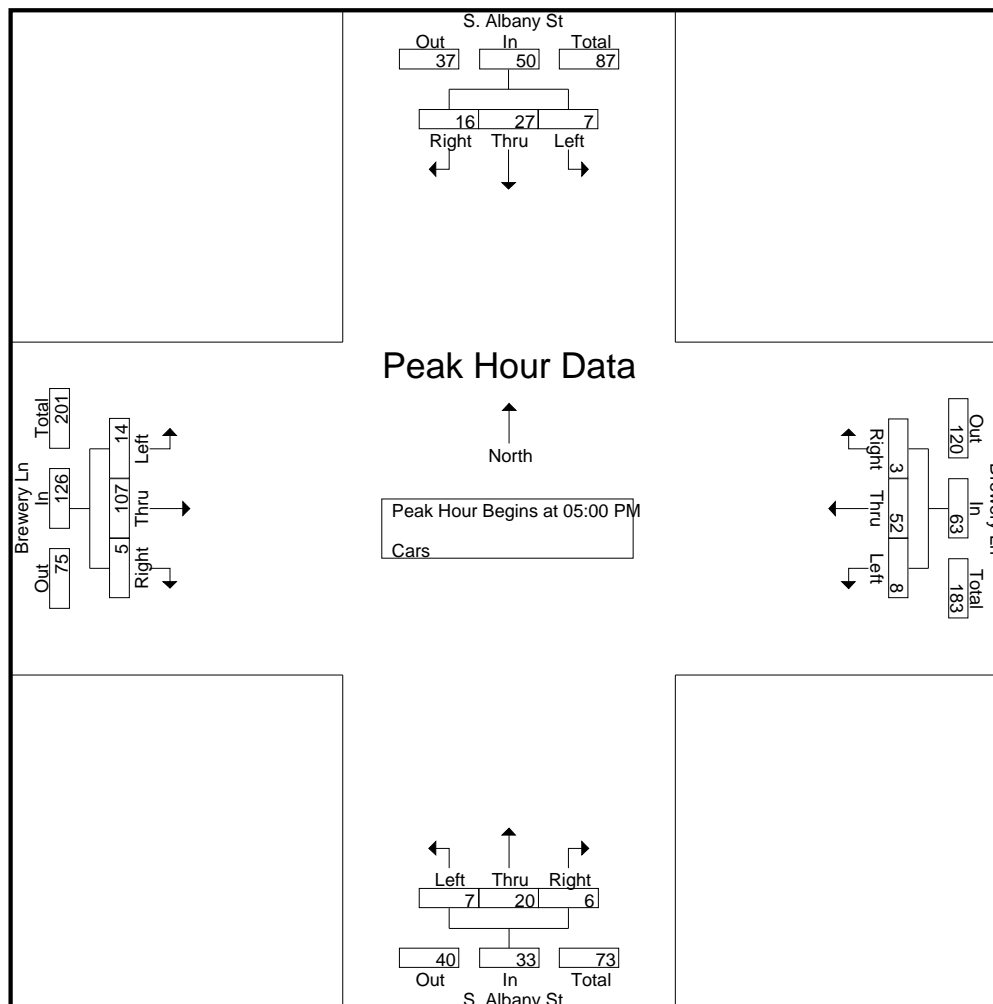
File Name : 10830005
Site Code : 10830005
Start Date : 3/9/2021
Page No : 4

Groups Printed- Cars

Start Time	S. Albany St From North			Brewery Ln From East			S. Albany St From South			Brewery Ln From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	8	6	9	0	21	1	2	4	0	0	22	2	75
04:15 PM	1	7	4	2	14	1	3	5	1	3	25	5	71
04:30 PM	3	7	3	0	13	0	2	7	1	2	18	0	56
04:45 PM	2	3	2	1	14	1	0	1	2	1	18	1	46
Total	14	23	18	3	62	3	7	17	4	6	83	8	248
05:00 PM	3	11	6	2	14	1	0	2	2	6	26	1	74
05:15 PM	1	6	5	2	15	1	3	11	1	4	37	2	88
05:30 PM	2	6	2	2	14	0	3	6	2	3	18	1	59
05:45 PM	1	4	3	2	9	1	1	1	1	1	26	1	51
Total	7	27	16	8	52	3	7	20	6	14	107	5	272
Grand Total	21	50	34	11	114	6	14	37	10	20	190	13	520
Apprch %	20	47.6	32.4	8.4	87	4.6	23	60.7	16.4	9	85.2	5.8	
Total %	4	9.6	6.5	2.1	21.9	1.2	2.7	7.1	1.9	3.8	36.5	2.5	

Start Time	S. Albany St From North				Brewery Ln From East				S. Albany St From South				Brewery Ln From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	3	11	6	20	2	14	1	17	0	2	2	4	6	26	1	33	74
05:15 PM	1	6	5	12	2	15	1	18	3	11	1	15	4	37	2	43	88
05:30 PM	2	6	2	10	2	14	0	16	3	6	2	11	3	18	1	22	59
05:45 PM	1	4	3	8	2	9	1	12	1	1	1	3	1	26	1	28	51
Total Volume	7	27	16	50	8	52	3	63	7	20	6	33	14	107	5	126	272
% App. Total	14	54	32		12.7	82.5	4.8		21.2	60.6	18.2		11.1	84.9	4		
PHF	.583	.614	.667	.625	1.00	.867	.750	.875	.583	.455	.750	.550	.583	.723	.625	.733	.773

N/S Street : S. Albany Street
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear

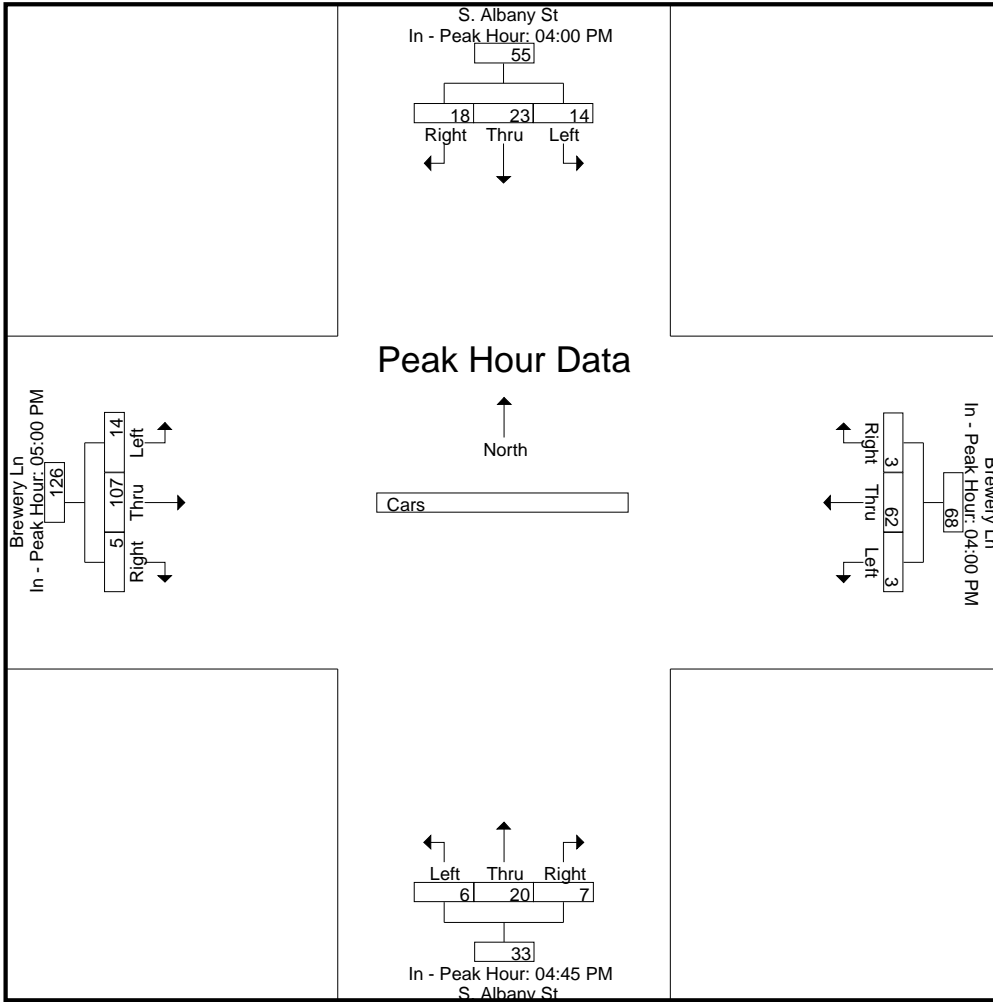


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

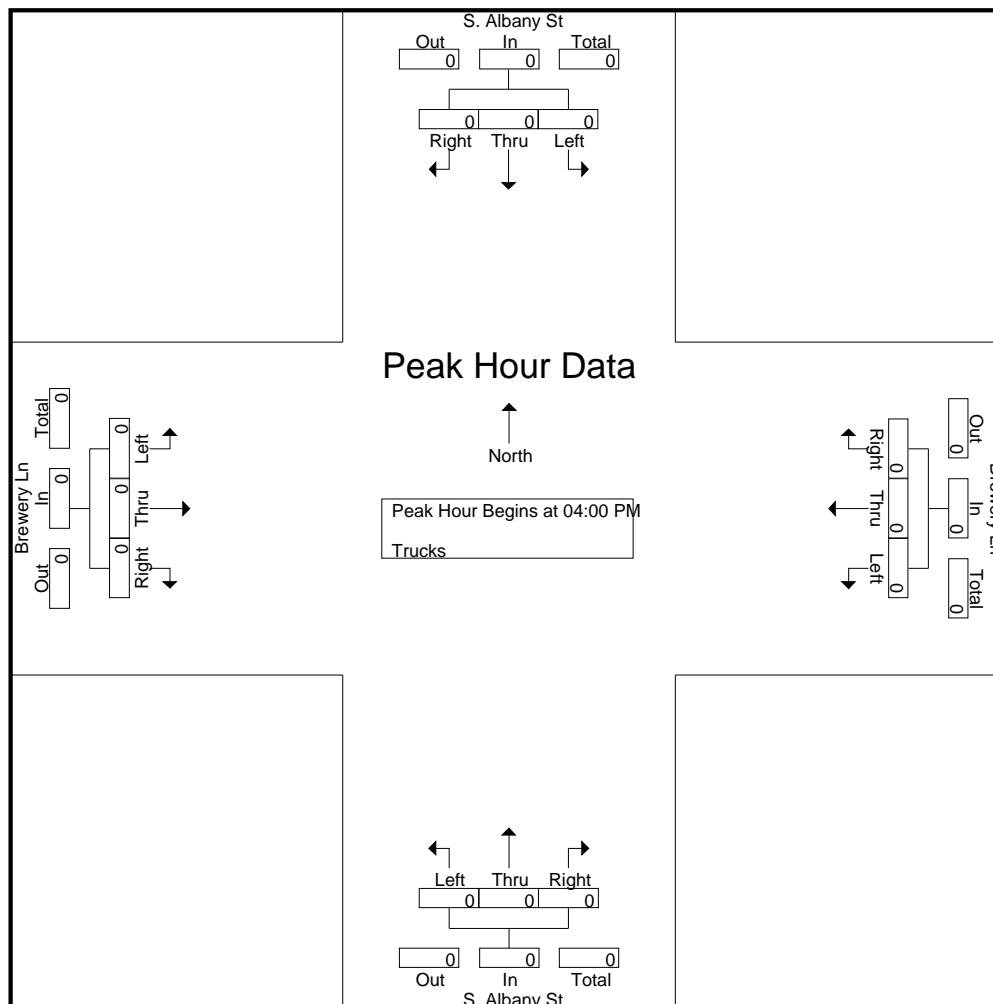
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				05:00 PM							
+0 mins.	8	6	9	23	0	21	1	22	0	1	2	3	6	26	1	33
+15 mins.	1	7	4	12	2	14	1	17	0	2	2	4	4	37	2	43
+30 mins.	3	7	3	13	0	13	0	13	3	11	1	15	3	18	1	22
+45 mins.	2	3	2	7	1	14	1	16	3	6	2	11	1	26	1	28
Total Volume	14	23	18	55	3	62	3	68	6	20	7	33	14	107	5	126
% App. Total	25.5	41.8	32.7		4.4	91.2	4.4		18.2	60.6	21.2		11.1	84.9	4	
PHF	.438	.821	.500	.598	.375	.738	.750	.773	.500	.455	.875	.550	.583	.723	.625	.733

N/S Street : S. Albany Street
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear



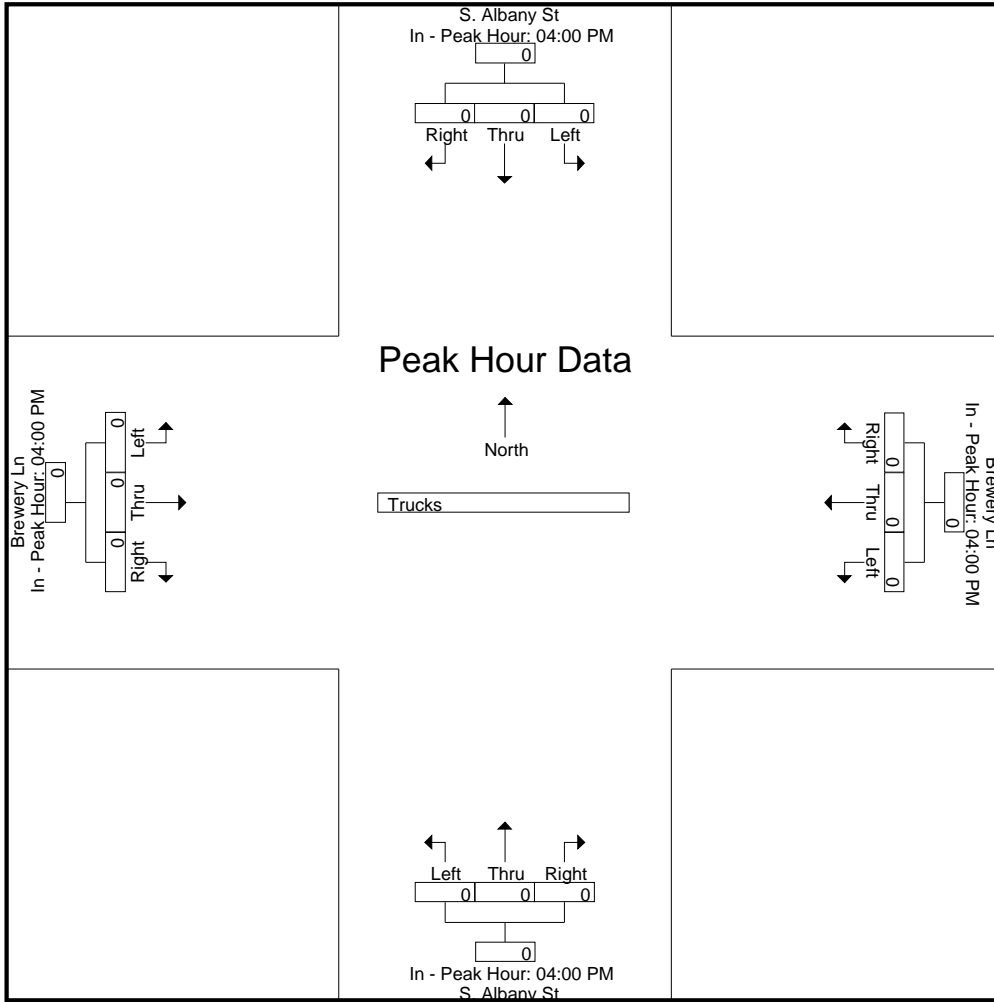
N/S Street : S. Albany Street
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	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	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

N/S Street : S. Albany Street
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : S. Albany Street
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear

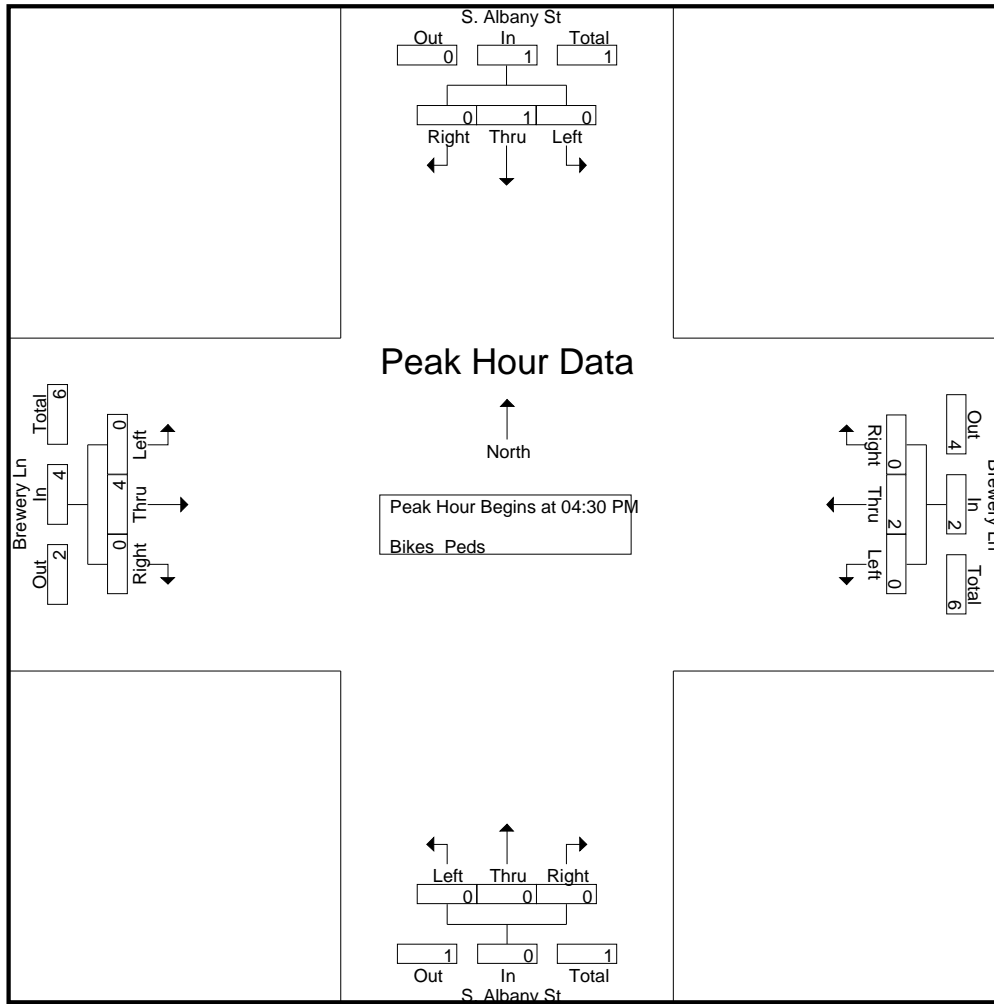
File Name : 10830005
Site Code : 10830005
Start Date : 3/9/2021
Page No : 10

Groups Printed- Bikes Peds

Start Time	S. Albany St From North				Brewery Ln From East				S. Albany St From South				Brewery Ln From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
04:00 PM	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	4	0	4
04:15 PM	0	0	0	1	0	0	0	1	0	0	0	6	0	0	0	1	9	0	9
04:30 PM	0	0	0	1	0	0	0	0	0	0	0	6	0	0	0	0	7	0	7
04:45 PM	0	0	0	4	0	1	0	0	0	0	0	5	0	0	0	0	9	1	10
Total	0	0	0	8	0	1	0	1	0	0	0	19	0	0	0	1	29	1	30
05:00 PM	0	1	0	10	0	0	0	0	0	0	0	6	0	1	0	3	19	2	21
05:15 PM	0	0	0	6	0	1	0	2	0	0	0	8	0	3	0	2	18	4	22
05:30 PM	0	0	0	8	0	0	0	0	0	0	0	6	0	0	0	0	14	0	14
05:45 PM	0	0	0	3	0	0	0	0	0	0	0	11	0	0	0	0	14	0	14
Total	0	1	0	27	0	1	0	2	0	0	0	31	0	4	0	5	65	6	71
Grand Total	0	1	0	35	0	2	0	3	0	0	0	50	0	4	0	6	94	7	101
Apprch %	0	100	0		0	100	0		0	0	0		0	100	0				
Total %	0	14.3	0		0	28.6	0		0	0	0		0	57.1	0		93.1	6.9	

Start Time	S. Albany St From North				Brewery Ln From East				S. Albany St From South				Brewery Ln From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	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	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Total Volume	0	1	0	1	0	2	0	2	0	0	0	0	0	4	0	4	7
% App. Total	0	100	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.333	.000	.333	.438

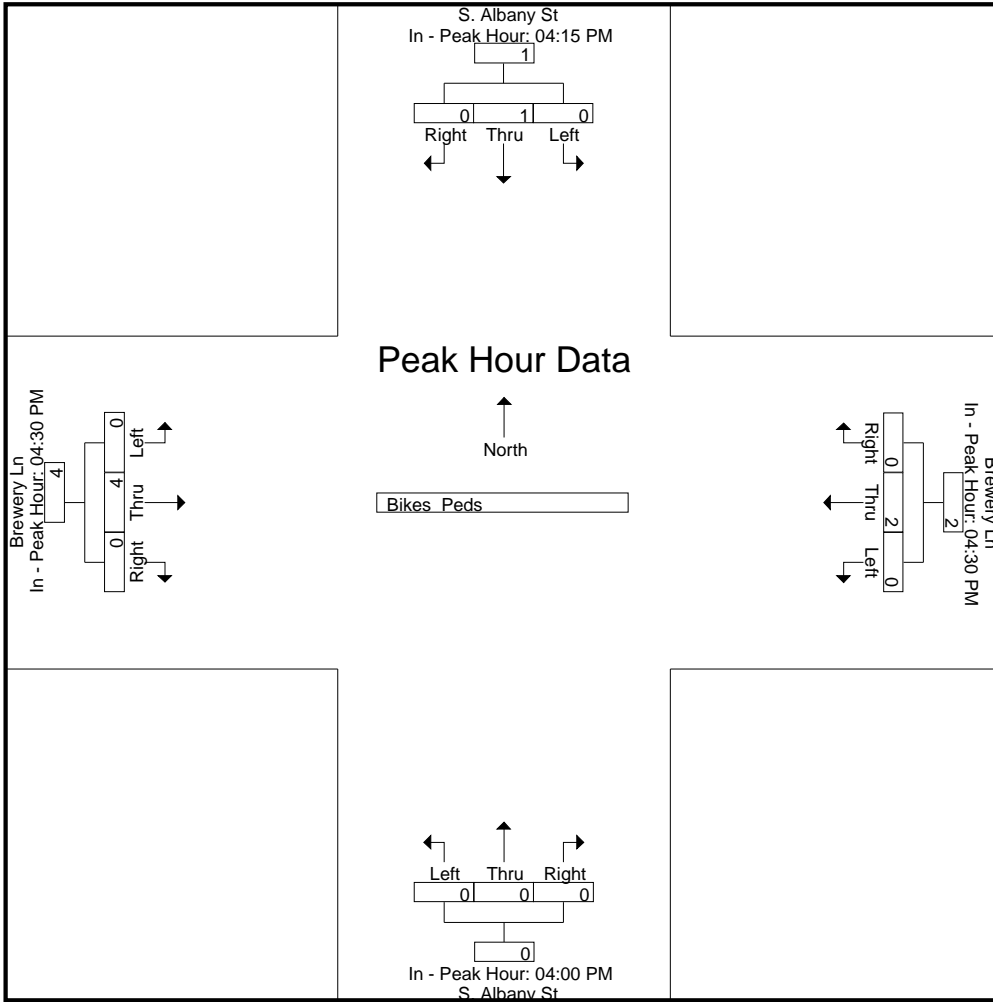
N/S Street : S. Albany Street
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear



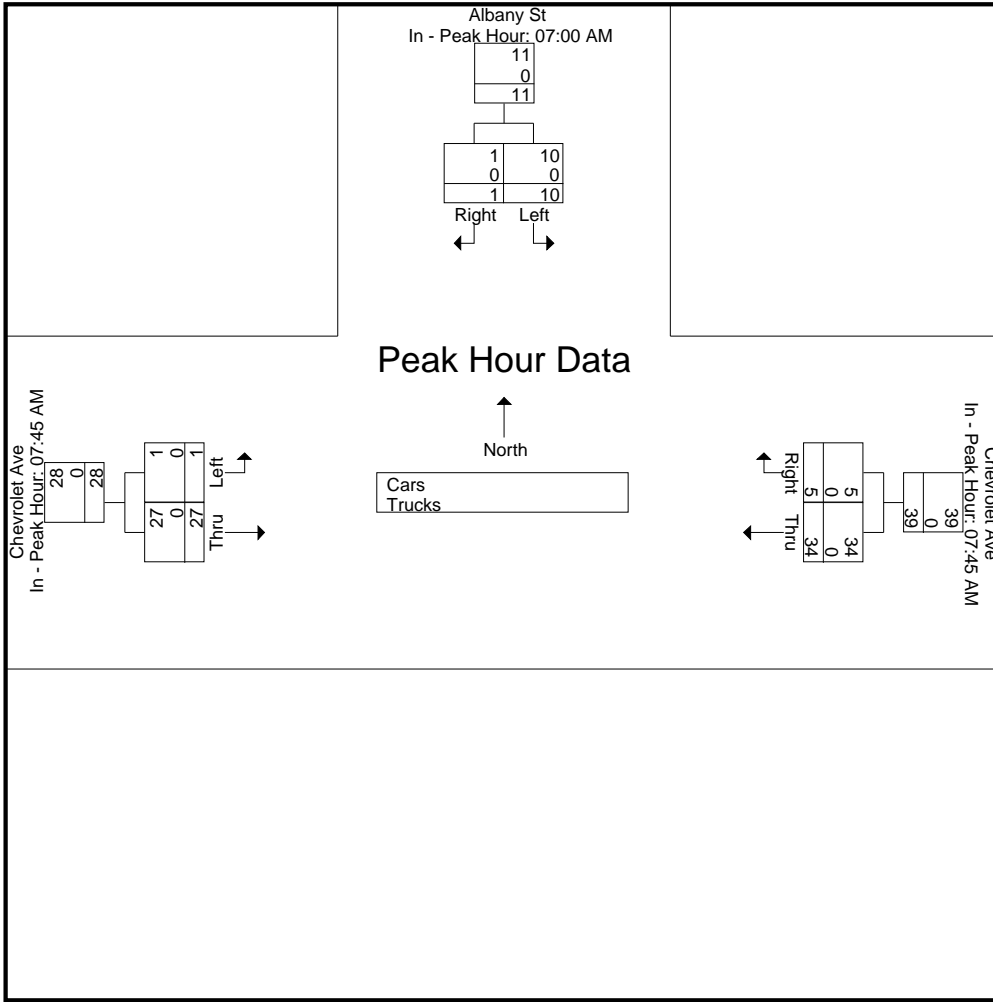
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:30 PM				04:00 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	1	0	1	0	1	0	1	0	0	0	0	0	3	0	3
Total Volume	0	1	0	1	0	2	0	2	0	0	0	0	0	4	0	4
% App. Total	0	100	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.250	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.333	.000	.333

N/S Street : S. Albany Street
E/W Street : Brewery Lane
City/State : Portsmouth, NH
Weather : Clear



N/S Street : Albany Street
E/W Street : Chevrolet Avenue
City/State : Portsmouth, NH
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Albany Street
E/W Street : Chevrolet Avenue
City/State : Portsmouth, NH
Weather : Clear

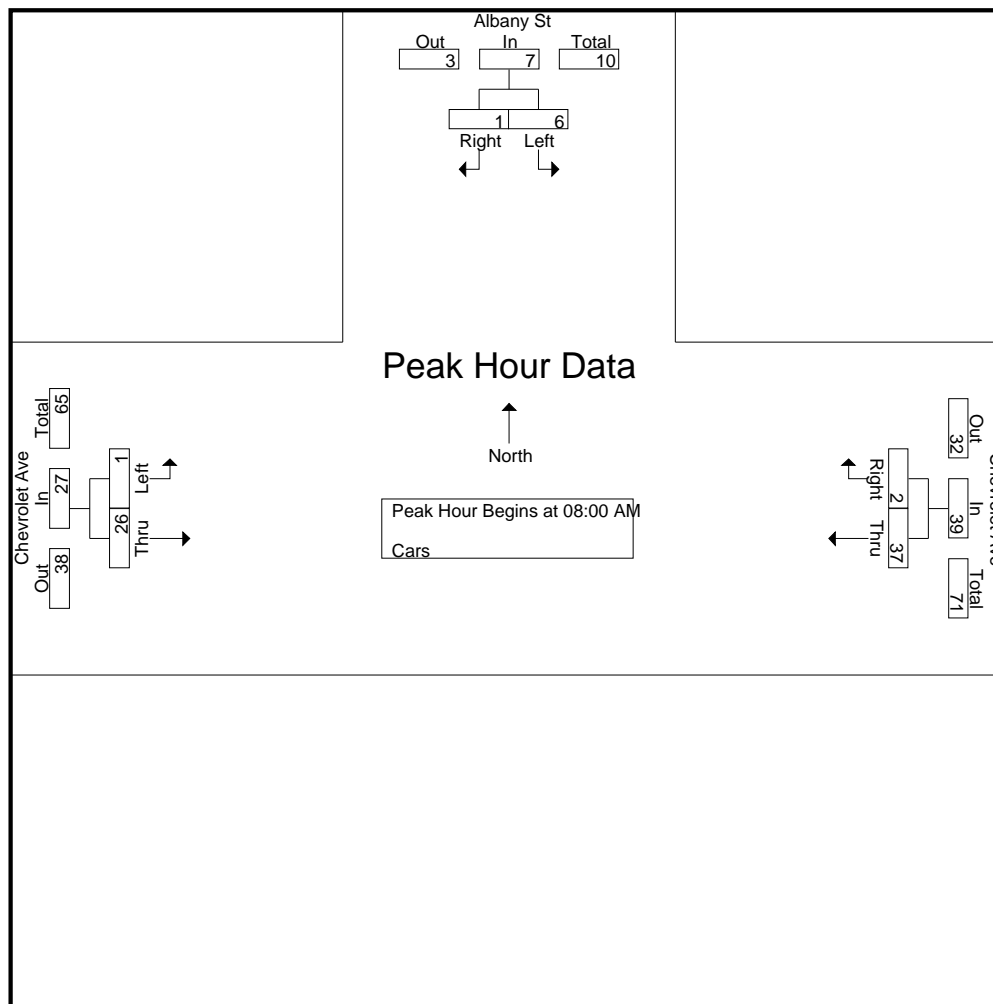
File Name : 10830006
Site Code : 10830006
Start Date : 3/9/2021
Page No : 4

Groups Printed- Cars

Start Time	Albany St From North		Chevrolet Ave From East		Chevrolet Ave From West		Int. Total
	Left	Right	Thru	Right	Left	Thru	
07:00 AM	3	0	4	0	0	3	10
07:15 AM	3	1	2	1	0	3	10
07:30 AM	3	0	3	0	0	2	8
07:45 AM	1	0	8	3	0	8	20
Total	10	1	17	4	0	16	48
08:00 AM	2	0	5	2	0	7	16
08:15 AM	0	0	9	0	1	6	16
08:30 AM	2	0	12	0	0	6	20
08:45 AM	2	1	11	0	0	7	21
Total	6	1	37	2	1	26	73
Grand Total	16	2	54	6	1	42	121
Apprch %	88.9	11.1	90	10	2.3	97.7	
Total %	13.2	1.7	44.6	5	0.8	34.7	

Start Time	Albany St From North			Chevrolet Ave From East			Chevrolet Ave From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	2	0	2	5	2	7	0	7	7	16
08:15 AM	0	0	0	9	0	9	1	6	7	16
08:30 AM	2	0	2	12	0	12	0	6	6	20
08:45 AM	2	1	3	11	0	11	0	7	7	21
Total Volume	6	1	7	37	2	39	1	26	27	73
% App. Total	85.7	14.3		94.9	5.1		3.7	96.3		
PHF	.750	.250	.583	.771	.250	.813	.250	.929	.964	.869

N/S Street : Albany Street
E/W Street : Chevrolet Avenue
City/State : Portsmouth, NH
Weather : Clear



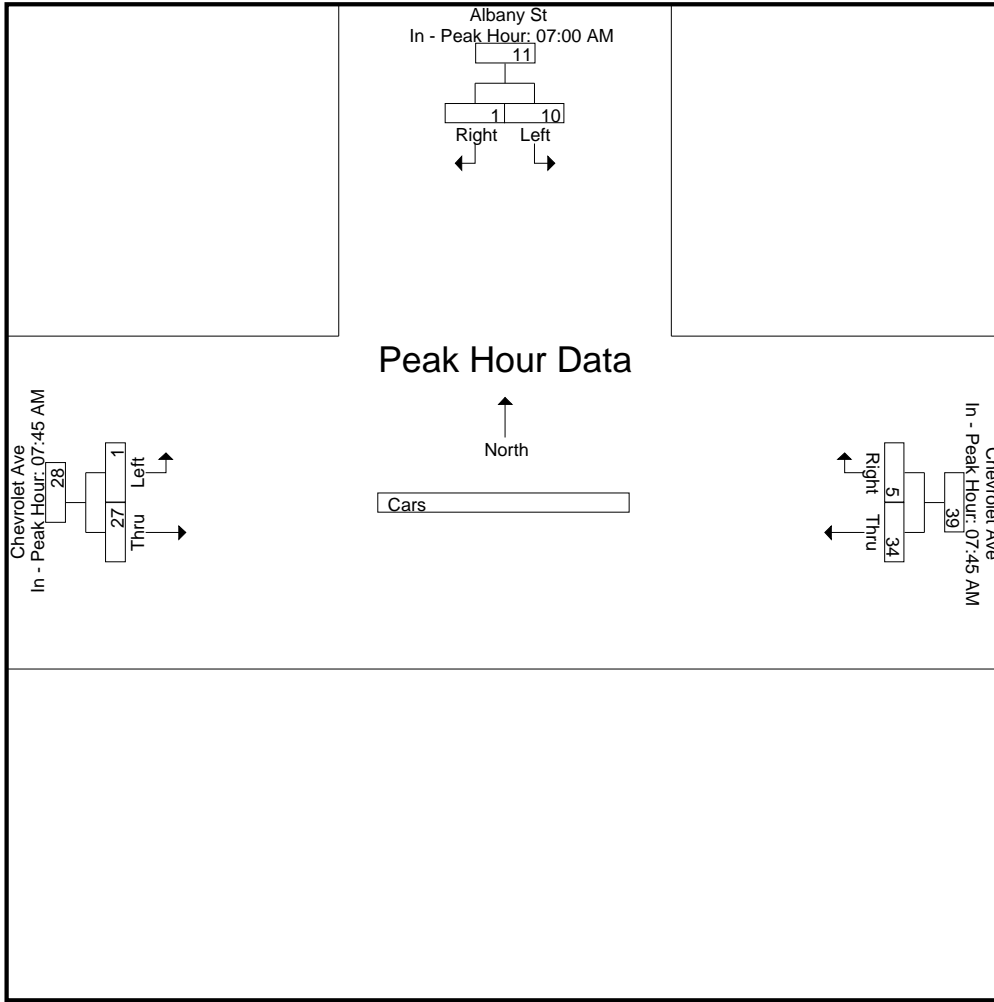
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:45 AM			08:45 AM		
+0 mins.	3	0	3	8	3	11	0	8	8
+15 mins.	3	1	4	5	2	7	0	7	7
+30 mins.	3	0	3	9	0	9	1	6	7
+45 mins.	1	0	1	12	0	12	0	6	6
Total Volume	10	1	11	34	5	39	1	27	28
% App. Total	90.9	9.1		87.2	12.8		3.6	96.4	
PHF	.833	.250	.688	.708	.417	.813	.250	.844	.875

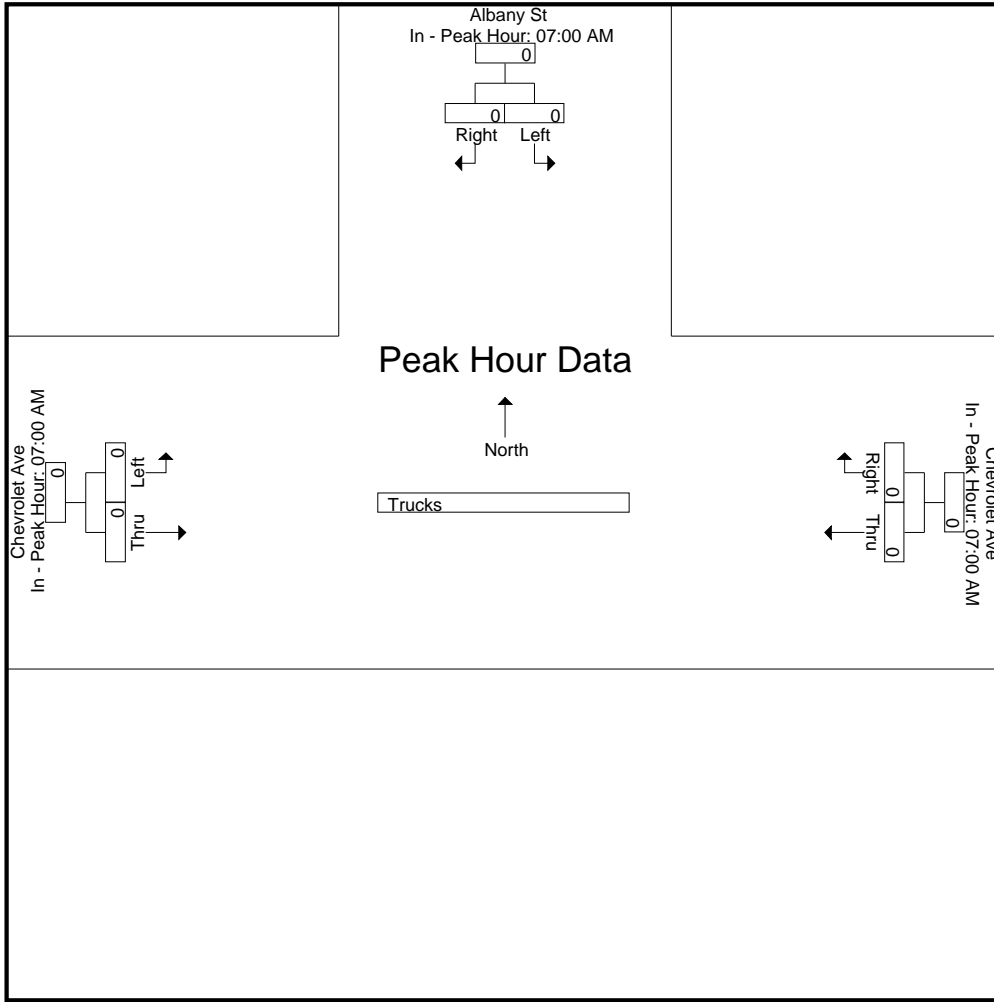
Accurate Counts
978-664-2565

File Name : 10830006
Site Code : 10830006
Start Date : 3/9/2021
Page No : 6

N/S Street : Albany Street
E/W Street : Chevrolet Avenue
City/State : Portsmouth, NH
Weather : Clear



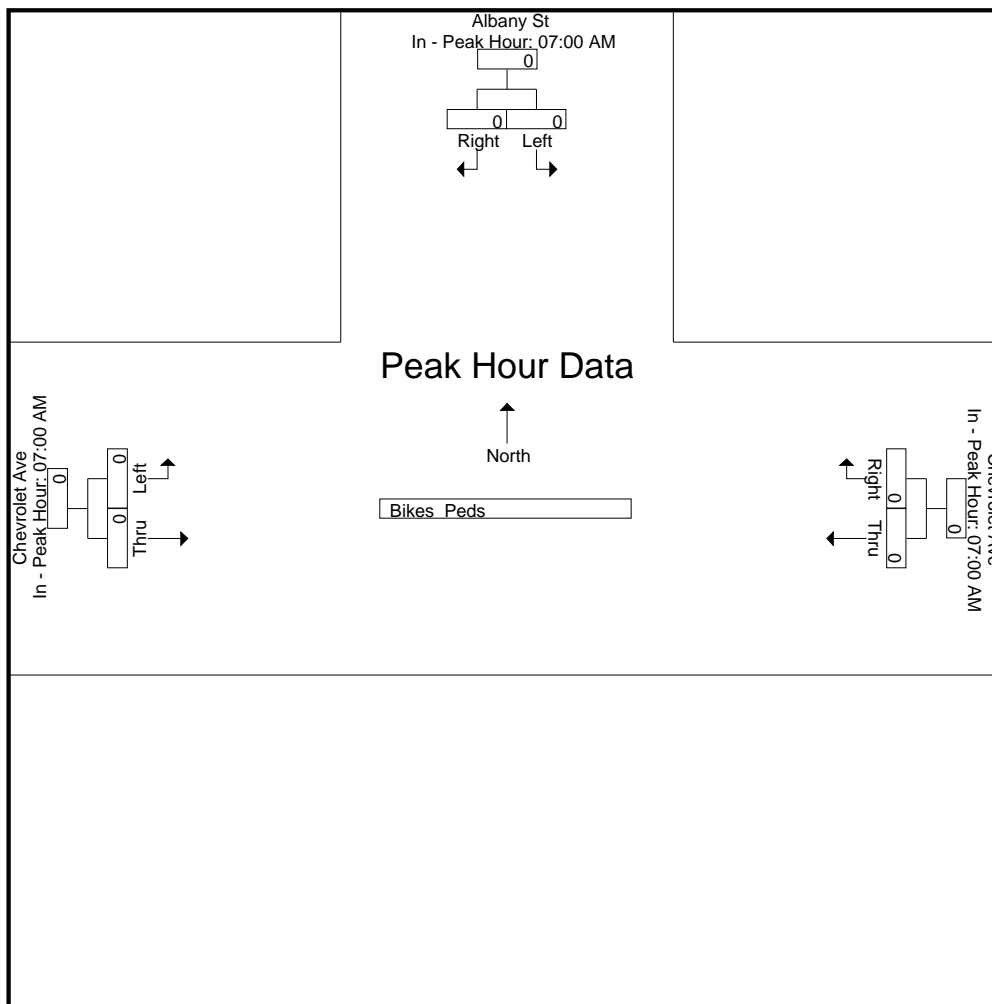
N/S Street : Albany Street
E/W Street : Chevrolet Avenue
City/State : Portsmouth, NH
Weather : Clear



Accurate Counts
978-664-2565

File Name : 10830006
Site Code : 10830006
Start Date : 3/9/2021
Page No : 12

N/S Street : Albany Street
E/W Street : Chevrolet Avenue
City/State : Portsmouth, NH
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Albany Street
 E/W Street : Chevrolet Avenue
 City/State : Portsmouth, NH
 Weather : Clear

File Name : 10830006
 Site Code : 10830006
 Start Date : 3/9/2021
 Page No : 1

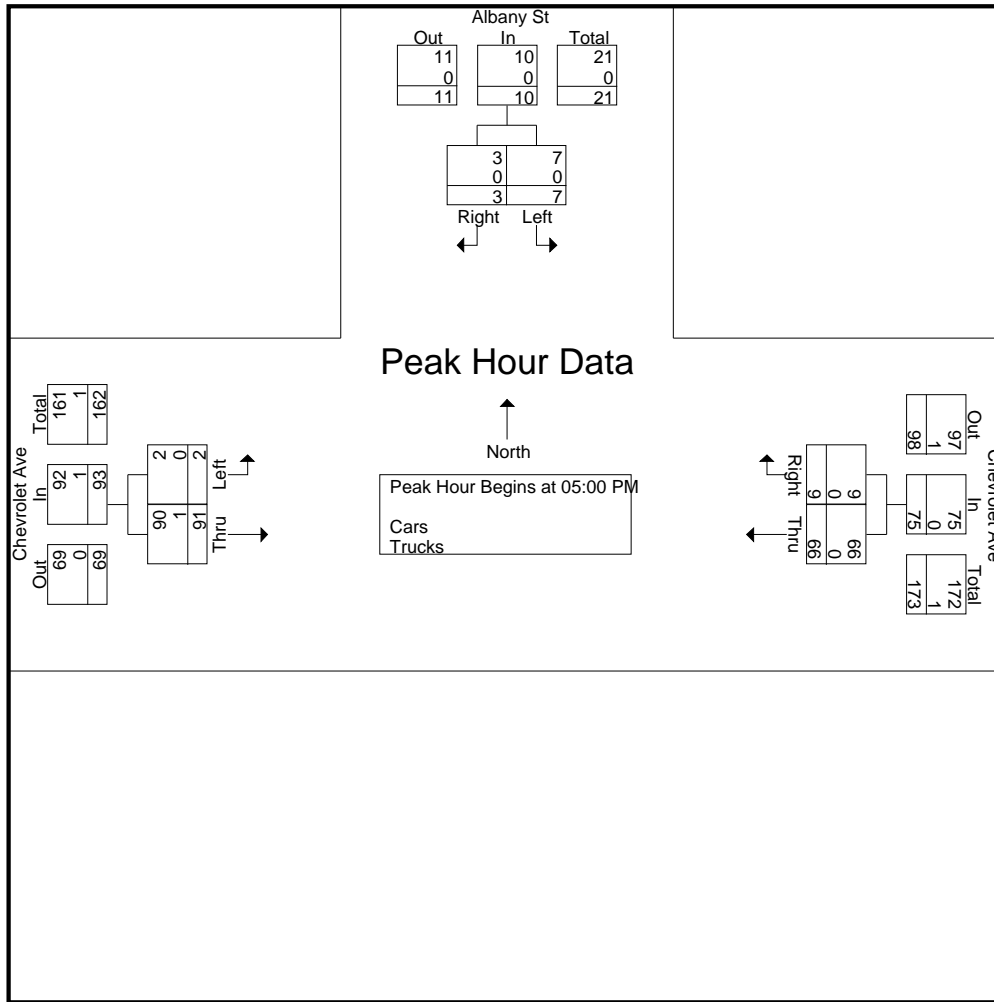
Groups Printed- Cars - Trucks

Start Time	Albany St From North		Chevrolet Ave From East		Chevrolet Ave From West		Int. Total
	Left	Right	Thru	Right	Left	Thru	
04:00 PM	2	0	20	1	1	14	38
04:15 PM	3	1	10	0	0	13	27
04:30 PM	2	2	10	1	0	13	28
04:45 PM	2	0	21	1	0	16	40
Total	9	3	61	3	1	56	133
05:00 PM	2	1	17	6	0	26	52
05:15 PM	3	0	16	1	1	19	40
05:30 PM	1	1	15	0	1	20	38
05:45 PM	1	1	18	2	0	26	48
Total	7	3	66	9	2	91	178
Grand Total	16	6	127	12	3	147	311
Apprch %	72.7	27.3	91.4	8.6	2	98	
Total %	5.1	1.9	40.8	3.9	1	47.3	
Cars	16	6	127	12	3	146	310
% Cars	100	100	100	100	100	99.3	99.7
Trucks	0	0	0	0	0	1	1
% Trucks	0	0	0	0	0	0.7	0.3

Start Time	Albany St From North			Chevrolet Ave From East			Chevrolet Ave From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	2	1	3	17	6	23	0	26	26	52
05:15 PM	3	0	3	16	1	17	1	19	20	40
05:30 PM	1	1	2	15	0	15	1	20	21	38
05:45 PM	1	1	2	18	2	20	0	26	26	48
Total Volume	7	3	10	66	9	75	2	91	93	178
% App. Total	70	30		88	12		2.2	97.8		
PHF	.583	.750	.833	.917	.375	.815	.500	.875	.894	.856
Cars	7	3	10	66	9	75	2	90	92	177
% Cars	100	100	100	100	100	100	100	98.9	98.9	99.4
Trucks	0	0	0	0	0	0	0	1	1	1
% Trucks	0	0	0	0	0	0	0	1.1	1.1	0.6

N/S Street : Albany Street
E/W Street : Chevrolet Avenue
City/State : Portsmouth, NH
Weather : Clear

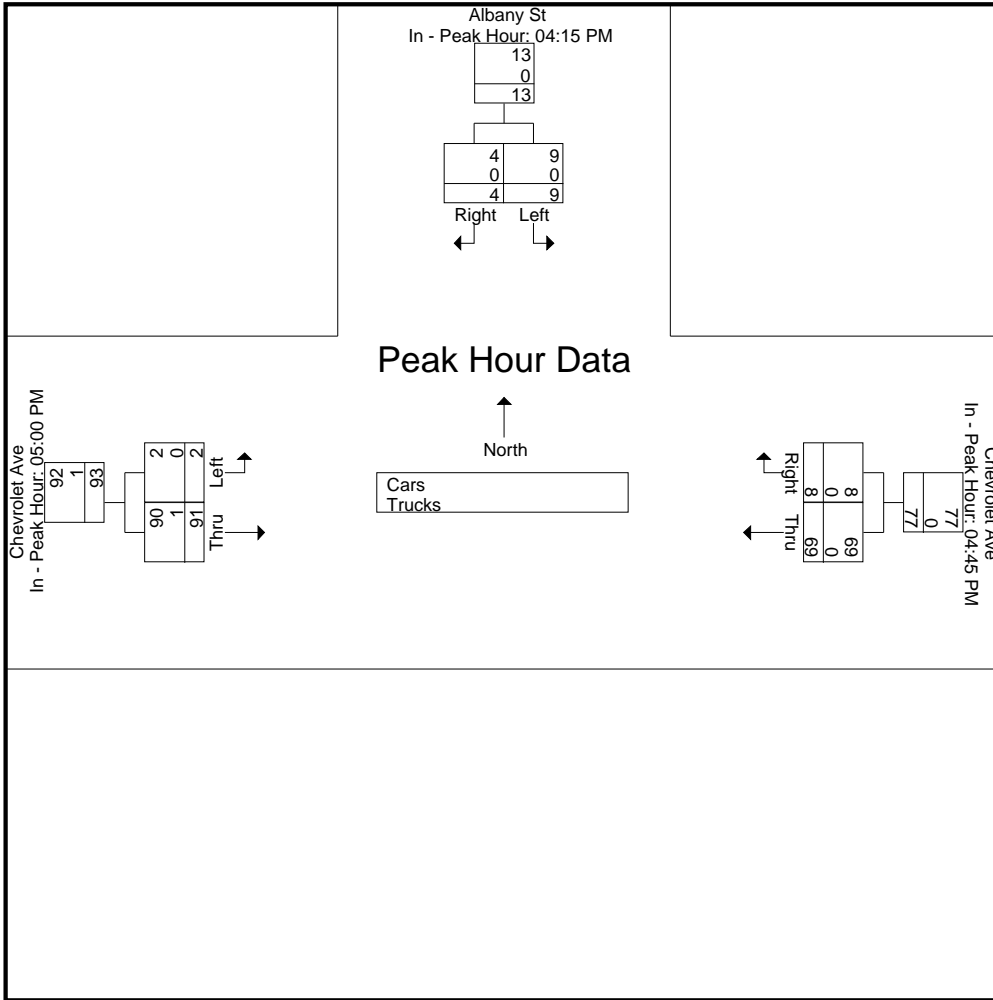
File Name : 10830006
Site Code : 10830006
Start Date : 3/9/2021
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:45 PM			05:00 PM		
+0 mins.	3	1	4	21	1	22	0	26	26
+15 mins.	2	2	4	17	6	23	1	19	20
+30 mins.	2	0	2	16	1	17	1	20	21
+45 mins.	2	1	3	15	0	15	0	26	26
Total Volume	9	4	13	69	8	77	2	91	93
% App. Total	69.2	30.8		89.6	10.4		2.2	97.8	
PHF	.750	.500	.813	.821	.333	.837	.500	.875	.894
Cars	9	4	13	69	8	77	2	90	92
% Cars	100	100	100	100	100	100	100	98.9	98.9
Trucks	0	0	0	0	0	0	0	1	1
% Trucks	0	0	0	0	0	0	0	1.1	1.1

N/S Street : Albany Street
E/W Street : Chevrolet Avenue
City/State : Portsmouth, NH
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Albany Street
E/W Street : Chevrolet Avenue
City/State : Portsmouth, NH
Weather : Clear

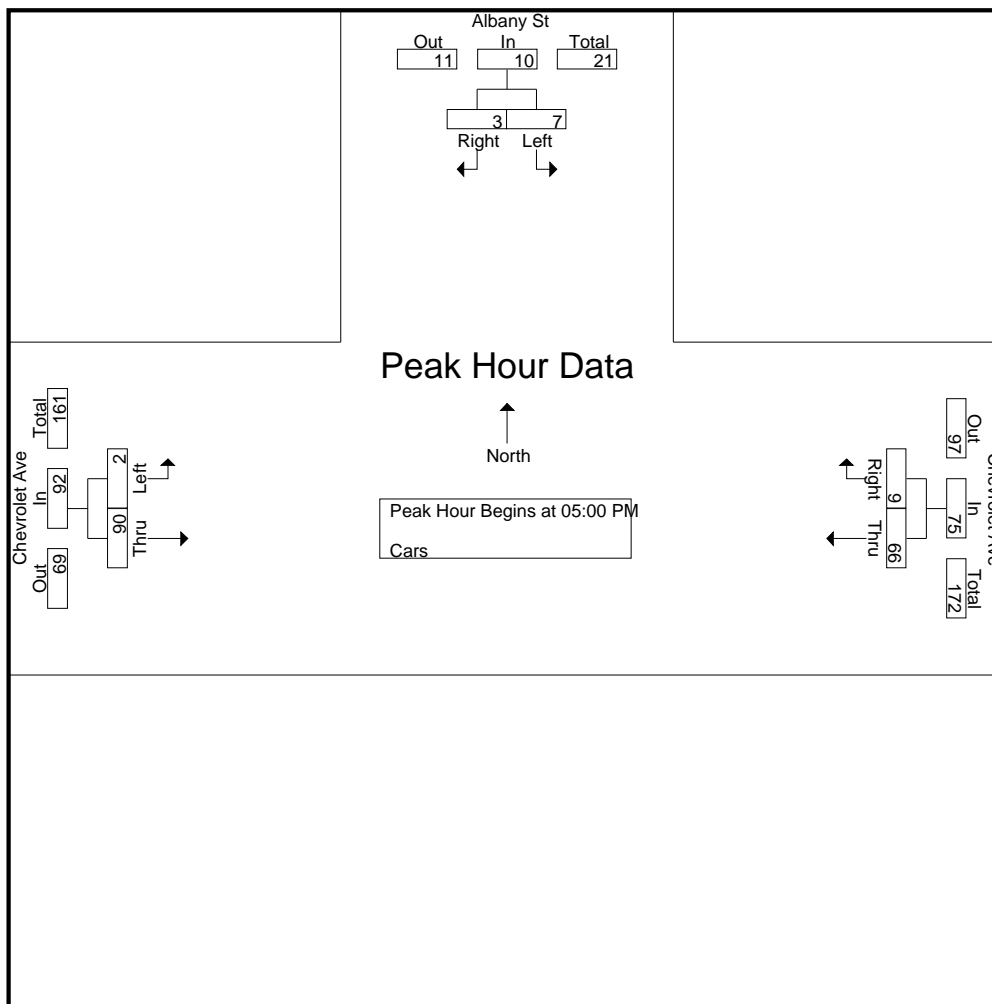
File Name : 10830006
Site Code : 10830006
Start Date : 3/9/2021
Page No : 4

Groups Printed- Cars

Start Time	Albany St From North		Chevrolet Ave From East		Chevrolet Ave From West		Int. Total
	Left	Right	Thru	Right	Left	Thru	
04:00 PM	2	0	20	1	1	14	38
04:15 PM	3	1	10	0	0	13	27
04:30 PM	2	2	10	1	0	13	28
04:45 PM	2	0	21	1	0	16	40
Total	9	3	61	3	1	56	133
05:00 PM	2	1	17	6	0	26	52
05:15 PM	3	0	16	1	1	19	40
05:30 PM	1	1	15	0	1	20	38
05:45 PM	1	1	18	2	0	25	47
Total	7	3	66	9	2	90	177
Grand Total	16	6	127	12	3	146	310
Apprch %	72.7	27.3	91.4	8.6	2	98	
Total %	5.2	1.9	41	3.9	1	47.1	

Start Time	Albany St From North			Chevrolet Ave From East			Chevrolet Ave From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	2	1	3	17	6	23	0	26	26	52
05:15 PM	3	0	3	16	1	17	1	19	20	40
05:30 PM	1	1	2	15	0	15	1	20	21	38
05:45 PM	1	1	2	18	2	20	0	25	25	47
Total Volume	7	3	10	66	9	75	2	90	92	177
% App. Total	70	30		88	12		2.2	97.8		
PHF	.583	.750	.833	.917	.375	.815	.500	.865	.885	.851

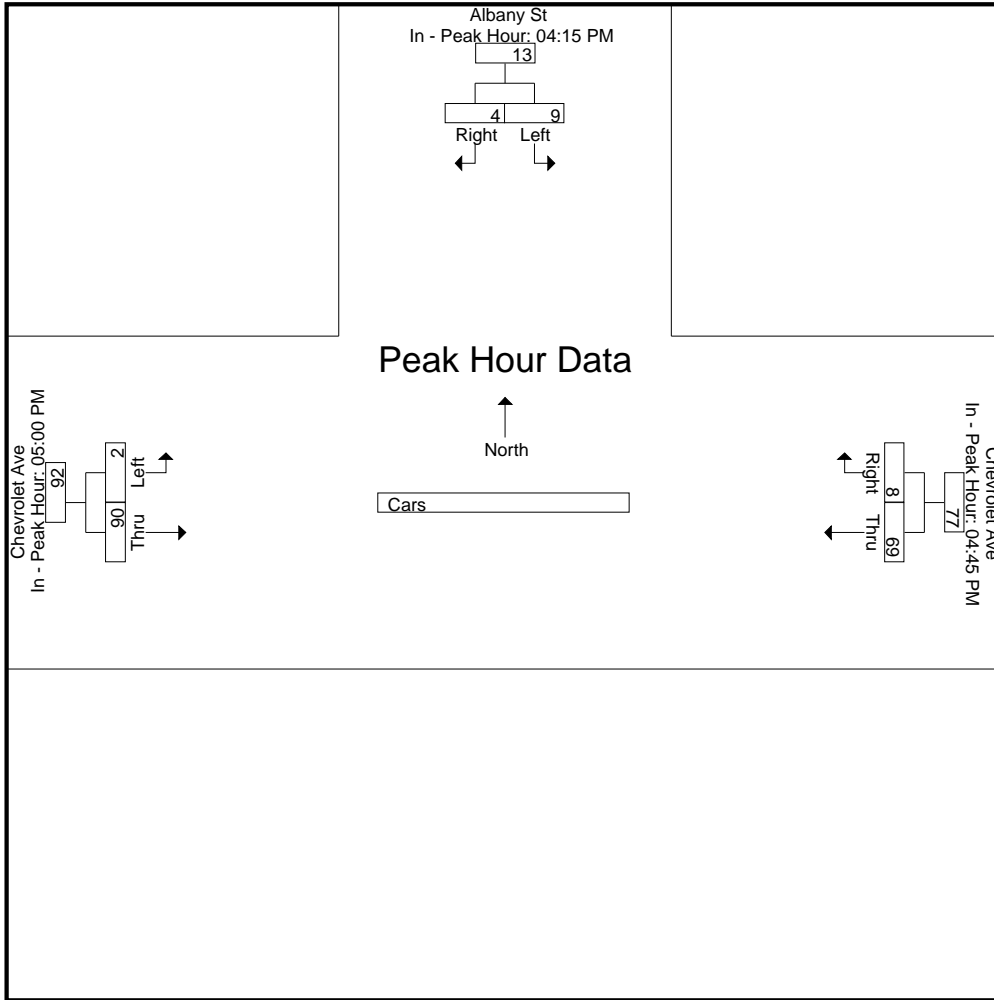
N/S Street : Albany Street
E/W Street : Chevrolet Avenue
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:45 PM			05:00 PM		
+0 mins.	3	1	4	21	1	22	0	26	26
+15 mins.	2	2	4	17	6	23	1	19	20
+30 mins.	2	0	2	16	1	17	1	20	21
+45 mins.	2	1	3	15	0	15	0	25	25
Total Volume	9	4	13	69	8	77	2	90	92
% App. Total	69.2	30.8		89.6	10.4		2.2	97.8	
PHF	.750	.500	.813	.821	.333	.837	.500	.865	.885

N/S Street : Albany Street
E/W Street : Chevrolet Avenue
City/State : Portsmouth, NH
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Albany Street
E/W Street : Chevrolet Avenue
City/State : Portsmouth, NH
Weather : Clear

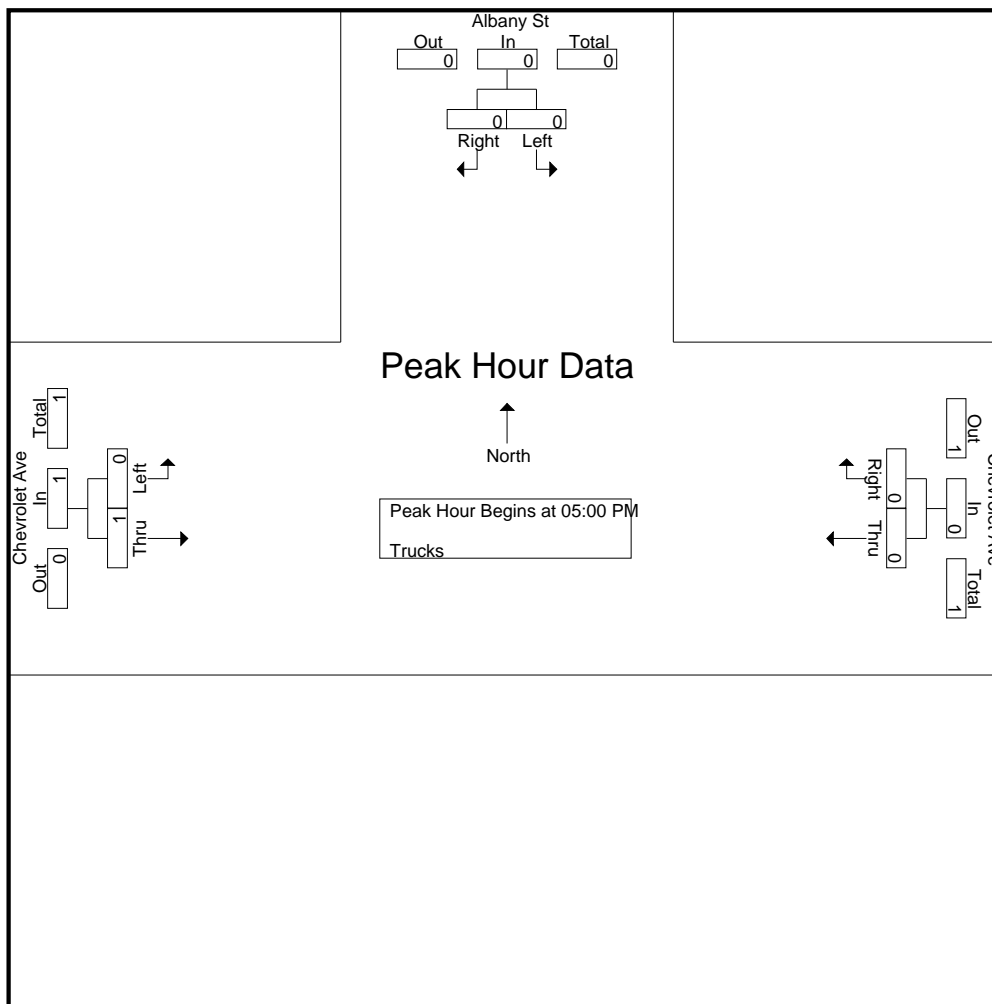
File Name : 10830006
Site Code : 10830006
Start Date : 3/9/2021
Page No : 7

Groups Printed- Trucks

Start Time	Albany St From North		Chevrolet Ave From East		Chevrolet Ave From West		Int. Total
	Left	Right	Thru	Right	Left	Thru	
04:00 PM	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	1
Total	0	0	0	0	0	1	1
Grand Total	0	0	0	0	0	1	1
Apprch %	0	0	0	0	0	100	
Total %	0	0	0	0	0	100	

Start Time	Albany St From North			Chevrolet Ave From East			Chevrolet Ave From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 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
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0	0	0	0	0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

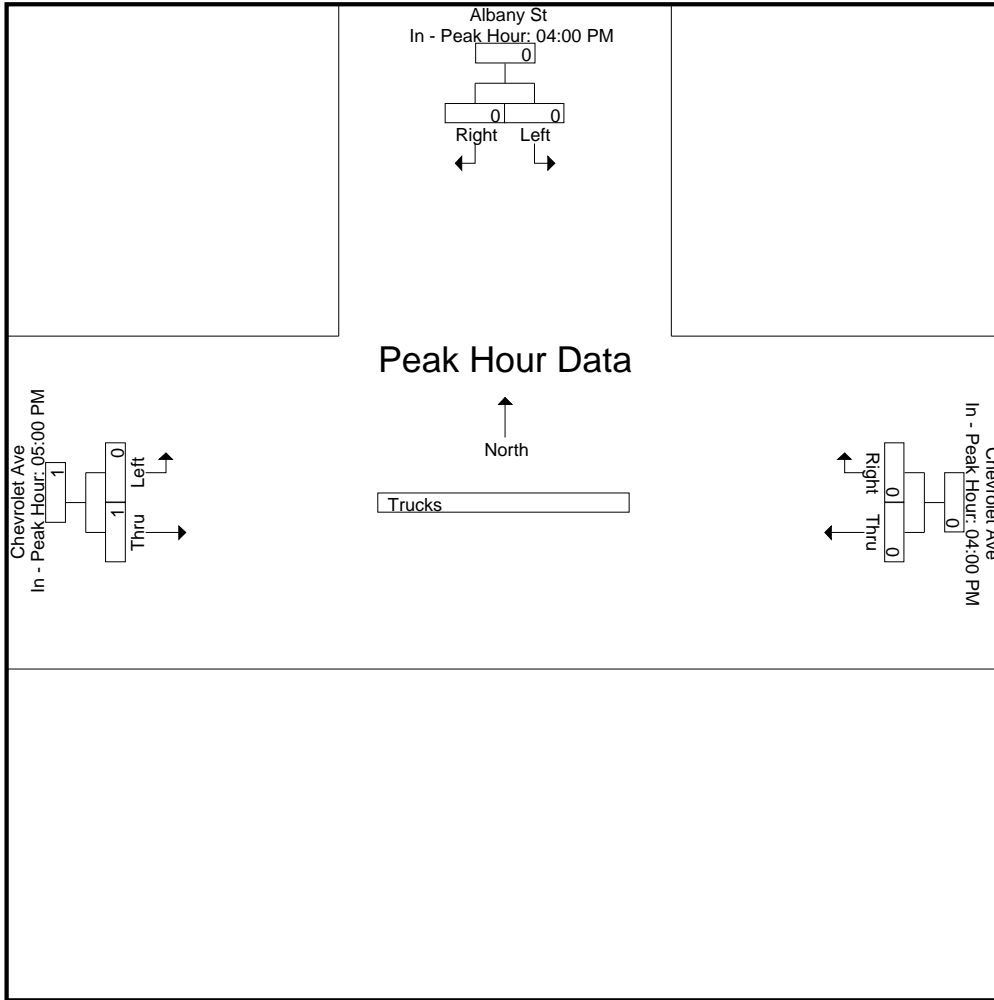
N/S Street : Albany Street
E/W Street : Chevrolet Avenue
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			05:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	1	1
Total Volume	0	0	0	0	0	0	0	1	1
% App. Total	0	0	0	0	0	0	0	100	100
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250

N/S Street : Albany Street
E/W Street : Chevrolet Avenue
City/State : Portsmouth, NH
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Albany Street
E/W Street : Chevrolet Avenue
City/State : Portsmouth, NH
Weather : Clear

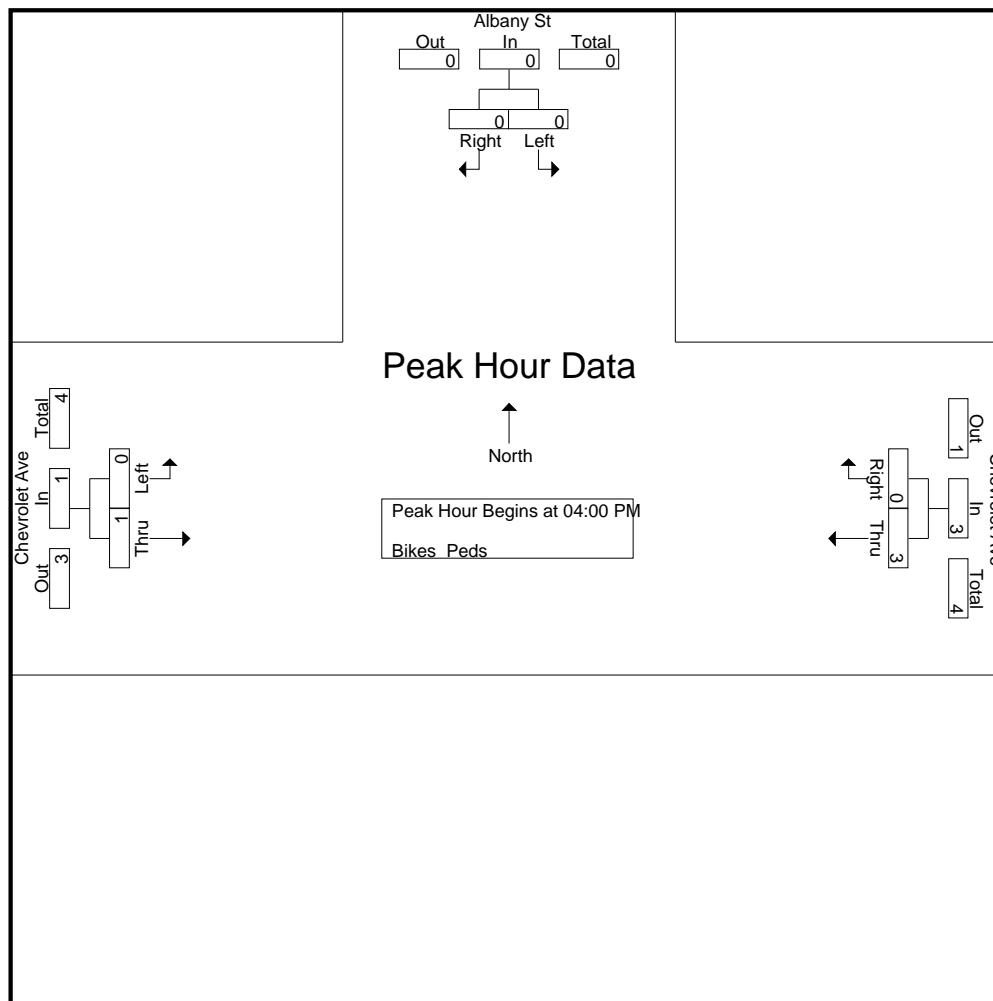
File Name : 10830006
Site Code : 10830006
Start Date : 3/9/2021
Page No : 10

Groups Printed- Bikes Peds

Start Time	Albany St From North			Chevrolet Ave From East			Chevrolet Ave From West			Exclu. Total	Inclu. Total	Int. Total
	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds			
04:00 PM	0	0	1	0	0	1	0	0	0	2	0	2
04:15 PM	0	0	1	0	0	1	0	0	0	2	0	2
04:30 PM	0	0	2	0	0	0	0	0	0	2	0	2
04:45 PM	0	0	0	3	0	0	0	1	0	0	4	4
Total	0	0	4	3	0	2	0	1	0	6	4	10
05:00 PM	0	0	1	0	0	3	0	0	0	4	0	4
05:15 PM	0	0	1	0	0	2	0	0	1	4	0	4
05:30 PM	0	0	0	0	0	0	0	0	2	2	0	2
05:45 PM	0	0	2	0	0	2	0	0	0	4	0	4
Total	0	0	4	0	0	7	0	0	3	14	0	14
Grand Total	0	0	8	3	0	9	0	1	3	20	4	24
Apprch %	0	0		100	0		0	100				
Total %	0	0		75	0		0	25		83.3	16.7	

Start Time	Albany St From North			Chevrolet Ave From East			Chevrolet Ave From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	3	0	3	0	1	1	4
Total Volume	0	0	0	3	0	3	0	1	1	4
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.250	.000	.250	.000	.250	.250	.250

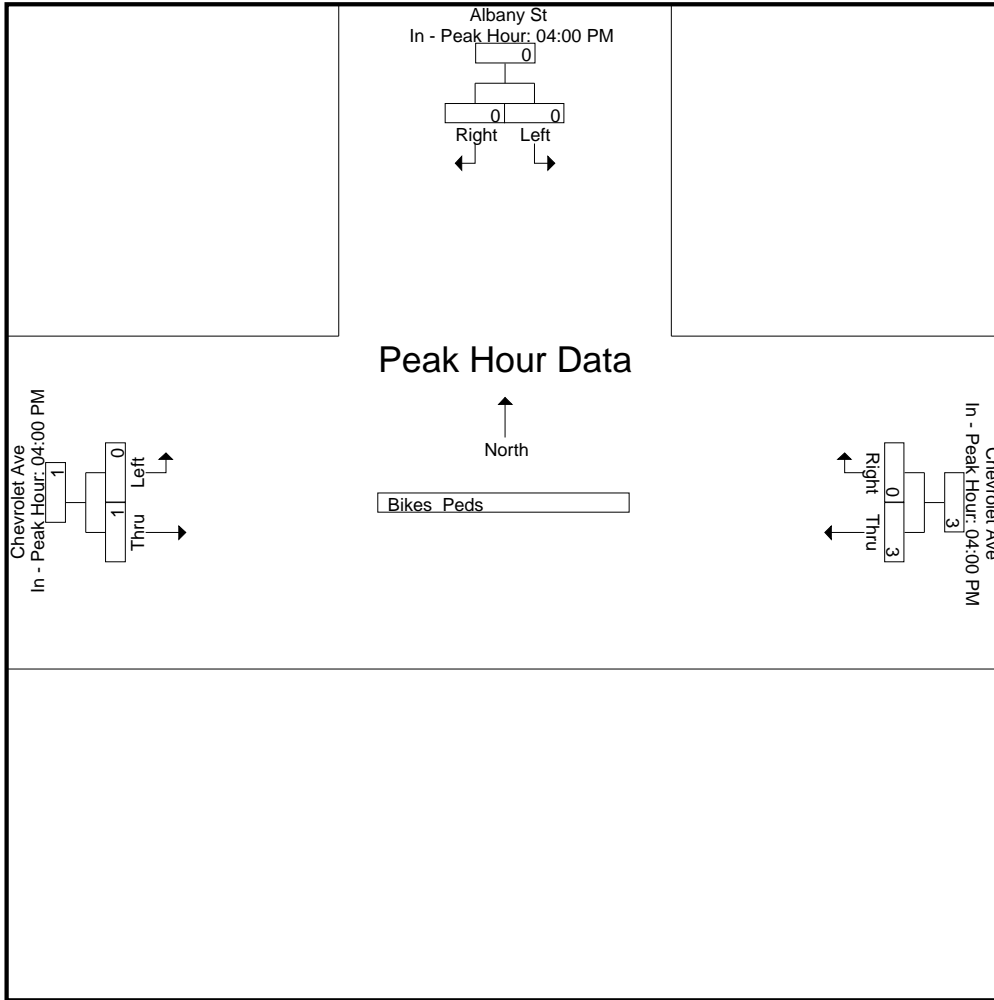
N/S Street : Albany Street
E/W Street : Chevrolet Avenue
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	3	0	3	0	1	1
Total Volume	0	0	0	3	0	3	0	1	1
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.250	.000	.250	.000	.250	.250

N/S Street : Albany Street
E/W Street : Chevrolet Avenue
City/State : Portsmouth, NH
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Chevrolet Avenue
E/W Street : Brewery Lane / Plaza 800
City/State : Portsmouth, NH
Weather : Clear

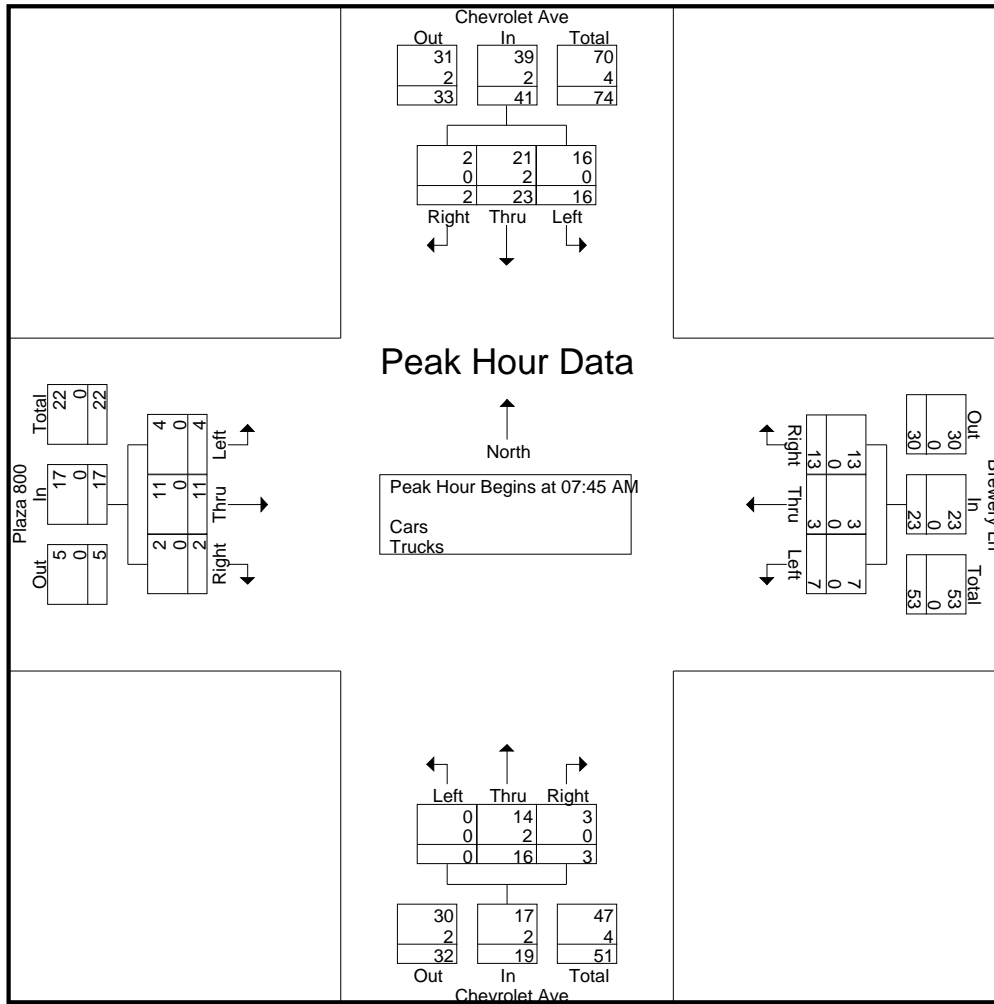
File Name : 10830007
Site Code : 10830007
Start Date : 3/9/2021
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Chevrolet Ave From North			Brewery Ln From East			Chevrolet Ave From South			Plaza 800 From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	2	0	1	3	1	0	3	0	1	1	0	12
07:15 AM	1	1	0	0	3	1	1	2	2	2	5	0	18
07:30 AM	0	0	0	0	1	3	1	4	1	0	3	0	13
07:45 AM	3	2	1	3	1	4	0	6	1	2	3	0	26
Total	4	5	1	4	8	9	2	15	4	5	12	0	69
08:00 AM	8	5	1	1	0	3	0	4	0	1	3	0	26
08:15 AM	2	4	0	1	1	2	0	2	0	1	2	2	17
08:30 AM	3	12	0	2	1	4	0	4	2	0	3	0	31
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	21	1	4	2	9	0	10	2	2	8	2	74
Grand Total	17	26	2	8	10	18	2	25	6	7	20	2	143
Apprch %	37.8	57.8	4.4	22.2	27.8	50	6.1	75.8	18.2	24.1	69	6.9	
Total %	11.9	18.2	1.4	5.6	7	12.6	1.4	17.5	4.2	4.9	14	1.4	
Cars	17	23	2	7	10	18	2	20	6	7	20	2	134
% Cars	100	88.5	100	87.5	100	100	100	80	100	100	100	100	93.7
Trucks	0	3	0	1	0	0	0	5	0	0	0	0	9
% Trucks	0	11.5	0	12.5	0	0	0	20	0	0	0	0	6.3

Start Time	Chevrolet Ave From North				Brewery Ln From East				Chevrolet Ave From South				Plaza 800 From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	3	2	1	6	3	1	4	8	0	6	1	7	2	3	0	5	26
08:00 AM	8	5	1	14	1	0	3	4	0	4	0	4	1	3	0	4	26
08:15 AM	2	4	0	6	1	1	2	4	0	2	0	2	1	2	2	5	17
08:30 AM	3	12	0	15	2	1	4	7	0	4	2	6	0	3	0	3	31
Total Volume	16	23	2	41	7	3	13	23	0	16	3	19	4	11	2	17	100
% App. Total	39	56.1	4.9		30.4	13	56.5		0	84.2	15.8		23.5	64.7	11.8		
PHF	.500	.479	.500	.683	.583	.750	.813	.719	.000	.667	.375	.679	.500	.917	.250	.850	.806
Cars	16	21	2	39	7	3	13	23	0	14	3	17	4	11	2	17	96
% Cars	100	91.3	100	95.1	100	100	100	100	0	87.5	100	89.5	100	100	100	100	96.0
Trucks	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
% Trucks	0	8.7	0	4.9	0	0	0	0	0	12.5	0	10.5	0	0	0	0	4.0

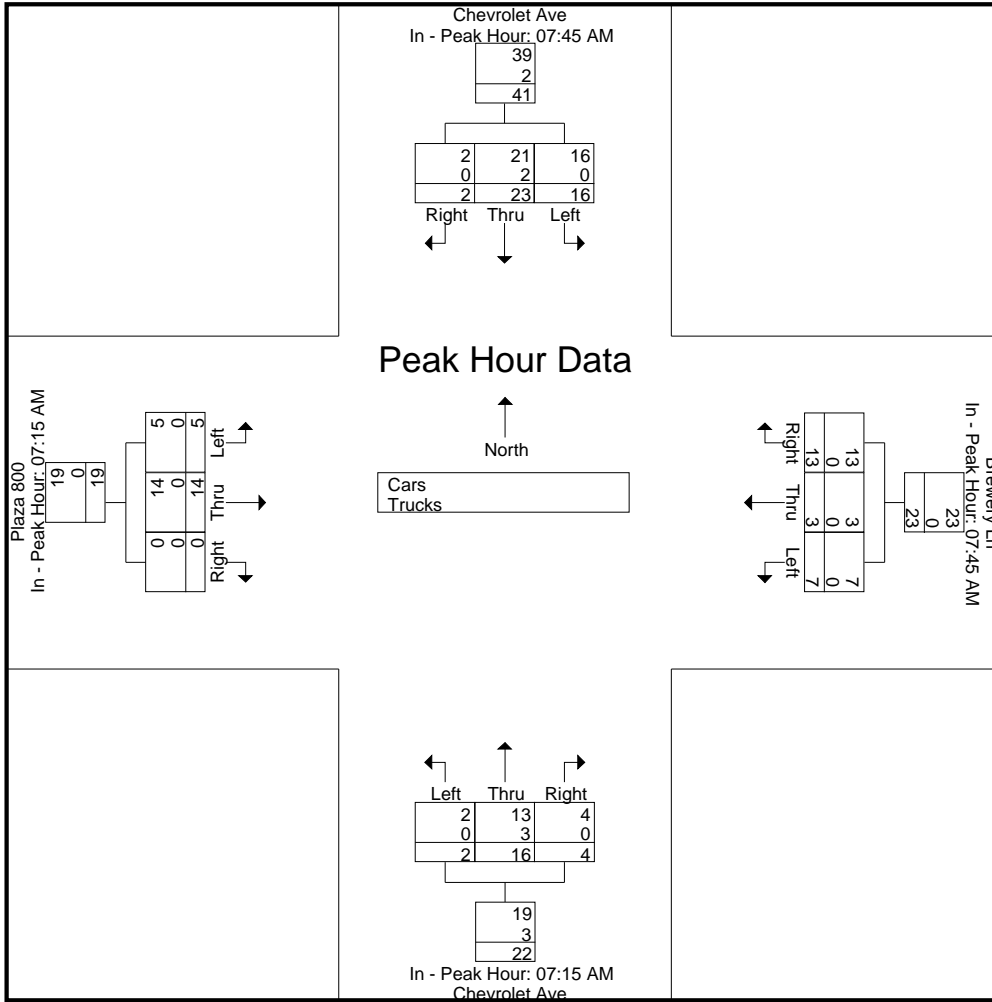
N/S Street : Chevrolet Avenue
E/W Street : Brewery Lane / Plaza 800
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:15 AM				07:15 AM			
+0 mins.	3	2	1	6	3	1	4	8	1	2	2	5	2	5	0	7
+15 mins.	8	5	1	14	1	0	3	4	1	4	1	6	0	3	0	3
+30 mins.	2	4	0	6	1	1	2	4	0	6	1	7	2	3	0	5
+45 mins.	3	12	0	15	2	1	4	7	0	4	0	4	1	3	0	4
Total Volume	16	23	2	41	7	3	13	23	2	16	4	22	5	14	0	19
% App. Total	39	56.1	4.9		30.4	13	56.5		9.1	72.7	18.2		26.3	73.7	0	
PHF	.500	.479	.500	.683	.583	.750	.813	.719	.500	.667	.500	.786	.625	.700	.000	.679
Cars	16	21	2	39	7	3	13	23	2	13	4	19	5	14	0	19
% Cars	100	91.3	100	95.1	100	100	100	100	100	81.2	100	86.4	100	100	0	100
Trucks	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0
% Trucks	0	8.7	0	4.9	0	0	0	0	0	18.8	0	13.6	0	0	0	0

N/S Street : Chevrolet Avenue
E/W Street : Brewery Lane / Plaza 800
City/State : Portsmouth, NH
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Chevrolet Avenue
E/W Street : Brewery Lane / Plaza 800
City/State : Portsmouth, NH
Weather : Clear

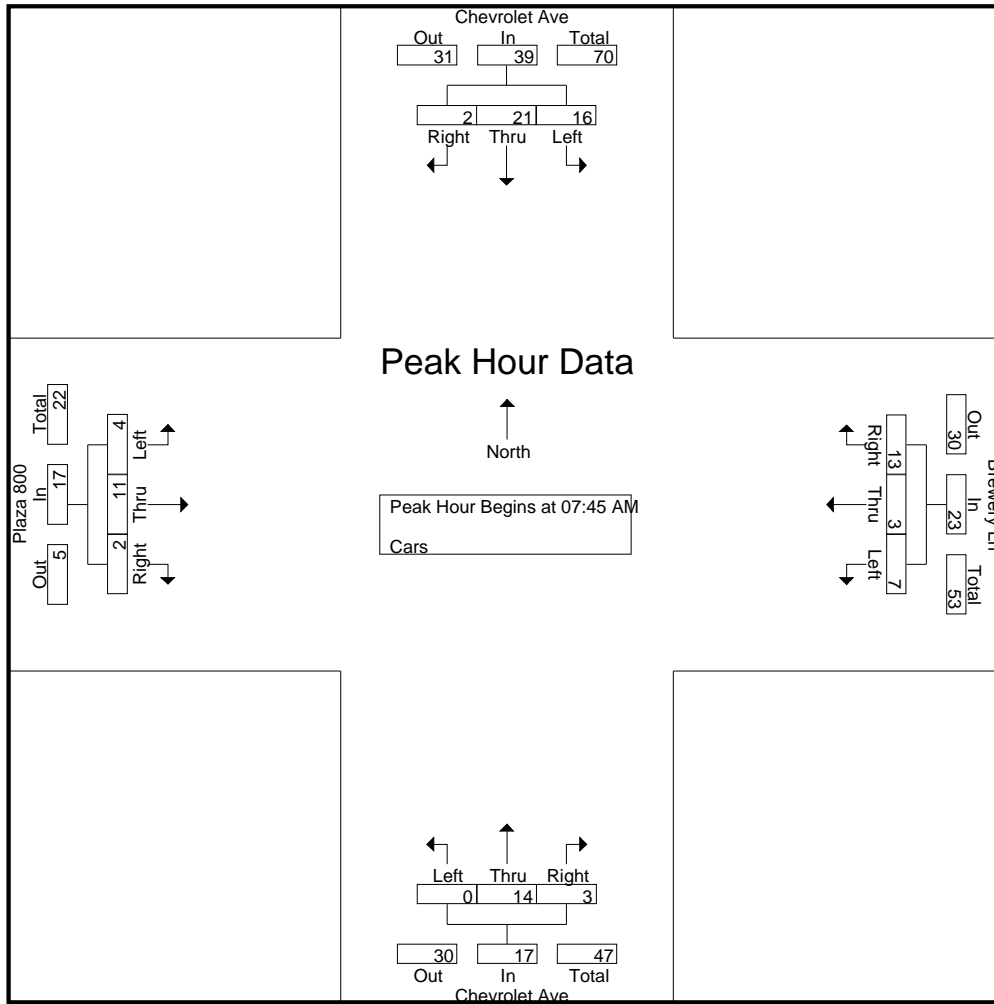
File Name : 10830007
Site Code : 10830007
Start Date : 3/9/2021
Page No : 4

Groups Printed- Cars

Start Time	Chevrolet Ave From North			Brewery Ln From East			Chevrolet Ave From South			Plaza 800 From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	2	0	0	3	1	0	2	0	1	1	0	10
07:15 AM	1	0	0	0	3	1	1	1	2	2	5	0	16
07:30 AM	0	0	0	0	1	3	1	3	1	0	3	0	12
07:45 AM	3	2	1	3	1	4	0	5	1	2	3	0	25
Total	4	4	1	3	8	9	2	11	4	5	12	0	63
08:00 AM	8	5	1	1	0	3	0	4	0	1	3	0	26
08:15 AM	2	4	0	1	1	2	0	1	0	1	2	2	16
08:30 AM	3	10	0	2	1	4	0	4	2	0	3	0	29
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	19	1	4	2	9	0	9	2	2	8	2	71
Grand Total	17	23	2	7	10	18	2	20	6	7	20	2	134
Apprch %	40.5	54.8	4.8	20	28.6	51.4	7.1	71.4	21.4	24.1	69	6.9	
Total %	12.7	17.2	1.5	5.2	7.5	13.4	1.5	14.9	4.5	5.2	14.9	1.5	

Start Time	Chevrolet Ave From North				Brewery Ln From East				Chevrolet Ave From South				Plaza 800 From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	3	2	1	6	3	1	4	8	0	5	1	6	2	3	0	5	25
08:00 AM	8	5	1	14	1	0	3	4	0	4	0	4	1	3	0	4	26
08:15 AM	2	4	0	6	1	1	2	4	0	1	0	1	1	2	2	5	16
08:30 AM	3	10	0	13	2	1	4	7	0	4	2	6	0	3	0	3	29
Total Volume	16	21	2	39	7	3	13	23	0	14	3	17	4	11	2	17	96
% App. Total	41	53.8	5.1		30.4	13	56.5		0	82.4	17.6		23.5	64.7	11.8		
PHF	.500	.525	.500	.696	.583	.750	.813	.719	.000	.700	.375	.708	.500	.917	.250	.850	.828

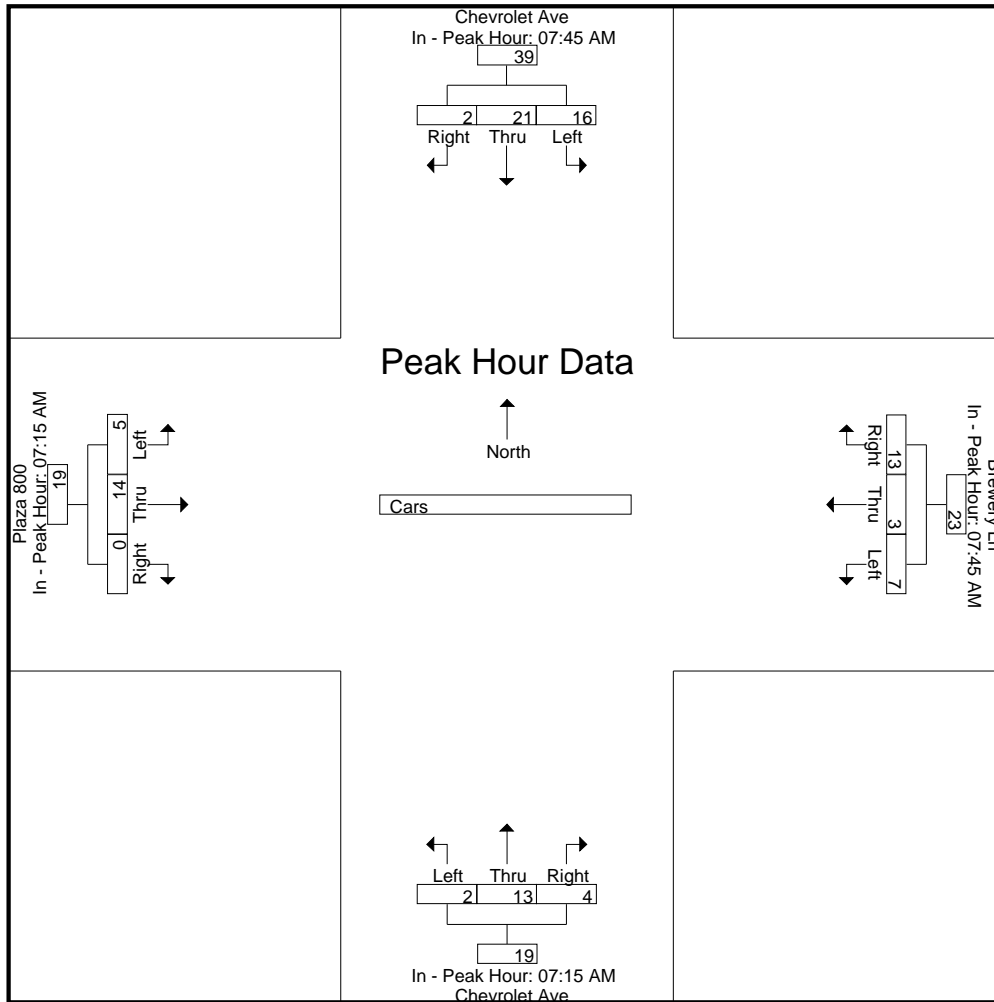
N/S Street : Chevrolet Avenue
E/W Street : Brewery Lane / Plaza 800
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:15 AM				07:15 AM			
+0 mins.	3	2	1	6	3	1	4	8	1	1	2	4	2	5	0	7
+15 mins.	8	5	1	14	1	0	3	4	1	3	1	5	0	3	0	3
+30 mins.	2	4	0	6	1	1	2	4	0	5	1	6	2	3	0	5
+45 mins.	3	10	0	13	2	1	4	7	0	4	0	4	1	3	0	4
Total Volume	16	21	2	39	7	3	13	23	2	13	4	19	5	14	0	19
% App. Total	41	53.8	5.1		30.4	13	56.5		10.5	68.4	21.1		26.3	73.7	0	
PHF	.500	.525	.500	.696	.583	.750	.813	.719	.500	.650	.500	.792	.625	.700	.000	.679

N/S Street : Chevrolet Avenue
E/W Street : Brewery Lane / Plaza 800
City/State : Portsmouth, NH
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Chevrolet Avenue
E/W Street : Brewery Lane / Plaza 800
City/State : Portsmouth, NH
Weather : Clear

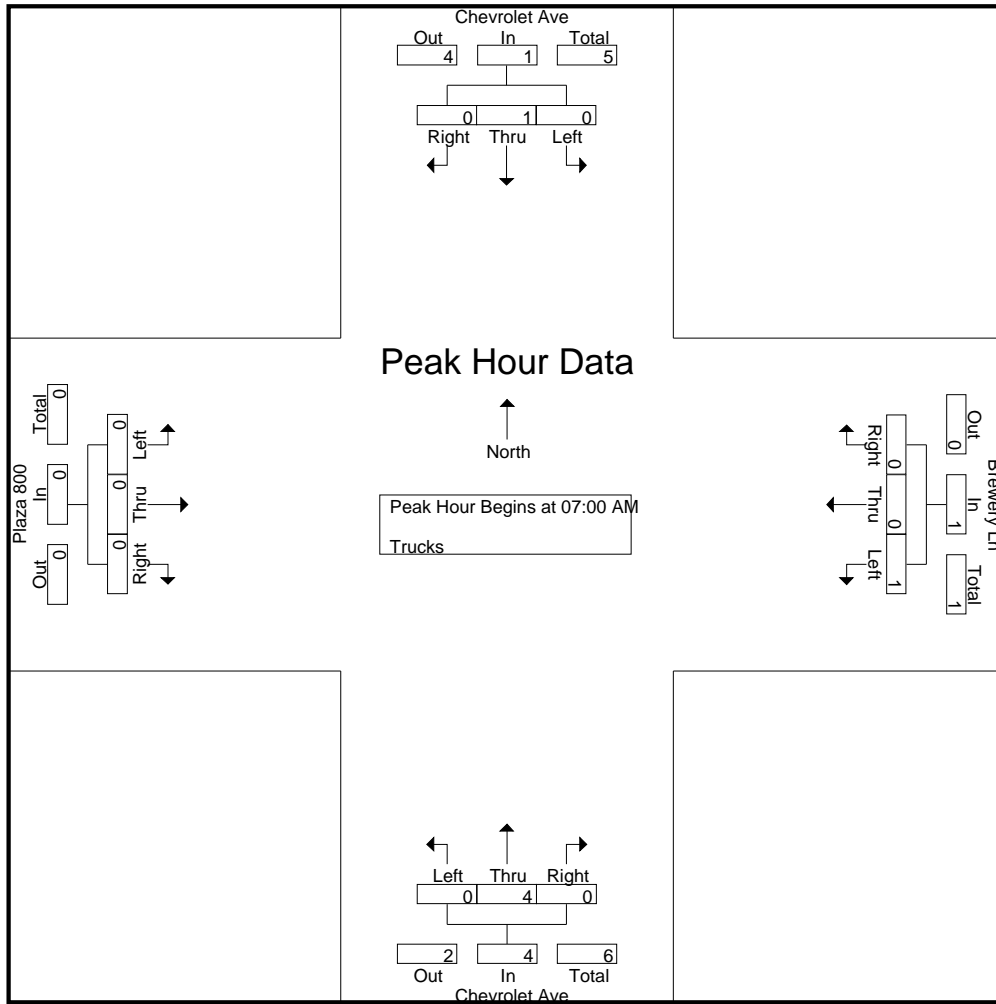
File Name : 10830007
Site Code : 10830007
Start Date : 3/9/2021
Page No : 7

Groups Printed- Trucks

Start Time	Chevrolet Ave From North			Brewery Ln From East			Chevrolet Ave From South			Plaza 800 From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	1	0	0	0	1	0	0	0	0	2
07:15 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	1	0	1	0	0	0	4	0	0	0	0	6
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	1	0	0	0	0	1
08:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	0	0	0	1	0	0	0	0	3
Grand Total	0	3	0	1	0	0	0	5	0	0	0	0	9
Apprch %	0	100	0	100	0	0	0	100	0	0	0	0	
Total %	0	33.3	0	11.1	0	0	0	55.6	0	0	0	0	

Start Time	Chevrolet Ave From North				Brewery Ln From East				Chevrolet Ave From South				Plaza 800 From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	0	0	0	0	2
07:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	1	0	1	1	0	0	1	0	4	0	4	0	0	0	0	6
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.000	1.00	.000	1.00	.000	.000	.000	.000	.750

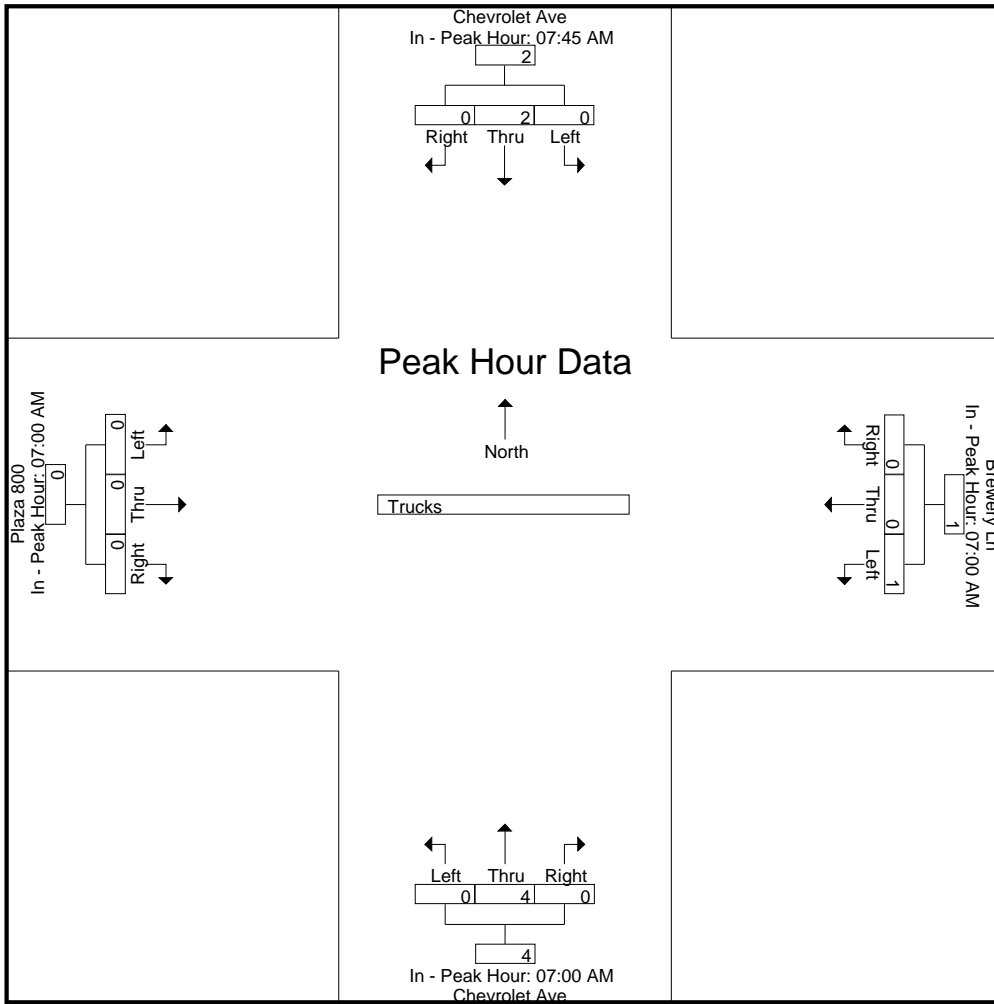
N/S Street : Chevrolet Avenue
E/W Street : Brewery Lane / Plaza 800
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	2	0	2	1	0	0	1	0	4	0	4	0	0	0	0
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0	
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.000	1.000	.000	1.000	.000	.000	.000	.000

N/S Street : Chevrolet Avenue
E/W Street : Brewery Lane / Plaza 800
City/State : Portsmouth, NH
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Chevrolet Avenue
E/W Street : Brewery Lane / Plaza 800
City/State : Portsmouth, NH
Weather : Clear

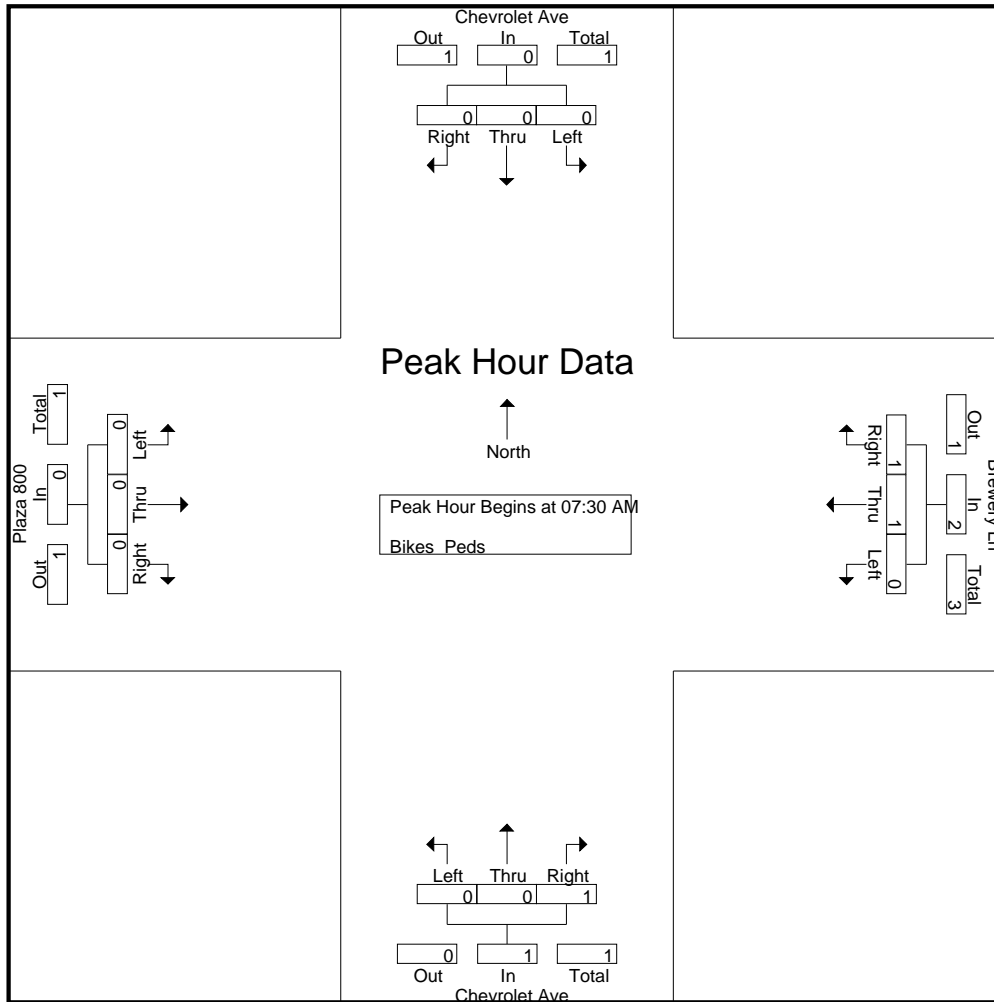
File Name : 10830007
Site Code : 10830007
Start Date : 3/9/2021
Page No : 10

Groups Printed- Bikes Peds

Start Time	Chevrolet Ave From North				Brewery Ln From East				Chevrolet Ave From South				Plaza 800 From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
07:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	1	2	3
Total	0	0	0	0	0	1	1	1	0	0	0	3	0	0	0	0	4	2	6
08:00 AM	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3	0	3
08:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	0	0	2	0	0	1	2	0	0	0	0	6	1	7
Grand Total	0	0	0	2	0	1	1	3	0	0	1	5	0	0	0	0	10	3	13
Apprch %	0	0	0		0	50	50		0	0	100		0	0	0				
Total %	0	0	0		0	33.3	33.3		0	0	33.3		0	0	0		76.9	23.1	

Start Time	Chevrolet Ave From North				Brewery Ln From East				Chevrolet Ave From South				Plaza 800 From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
08:00 AM	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	1	1	0	0	0	0	1
Total Volume	0	0	0	0	0	1	1	2	0	0	1	1	0	0	0	0	3
% App. Total	0	0	0		0	50	50		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.250	.250	.000	.000	.000	.000	.375

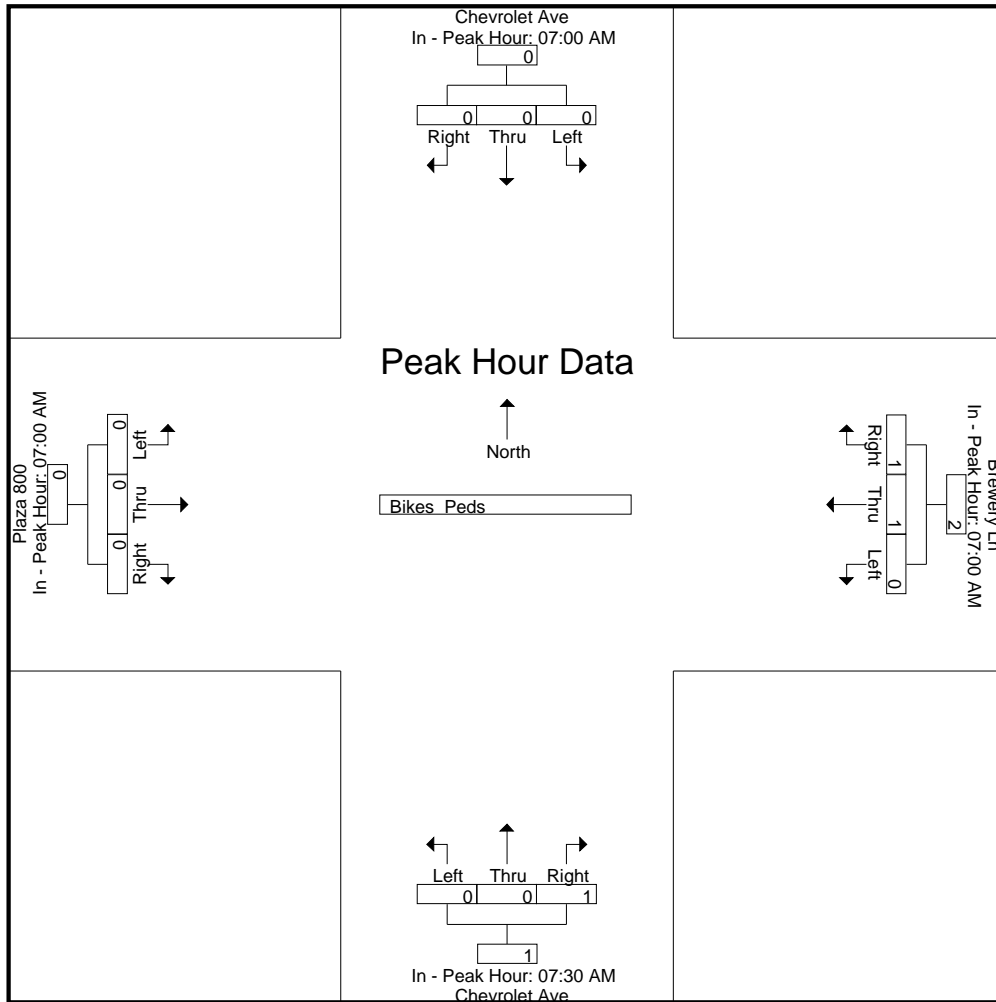
N/S Street : Chevrolet Avenue
E/W Street : Brewery Lane / Plaza 800
City/State : Portsmouth, NH
Weather : Clear



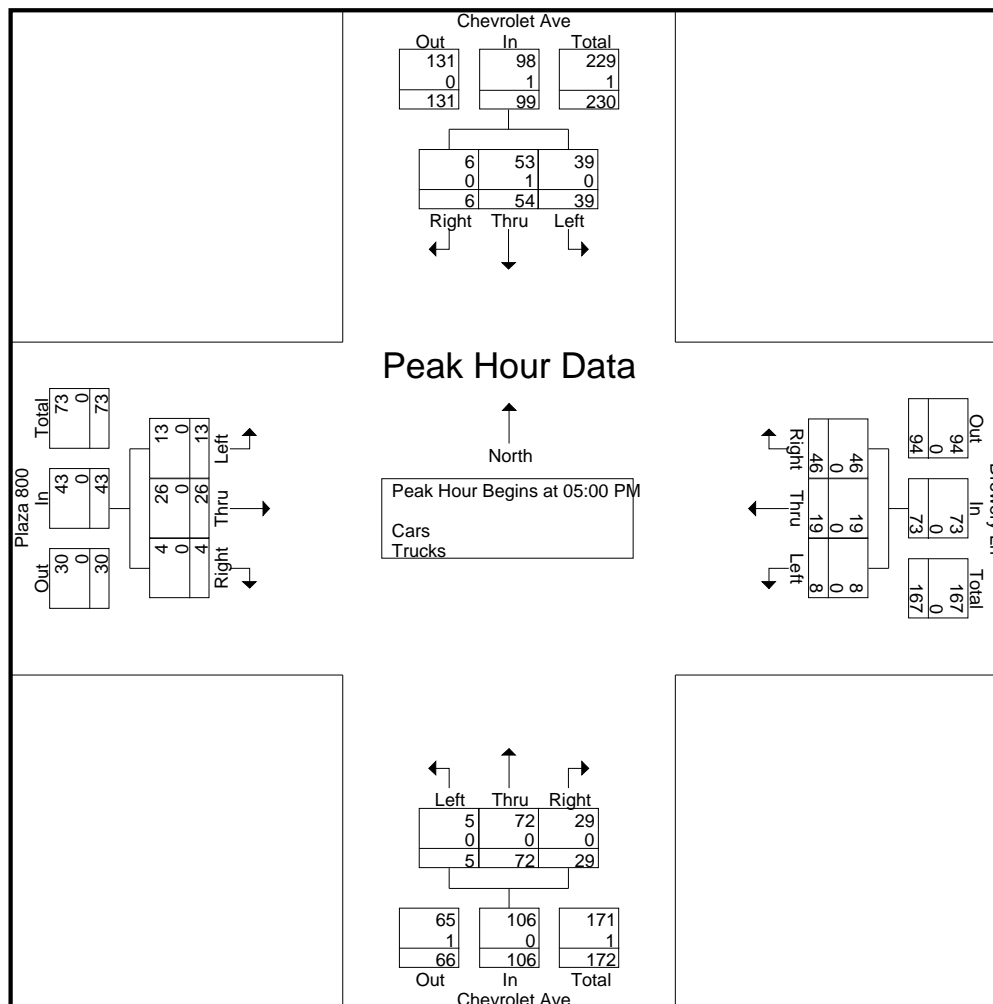
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:30 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	1	2	0	0	1	1	0	0	0	0
Total Volume	0	0	0	0	0	1	1	2	0	0	1	1	0	0	0	0
% App. Total	0	0	0	0	0	50	50		0	0	100		0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.250	.250	.000	.000	.000	.000

N/S Street : Chevrolet Avenue
E/W Street : Brewery Lane / Plaza 800
City/State : Portsmouth, NH
Weather : Clear



N/S Street : Chevrolet Avenue
E/W Street : Brewery Lane / Plaza 800
City/State : Portsmouth, NH
Weather : Clear

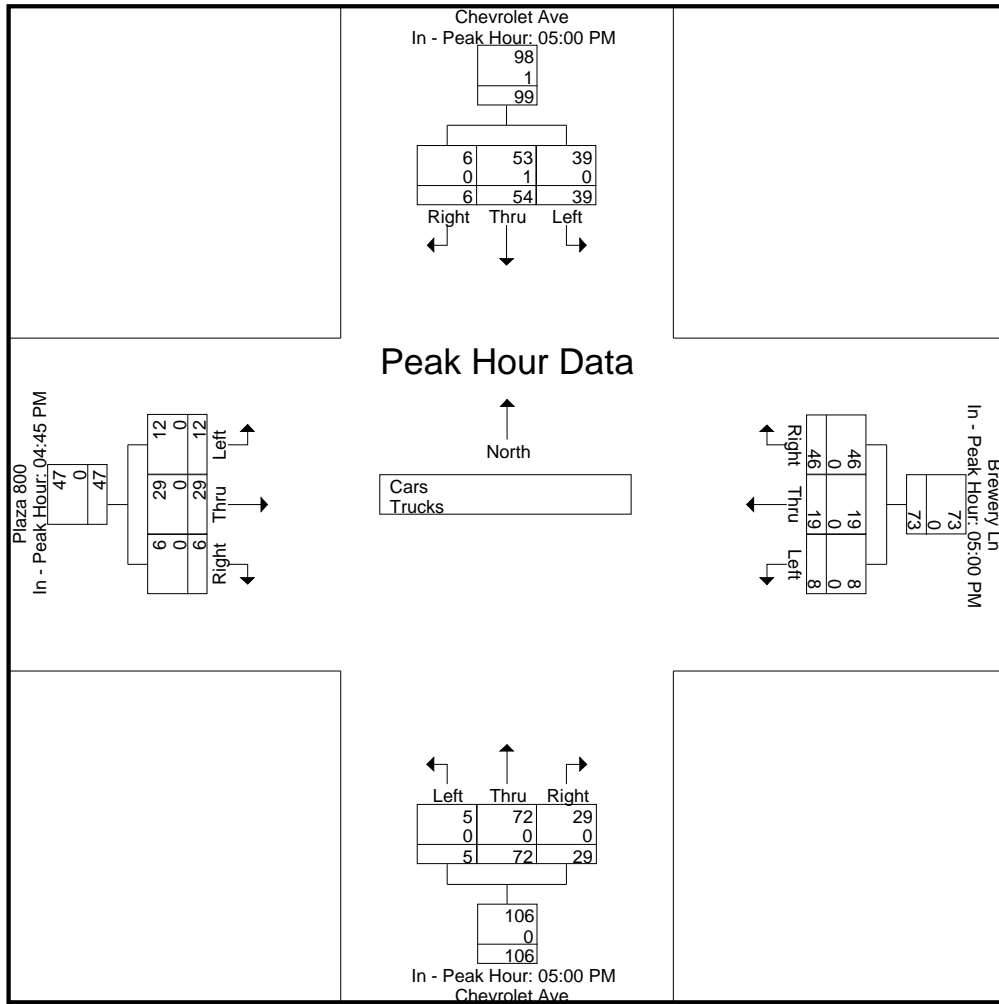


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				04:45 PM			
+0 mins.	9	12	2	23	2	8	11	21	1	17	7	25	2	6	3	11
+15 mins.	11	9	2	22	2	2	12	16	1	14	11	26	3	8	2	13
+30 mins.	6	12	2	20	0	7	14	21	2	23	4	29	5	8	0	13
+45 mins.	13	21	0	34	4	2	9	15	1	18	7	26	2	7	1	10
Total Volume	39	54	6	99	8	19	46	73	5	72	29	106	12	29	6	47
% App. Total	39.4	54.5	6.1		11	26	63		4.7	67.9	27.4		25.5	61.7	12.8	
PHF	.750	.643	.750	.728	.500	.594	.821	.869	.625	.783	.659	.914	.600	.906	.500	.904
Cars	39	53	6	98	8	19	46	73	5	72	29	106	12	29	6	47
% Cars	100	98.1	100	99	100	100	100	100	100	100	100	100	100	100	100	100
Trucks	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	1.9	0	1	0	0	0	0	0	0	0	0	0	0	0	0

N/S Street : Chevrolet Avenue
E/W Street : Brewery Lane / Plaza 800
City/State : Portsmouth, NH
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Chevrolet Avenue
E/W Street : Brewery Lane / Plaza 800
City/State : Portsmouth, NH
Weather : Clear

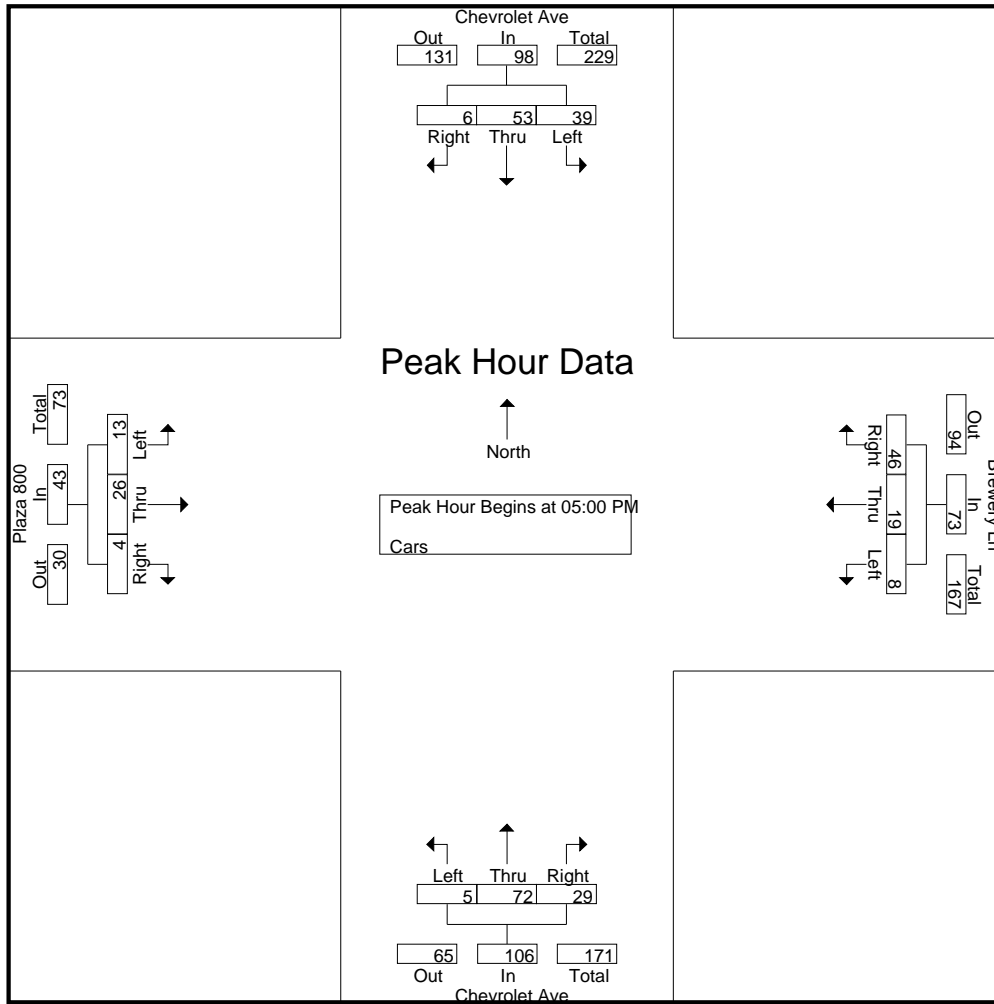
File Name : 10830007
Site Code : 10830007
Start Date : 3/9/2021
Page No : 4

Groups Printed- Cars

Start Time	Chevrolet Ave From North			Brewery Ln From East			Chevrolet Ave From South			Plaza 800 From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	11	21	2	6	9	13	0	10	6	4	5	1	88
04:15 PM	10	15	1	3	3	5	0	12	7	3	3	1	63
04:30 PM	7	9	0	2	4	13	2	10	1	4	3	1	56
04:45 PM	9	8	1	2	4	7	2	8	4	2	6	3	56
Total	37	53	4	13	20	38	4	40	18	13	17	6	263
05:00 PM	9	12	2	2	8	11	1	17	7	3	8	2	82
05:15 PM	11	9	2	2	2	12	1	14	11	5	8	0	77
05:30 PM	6	12	2	0	7	14	2	23	4	2	7	1	80
05:45 PM	13	20	0	4	2	9	1	18	7	3	3	1	81
Total	39	53	6	8	19	46	5	72	29	13	26	4	320
Grand Total	76	106	10	21	39	84	9	112	47	26	43	10	583
Apprch %	39.6	55.2	5.2	14.6	27.1	58.3	5.4	66.7	28	32.9	54.4	12.7	
Total %	13	18.2	1.7	3.6	6.7	14.4	1.5	19.2	8.1	4.5	7.4	1.7	

Start Time	Chevrolet Ave From North				Brewery Ln From East				Chevrolet Ave From South				Plaza 800 From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	9	12	2	23	2	8	11	21	1	17	7	25	3	8	2	13	82
05:15 PM	11	9	2	22	2	2	12	16	1	14	11	26	5	8	0	13	77
05:30 PM	6	12	2	20	0	7	14	21	2	23	4	29	2	7	1	10	80
05:45 PM	13	20	0	33	4	2	9	15	1	18	7	26	3	3	1	7	81
Total Volume	39	53	6	98	8	19	46	73	5	72	29	106	13	26	4	43	320
% App. Total	39.8	54.1	6.1		11	26	63		4.7	67.9	27.4		30.2	60.5	9.3		
PHF	.750	.663	.750	.742	.500	.594	.821	.869	.625	.783	.659	.914	.650	.813	.500	.827	.976

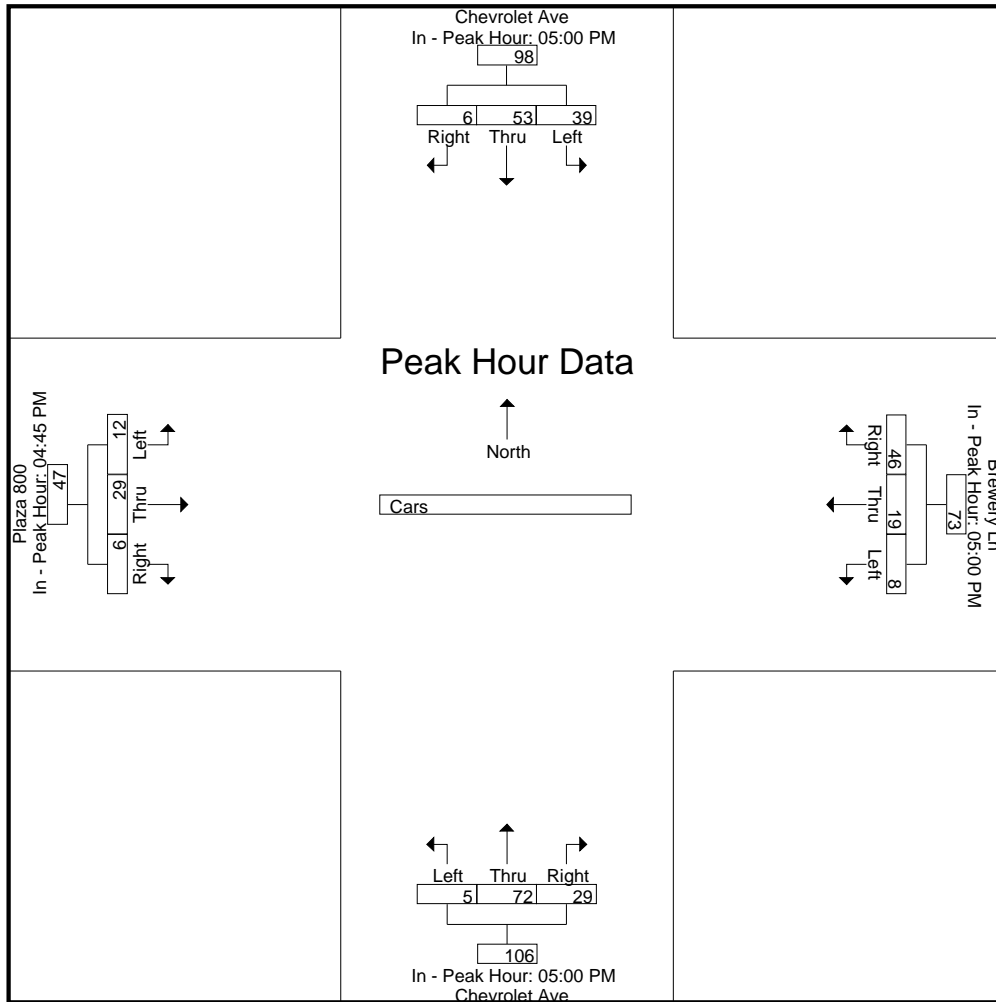
N/S Street : Chevrolet Avenue
E/W Street : Brewery Lane / Plaza 800
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				04:45 PM			
+0 mins.	9	12	2	23	2	8	11	21	1	17	7	25	2	6	3	11
+15 mins.	11	9	2	22	2	2	12	16	1	14	11	26	3	8	2	13
+30 mins.	6	12	2	20	0	7	14	21	2	23	4	29	5	8	0	13
+45 mins.	13	20	0	33	4	2	9	15	1	18	7	26	2	7	1	10
Total Volume	39	53	6	98	8	19	46	73	5	72	29	106	12	29	6	47
% App. Total	39.8	54.1	6.1		11	26	63		4.7	67.9	27.4		25.5	61.7	12.8	
PHF	.750	.663	.750	.742	.500	.594	.821	.869	.625	.783	.659	.914	.600	.906	.500	.904

N/S Street : Chevrolet Avenue
E/W Street : Brewery Lane / Plaza 800
City/State : Portsmouth, NH
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Chevrolet Avenue
E/W Street : Brewery Lane / Plaza 800
City/State : Portsmouth, NH
Weather : Clear

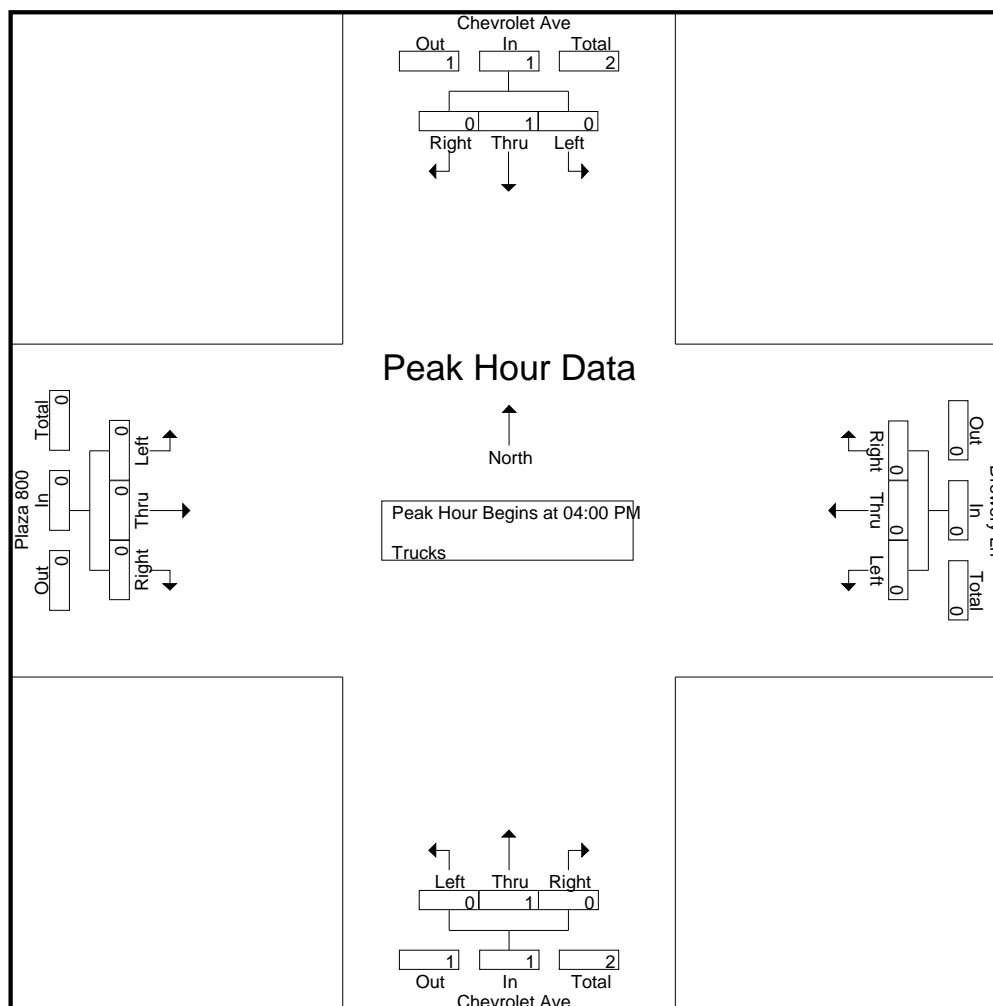
File Name : 10830007
Site Code : 10830007
Start Date : 3/9/2021
Page No : 7

Groups Printed- Trucks

Start Time	Chevrolet Ave From North			Brewery Ln From East			Chevrolet Ave From South			Plaza 800 From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
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	1	0	0	0	0	0	1	0	0	0	0	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	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	2	0	0	0	0	0	1	0	0	0	0	3
Apprch %	0	100	0	0	0	0	0	100	0	0	0	0	
Total %	0	66.7	0	0	0	0	0	33.3	0	0	0	0	

Start Time	Chevrolet Ave From North				Brewery Ln From East				Chevrolet Ave From South				Plaza 800 From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1
04:30 PM	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
Total Volume	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	2
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.500

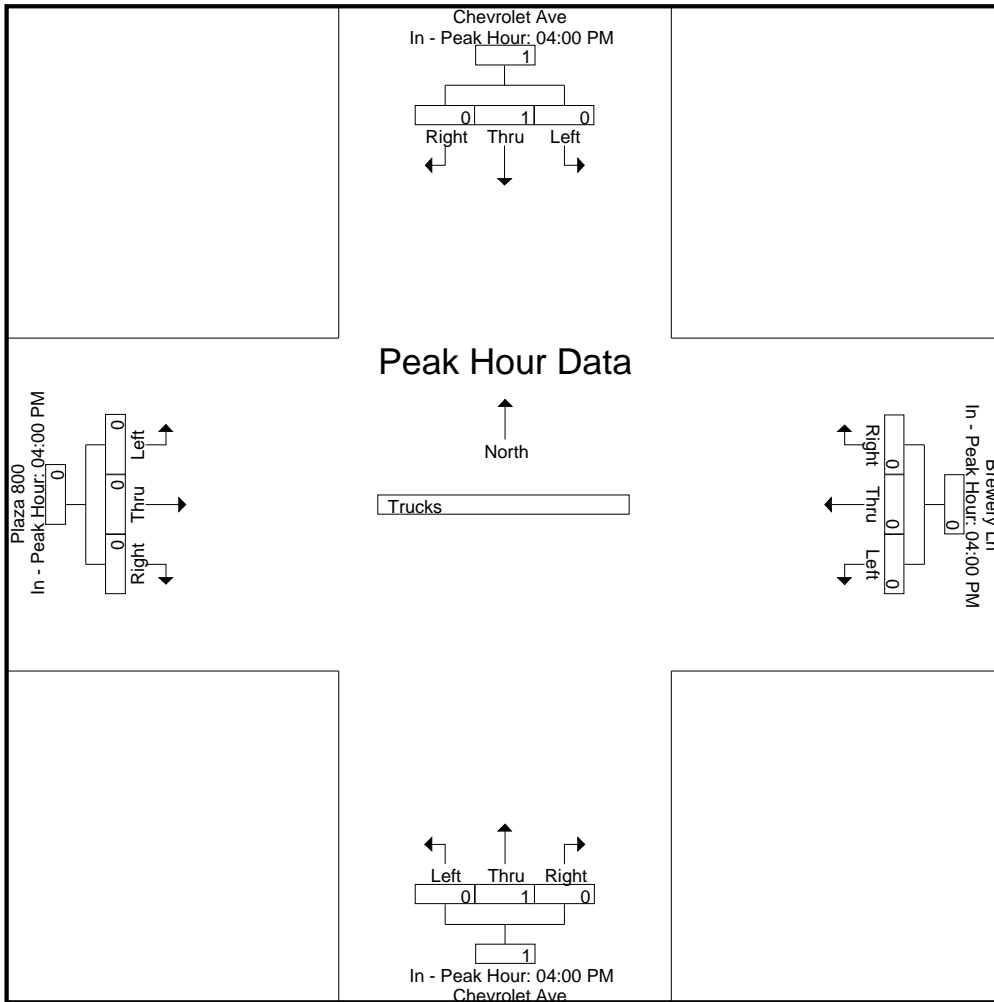
N/S Street : Chevrolet Avenue
E/W Street : Brewery Lane / Plaza 800
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

N/S Street : Chevrolet Avenue
E/W Street : Brewery Lane / Plaza 800
City/State : Portsmouth, NH
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Chevrolet Avenue
E/W Street : Brewery Lane / Plaza 800
City/State : Portsmouth, NH
Weather : Clear

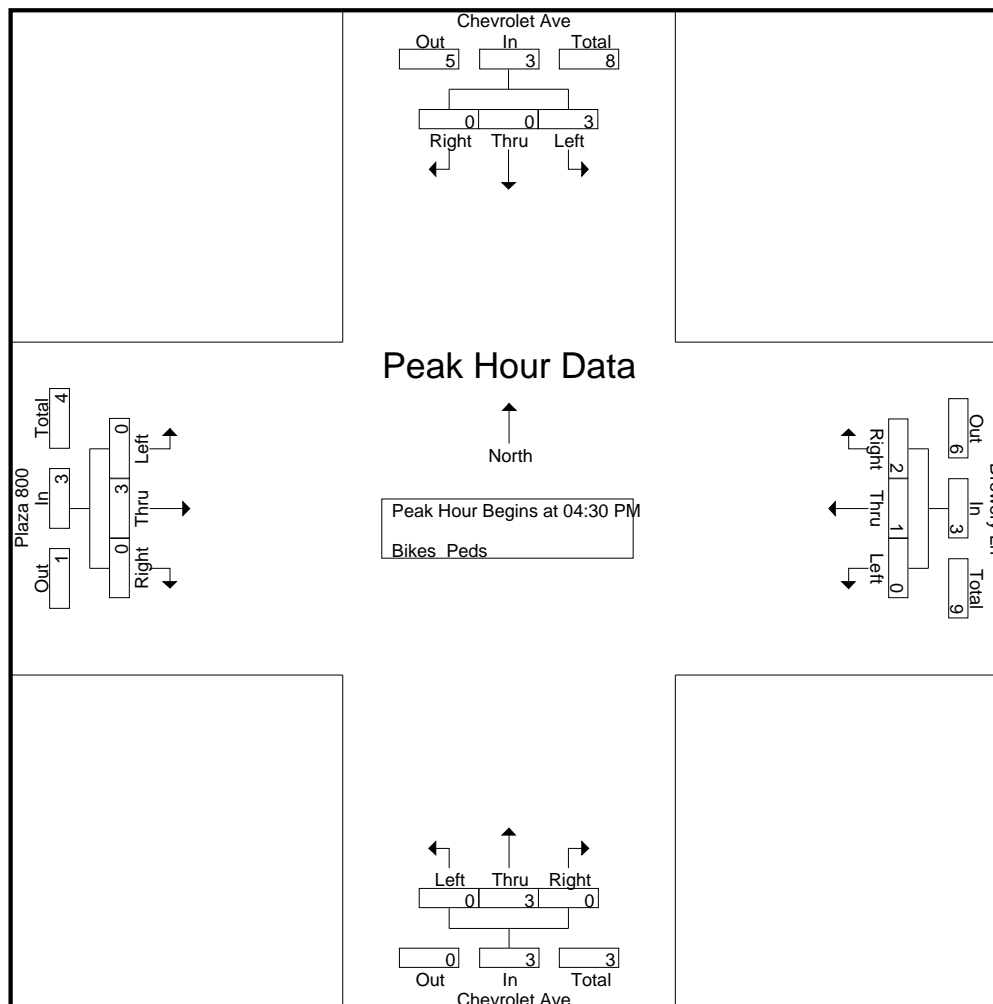
File Name : 10830007
Site Code : 10830007
Start Date : 3/9/2021
Page No : 10

Groups Printed- Bikes Peds

Start Time	Chevrolet Ave From North				Brewery Ln From East				Chevrolet Ave From South				Plaza 800 From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
04:00 PM	0	0	0	0	0	0	0	2	0	0	0	6	0	0	0	0	8	0	8
04:15 PM	0	0	0	0	0	0	0	3	0	1	0	4	0	0	0	0	7	1	8
04:30 PM	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0	5	0	5
04:45 PM	0	0	0	0	0	0	1	2	0	3	0	1	0	0	0	0	3	4	7
Total	0	0	0	0	0	0	1	10	0	4	0	13	0	0	0	0	23	5	28
05:00 PM	1	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	2	2	4
05:15 PM	2	0	0	2	0	1	1	3	0	0	0	5	0	2	0	0	10	6	16
05:30 PM	0	0	0	0	0	0	0	3	0	0	0	4	0	0	0	0	7	0	7
05:45 PM	0	0	0	4	0	0	0	5	0	0	0	3	0	1	0	1	13	1	14
Total	3	0	0	6	0	1	1	11	0	0	0	14	0	4	0	1	32	9	41
Grand Total	3	0	0	6	0	1	2	21	0	4	0	27	0	4	0	1	55	14	69
Apprch %	100	0	0		0	33.3	66.7		0	100	0		0	100	0				
Total %	21.4	0	0		0	7.1	14.3		0	28.6	0		0	28.6	0		79.7	20.3	

Start Time	Chevrolet Ave From North				Brewery Ln From East				Chevrolet Ave From South				Plaza 800 From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	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	1	1	0	3	0	3	0	0	0	0	4
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:15 PM	2	0	0	2	0	1	1	2	0	0	0	0	0	2	0	2	6
Total Volume	3	0	0	3	0	1	2	3	0	3	0	3	0	3	0	3	12
% App. Total	100	0	0		0	33.3	66.7		0	100	0		0	100	0		
PHF	.375	.000	.000	.375	.000	.250	.500	.375	.000	.250	.000	.250	.000	.375	.000	.375	.500

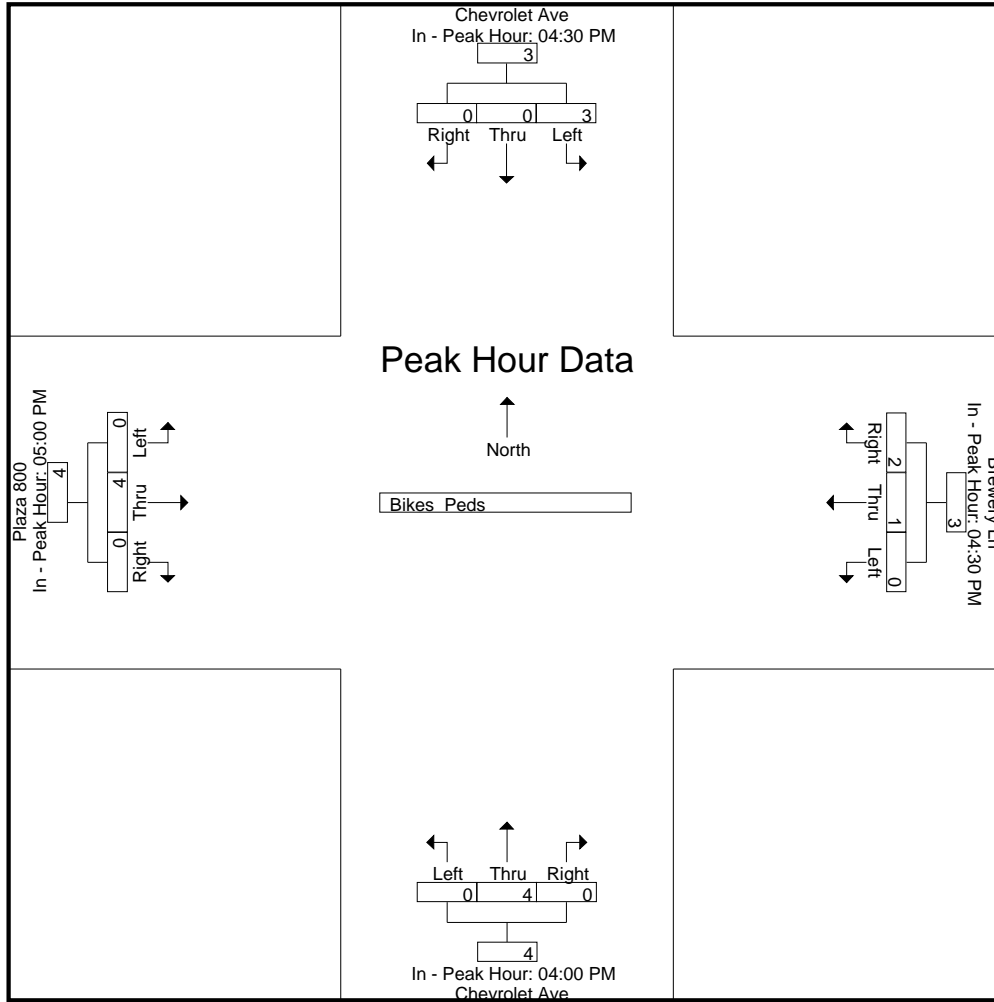
N/S Street : Chevrolet Avenue
E/W Street : Brewery Lane / Plaza 800
City/State : Portsmouth, NH
Weather : Clear



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	1	1	0	1	0	1	0	2	0	2
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	2	0	0	2	0	1	1	2	0	3	0	3	0	1	0	1
Total Volume	3	0	0	3	0	1	2	3	0	4	0	4	0	4	0	4
% App. Total	100	0	0		0	33.3	66.7		0	100	0		0	100	0	
PHF	.375	.000	.000	.375	.000	.250	.500	.375	.000	.333	.000	.333	.000	.500	.000	.500

N/S Street : Chevrolet Avenue
E/W Street : Brewery Lane / Plaza 800
City/State : Portsmouth, NH
Weather : Clear



Appendix B

Automatic Traffic Recorder (ATR) Counts

Accurate Counts
978-664-2565

Location : Brewery Lane
Location : West of Albany Street
City/State: Portsmouth, NH

1083VL01

Start Time	3/9/2021 Tue	WB		Hour Totals		EB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	21			0	19				
12:15		0	17			0	21				
12:30		1	18			0	22				
12:45		0	13	1	69	0	22	0	84	1	153
01:00		0	6			0	13				
01:15		0	10			0	16				
01:30		0	11			0	14				
01:45		0	19	0	46	0	16	0	59	0	105
02:00		0	10			0	15				
02:15		0	12			0	15				
02:30		0	12			0	11				
02:45		0	10	0	44	0	18	0	59	0	103
03:00		0	17			0	21				
03:15		0	17			0	25				
03:30		0	26			0	20				
03:45		0	17	0	77	0	23	0	89	0	166
04:00		0	27			0	22				
04:15		0	16			1	30				
04:30		0	20			0	17				
04:45		0	13	0	76	0	21	1	90	1	166
05:00		0	21			0	26				
05:15		0	18			1	40				
05:30		2	19			2	19				
05:45		4	14	6	72	4	25	7	110	13	182
06:00		0	14			0	20				
06:15		1	19			1	20				
06:30		0	15			5	32				
06:45		5	10	6	58	5	17	11	89	17	147
07:00		5	5			2	18				
07:15		4	3			5	11				
07:30		8	3			5	9				
07:45		2	0	19	11	10	10	22	48	41	59
08:00		5	12			9	6				
08:15		4	4			4	5				
08:30		11	2			6	4				
08:45		7	0	27	18	5	10	24	25	51	43
09:00		5	1			1	5				
09:15		5	3			6	1				
09:30		7	4			11	0				
09:45		11	1	28	9	16	3	34	9	62	18
10:00		14	0			16	2				
10:15		18	0			7	0				
10:30		22	0			9	1				
10:45		12	2	66	2	17	0	49	3	115	5
11:00		11	1			16	0				
11:15		10	0			16	0				
11:30		9	0			16	0				
11:45		16	1	46	2	16	0	64	0	110	2
Total		199	484			212	665			411	1149
Percent		29.1%	70.9%			24.2%	75.8%			26.3%	73.7%

Accurate Counts
978-664-2565

Location : Brewery Lane
Location : West of Albany Street
City/State: Portsmouth, NH

1083VL01

Start Time	3/10/2021 Wed	WB		Hour Totals		EB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	11			0	24				
12:15		0	10			0	19				
12:30		0	21			0	22				
12:45		0	16	0	58	0	16	0	81	0	139
01:00		0	14			0	24				
01:15		0	13			0	15				
01:30		0	16			0	17				
01:45		0	12	0	55	0	18	0	74	0	129
02:00		0	12			0	13				
02:15		0	12			0	16				
02:30		0	11			0	11				
02:45		0	14	0	49	0	15	0	55	0	104
03:00		0	12			0	13				
03:15		0	21			0	16				
03:30		1	16			0	15				
03:45		0	15	1	64	0	30	0	74	1	138
04:00		0	18			0	24				
04:15		0	15			0	25				
04:30		0	22			1	24				
04:45		0	15	0	70	0	22	1	95	1	165
05:00		2	21			1	37				
05:15		0	15			2	16				
05:30		6	26			1	32				
05:45		0	22	8	84	2	15	6	100	14	184
06:00		0	14			0	17				
06:15		0	22			1	14				
06:30		1	19			6	31				
06:45		1	7	2	62	3	20	10	82	12	144
07:00		3	14			2	14				
07:15		3	8			3	16				
07:30		6	6			7	13				
07:45		5	4	17	32	6	16	18	59	35	91
08:00		7	6			7	6				
08:15		5	3			7	8				
08:30		15	4			9	4				
08:45		14	0	41	13	9	6	32	24	73	37
09:00		12	2			11	5				
09:15		9	2			8	2				
09:30		12	4			10	3				
09:45		9	1	42	9	15	1	44	11	86	20
10:00		13	1			14	2				
10:15		13	0			12	1				
10:30		11	1			9	2				
10:45		13	0	50	2	6	1	41	6	91	8
11:00		8	0			17	0				
11:15		13	0			15	0				
11:30		9	0			19	0				
11:45		14	0	44	0	13	0	64	0	108	0
Total		205	498			216	661			421	1159
Percent		29.2%	70.8%			24.6%	75.4%			26.6%	73.4%
Grand Total		404	982			428	1326			832	2308
Percent		29.1%	70.9%			24.4%	75.6%			26.5%	73.5%
ADT		ADT 1,570		AADT 1,570							

Accurate Counts
978-664-2565

Location : Brewery Lane
Location : West of Albany Street
City/State: Portsmouth, NH

1083SP01

WB

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
03/09/21	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	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	0
05:00	0	0	0	0	2	4	0	0	0	0	0	0	0	0	6
06:00	1	0	0	1	2	2	0	0	0	0	0	0	0	0	6
07:00	1	0	0	0	2	7	3	5	1	0	0	0	0	0	19
08:00	0	0	1	0	4	8	12	2	0	0	0	0	0	0	27
09:00	1	0	0	1	5	5	6	6	4	0	0	0	0	0	28
10:00	3	0	0	6	4	16	21	8	7	0	1	0	0	0	66
11:00	0	0	1	2	8	10	14	6	3	1	0	1	0	0	46
12 PM	1	0	1	6	5	18	17	15	6	0	0	0	0	0	69
13:00	1	0	0	3	5	15	12	9	1	0	0	0	0	0	46
14:00	2	0	0	3	11	10	8	9	1	0	0	0	0	0	44
15:00	1	0	0	6	11	17	21	16	5	0	0	0	0	0	77
16:00	3	0	0	4	9	20	24	13	2	1	0	0	0	0	76
17:00	5	0	0	4	8	22	19	13	1	0	0	0	0	0	72
18:00	1	0	0	3	7	11	21	11	4	0	0	0	0	0	58
19:00	0	0	0	0	2	3	2	3	1	0	0	0	0	0	11
20:00	0	0	0	1	4	4	5	2	2	0	0	0	0	0	18
21:00	0	0	0	0	1	2	2	3	1	0	0	0	0	0	9
22:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
Total	20	0	3	40	91	177	188	121	39	2	1	1	0	0	683

Daily

15th Percentile : 13 MPH
50th Percentile : 18 MPH
85th Percentile : 22 MPH
95th Percentile : 24 MPH

Mean Speed(Average) : 18 MPH
10 MPH Pace Speed : 15-24 MPH
Number in Pace : 516
Percent in Pace : 75.5%
Number of Vehicles > 20 MPH : 227
Percent of Vehicles > 20 MPH : 33.2%

Accurate Counts
978-664-2565

Location : Brewery Lane
Location : West of Albany Street
City/State: Portsmouth, NH

1083SP01

WB

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
03/10/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	2	4	1	0	1	0	0	0	0	0	8
06:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
07:00	0	0	0	0	4	6	1	6	0	0	0	0	0	0	17
08:00	4	0	0	0	5	11	9	6	6	0	0	0	0	0	41
09:00	1	0	0	5	4	14	6	9	2	0	1	0	0	0	42
10:00	0	0	0	5	12	11	10	8	3	1	0	0	0	0	50
11:00	3	0	0	7	6	10	5	11	2	0	0	0	0	0	44
12 PM	2	0	0	2	8	15	14	8	8	1	0	0	0	0	58
13:00	0	0	0	1	12	16	14	11	1	0	0	0	0	0	55
14:00	0	0	0	3	7	14	10	7	6	2	0	0	0	0	49
15:00	1	0	1	1	13	21	13	12	2	0	0	0	0	0	64
16:00	1	0	0	2	11	12	22	13	7	2	0	0	0	0	70
17:00	3	0	0	5	10	21	27	14	4	0	0	0	0	0	84
18:00	3	0	0	1	12	16	16	11	2	1	0	0	0	0	62
19:00	0	0	0	0	4	10	7	7	2	2	0	0	0	0	32
20:00	0	0	0	0	2	5	5	1	0	0	0	0	0	0	13
21:00	0	0	0	0	4	3	0	1	0	1	0	0	0	0	9
22:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	0	1	32	118	190	161	125	46	10	1	0	0	0	703

Daily
 15th Percentile : 13 MPH
 50th Percentile : 17 MPH
 85th Percentile : 22 MPH
 95th Percentile : 25 MPH
 Mean Speed(Average) : 18 MPH
 10 MPH Pace Speed : 15-24 MPH
 Number in Pace : 515
 Percent in Pace : 73.3%
 Number of Vehicles > 20 MPH : 236
 Percent of Vehicles > 20 MPH : 33.5%

Grand Total	39	0	4	72	209	367	349	246	85	12	2	1	0	0	1386
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Overall
 15th Percentile : 13 MPH
 50th Percentile : 18 MPH
 85th Percentile : 22 MPH
 95th Percentile : 25 MPH
 Mean Speed(Average) : 18 MPH
 10 MPH Pace Speed : 15-24 MPH
 Number in Pace : 1032
 Percent in Pace : 74.5%
 Number of Vehicles > 20 MPH : 462
 Percent of Vehicles > 20 MPH : 33.4%

Accurate Counts
978-664-2565

Location : Brewery Lane
Location : West of Albany Street
City/State: Portsmouth, NH

1083SP01

EB

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
03/09/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:00	1	0	0	0	2	1	0	2	1	0	0	0	0	0	7
06:00	0	0	0	0	0	5	4	2	0	0	0	0	0	0	11
07:00	0	0	0	0	1	8	4	3	4	2	0	0	0	0	22
08:00	0	0	0	1	4	5	9	5	0	0	0	0	0	0	24
09:00	0	0	0	3	7	9	7	4	4	0	0	0	0	0	34
10:00	0	0	1	1	7	14	9	15	2	0	0	0	0	0	49
11:00	2	0	0	1	7	14	22	7	7	2	2	0	0	0	64
12 PM	3	0	2	2	6	30	26	8	5	2	0	0	0	0	84
13:00	3	0	0	3	7	16	10	15	4	1	0	0	0	0	59
14:00	1	1	0	0	6	16	23	9	3	0	0	0	0	0	59
15:00	1	0	2	2	13	21	22	21	4	3	0	0	0	0	89
16:00	3	0	0	5	10	25	23	18	5	1	0	0	0	0	90
17:00	3	0	0	0	15	20	34	30	8	0	0	0	0	0	110
18:00	2	0	0	3	8	26	29	13	6	1	0	0	1	0	89
19:00	0	0	0	1	2	14	16	6	8	1	0	0	0	0	48
20:00	0	0	0	1	1	4	9	9	0	1	0	0	0	0	25
21:00	0	0	0	0	1	6	0	1	1	0	0	0	0	0	9
22:00	0	0	0	1	0	0	0	1	1	0	0	0	0	0	3
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	1	5	24	97	234	247	170	63	14	2	0	1	0	877

Daily

15th Percentile : 14 MPH
50th Percentile : 18 MPH
85th Percentile : 23 MPH
95th Percentile : 25 MPH

Mean Speed(Average) : 19 MPH
10 MPH Pace Speed : 15-24 MPH
Number in Pace : 683
Percent in Pace : 77.9%
Number of Vehicles > 20 MPH : 332
Percent of Vehicles > 20 MPH : 37.9%

Location : Brewery Lane
Location : West of Albany Street
City/State: Portsmouth, NH

1083SP01

EB

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
03/10/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	1	2	2	1	0	0	0	0	0	0	6
06:00	0	0	0	1	1	5	2	0	1	0	0	0	0	0	10
07:00	0	0	0	0	2	11	2	1	2	0	0	0	0	0	18
08:00	2	1	0	1	3	2	12	7	2	1	1	0	0	0	32
09:00	1	0	1	4	9	9	14	5	1	0	0	0	0	0	44
10:00	2	1	3	1	10	8	4	8	3	1	0	0	0	0	41
11:00	1	0	3	3	12	19	12	11	2	1	0	0	0	0	64
12 PM	1	0	1	1	7	22	26	13	7	1	1	1	0	0	81
13:00	0	0	0	1	8	16	19	20	8	2	0	0	0	0	74
14:00	0	0	1	0	3	16	16	9	9	1	0	0	0	0	55
15:00	0	0	0	1	7	21	20	15	8	2	0	0	0	0	74
16:00	1	0	0	3	10	14	35	20	11	1	0	0	0	0	95
17:00	4	0	0	0	10	26	36	17	4	3	0	0	0	0	100
18:00	0	0	0	1	10	15	24	16	14	1	1	0	0	0	82
19:00	0	0	0	0	2	14	27	9	5	2	0	0	0	0	59
20:00	0	0	0	0	1	6	7	6	4	0	0	0	0	0	24
21:00	0	0	0	1	0	4	4	2	0	0	0	0	0	0	11
22:00	0	0	0	0	2	1	0	2	1	0	0	0	0	0	6
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	12	2	9	18	99	211	262	162	82	16	3	1	0	0	877

Daily
 15th Percentile : 14 MPH
 50th Percentile : 19 MPH
 85th Percentile : 23 MPH
 95th Percentile : 26 MPH

 Mean Speed(Average) : 19 MPH
 10 MPH Pace Speed : 15-24 MPH
 Number in Pace : 668
 Percent in Pace : 76.2%
 Number of Vehicles > 20 MPH : 351
 Percent of Vehicles > 20 MPH : 40.1%

Grand Total	31	3	14	42	196	445	509	332	145	30	5	1	1	0	1754
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Overall
 15th Percentile : 14 MPH
 50th Percentile : 18 MPH
 85th Percentile : 23 MPH
 95th Percentile : 25 MPH

 Mean Speed(Average) : 19 MPH
 10 MPH Pace Speed : 15-24 MPH
 Number in Pace : 1351
 Percent in Pace : 77.0%
 Number of Vehicles > 20 MPH : 684
 Percent of Vehicles > 20 MPH : 39.0%

Accurate Counts
978-664-2565

Location : Brewery Lane
Location : West of Albany Street
City/State: Portsmouth, NH

1083SP01

WB, EB

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
03/09/21	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:00	1	0	0	0	4	5	0	2	1	0	0	0	0	0	13
06:00	1	0	0	1	2	7	4	2	0	0	0	0	0	0	17
07:00	1	0	0	0	3	15	7	8	5	2	0	0	0	0	41
08:00	0	0	1	1	8	13	21	7	0	0	0	0	0	0	51
09:00	1	0	0	4	12	14	13	10	8	0	0	0	0	0	62
10:00	3	0	1	7	11	30	30	23	9	0	1	0	0	0	115
11:00	2	0	1	3	15	24	36	13	10	3	2	1	0	0	110
12 PM	4	0	3	8	11	48	43	23	11	2	0	0	0	0	153
13:00	4	0	0	6	12	31	22	24	5	1	0	0	0	0	105
14:00	3	1	0	3	17	26	31	18	4	0	0	0	0	0	103
15:00	2	0	2	8	24	38	43	37	9	3	0	0	0	0	166
16:00	6	0	0	9	19	45	47	31	7	2	0	0	0	0	166
17:00	8	0	0	4	23	42	53	43	9	0	0	0	0	0	182
18:00	3	0	0	6	15	37	50	24	10	1	0	0	1	0	147
19:00	0	0	0	1	4	17	18	9	9	1	0	0	0	0	59
20:00	0	0	0	2	5	8	14	11	2	1	0	0	0	0	43
21:00	0	0	0	0	2	8	2	4	2	0	0	0	0	0	18
22:00	0	0	0	1	0	2	0	1	1	0	0	0	0	0	5
23:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
Total	39	1	8	64	188	411	435	291	102	16	3	1	1	0	1560

Daily
 15th Percentile : 13 MPH
 50th Percentile : 18 MPH
 85th Percentile : 22 MPH
 95th Percentile : 25 MPH

 Mean Speed(Average) : 19 MPH
 10 MPH Pace Speed : 15-24 MPH
 Number in Pace : 1200
 Percent in Pace : 76.9%
 Number of Vehicles > 20 MPH : 559
 Percent of Vehicles > 20 MPH : 35.8%

Location : Brewery Lane
Location : West of Albany Street
City/State: Portsmouth, NH

1083SP01

WB, EB

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
03/10/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	3	6	3	1	1	0	0	0	0	0	14
06:00	1	0	0	1	2	5	2	0	1	0	0	0	0	0	12
07:00	0	0	0	0	6	17	3	7	2	0	0	0	0	0	35
08:00	6	1	0	1	8	13	21	13	8	1	1	0	0	0	73
09:00	2	0	1	9	13	23	20	14	3	0	1	0	0	0	86
10:00	2	1	3	6	22	19	14	16	6	2	0	0	0	0	91
11:00	4	0	3	10	18	29	17	22	4	1	0	0	0	0	108
12 PM	3	0	1	3	15	37	40	21	15	2	1	1	0	0	139
13:00	0	0	0	2	20	32	33	31	9	2	0	0	0	0	129
14:00	0	0	1	3	10	30	26	16	15	3	0	0	0	0	104
15:00	1	0	1	2	20	42	33	27	10	2	0	0	0	0	138
16:00	2	0	0	5	21	26	57	33	18	3	0	0	0	0	165
17:00	7	0	0	5	20	47	63	31	8	3	0	0	0	0	184
18:00	3	0	0	2	22	31	40	27	16	2	1	0	0	0	144
19:00	0	0	0	0	6	24	34	16	7	4	0	0	0	0	91
20:00	0	0	0	0	3	11	12	7	4	0	0	0	0	0	37
21:00	0	0	0	1	4	7	4	3	0	1	0	0	0	0	20
22:00	0	0	0	0	3	1	1	2	1	0	0	0	0	0	8
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	31	2	10	50	217	401	423	287	128	26	4	1	0	0	1580

Daily
 15th Percentile : 13 MPH
 50th Percentile : 18 MPH
 85th Percentile : 23 MPH
 95th Percentile : 25 MPH

 Mean Speed(Average) : 19 MPH
 10 MPH Pace Speed : 15-24 MPH
 Number in Pace : 1183
 Percent in Pace : 74.9%
 Number of Vehicles > 20 MPH : 587
 Percent of Vehicles > 20 MPH : 37.2%

Grand Total	70	3	18	114	405	812	858	578	230	42	7	2	1	0	3140
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Overall
 15th Percentile : 13 MPH
 50th Percentile : 18 MPH
 85th Percentile : 23 MPH
 95th Percentile : 25 MPH

 Mean Speed(Average) : 19 MPH
 10 MPH Pace Speed : 15-24 MPH
 Number in Pace : 2383
 Percent in Pace : 75.9%
 Number of Vehicles > 20 MPH : 1146
 Percent of Vehicles > 20 MPH : 36.5%

Accurate Counts
978-664-2565

Location : Chevrolet Avenue
Location : West of Albany Street
City/State: Portsmouth, NH

1083VL02

Start Time	3/9/2021 Tue	WB		Hour Totals		EB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	15			0	9				
12:15		0	15			0	23				
12:30		0	13			0	12				
12:45		0	10	0	53	0	18	0	62	0	115
01:00		0	5			0	12				
01:15		0	5			0	12				
01:30		0	11			0	11				
01:45		0	13	0	34	0	15	0	50	0	84
02:00		0	11			0	12				
02:15		0	14			0	16				
02:30		0	9			0	18				
02:45		0	11	0	45	0	10	0	56	0	101
03:00		0	12			0	14				
03:15		0	9			0	7				
03:30		0	22			0	11				
03:45		0	12	0	55	0	11	0	43	0	98
04:00		0	18			0	15				
04:15		0	13			0	13				
04:30		1	13			0	13				
04:45		0	20	1	64	1	13	1	54	2	118
05:00		0	19			0	28				
05:15		0	16			0	20				
05:30		2	16			0	25				
05:45		6	20	8	71	2	23	2	96	10	167
06:00		3	8			0	17				
06:15		2	6			0	18				
06:30		6	12			2	13				
06:45		5	15	16	41	4	15	6	63	22	104
07:00		4	8			2	13				
07:15		4	5			4	9				
07:30		3	8			2	10				
07:45		7	3	18	24	6	7	14	39	32	63
08:00		6	4			9	7				
08:15		8	6			7	9				
08:30		12	0			6	3				
08:45		12	4	38	14	7	3	29	22	67	36
09:00		9	1			3	5				
09:15		11	1			5	3				
09:30		5	2			10	2				
09:45		8	3	33	7	2	1	20	11	53	18
10:00		12	0			16	2				
10:15		14	0			13	0				
10:30		8	0			20	1				
10:45		5	0	39	0	5	0	54	3	93	3
11:00		7	2			7	0				
11:15		10	0			16	0				
11:30		12	0			16	0				
11:45		10	0	39	2	11	0	50	0	89	2
Total		192	410			176	499			368	909
Percent		31.9%	68.1%			26.1%	73.9%			28.8%	71.2%

Accurate Counts
978-664-2565

Location : Chevrolet Avenue
Location : West of Albany Street
City/State: Portsmouth, NH

1083VL02

Start Time	3/10/2021 Wed	WB		Hour Totals		EB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	19			0	14				
12:15		0	9			0	20				
12:30		0	11			0	17				
12:45		0	10	0	49	0	11	0	62	0	111
01:00		0	5			0	14				
01:15		0	14			0	15				
01:30		0	17			0	13				
01:45		0	5	0	41	0	15	0	57	0	98
02:00		0	7			0	11				
02:15		0	9			0	21				
02:30		0	15			0	19				
02:45		0	8	0	39	0	12	0	63	0	102
03:00		0	7			0	17				
03:15		0	8			0	11				
03:30		0	18			0	11				
03:45		0	8	0	41	0	16	0	55	0	96
04:00		0	30			0	18				
04:15		0	14			0	26				
04:30		1	12			0	18				
04:45		0	11	1	67	1	17	1	79	2	146
05:00		0	16			0	11				
05:15		0	18			1	21				
05:30		0	17			2	22				
05:45		2	23	2	74	1	14	4	68	6	142
06:00		0	17			1	21				
06:15		1	11			0	21				
06:30		6	8			2	24				
06:45		4	11	11	47	3	8	6	74	17	121
07:00		3	11			2	16				
07:15		6	8			2	12				
07:30		2	6			3	15				
07:45		8	5	19	30	5	3	12	46	31	76
08:00		5	6			13	6				
08:15		6	2			5	4				
08:30		11	2			7	5				
08:45		8	1	30	11	7	2	32	17	62	28
09:00		5	3			4	2				
09:15		10	4			8	5				
09:30		8	1			6	1				
09:45		11	2	34	10	7	0	25	8	59	18
10:00		7	1			5	3				
10:15		13	0			8	1				
10:30		10	0			8	0				
10:45		12	0	42	1	11	0	32	4	74	5
11:00		9	0			6	0				
11:15		8	2			12	0				
11:30		11	0			6	0				
11:45		21	0	49	2	20	0	44	0	93	2
Total		188	412			156	533			344	945
Percent		31.3%	68.7%			22.6%	77.4%			26.7%	73.3%
Grand Total		380	822			332	1032			712	1854
Percent		31.6%	68.4%			24.3%	75.7%			27.7%	72.3%
ADT		ADT 1,283		AADT 1,283							

Location : Chevrolet Avenue
Location : West of Albany Street
City/State: Portsmouth, NH

1083VL02

Start Time	3/8/2021		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	*	*	0	0	0	0	*	*	*	*	*	*	*	*	0	0
01:00	*	*	0	0	0	0	*	*	*	*	*	*	*	*	0	0
02:00	*	*	0	0	0	0	*	*	*	*	*	*	*	*	0	0
03:00	*	*	0	0	0	0	*	*	*	*	*	*	*	*	0	0
04:00	*	*	1	1	1	1	*	*	*	*	*	*	*	*	1	1
05:00	*	*	8	2	2	4	*	*	*	*	*	*	*	*	5	3
06:00	*	*	16	6	11	6	*	*	*	*	*	*	*	*	14	6
07:00	*	*	18	14	19	12	*	*	*	*	*	*	*	*	18	13
08:00	*	*	38	29	30	32	*	*	*	*	*	*	*	*	34	30
09:00	*	*	33	20	34	25	*	*	*	*	*	*	*	*	34	22
10:00	*	*	39	54	42	32	*	*	*	*	*	*	*	*	40	43
11:00	*	*	39	50	49	44	*	*	*	*	*	*	*	*	44	47
12:00 PM	*	*	53	62	49	62	*	*	*	*	*	*	*	*	51	62
01:00	*	*	34	50	41	57	*	*	*	*	*	*	*	*	38	54
02:00	*	*	45	56	39	63	*	*	*	*	*	*	*	*	42	60
03:00	*	*	55	43	41	55	*	*	*	*	*	*	*	*	48	49
04:00	*	*	64	54	67	79	*	*	*	*	*	*	*	*	66	66
05:00	*	*	71	96	74	68	*	*	*	*	*	*	*	*	72	82
06:00	*	*	41	63	47	74	*	*	*	*	*	*	*	*	44	68
07:00	*	*	24	39	30	46	*	*	*	*	*	*	*	*	27	42
08:00	*	*	14	22	11	17	*	*	*	*	*	*	*	*	12	20
09:00	*	*	7	11	10	8	*	*	*	*	*	*	*	*	8	10
10:00	*	*	0	3	1	4	*	*	*	*	*	*	*	*	0	4
11:00	*	*	2	0	2	0	*	*	*	*	*	*	*	*	2	0
Lane	0	0	602	675	600	689	0	0	0	0	0	0	0	0	600	682
Day	0		1277		1289		0	0	0	0	0	0	0	0	1282	
AM Peak	-	-	10:00	10:00	11:00	11:00	-	-	-	-	-	-	-	-	11:00	11:00
Vol.	-	-	39	54	49	44	-	-	-	-	-	-	-	-	44	47
PM Peak	-	-	17:00	17:00	17:00	16:00	-	-	-	-	-	-	-	-	17:00	17:00
Vol.	-	-	71	96	74	79	-	-	-	-	-	-	-	-	72	82

Comb. Total	0	1277	1289	0	0	0	0	1282
ADT	ADT 1,283	AADT 1,283						

Accurate Counts
978-664-2565

Location : Chevrolet Avenue
Location : West of Albany Street
City/State: Portsmouth, NH

1083SP02

WB

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
03/09/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:00	0	0	0	2	1	1	1	2	1	0	0	0	0	0	8
06:00	0	0	0	1	5	0	1	4	4	1	0	0	0	0	16
07:00	1	0	0	0	3	0	1	5	6	1	1	0	0	0	18
08:00	0	0	0	3	3	3	1	8	12	6	2	0	0	0	38
09:00	1	0	1	2	4	4	6	5	9	1	0	0	0	0	33
10:00	1	0	0	4	6	3	7	6	10	1	1	0	0	0	39
11:00	1	0	0	0	3	5	3	11	7	9	0	0	0	0	39
12 PM	1	0	0	2	8	9	8	10	10	3	2	0	0	0	53
13:00	2	0	0	1	2	3	2	4	13	4	3	0	0	0	34
14:00	1	0	2	2	4	5	10	9	11	1	0	0	0	0	45
15:00	0	0	1	4	12	6	3	16	6	7	0	0	0	0	55
16:00	2	0	0	3	4	1	10	25	13	3	1	0	0	2	64
17:00	0	0	0	4	3	5	19	19	14	7	0	0	0	0	71
18:00	0	0	0	5	8	1	2	20	5	0	0	0	0	0	41
19:00	0	0	0	1	2	2	8	6	4	1	0	0	0	0	24
20:00	1	0	1	0	3	1	2	4	2	0	0	0	0	0	14
21:00	0	0	0	0	0	1	0	3	3	0	0	0	0	0	7
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	11	0	5	34	71	50	84	159	130	46	10	0	0	2	602

Daily
 15th Percentile : 13 MPH
 50th Percentile : 21 MPH
 85th Percentile : 26 MPH
 95th Percentile : 28 MPH

 Mean Speed(Average) : 21 MPH
 10 MPH Pace Speed : 18-27 MPH
 Number in Pace : 390
 Percent in Pace : 64.8%
 Number of Vehicles > 20 MPH : 375
 Percent of Vehicles > 20 MPH : 62.3%

Accurate Counts
978-664-2565

Location : Chevrolet Avenue
Location : West of Albany Street
City/State: Portsmouth, NH

1083SP02

WB

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
03/10/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
06:00	0	0	0	0	0	2	1	2	5	0	1	0	0	0	11
07:00	0	0	0	1	1	1	4	6	5	1	0	0	0	0	19
08:00	0	0	0	2	5	3	3	11	4	1	1	0	0	0	30
09:00	0	0	0	2	6	2	4	6	9	3	2	0	0	0	34
10:00	1	0	0	5	5	2	5	10	6	5	2	1	0	0	42
11:00	0	0	0	1	4	2	8	17	14	3	0	0	0	0	49
12 PM	0	0	1	3	8	2	6	13	12	3	1	0	0	0	49
13:00	0	0	0	2	7	3	14	12	1	2	0	0	0	0	41
14:00	0	0	0	0	4	3	8	16	5	3	0	0	0	0	39
15:00	1	0	0	2	5	5	4	12	9	3	0	0	0	0	41
16:00	1	0	0	2	7	4	10	19	16	7	1	0	0	0	67
17:00	3	0	0	6	7	7	21	13	14	2	1	0	0	0	74
18:00	5	0	0	4	5	1	6	15	8	2	1	0	0	0	47
19:00	0	0	0	0	2	5	3	10	5	4	1	0	0	0	30
20:00	0	0	0	0	1	1	3	1	3	1	1	0	0	0	11
21:00	0	0	0	2	1	0	0	4	3	0	0	0	0	0	10
22:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
23:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Total	11	0	1	33	68	43	100	170	120	40	12	2	0	0	600

Daily
 15th Percentile : 13 MPH
 50th Percentile : 21 MPH
 85th Percentile : 26 MPH
 95th Percentile : 28 MPH

 Mean Speed(Average) : 21 MPH
 10 MPH Pace Speed : 18-27 MPH
 Number in Pace : 404
 Percent in Pace : 67.3%
 Number of Vehicles > 20 MPH : 377
 Percent of Vehicles > 20 MPH : 62.9%

Grand Total	22	0	6	67	139	93	184	329	250	86	22	2	0	2	1202
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Overall
 15th Percentile : 13 MPH
 50th Percentile : 21 MPH
 85th Percentile : 26 MPH
 95th Percentile : 28 MPH

 Mean Speed(Average) : 21 MPH
 10 MPH Pace Speed : 18-27 MPH
 Number in Pace : 794
 Percent in Pace : 66.1%
 Number of Vehicles > 20 MPH : 752
 Percent of Vehicles > 20 MPH : 62.6%

Location : Chevrolet Avenue
Location : West of Albany Street
City/State: Portsmouth, NH

1083SP02

EB

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
03/09/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
06:00	0	0	0	0	0	3	0	2	1	0	0	0	0	0	6
07:00	0	0	1	1	3	2	1	2	2	0	1	1	0	0	14
08:00	0	0	0	2	3	3	4	7	5	5	0	0	0	0	29
09:00	0	0	0	0	1	0	3	7	6	2	1	0	0	0	20
10:00	0	0	0	0	7	2	9	11	15	9	1	0	0	0	54
11:00	0	0	0	0	5	4	8	16	9	8	0	0	0	0	50
12 PM	1	0	0	3	1	5	15	18	12	7	0	0	0	0	62
13:00	0	0	0	5	3	6	7	11	7	9	2	0	0	0	50
14:00	1	1	0	0	4	4	18	16	5	6	1	0	0	0	56
15:00	0	0	0	1	0	3	14	13	10	0	1	0	1	0	43
16:00	2	0	0	0	5	3	8	11	19	5	1	0	0	0	54
17:00	2	0	0	3	5	7	21	28	16	9	4	1	0	0	96
18:00	0	0	0	1	8	5	14	15	16	3	1	0	0	0	63
19:00	1	0	0	0	1	1	7	14	11	3	0	1	0	0	39
20:00	0	0	0	1	3	2	2	7	4	2	1	0	0	0	22
21:00	1	0	0	1	0	0	3	5	1	0	0	0	0	0	11
22:00	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	1	1	19	49	52	134	183	140	70	14	3	1	0	675

Daily
 15th Percentile : 16 MPH
 50th Percentile : 22 MPH
 85th Percentile : 26 MPH
 95th Percentile : 29 MPH

 Mean Speed(Average) : 22 MPH
 10 MPH Pace Speed : 19-28 MPH
 Number in Pace : 480
 Percent in Pace : 71.1%
 Number of Vehicles > 20 MPH : 456
 Percent of Vehicles > 20 MPH : 67.5%

Location : Chevrolet Avenue
Location : West of Albany Street
City/State: Portsmouth, NH

1083SP02

EB

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
03/10/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	2	1	1	0	0	0	0	0	4
06:00	0	0	0	0	0	1	2	1	1	1	0	0	0	0	6
07:00	0	0	0	0	3	0	1	4	3	0	1	0	0	0	12
08:00	2	0	0	2	4	1	8	5	7	3	0	0	0	0	32
09:00	0	0	0	0	1	4	5	2	10	3	0	0	0	0	25
10:00	0	0	0	1	1	1	5	10	9	3	2	0	0	0	32
11:00	0	0	0	2	3	5	10	15	6	2	0	0	1	0	44
12 PM	1	0	0	1	2	4	9	20	15	8	2	0	0	0	62
13:00	1	0	0	3	5	0	13	13	14	6	2	0	0	0	57
14:00	1	0	0	2	4	6	15	19	13	2	1	0	0	0	63
15:00	0	0	0	1	5	6	14	17	10	2	0	0	0	0	55
16:00	0	0	0	1	9	2	13	25	23	5	1	0	0	0	79
17:00	1	0	0	2	5	1	15	25	15	2	2	0	0	0	68
18:00	1	0	0	0	7	6	18	30	9	3	0	0	0	0	74
19:00	0	0	0	0	2	4	14	7	13	4	2	0	0	0	46
20:00	0	0	0	1	2	2	2	6	3	0	1	0	0	0	17
21:00	0	0	0	2	1	2	1	0	2	0	0	0	0	0	8
22:00	0	0	0	0	0	1	0	1	1	1	0	0	0	0	4
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	0	0	18	54	46	147	202	155	45	14	0	1	0	689

Daily
 15th Percentile : 16 MPH
 50th Percentile : 22 MPH
 85th Percentile : 26 MPH
 95th Percentile : 28 MPH
 Mean Speed(Average) : 22 MPH
 10 MPH Pace Speed : 18-27 MPH
 Number in Pace : 519
 Percent in Pace : 75.3%
 Number of Vehicles > 20 MPH : 466
 Percent of Vehicles > 20 MPH : 67.6%

Grand Total	15	1	1	37	103	98	281	385	295	115	28	3	2	0	1364
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Overall
 15th Percentile : 16 MPH
 50th Percentile : 22 MPH
 85th Percentile : 26 MPH
 95th Percentile : 29 MPH
 Mean Speed(Average) : 22 MPH
 10 MPH Pace Speed : 19-28 MPH
 Number in Pace : 999
 Percent in Pace : 73.2%
 Number of Vehicles > 20 MPH : 922
 Percent of Vehicles > 20 MPH : 67.6%

Location : Chevrolet Avenue
Location : West of Albany Street
City/State: Portsmouth, NH

1083SP02

WB, EB

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
03/09/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
05:00	0	0	0	2	1	1	1	2	1	2	0	0	0	0	10
06:00	0	0	0	1	5	3	1	6	5	1	0	0	0	0	22
07:00	1	0	1	1	6	2	2	7	8	1	2	1	0	0	32
08:00	0	0	0	5	6	6	5	15	17	11	2	0	0	0	67
09:00	1	0	1	2	5	4	9	12	15	3	1	0	0	0	53
10:00	1	0	0	4	13	5	16	17	25	10	2	0	0	0	93
11:00	1	0	0	0	8	9	11	27	16	17	0	0	0	0	89
12 PM	2	0	0	5	9	14	23	28	22	10	2	0	0	0	115
13:00	2	0	0	6	5	9	9	15	20	13	5	0	0	0	84
14:00	2	1	2	2	8	9	28	25	16	7	1	0	0	0	101
15:00	0	0	1	5	12	9	17	29	16	7	1	0	1	0	98
16:00	4	0	0	3	9	4	18	36	32	8	2	0	0	2	118
17:00	2	0	0	7	8	12	40	47	30	16	4	1	0	0	167
18:00	0	0	0	6	16	6	16	35	21	3	1	0	0	0	104
19:00	1	0	0	1	3	3	15	20	15	4	0	1	0	0	63
20:00	1	0	1	1	6	3	4	11	6	2	1	0	0	0	36
21:00	1	0	0	1	0	1	3	8	4	0	0	0	0	0	18
22:00	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3
23:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	19	1	6	53	120	102	218	342	270	116	24	3	1	2	1277

Daily
 15th Percentile : 14 MPH
 50th Percentile : 22 MPH
 85th Percentile : 26 MPH
 95th Percentile : 29 MPH

 Mean Speed(Average) : 22 MPH
 10 MPH Pace Speed : 19-28 MPH
 Number in Pace : 869
 Percent in Pace : 68.1%
 Number of Vehicles > 20 MPH : 831
 Percent of Vehicles > 20 MPH : 65.0%

Location : Chevrolet Avenue
Location : West of Albany Street
City/State: Portsmouth, NH

1083SP02

WB, EB

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
03/10/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
05:00	0	0	0	0	0	0	2	2	2	0	0	0	0	0	6
06:00	0	0	0	0	0	3	3	3	6	1	1	0	0	0	17
07:00	0	0	0	1	4	1	5	10	8	1	1	0	0	0	31
08:00	2	0	0	4	9	4	11	16	11	4	1	0	0	0	62
09:00	0	0	0	2	7	6	9	8	19	6	2	0	0	0	59
10:00	1	0	0	6	6	3	10	20	15	8	4	1	0	0	74
11:00	0	0	0	3	7	7	18	32	20	5	0	0	1	0	93
12 PM	1	0	1	4	10	6	15	33	27	11	3	0	0	0	111
13:00	1	0	0	5	12	3	27	25	15	8	2	0	0	0	98
14:00	1	0	0	2	8	9	23	35	18	5	1	0	0	0	102
15:00	1	0	0	3	10	11	18	29	19	5	0	0	0	0	96
16:00	1	0	0	3	16	6	23	44	39	12	2	0	0	0	146
17:00	4	0	0	8	12	8	36	38	29	4	3	0	0	0	142
18:00	6	0	0	4	12	7	24	45	17	5	1	0	0	0	121
19:00	0	0	0	0	4	9	17	17	18	8	3	0	0	0	76
20:00	0	0	0	1	3	3	5	7	6	1	2	0	0	0	28
21:00	0	0	0	4	2	2	1	4	5	0	0	0	0	0	18
22:00	0	0	0	0	0	1	0	1	1	1	0	1	0	0	5
23:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Total	18	0	1	51	122	89	247	372	275	85	26	2	1	0	1289

Daily
 15th Percentile : 15 MPH
 50th Percentile : 21 MPH
 85th Percentile : 26 MPH
 95th Percentile : 28 MPH

 Mean Speed(Average) : 22 MPH
 10 MPH Pace Speed : 18-27 MPH
 Number in Pace : 924
 Percent in Pace : 71.7%
 Number of Vehicles > 20 MPH : 843
 Percent of Vehicles > 20 MPH : 65.4%

Grand Total	37	1	7	104	242	191	465	714	545	201	50	5	2	2	2566
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Overall
 15th Percentile : 14 MPH
 50th Percentile : 21 MPH
 85th Percentile : 26 MPH
 95th Percentile : 28 MPH

 Mean Speed(Average) : 22 MPH
 10 MPH Pace Speed : 19-28 MPH
 Number in Pace : 1791
 Percent in Pace : 69.8%
 Number of Vehicles > 20 MPH : 1674
 Percent of Vehicles > 20 MPH : 65.2%

Accurate Counts
978-664-2565

Location : Albany Street
Location : North of Brewery Lane
City/State: Portsmouth, NH

1083VL03

Start Time	3/9/2021 Tue	SB		Hour Totals		NB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	8			0	12				
12:15		0	12			0	5				
12:30		0	11			0	12				
12:45		0	8	0	39	0	8	0	37	0	76
01:00		0	9			0	7				
01:15		1	4			0	11				
01:30		0	5			0	11				
01:45		0	13	1	31	0	8	0	37	1	68
02:00		0	11			0	4				
02:15		0	8			0	5				
02:30		0	8			0	3				
02:45		0	8	0	35	0	9	0	21	0	56
03:00		0	17			0	9				
03:15		0	19			0	11				
03:30		0	15			0	6				
03:45		0	14	0	65	0	11	0	37	0	102
04:00		0	24			1	9				
04:15		0	12			0	11				
04:30		0	16			0	6				
04:45		0	6	0	58	0	3	1	29	1	87
05:00		0	18			0	8				
05:15		1	14			2	17				
05:30		8	12			0	10				
05:45		3	6	12	50	0	5	2	40	14	90
06:00		1	10			1	7				
06:15		2	9			4	9				
06:30		1	20			2	15				
06:45		6	8	10	47	2	13	9	44	19	91
07:00		2	1			3	5				
07:15		8	2			3	8				
07:30		6	3			4	5				
07:45		4	2	20	8	14	2	24	20	44	28
08:00		10	6			11	6				
08:15		6	2			4	5				
08:30		8	2			3	3				
08:45		9	6	33	16	5	1	23	15	56	31
09:00		7	2			4	7				
09:15		5	2			5	5				
09:30		7	0			2	4				
09:45		15	0	34	4	2	0	13	16	47	20
10:00		4	0			8	0				
10:15		8	0			8	0				
10:30		6	2			6	0				
10:45		9	0	27	2	6	0	28	0	55	2
11:00		6	2			6	0				
11:15		12	0			11	0				
11:30		4	0			3	0				
11:45		9	0	31	2	6	0	26	0	57	2
Total		168	357			126	296			294	653
Percent		32.0%	68.0%			29.9%	70.1%			31.0%	69.0%

Accurate Counts
978-664-2565

Location : Albany Street
Location : North of Brewery Lane
City/State: Portsmouth, NH

1083VL03

Start Time	3/10/2021 Wed	SB		Hour Totals		NB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	15			0	10				
12:15		0	9			0	7				
12:30		0	13			0	10				
12:45		0	7	0	44	0	8	0	35	0	79
01:00		1	11			0	10				
01:15		0	13			0	7				
01:30		1	7			0	6				
01:45		0	5	2	36	0	7	0	30	2	66
02:00		0	4			0	3				
02:15		0	14			0	12				
02:30		0	6			0	5				
02:45		0	3	0	27	0	7	0	27	0	54
03:00		0	8			0	6				
03:15		0	13			1	11				
03:30		0	16			0	5				
03:45		0	4	0	41	0	5	1	27	1	68
04:00		0	16			0	16				
04:15		0	23			1	21				
04:30		0	14			0	13				
04:45		1	14	1	67	0	12	1	62	2	129
05:00		0	14			1	10				
05:15		2	18			1	8				
05:30		9	15			0	14				
05:45		1	10	12	57	1	11	3	43	15	100
06:00		3	17			3	9				
06:15		2	15			4	5				
06:30		2	19			3	10				
06:45		4	6	11	57	4	15	14	39	25	96
07:00		3	9			3	9				
07:15		3	4			3	2				
07:30		7	6			6	4				
07:45		4	6	17	25	6	5	18	20	35	45
08:00		6	7			10	10				
08:15		5	2			5	3				
08:30		12	4			4	2				
08:45		11	3	34	16	6	0	25	15	59	31
09:00		9	2			3	1				
09:15		6	1			5	1				
09:30		8	4			3	0				
09:45		14	5	37	12	5	0	16	2	53	14
10:00		2	1			3	0				
10:15		3	1			2	0				
10:30		3	1			2	0				
10:45		6	0	14	3	3	0	10	0	24	3
11:00		4	1			6	0				
11:15		8	0			9	0				
11:30		8	0			8	0				
11:45		11	0	31	1	10	0	33	0	64	1
Total		159	386			121	300			280	686
Percent		29.2%	70.8%			28.7%	71.3%			29.0%	71.0%
Grand Total		327	743			247	596			574	1339
Percent		30.6%	69.4%			29.3%	70.7%			30.0%	70.0%

ADT

ADT 956

AADT 956

Location : Albany Street
Location : North of Brewery Lane
City/State: Portsmouth, NH

1083VL03

Start Time	3/8/2021		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	0	0	0	0	*	*	*	*	*	*	*	*	0	0
01:00	*	*	1	0	2	0	*	*	*	*	*	*	*	*	2	0
02:00	*	*	0	0	0	0	*	*	*	*	*	*	*	*	0	0
03:00	*	*	0	0	0	1	*	*	*	*	*	*	*	*	0	0
04:00	*	*	0	1	1	1	*	*	*	*	*	*	*	*	0	1
05:00	*	*	12	2	12	3	*	*	*	*	*	*	*	*	12	2
06:00	*	*	10	9	11	14	*	*	*	*	*	*	*	*	10	12
07:00	*	*	20	24	17	18	*	*	*	*	*	*	*	*	18	21
08:00	*	*	33	23	34	25	*	*	*	*	*	*	*	*	34	24
09:00	*	*	34	13	37	16	*	*	*	*	*	*	*	*	36	14
10:00	*	*	27	28	14	10	*	*	*	*	*	*	*	*	20	19
11:00	*	*	31	26	31	33	*	*	*	*	*	*	*	*	31	30
12:00 PM	*	*	39	37	44	35	*	*	*	*	*	*	*	*	42	36
01:00	*	*	31	37	36	30	*	*	*	*	*	*	*	*	34	34
02:00	*	*	35	21	27	27	*	*	*	*	*	*	*	*	31	24
03:00	*	*	65	37	41	27	*	*	*	*	*	*	*	*	53	32
04:00	*	*	58	29	67	62	*	*	*	*	*	*	*	*	62	46
05:00	*	*	50	40	57	43	*	*	*	*	*	*	*	*	54	42
06:00	*	*	47	44	57	39	*	*	*	*	*	*	*	*	52	42
07:00	*	*	8	20	25	20	*	*	*	*	*	*	*	*	16	20
08:00	*	*	16	15	16	15	*	*	*	*	*	*	*	*	16	15
09:00	*	*	4	16	12	2	*	*	*	*	*	*	*	*	8	9
10:00	*	*	2	0	3	0	*	*	*	*	*	*	*	*	2	0
11:00	*	*	2	0	1	0	*	*	*	*	*	*	*	*	2	0
Lane Day	0	0	525	422	545	421	0	0	0	0	0	0	0	0	535	423
AM Peak	-	-	09:00	10:00	09:00	11:00	-	-	-	-	-	-	-	-	09:00	11:00
Vol.	-	-	34	28	37	33	-	-	-	-	-	-	-	-	36	30
PM Peak	-	-	15:00	18:00	16:00	16:00	-	-	-	-	-	-	-	-	16:00	16:00
Vol.	-	-	65	44	67	62	-	-	-	-	-	-	-	-	62	46

Comb. Total	0	947	966	0	0	0	0	958
ADT	ADT 956	AADT 956						

Location : Albany Street
Location : North of Brewery Lane
City/State: Portsmouth, NH

1083SP03

SB

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
03/09/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	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	0
05:00	0	0	0	0	0	3	2	5	2	0	0	0	0	0	12
06:00	0	0	0	1	3	2	4	0	0	0	0	0	0	0	10
07:00	0	0	0	0	2	7	6	4	1	0	0	0	0	0	20
08:00	0	0	3	5	4	10	7	4	0	0	0	0	0	0	33
09:00	0	0	1	3	4	7	11	8	0	0	0	0	0	0	34
10:00	0	0	1	1	5	9	7	4	0	0	0	0	0	0	27
11:00	1	0	0	4	9	9	3	5	0	0	0	0	0	0	31
12 PM	2	0	1	5	6	15	6	4	0	0	0	0	0	0	39
13:00	0	0	1	5	8	6	4	5	2	0	0	0	0	0	31
14:00	0	0	1	5	8	15	3	3	0	0	0	0	0	0	35
15:00	8	0	0	6	13	18	12	4	2	1	0	0	0	1	65
16:00	2	0	3	5	10	11	21	4	1	1	0	0	0	0	58
17:00	2	0	2	3	11	14	14	4	0	0	0	0	0	0	50
18:00	0	0	1	4	8	13	17	4	0	0	0	0	0	0	47
19:00	1	0	1	1	1	3	0	1	0	0	0	0	0	0	8
20:00	1	0	0	2	1	5	3	3	1	0	0	0	0	0	16
21:00	0	0	1	0	0	2	0	1	0	0	0	0	0	0	4
22:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
23:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
Total	17	0	16	51	94	149	121	65	9	2	0	0	0	1	525

Daily
 15th Percentile : 11 MPH
 50th Percentile : 16 MPH
 85th Percentile : 20 MPH
 95th Percentile : 23 MPH
 Mean Speed(Average) : 17 MPH
 10 MPH Pace Speed : 13-22 MPH
 Number in Pace : 386
 Percent in Pace : 73.5%
 Number of Vehicles > 20 MPH : 117
 Percent of Vehicles > 20 MPH : 22.3%

Location : Albany Street
Location : North of Brewery Lane
City/State: Portsmouth, NH

1083SP03

SB

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
03/10/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	2	5	4	1	0	0	0	0	0	12
06:00	0	0	1	0	0	3	3	3	1	0	0	0	0	0	11
07:00	1	0	0	3	1	6	3	1	2	0	0	0	0	0	17
08:00	0	0	3	5	2	8	9	6	1	0	0	0	0	0	34
09:00	0	1	1	4	10	3	12	6	0	0	0	0	0	0	37
10:00	0	0	0	2	4	3	3	2	0	0	0	0	0	0	14
11:00	2	0	0	7	8	5	7	0	2	0	0	0	0	0	31
12 PM	1	0	4	4	10	11	9	5	0	0	0	0	0	0	44
13:00	1	1	2	7	6	10	8	1	0	0	0	0	0	0	36
14:00	0	0	0	3	7	9	6	1	1	0	0	0	0	0	27
15:00	6	0	1	3	9	8	8	5	1	0	0	0	0	0	41
16:00	6	0	1	3	13	20	18	5	1	0	0	0	0	0	67
17:00	7	0	1	3	9	20	14	3	0	0	0	0	0	0	57
18:00	11	0	2	4	9	17	10	4	0	0	0	0	0	0	57
19:00	5	0	0	0	5	5	8	2	0	0	0	0	0	0	25
20:00	6	0	1	0	3	0	3	2	1	0	0	0	0	0	16
21:00	11	0	0	1	0	0	0	0	0	0	0	0	0	0	12
22:00	2	0	0	0	0	0	1	0	0	0	0	0	0	0	3
23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	60	2	17	49	96	131	128	51	11	0	0	0	0	0	545

Daily
 15th Percentile : 9 MPH
 50th Percentile : 16 MPH
 85th Percentile : 20 MPH
 95th Percentile : 23 MPH

 Mean Speed(Average) : 15 MPH
 10 MPH Pace Speed : 13-22 MPH
 Number in Pace : 372
 Percent in Pace : 68.3%
 Number of Vehicles > 20 MPH : 105
 Percent of Vehicles > 20 MPH : 19.2%

Grand Total	77	2	33	100	190	280	249	116	20	2	0	0	0	1	1070
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Overall
 15th Percentile : 10 MPH
 50th Percentile : 16 MPH
 85th Percentile : 20 MPH
 95th Percentile : 23 MPH

 Mean Speed(Average) : 16 MPH
 10 MPH Pace Speed : 13-22 MPH
 Number in Pace : 758
 Percent in Pace : 70.8%
 Number of Vehicles > 20 MPH : 222
 Percent of Vehicles > 20 MPH : 20.7%

Location : Albany Street
Location : North of Brewery Lane
City/State: Portsmouth, NH

1083SP03

NB

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
03/09/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
06:00	0	0	0	2	0	1	2	3	1	0	0	0	0	0	9
07:00	0	0	2	3	2	2	8	6	1	0	0	0	0	0	24
08:00	0	0	2	0	0	6	8	5	2	0	0	0	0	0	23
09:00	0	0	1	3	0	4	3	2	0	0	0	0	0	0	13
10:00	0	0	1	4	2	9	6	4	1	1	0	0	0	0	28
11:00	0	0	0	2	8	2	9	3	2	0	0	0	0	0	26
12 PM	2	0	0	1	3	14	13	2	2	0	0	0	0	0	37
13:00	1	0	2	4	1	9	12	5	3	0	0	0	0	0	37
14:00	0	0	0	0	5	5	4	5	2	0	0	0	0	0	21
15:00	3	0	1	1	5	10	9	7	1	0	0	0	0	0	37
16:00	3	1	1	1	4	5	8	3	3	0	0	0	0	0	29
17:00	1	0	0	3	4	8	13	7	4	0	0	0	0	0	40
18:00	0	0	0	2	2	14	19	6	1	0	0	0	0	0	44
19:00	0	0	0	2	1	6	6	4	1	0	0	0	0	0	20
20:00	0	0	2	0	1	5	4	2	1	0	0	0	0	0	15
21:00	0	0	0	0	2	5	3	4	2	0	0	0	0	0	16
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	1	12	28	40	106	128	69	27	1	0	0	0	0	422

Daily
 15th Percentile : 12 MPH
 50th Percentile : 18 MPH
 85th Percentile : 22 MPH
 95th Percentile : 24 MPH
 Mean Speed(Average) : 18 MPH
 10 MPH Pace Speed : 15-24 MPH
 Number in Pace : 316
 Percent in Pace : 74.9%
 Number of Vehicles > 20 MPH : 140
 Percent of Vehicles > 20 MPH : 33.1%

Location : Albany Street
Location : North of Brewery Lane
City/State: Portsmouth, NH

1083SP03

NB

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
03/10/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:00	0	0	0	1	0	1	0	1	0	0	0	0	0	0	3
06:00	2	0	0	2	0	3	2	5	0	0	0	0	0	0	14
07:00	0	0	1	2	2	3	6	4	0	0	0	0	0	0	18
08:00	1	1	2	2	5	2	8	3	1	0	0	0	0	0	25
09:00	0	0	0	1	3	6	5	1	0	0	0	0	0	0	16
10:00	0	1	0	1	2	3	2	1	0	0	0	0	0	0	10
11:00	0	0	2	4	4	12	9	2	0	0	0	0	0	0	33
12 PM	1	0	1	5	6	11	9	2	0	0	0	0	0	0	35
13:00	1	0	2	4	4	7	7	3	1	1	0	0	0	0	30
14:00	0	1	0	5	6	6	4	4	1	0	0	0	0	0	27
15:00	3	0	0	2	5	4	6	5	1	1	0	0	0	0	27
16:00	3	0	1	4	7	18	18	6	4	1	0	0	0	0	62
17:00	6	0	0	1	0	8	12	12	3	0	1	0	0	0	43
18:00	3	0	0	1	2	6	15	7	5	0	0	0	0	0	39
19:00	1	0	0	0	0	7	5	3	2	2	0	0	0	0	20
20:00	1	0	0	0	1	4	1	5	2	0	1	0	0	0	15
21:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	3	9	35	48	101	110	65	20	5	2	0	0	0	421

Daily
 15th Percentile : 11 MPH
 50th Percentile : 17 MPH
 85th Percentile : 22 MPH
 95th Percentile : 24 MPH

 Mean Speed(Average) : 17 MPH
 10 MPH Pace Speed : 15-24 MPH
 Number in Pace : 292
 Percent in Pace : 69.4%
 Number of Vehicles > 20 MPH : 129
 Percent of Vehicles > 20 MPH : 30.6%

Grand Total	33	4	21	63	88	207	238	134	47	6	2	0	0	0	843
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Overall
 15th Percentile : 12 MPH
 50th Percentile : 18 MPH
 85th Percentile : 22 MPH
 95th Percentile : 24 MPH

 Mean Speed(Average) : 18 MPH
 10 MPH Pace Speed : 15-24 MPH
 Number in Pace : 608
 Percent in Pace : 72.1%
 Number of Vehicles > 20 MPH : 268
 Percent of Vehicles > 20 MPH : 31.8%

Accurate Counts
978-664-2565

Location : Albany Street
Location : North of Brewery Lane
City/State: Portsmouth, NH

1083SP03

SB, NB

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
03/09/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:00	0	0	0	0	0	4	3	5	2	0	0	0	0	0	14
06:00	0	0	0	3	3	3	6	3	1	0	0	0	0	0	19
07:00	0	0	2	3	4	9	14	10	2	0	0	0	0	0	44
08:00	0	0	5	5	4	16	15	9	2	0	0	0	0	0	56
09:00	0	0	2	6	4	11	14	10	0	0	0	0	0	0	47
10:00	0	0	2	5	7	18	13	8	1	1	0	0	0	0	55
11:00	1	0	0	6	17	11	12	8	2	0	0	0	0	0	57
12 PM	4	0	1	6	9	29	19	6	2	0	0	0	0	0	76
13:00	1	0	3	9	9	15	16	10	5	0	0	0	0	0	68
14:00	0	0	1	5	13	20	7	8	2	0	0	0	0	0	56
15:00	11	0	1	7	18	28	21	11	3	1	0	0	0	1	102
16:00	5	1	4	6	14	16	29	7	4	1	0	0	0	0	87
17:00	3	0	2	6	15	22	27	11	4	0	0	0	0	0	90
18:00	0	0	1	6	10	27	36	10	1	0	0	0	0	0	91
19:00	1	0	1	3	2	9	6	5	1	0	0	0	0	0	28
20:00	1	0	2	2	2	10	7	5	2	0	0	0	0	0	31
21:00	0	0	1	0	2	7	3	5	2	0	0	0	0	0	20
22:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
23:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
Total	27	1	28	79	134	255	249	134	36	3	0	0	0	1	947

Daily

15th Percentile : 12 MPH
50th Percentile : 17 MPH
85th Percentile : 21 MPH
95th Percentile : 23 MPH

Mean Speed(Average) : 17 MPH
10 MPH Pace Speed : 13-22 MPH
Number in Pace : 683
Percent in Pace : 72.1%
Number of Vehicles > 20 MPH : 257
Percent of Vehicles > 20 MPH : 27.1%

Accurate Counts
978-664-2565

Location : Albany Street
Location : North of Brewery Lane
City/State: Portsmouth, NH

1083SP03

SB, NB

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total
	3	6	9	12	15	18	21	24	27	30	33	36	39	999	
03/10/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
05:00	0	0	0	1	0	3	5	5	1	0	0	0	0	0	15
06:00	2	0	1	2	0	6	5	8	1	0	0	0	0	0	25
07:00	1	0	1	5	3	9	9	5	2	0	0	0	0	0	35
08:00	1	1	5	7	7	10	17	9	2	0	0	0	0	0	59
09:00	0	1	1	5	13	9	17	7	0	0	0	0	0	0	53
10:00	0	1	0	3	6	6	5	3	0	0	0	0	0	0	24
11:00	2	0	2	11	12	17	16	2	2	0	0	0	0	0	64
12 PM	2	0	5	9	16	22	18	7	0	0	0	0	0	0	79
13:00	2	1	4	11	10	17	15	4	1	1	0	0	0	0	66
14:00	0	1	0	8	13	15	10	5	2	0	0	0	0	0	54
15:00	9	0	1	5	14	12	14	10	2	1	0	0	0	0	68
16:00	9	0	2	7	20	38	36	11	5	1	0	0	0	0	129
17:00	13	0	1	4	9	28	26	15	3	0	1	0	0	0	100
18:00	14	0	2	5	11	23	25	11	5	0	0	0	0	0	96
19:00	6	0	0	0	5	12	13	5	2	2	0	0	0	0	45
20:00	7	0	1	0	4	4	4	7	3	0	1	0	0	0	31
21:00	12	0	0	1	0	0	1	0	0	0	0	0	0	0	14
22:00	2	0	0	0	0	0	1	0	0	0	0	0	0	0	3
23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	83	5	26	84	144	232	238	116	31	5	2	0	0	0	966

Daily
 15th Percentile : 10 MPH
 50th Percentile : 16 MPH
 85th Percentile : 21 MPH
 95th Percentile : 23 MPH

 Mean Speed(Average) : 16 MPH
 10 MPH Pace Speed : 13-22 MPH
 Number in Pace : 653
 Percent in Pace : 67.6%
 Number of Vehicles > 20 MPH : 233
 Percent of Vehicles > 20 MPH : 24.2%

Grand Total	110	6	54	163	278	487	487	250	67	8	2	0	0	1	1913
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Overall
 15th Percentile : 11 MPH
 50th Percentile : 17 MPH
 85th Percentile : 21 MPH
 95th Percentile : 23 MPH

 Mean Speed(Average) : 17 MPH
 10 MPH Pace Speed : 13-22 MPH
 Number in Pace : 1335
 Percent in Pace : 69.8%
 Number of Vehicles > 20 MPH : 490
 Percent of Vehicles > 20 MPH : 25.6%

















Appendix C

Intersection Capacity and Queue Analysis

2021 Existing Conditions AM

Lanes, Volumes, Timings
1: Brewery Ln & Jewell Ct

2021 Existing Conditions
Weekday Morning

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	23	6	7	14	7	1	22	12	6	16	1
Future Volume (vph)	5	23	6	7	14	7	1	22	12	6	16	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			321			228			635	
Travel Time (s)		6.2			7.3			5.2			14.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	23	6	7	14	7	1	22	12	6	16	1
Future Vol, veh/h	5	23	6	7	14	7	1	22	12	6	16	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	25	7	8	15	8	1	24	13	7	17	1

















Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	76	71	18	81	65	31	18	0	0	37	0	0
Stage 1	32	32	-	33	33	-	-	-	-	-	-	-
Stage 2	44	39	-	48	32	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	914	819	1061	907	826	1043	1599	-	-	1574	-	-
Stage 1	984	868	-	983	868	-	-	-	-	-	-	-
Stage 2	970	862	-	965	868	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	891	815	1061	877	822	1043	1599	-	-	1574	-	-
Mov Cap-2 Maneuver	891	815	-	877	822	-	-	-	-	-	-	-
Stage 1	983	865	-	982	867	-	-	-	-	-	-	-
Stage 2	945	861	-	928	865	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB			
HCM Control Delay, s	9.4		9.2			0.2			1.9			
HCM LOS	A		A									

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1599	-	-	861	883	1574	-	-
HCM Lane V/C Ratio	0.001	-	-	0.043	0.034	0.004	-	-
HCM Control Delay (s)	7.3	0	-	9.4	9.2	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Lanes, Volumes, Timings
2: Chevrolet Av/Lovell St & Cass St

2021 Existing Conditions
Weekday Morning

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	44	3	43	63	0	1	0	39	0	1	1
Future Volume (vph)	0	44	3	43	63	0	1	0	39	0	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		629			498			223			801	
Travel Time (s)		14.3			11.3			5.1			18.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	44	3	43	63	0	1	0	39	0	1	1
Future Vol, veh/h	0	44	3	43	63	0	1	0	39	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	48	3	47	68	0	1	0	42	0	1	1

















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	68	0	0	51	0	0	213	212	50	233	213	68
Stage 1	-	-	-	-	-	-	50	50	-	162	162	-
Stage 2	-	-	-	-	-	-	163	162	-	71	51	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1533	-	-	1555	-	-	744	685	1018	722	684	995
Stage 1	-	-	-	-	-	-	963	853	-	840	764	-
Stage 2	-	-	-	-	-	-	839	764	-	939	852	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1533	-	-	1555	-	-	725	664	1018	676	663	995
Mov Cap-2 Maneuver	-	-	-	-	-	-	725	664	-	676	663	-
Stage 1	-	-	-	-	-	-	963	853	-	840	740	-
Stage 2	-	-	-	-	-	-	811	740	-	900	852	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			3			8.7			9.5		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1008	1533	-	-	1555	-	-	796
HCM Lane V/C Ratio	0.043	-	-	-	0.03	-	-	0.003
HCM Control Delay (s)	8.7	0	-	-	7.4	0	-	9.5
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0

Lanes, Volumes, Timings
 3: Islington St & Driveway/S. Albany St

2021 Existing Conditions
 Weekday Morning

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	6	24	0	15	6	254	24	17	370	3
Future Volume (vph)	5	0	6	24	0	15	6	254	24	17	370	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		320			523			332			465	
Travel Time (s)		7.3			11.9			7.5			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	5	0	6	24	0	15	6	254	24	17	370	3
Future Vol, veh/h	5	0	6	24	0	15	6	254	24	17	370	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	7	26	0	16	7	276	26	18	402	3

















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	751	756	404	746	744	289	405	0	0	302	0	0
Stage 1	440	440	-	303	303	-	-	-	-	-	-	-
Stage 2	311	316	-	443	441	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	327	337	647	330	343	750	1154	-	-	1259	-	-
Stage 1	596	578	-	706	664	-	-	-	-	-	-	-
Stage 2	699	655	-	594	577	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	314	329	647	320	334	750	1154	-	-	1259	-	-
Mov Cap-2 Maneuver	314	329	-	320	334	-	-	-	-	-	-	-
Stage 1	592	568	-	701	659	-	-	-	-	-	-	-
Stage 2	679	650	-	577	567	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.5		14.8		0.2		0.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1154	-	-	437	411	1259	-	-
HCM Lane V/C Ratio	0.006	-	-	0.027	0.103	0.015	-	-
HCM Control Delay (s)	8.1	0	-	13.5	14.8	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-

Lanes, Volumes, Timings
 4: Brewery Ln/State St & Cass St

2021 Existing Conditions
 Weekday Morning

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	18	3	18	44	2	8	23	13	12	9	16
Future Volume (vph)	3	18	3	18	44	2	8	23	13	12	9	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		255			629			206			659	
Travel Time (s)		5.8			14.3			4.7			15.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection

















Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	3	18	3	18	44	2	8	23	13	12	9	16
Future Vol, veh/h	3	18	3	18	44	2	8	23	13	12	9	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	20	3	20	48	2	9	25	14	13	10	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	7.3			7.5			7.3			7.2		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	12%	28%	32%
Vol Thru, %	52%	75%	69%	24%
Vol Right, %	30%	12%	3%	43%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	44	24	64	37
LT Vol	8	3	18	12
Through Vol	23	18	44	9
RT Vol	13	3	2	16
Lane Flow Rate	48	26	70	40
Geometry Grp	1	1	1	1
Degree of Util (X)	0.053	0.03	0.08	0.044
Departure Headway (Hd)	3.99	4.092	4.145	3.942
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	891	869	861	900
Service Time	2.046	2.143	2.186	2
HCM Lane V/C Ratio	0.054	0.03	0.081	0.044
HCM Control Delay	7.3	7.3	7.5	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.3	0.1

Lanes, Volumes, Timings
 5: S. Albany St/Albany St & Brewery Ln

2021 Existing Conditions
 Weekday Morning

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	9	9	3	16	9	7	29	3	2	18	13
Future Volume (vph)	10	9	9	3	16	9	7	29	3	2	18	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		523			635			635			206	
Travel Time (s)		11.9			14.4			14.4			4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection










Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	10	9	9	3	16	9	7	29	3	2	18	13
Future Vol, veh/h	10	9	9	3	16	9	7	29	3	2	18	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	10	10	3	17	10	8	32	3	2	20	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	7.1			7.1			7.3			7		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	36%	11%	6%
Vol Thru, %	74%	32%	57%	55%
Vol Right, %	8%	32%	32%	39%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	39	28	28	33
LT Vol	7	10	3	2
Through Vol	29	9	16	18
RT Vol	3	9	9	13
Lane Flow Rate	42	30	30	36
Geometry Grp	1	1	1	1
Degree of Util (X)	0.048	0.034	0.033	0.038
Departure Headway (Hd)	4.057	3.972	3.922	3.847
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	881	899	910	928
Service Time	2.087	2.008	1.959	1.881
HCM Lane V/C Ratio	0.048	0.033	0.033	0.039
HCM Control Delay	7.3	7.1	7.1	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1	0.1

Lanes, Volumes, Timings
6: Chevrolet Av & Albany St

2021 Existing Conditions
Weekday Morning

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	0	1	31	39	6
Future Volume (vph)	6	0	1	31	39	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	635			310	223	
Travel Time (s)	14.4			7.0	5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	0	1	31	39	6
Future Vol, veh/h	6	0	1	31	39	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	0	1	34	42	7

















Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	82	46	49	0	0
Stage 1	46	-	-	-	-
Stage 2	36	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	920	1023	1558	-	-
Stage 1	976	-	-	-	-
Stage 2	986	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	919	1023	1558	-	-
Mov Cap-2 Maneuver	919	-	-	-	-
Stage 1	975	-	-	-	-
Stage 2	986	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1558	-	919	-	-
HCM Lane V/C Ratio	0.001	-	0.007	-	-
HCM Control Delay (s)	7.3	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
 7: Plaza 800/Brewery Ln & Chevrolet Av

2021 Existing Conditions
 Weekday Morning

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	26	2	0	18	3	5	13	2	8	3	15
Future Volume (vph)	18	26	2	0	18	3	5	13	2	8	3	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			300			845			228	
Travel Time (s)		7.9			6.8			19.2			5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection

Intersection Delay, s/veh	7.2
Intersection LOS	A

















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	26	2	0	18	3	5	13	2	8	3	15
Future Vol, veh/h	18	26	2	0	18	3	5	13	2	8	3	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	28	2	0	20	3	5	14	2	9	3	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	7.4			7.1			7.2			6.9		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	39%	0%	31%
Vol Thru, %	65%	57%	86%	12%
Vol Right, %	10%	4%	14%	58%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	46	21	26
LT Vol	5	18	0	8
Through Vol	13	26	18	3
RT Vol	2	2	3	15
Lane Flow Rate	22	50	23	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.025	0.057	0.025	0.03
Departure Headway (Hd)	4.07	4.089	3.972	3.79
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	876	875	899	940
Service Time	2.11	2.115	2.004	1.83
HCM Lane V/C Ratio	0.025	0.057	0.026	0.03
HCM Control Delay	7.2	7.4	7.1	6.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1	0.1

2021 Existing Conditions PM

Lanes, Volumes, Timings
1: Brewery Ln & Jewell Ct

2021 Existing Conditions
Weekday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	24	13	14	23	7	10	100	6	13	63	8
Future Volume (vph)	22	24	13	14	23	7	10	100	6	13	63	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			321			228			635	
Travel Time (s)		6.2			7.3			5.2			14.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	22	24	13	14	23	7	10	100	6	13	63	8
Future Vol, veh/h	22	24	13	14	23	7	10	100	6	13	63	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	26	14	15	25	8	11	109	7	14	68	9

















Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	252	239	73	256	240	113	77	0	0	116	0	0
Stage 1	101	101	-	135	135	-	-	-	-	-	-	-
Stage 2	151	138	-	121	105	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	701	662	989	697	661	940	1522	-	-	1473	-	-
Stage 1	905	811	-	868	785	-	-	-	-	-	-	-
Stage 2	851	782	-	883	808	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	666	650	989	657	649	940	1522	-	-	1473	-	-
Mov Cap-2 Maneuver	666	650	-	657	649	-	-	-	-	-	-	-
Stage 1	898	803	-	861	779	-	-	-	-	-	-	-
Stage 2	810	776	-	834	800	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB			
HCM Control Delay, s	10.6		10.7			0.6		1.2			
HCM LOS	B		B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1522	-	-	710	685	1473	-	-
HCM Lane V/C Ratio	0.007	-	-	0.09	0.07	0.01	-	-
HCM Control Delay (s)	7.4	0	-	10.6	10.7	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.2	0	-	-

Lanes, Volumes, Timings
2: Chevrolet Av/Lovell St & Cass St

2021 Existing Conditions
Weekday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	79	5	79	59	2	5	6	107	2	2	1
Future Volume (vph)	6	79	5	79	59	2	5	6	107	2	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		629			498			223			801	
Travel Time (s)		14.3			11.3			5.1			18.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	6	79	5	79	59	2	5	6	107	2	2	1
Future Vol, veh/h	6	79	5	79	59	2	5	6	107	2	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	86	5	86	64	2	5	7	116	2	2	1

















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	66	0	0	91	0	0	342	341	89	401	342	65
Stage 1	-	-	-	-	-	-	103	103	-	237	237	-
Stage 2	-	-	-	-	-	-	239	238	-	164	105	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1536	-	-	1504	-	-	612	581	969	560	580	999
Stage 1	-	-	-	-	-	-	903	810	-	766	709	-
Stage 2	-	-	-	-	-	-	764	708	-	838	808	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1536	-	-	1504	-	-	580	544	969	465	543	999
Mov Cap-2 Maneuver	-	-	-	-	-	-	580	544	-	465	543	-
Stage 1	-	-	-	-	-	-	898	806	-	762	667	-
Stage 2	-	-	-	-	-	-	716	666	-	728	804	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			4.3			9.6			11.5		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	907	1536	-	-	1504	-	-	556
HCM Lane V/C Ratio	0.141	0.004	-	-	0.057	-	-	0.01
HCM Control Delay (s)	9.6	7.4	0	-	7.5	0	-	11.5
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0.2	-	-	0

Lanes, Volumes, Timings
 3: Islington St & Driveway/S. Albany St

2021 Existing Conditions
 Weekday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	1	41	0	20	0	391	28	24	435	1
Future Volume (vph)	1	0	1	41	0	20	0	391	28	24	435	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		320			523			332			465	
Travel Time (s)		7.3			11.9			7.5			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection

Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	1	0	1	41	0	20	0	391	28	24	435	1
Future Vol, veh/h	1	0	1	41	0	20	0	391	28	24	435	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	45	0	22	0	425	30	26	473	1

















Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	977	981	474	966	966	440	474	0	0	455	0	0
Stage 1	526	526	-	440	440	-	-	-	-	-	-	-
Stage 2	451	455	-	526	526	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	230	249	590	234	255	617	1088	-	-	1106	-	-
Stage 1	535	529	-	596	578	-	-	-	-	-	-	-
Stage 2	588	569	-	535	529	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	216	241	590	228	247	617	1088	-	-	1106	-	-
Mov Cap-2 Maneuver	216	241	-	228	247	-	-	-	-	-	-	-
Stage 1	535	512	-	596	578	-	-	-	-	-	-	-
Stage 2	567	569	-	517	512	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB			
HCM Control Delay, s	16.5		21.3			0		0.4			
HCM LOS	C		C								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1088	-	-	316	287	1106	-	-
HCM Lane V/C Ratio	-	-	-	0.007	0.231	0.024	-	-
HCM Control Delay (s)	0	-	-	16.5	21.3	8.3	0	-
HCM Lane LOS	A	-	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.9	0.1	-	-

Lanes, Volumes, Timings
 4: Brewery Ln/State St & Cass St

2021 Existing Conditions
 Weekday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	40	5	20	36	10	18	75	44	5	43	12
Future Volume (vph)	7	40	5	20	36	10	18	75	44	5	43	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		255			629			206			659	
Travel Time (s)		5.8			14.3			4.7			15.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection

















Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	7	40	5	20	36	10	18	75	44	5	43	12
Future Vol, veh/h	7	40	5	20	36	10	18	75	44	5	43	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	43	5	22	39	11	20	82	48	5	47	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	7.8			7.9			8			7.7		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	13%	30%	8%
Vol Thru, %	55%	77%	55%	72%
Vol Right, %	32%	10%	15%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	137	52	66	60
LT Vol	18	7	20	5
Through Vol	75	40	36	43
RT Vol	44	5	10	12
Lane Flow Rate	149	57	72	65
Geometry Grp	1	1	1	1
Degree of Util (X)	0.171	0.07	0.088	0.078
Departure Headway (Hd)	4.143	4.453	4.436	4.279
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	871	807	810	840
Service Time	2.143	2.466	2.449	2.291
HCM Lane V/C Ratio	0.171	0.071	0.089	0.077
HCM Control Delay	8	7.8	7.9	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.2	0.3	0.3

Lanes, Volumes, Timings
 5: S. Albany St/Albany St & Brewery Ln

2021 Existing Conditions
 Weekday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	31	18	8	23	7	16	123	6	9	60	3
Future Volume (vph)	8	31	18	8	23	7	16	123	6	9	60	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		523			635			635			206	
Travel Time (s)		11.9			14.4			14.4			4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection










Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	8	31	18	8	23	7	16	123	6	9	60	3
Future Vol, veh/h	8	31	18	8	23	7	16	123	6	9	60	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	34	20	9	25	8	17	134	7	10	65	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	7.7			7.7			8.2			7.8		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	14%	21%	12%
Vol Thru, %	85%	54%	61%	83%
Vol Right, %	4%	32%	18%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	145	57	38	72
LT Vol	16	8	8	9
Through Vol	123	31	23	60
RT Vol	6	18	7	3
Lane Flow Rate	158	62	41	78
Geometry Grp	1	1	1	1
Degree of Util (X)	0.183	0.075	0.051	0.094
Departure Headway (Hd)	4.171	4.348	4.462	4.342
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	848	828	806	830
Service Time	2.259	2.352	2.469	2.342
HCM Lane V/C Ratio	0.186	0.075	0.051	0.094
HCM Control Delay	8.2	7.7	7.7	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.2	0.2	0.3

Lanes, Volumes, Timings
6: Chevrolet Av & Albany St

2021 Existing Conditions
Weekday Evening

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	8	3	2	105	76	10
Future Volume (vph)	8	3	2	105	76	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	635			408	223	
Travel Time (s)	14.4			9.3	5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations						
Traffic Vol, veh/h	8	3	2	105	76	10
Future Vol, veh/h	8	3	2	105	76	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	3	2	114	83	11

Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	207	89	94	0	-	0
Stage 1	89	-	-	-	-	-
Stage 2	118	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	781	969	1500	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	907	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	780	969	1500	-	-	-
Mov Cap-2 Maneuver	780	-	-	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	907	-	-	-	-	-

Approach	EB	NB	SB
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














HCM Control Delay, s	9.4	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
-----------------------	-----	-----	-------	-----	-----

Capacity (veh/h)	1500	-	824	-	-
HCM Lane V/C Ratio	0.001	-	0.015	-	-
HCM Control Delay (s)	7.4	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
7: Plaza 800/Brewery Ln & Chevrolet Av

2021 Existing Conditions
Weekday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	62	7	6	83	33	15	30	5	9	22	53
Future Volume (vph)	45	62	7	6	83	33	15	30	5	9	22	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			300			845			228	
Travel Time (s)		7.9			6.8			19.2			5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Intersection Delay, s/veh	8
Intersection LOS	A

















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	45	62	7	6	83	33	15	30	5	9	22	53
Future Vol, veh/h	45	62	7	6	83	33	15	30	5	9	22	53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	67	8	7	90	36	16	33	5	10	24	58
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	8.3			8			8			7.7		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	39%	5%	11%
Vol Thru, %	60%	54%	68%	26%
Vol Right, %	10%	6%	27%	63%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	114	122	84
LT Vol	15	45	6	9
Through Vol	30	62	83	22
RT Vol	5	7	33	53
Lane Flow Rate	54	124	133	91
Geometry Grp	1	1	1	1
Degree of Util (X)	0.07	0.153	0.156	0.107
Departure Headway (Hd)	4.61	4.444	4.246	4.215
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	778	809	846	852
Service Time	2.629	2.461	2.263	2.233
HCM Lane V/C Ratio	0.069	0.153	0.157	0.107
HCM Control Delay	8	8.3	8	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.5	0.6	0.4

2031 Existing Conditions AM

Lanes, Volumes, Timings
1: Brewery Ln & Jewell Ct

2031 Existing Conditions
Weekday Morning

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	24	6	7	15	7	1	23	13	6	17	1
Future Volume (vph)	5	24	6	7	15	7	1	23	13	6	17	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			321			228			635	
Travel Time (s)		6.2			7.3			5.2			14.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	5	24	6	7	15	7	1	23	13	6	17	1
Future Vol, veh/h	5	24	6	7	15	7	1	23	13	6	17	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	26	7	8	16	8	1	25	14	7	18	1

















Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	79	74	19	83	67	32	19	0	0	39	0	0
Stage 1	33	33	-	34	34	-	-	-	-	-	-	-
Stage 2	46	41	-	49	33	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	910	816	1059	904	824	1042	1597	-	-	1571	-	-
Stage 1	983	868	-	982	867	-	-	-	-	-	-	-
Stage 2	968	861	-	964	868	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	885	811	1059	872	819	1042	1597	-	-	1571	-	-
Mov Cap-2 Maneuver	885	811	-	872	819	-	-	-	-	-	-	-
Stage 1	982	864	-	981	866	-	-	-	-	-	-	-
Stage 2	942	860	-	924	864	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	9.4		9.3			0.2			1.8		
HCM LOS	A		A								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1597	-	-	856	877	1571	-	-
HCM Lane V/C Ratio	0.001	-	-	0.044	0.036	0.004	-	-
HCM Control Delay (s)	7.3	0	-	9.4	9.3	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Lanes, Volumes, Timings
2: Chevrolet Av/Lovell St & Cass St

2031 Existing Conditions
Weekday Morning

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	46	3	45	66	0	1	0	41	0	1	1
Future Volume (vph)	0	46	3	45	66	0	1	0	41	0	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		629			498			223			801	
Travel Time (s)		14.3			11.3			5.1			18.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	46	3	45	66	0	1	0	41	0	1	1
Future Vol, veh/h	0	46	3	45	66	0	1	0	41	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	50	3	49	72	0	1	0	45	0	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	72	0	0	53	0	0	223	222	52	244	223	72
Stage 1	-	-	-	-	-	-	52	52	-	170	170	-
Stage 2	-	-	-	-	-	-	171	170	-	74	53	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1528	-	-	1553	-	-	733	677	1016	710	676	990
Stage 1	-	-	-	-	-	-	961	852	-	832	758	-
Stage 2	-	-	-	-	-	-	831	758	-	935	851	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1528	-	-	1553	-	-	713	655	1016	662	654	990
Mov Cap-2 Maneuver	-	-	-	-	-	-	713	655	-	662	654	-
Stage 1	-	-	-	-	-	-	961	852	-	832	733	-
Stage 2	-	-	-	-	-	-	802	733	-	894	851	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			3			8.7			9.6		
HCM LOS							A			A		

















Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1006	1528	-	-	1553	-	-	788
HCM Lane V/C Ratio	0.045	-	-	-	0.031	-	-	0.003
HCM Control Delay (s)	8.7	0	-	-	7.4	0	-	9.6
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0

Lanes, Volumes, Timings

2031 Existing Conditions

3: Islington St/Islington Street & Driveway/S. Albany Street

Weekday Morning

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	6	25	0	16	6	267	25	18	389	3
Future Volume (vph)	5	0	6	25	0	16	6	267	25	18	389	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		320			523			332			465	
Travel Time (s)		7.3			11.9			7.5			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

HCM 6th TWSC
 3: Islington St/Islington Street & Driveway/S. Albany Street

2031 Existing Conditions
 Weekday Morning

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	5	0	6	25	0	16	6	267	25	18	389	3
Future Vol, veh/h	5	0	6	25	0	16	6	267	25	18	389	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	7	27	0	17	7	290	27	20	423	3

















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	791	796	425	786	784	304	426	0	0	317	0	0
Stage 1	465	465	-	318	318	-	-	-	-	-	-	-
Stage 2	326	331	-	468	466	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	307	320	629	310	325	736	1133	-	-	1243	-	-
Stage 1	578	563	-	693	654	-	-	-	-	-	-	-
Stage 2	687	645	-	575	562	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	293	311	629	300	316	736	1133	-	-	1243	-	-
Mov Cap-2 Maneuver	293	311	-	300	316	-	-	-	-	-	-	-
Stage 1	573	551	-	687	649	-	-	-	-	-	-	-
Stage 2	665	640	-	557	550	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14	15.4	0.2	0.3
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1133	-	-	413	390	1243	-
HCM Lane V/C Ratio	0.006	-	-	0.029	0.114	0.016	-
HCM Control Delay (s)	8.2	0	-	14	15.4	7.9	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-

Lanes, Volumes, Timings
 4: Brewery Ln/State St & Cass St

2031 Existing Conditions
 Weekday Morning

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	19	3	19	46	2	8	24	14	13	9	17
Future Volume (vph)	3	19	3	19	46	2	8	24	14	13	9	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		255			629			206			659	
Travel Time (s)		5.8			14.3			4.7			15.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection

Intersection Delay, s/veh	7.4
Intersection LOS	A

















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	19	3	19	46	2	8	24	14	13	9	17
Future Vol, veh/h	3	19	3	19	46	2	8	24	14	13	9	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	21	3	21	50	2	9	26	15	14	10	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.6	7.3	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	12%	28%	33%
Vol Thru, %	52%	76%	69%	23%
Vol Right, %	30%	12%	3%	44%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	46	25	67	39
LT Vol	8	3	19	13
Through Vol	24	19	46	9
RT Vol	14	3	2	17
Lane Flow Rate	50	27	73	42
Geometry Grp	1	1	1	1
Degree of Util (X)	0.055	0.031	0.084	0.047
Departure Headway (Hd)	3.992	4.102	4.153	3.951
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	890	866	859	898
Service Time	2.051	2.158	2.198	2.011
HCM Lane V/C Ratio	0.056	0.031	0.085	0.047
HCM Control Delay	7.3	7.3	7.6	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.3	0.1

Lanes, Volumes, Timings
 5: S. Albany Street/Albany St & Brewery Ln

2031 Existing Conditions
 Weekday Morning

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	9	9	3	17	9	7	30	3	2	19	14
Future Volume (vph)	11	9	9	3	17	9	7	30	3	2	19	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		523			635			635			206	
Travel Time (s)		11.9			14.4			14.4			4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection










Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	11	9	9	3	17	9	7	30	3	2	19	14
Future Vol, veh/h	11	9	9	3	17	9	7	30	3	2	19	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	10	10	3	18	10	8	33	3	2	21	15
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	7.2			7.1			7.3			7		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	38%	10%	6%
Vol Thru, %	75%	31%	59%	54%
Vol Right, %	7%	31%	31%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	40	29	29	35
LT Vol	7	11	3	2
Through Vol	30	9	17	19
RT Vol	3	9	9	14
Lane Flow Rate	43	32	32	38
Geometry Grp	1	1	1	1
Degree of Util (X)	0.049	0.035	0.034	0.041
Departure Headway (Hd)	4.062	3.99	3.935	3.848
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	880	894	906	928
Service Time	2.094	2.028	1.974	1.882
HCM Lane V/C Ratio	0.049	0.036	0.035	0.041
HCM Control Delay	7.3	7.2	7.1	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1	0.1

Lanes, Volumes, Timings
6: Chevrolet Av & Albany St

2031 Existing Conditions
Weekday Morning

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	0	1	33	41	6
Future Volume (vph)	6	0	1	33	41	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	635			408	223	
Travel Time (s)	14.4			9.3	5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations						
Traffic Vol, veh/h	6	0	1	33	41	6
Future Vol, veh/h	6	0	1	33	41	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	0	1	36	45	7

Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	87	49	52	0	-	0
Stage 1	49	-	-	-	-	-
Stage 2	38	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	914	1020	1554	-	-	-
Stage 1	973	-	-	-	-	-
Stage 2	984	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	913	1020	1554	-	-	-
Mov Cap-2 Maneuver	913	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	984	-	-	-	-	-

Approach	EB	NB	SB
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














HCM Control Delay, s	9	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
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Capacity (veh/h)	1554	-	913	-	-
HCM Lane V/C Ratio	0.001	-	0.007	-	-
HCM Control Delay (s)	7.3	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
 7: Plaza 800/Brewery Ln & Chevrolet Av

2031 Existing Conditions
 Weekday Morning

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	27	2	0	19	3	5	14	2	8	3	16
Future Volume (vph)	19	27	2	0	19	3	5	14	2	8	3	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			300			845			228	
Travel Time (s)		7.9			6.8			19.2			5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection

Intersection Delay, s/veh	7.2
Intersection LOS	A

















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	27	2	0	19	3	5	14	2	8	3	16
Future Vol, veh/h	19	27	2	0	19	3	5	14	2	8	3	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	29	2	0	21	3	5	15	2	9	3	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	7.4			7.1			7.2			6.9		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	24%	40%	0%	30%
Vol Thru, %	67%	56%	86%	11%
Vol Right, %	10%	4%	14%	59%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	48	22	27
LT Vol	5	19	0	8
Through Vol	14	27	19	3
RT Vol	2	2	3	16
Lane Flow Rate	23	52	24	29
Geometry Grp	1	1	1	1
Degree of Util (X)	0.026	0.059	0.026	0.031
Departure Headway (Hd)	4.078	4.096	3.981	3.785
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	875	874	897	941
Service Time	2.117	2.122	2.014	1.825
HCM Lane V/C Ratio	0.026	0.059	0.027	0.031
HCM Control Delay	7.2	7.4	7.1	6.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1	0.1

2031 Existing Conditions PM

Lanes, Volumes, Timings
1: Brewery Ln & Jewell Ct

2031 Existing Conditions
Weekday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	25	14	15	24	7	11	105	6	14	66	8
Future Volume (vph)	23	25	14	15	24	7	11	105	6	14	66	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			321			228			635	
Travel Time (s)		6.2			7.3			5.2			14.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	25	14	15	24	7	11	105	6	14	66	8
Future Vol, veh/h	23	25	14	15	24	7	11	105	6	14	66	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	27	15	16	26	8	12	114	7	15	72	9

















Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	266	252	77	270	253	118	81	0	0	121	0	0
Stage 1	107	107	-	142	142	-	-	-	-	-	-	-
Stage 2	159	145	-	128	111	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	687	651	984	683	650	934	1517	-	-	1467	-	-
Stage 1	898	807	-	861	779	-	-	-	-	-	-	-
Stage 2	843	777	-	876	804	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	651	639	984	641	638	934	1517	-	-	1467	-	-
Mov Cap-2 Maneuver	651	639	-	641	638	-	-	-	-	-	-	-
Stage 1	891	798	-	854	773	-	-	-	-	-	-	-
Stage 2	801	771	-	824	795	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB			
HCM Control Delay, s	10.7		10.8			0.7		1.2			
HCM LOS	B		B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1517	-	-	699	671	1467	-	-
HCM Lane V/C Ratio	0.008	-	-	0.096	0.075	0.01	-	-
HCM Control Delay (s)	7.4	0	-	10.7	10.8	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.2	0	-	-

Lanes, Volumes, Timings
2: Chevrolet Av/Lovell St & Cass St

2031 Existing Conditions
Weekday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	83	5	83	62	2	5	6	112	2	2	21
Future Volume (vph)	6	83	5	83	62	2	5	6	112	2	2	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		629			498			223			801	
Travel Time (s)		14.3			11.3			5.1			18.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	83	5	83	62	2	5	6	112	2	2	21
Future Vol, veh/h	6	83	5	83	62	2	5	6	112	2	2	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	90	5	90	67	2	5	7	122	2	2	23

















Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	69	0	0	95	0	0	368	356	93	419	357	68
Stage 1	-	-	-	-	-	-	107	107	-	248	248	-
Stage 2	-	-	-	-	-	-	261	249	-	171	109	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1532	-	-	1499	-	-	588	570	964	544	569	995
Stage 1	-	-	-	-	-	-	898	807	-	756	701	-
Stage 2	-	-	-	-	-	-	744	701	-	831	805	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1532	-	-	1499	-	-	543	532	964	447	531	995
Mov Cap-2 Maneuver	-	-	-	-	-	-	543	532	-	447	531	-
Stage 1	-	-	-	-	-	-	894	803	-	752	658	-
Stage 2	-	-	-	-	-	-	680	658	-	717	801	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	4.3	9.7	9.4
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	900	1532	-	-	1499	-	-	852
HCM Lane V/C Ratio	0.149	0.004	-	-	0.06	-	-	0.032
HCM Control Delay (s)	9.7	7.4	0	-	7.6	0	-	9.4
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0.2	-	-	0.1

Lanes, Volumes, Timings
 3: Islington St & Driveway/S. Albany Street

2031 Existing Conditions
 Weekday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	1	43	0	21	0	411	29	25	457	1
Future Volume (vph)	1	0	1	43	0	21	0	411	29	25	457	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		320			523			332			465	
Travel Time (s)		7.3			11.9			7.5			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

HCM 6th TWSC
3: Islington St & Driveway/S. Albany Street

2031 Existing Conditions
Weekday Evening

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	1	0	1	43	0	21	0	411	29	25	457	1
Future Vol, veh/h	1	0	1	43	0	21	0	411	29	25	457	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	47	0	23	0	447	32	27	497	1

















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1027	1031	498	1015	1015	463	498	0	0	479	0	0
Stage 1	552	552	-	463	463	-	-	-	-	-	-	-
Stage 2	475	479	-	552	552	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	213	233	572	217	238	599	1066	-	-	1083	-	-
Stage 1	518	515	-	579	564	-	-	-	-	-	-	-
Stage 2	570	555	-	518	515	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	200	225	572	211	230	599	1066	-	-	1083	-	-
Mov Cap-2 Maneuver	200	225	-	211	230	-	-	-	-	-	-	-
Stage 1	518	497	-	579	564	-	-	-	-	-	-	-
Stage 2	548	555	-	499	497	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	17.3		23.1		0		0.4	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1066	-	-	296	268	1083	-	-
HCM Lane V/C Ratio	-	-	-	0.007	0.26	0.025	-	-
HCM Control Delay (s)	0	-	-	17.3	23.1	8.4	0	-
HCM Lane LOS	A	-	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1	0.1	-	-

Lanes, Volumes, Timings
4: Brewery Ln/State St & Cass St

2031 Existing Conditions
Weekday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	42	5	21	38	11	19	79	46	5	45	43
Future Volume (vph)	7	42	5	21	38	11	19	79	46	5	45	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		255			629			206			659	
Travel Time (s)		5.8			14.3			4.7			15.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Intersection Delay, s/veh	7.9
Intersection LOS	A

















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	7	42	5	21	38	11	19	79	46	5	45	43
Future Vol, veh/h	7	42	5	21	38	11	19	79	46	5	45	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	46	5	23	41	12	21	86	50	5	49	47
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	8	8.1	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	13%	30%	5%
Vol Thru, %	55%	78%	54%	48%
Vol Right, %	32%	9%	16%	46%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	144	54	70	93
LT Vol	19	7	21	5
Through Vol	79	42	38	45
RT Vol	46	5	11	43
Lane Flow Rate	157	59	76	101
Geometry Grp	1	1	1	1
Degree of Util (X)	0.182	0.074	0.096	0.116
Departure Headway (Hd)	4.19	4.55	4.525	4.146
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	859	789	794	866
Service Time	2.202	2.568	2.542	2.161
HCM Lane V/C Ratio	0.183	0.075	0.096	0.117
HCM Control Delay	8.1	7.9	8	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.2	0.3	0.4

Lanes, Volumes, Timings
 5: S. Albany Street/Albany St & Brewery Ln

2031 Existing Conditions
 Weekday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	33	19	8	24	7	17	129	6	9	63	3
Future Volume (vph)	8	33	19	8	24	7	17	129	6	9	63	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		523			635			635			206	
Travel Time (s)		11.9			14.4			14.4			4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection

Intersection Delay, s/veh	8
Intersection LOS	A










Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	33	19	8	24	7	17	129	6	9	63	3
Future Vol, veh/h	8	33	19	8	24	7	17	129	6	9	63	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	36	21	9	26	8	18	140	7	10	68	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	7.8	8.3	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	13%	21%	12%
Vol Thru, %	85%	55%	62%	84%
Vol Right, %	4%	32%	18%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	152	60	39	75
LT Vol	17	8	8	9
Through Vol	129	33	24	63
RT Vol	6	19	7	3
Lane Flow Rate	165	65	42	82
Geometry Grp	1	1	1	1
Degree of Util (X)	0.192	0.079	0.053	0.099
Departure Headway (Hd)	4.182	4.371	4.494	4.354
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	844	823	800	827
Service Time	2.277	2.379	2.502	2.362
HCM Lane V/C Ratio	0.195	0.079	0.052	0.099
HCM Control Delay	8.3	7.8	7.8	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.3	0.2	0.3

Lanes, Volumes, Timings
6: Chevrolet Av & Albany St

2031 Existing Conditions
Weekday Evening

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	8	3	2	110	80	11
Future Volume (vph)	8	3	2	110	80	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	635			408	223	
Travel Time (s)	14.4			9.3	5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	3	2	110	80	11
Future Vol, veh/h	8	3	2	110	80	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	3	2	120	87	12

















Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	217	93	99	0	-	0
Stage 1	93	-	-	-	-	-
Stage 2	124	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	771	964	1494	-	-	-
Stage 1	931	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	770	964	1494	-	-	-
Mov Cap-2 Maneuver	770	-	-	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	902	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1494	-	815	-	-
HCM Lane V/C Ratio	0.001	-	0.015	-	-
HCM Control Delay (s)	7.4	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
 7: Plaza 800/Brewery Ln & Chevrolet Av

2031 Existing Conditions
 Weekday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	65	7	6	87	35	16	32	5	9	23	56
Future Volume (vph)	47	65	7	6	87	35	16	32	5	9	23	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			300			845			228	
Travel Time (s)		7.9			6.8			19.2			5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection

Intersection Delay, s/veh	8.1
Intersection LOS	A

















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	47	65	7	6	87	35	16	32	5	9	23	56
Future Vol, veh/h	47	65	7	6	87	35	16	32	5	9	23	56
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	71	8	7	95	38	17	35	5	10	25	61
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	8.4			8.1			8			7.8		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	39%	5%	10%
Vol Thru, %	60%	55%	68%	26%
Vol Right, %	9%	6%	27%	64%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	53	119	128	88
LT Vol	16	47	6	9
Through Vol	32	65	87	23
RT Vol	5	7	35	56
Lane Flow Rate	58	129	139	96
Geometry Grp	1	1	1	1
Degree of Util (X)	0.074	0.161	0.165	0.113
Departure Headway (Hd)	4.648	4.472	4.269	4.244
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	771	803	842	846
Service Time	2.672	2.491	2.288	2.265
HCM Lane V/C Ratio	0.075	0.161	0.165	0.113
HCM Control Delay	8	8.4	8.1	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.6	0.6	0.4

2031 Existing Conditions AM - All Way Stop

Lanes, Volumes, Timings
1: Brewery Ln & Jewell Ct

2031 Existing Conditions_All-Way Stop
Weekday Morning

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	24	6	7	15	7	1	23	13	6	17	1
Future Volume (vph)	5	24	6	7	15	7	1	23	13	6	17	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			321			228			635	
Travel Time (s)		6.2			7.3			5.2			14.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Intersection Delay, s/veh	7.2
Intersection LOS	A

















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	5	24	6	7	15	7	1	23	13	6	17	1
Future Vol, veh/h	5	24	6	7	15	7	1	23	13	6	17	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	26	7	8	16	8	1	25	14	7	18	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.2	7.1	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	14%	24%	25%
Vol Thru, %	62%	69%	52%	71%
Vol Right, %	35%	17%	24%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	37	35	29	24
LT Vol	1	5	7	6
Through Vol	23	24	15	17
RT Vol	13	6	7	1
Lane Flow Rate	40	38	32	26
Geometry Grp	1	1	1	1
Degree of Util (X)	0.043	0.042	0.035	0.03
Departure Headway (Hd)	3.869	3.999	3.982	4.111
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	923	893	897	869
Service Time	1.904	2.032	2.016	2.146
HCM Lane V/C Ratio	0.043	0.043	0.036	0.03
HCM Control Delay	7.1	7.2	7.2	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.1

Lanes, Volumes, Timings
 2: Chevrolet Av/Lovell St & Cass St

2031 Existing Conditions_All-Way Stop
 Weekday Morning

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	46	3	45	66	0	1	0	41	0	1	1
Future Volume (vph)	0	46	3	45	66	0	1	0	41	0	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		629			498			223			801	
Travel Time (s)		14.3			11.3			5.1			18.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection

Intersection Delay, s/veh 7.5
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	46	3	45	66	0	1	0	41	0	1	1
Future Vol, veh/h	0	46	3	45	66	0	1	0	41	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	50	3	49	72	0	1	0	45	0	1	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach		EB		WB			NB				SB	
Opposing Approach		WB		EB			SB				NB	
Opposing Lanes		1		1			1				1	
Conflicting Approach Left		SB		NB			EB				WB	
Conflicting Lanes Left		1		1			1				1	
Conflicting Approach Right		NB		SB			WB				EB	
Conflicting Lanes Right		1		1			1				1	
HCM Control Delay		7.4		7.8			6.9				7.1	
HCM LOS		A		A			A				A	

















Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %		2%	0%	41%
Vol Thru, %		0%	94%	59%
Vol Right, %		98%	6%	0%
Sign Control		Stop	Stop	Stop
Traffic Vol by Lane		42	49	111
LT Vol		1	0	45
Through Vol		0	46	66
RT Vol		41	3	0
Lane Flow Rate		46	53	121
Geometry Grp		1	1	1
Degree of Util (X)		0.046	0.06	0.139
Departure Headway (Hd)		3.652	4.073	4.139
Convergence, Y/N		Yes	Yes	Yes
Cap		964	877	867
Service Time		1.737	2.11	2.16
HCM Lane V/C Ratio		0.048	0.06	0.14
HCM Control Delay		6.9	7.4	7.8
HCM Lane LOS		A	A	A
HCM 95th-tile Q		0.1	0.2	0.5

Lanes, Volumes, Timings

2031 Existing Conditions_All-Way Stop

3: Islington St/Islington Street & Driveway/S. Albany Street

Weekday Morning

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	6	25	0	16	6	267	25	18	389	3
Future Volume (vph)	5	0	6	25	0	16	6	267	25	18	389	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		320			523			332			465	
Travel Time (s)		7.3			11.9			7.5			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection

Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	5	0	6	25	0	16	6	267	25	18	389	3
Future Vol, veh/h	5	0	6	25	0	16	6	267	25	18	389	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	7	27	0	17	7	290	27	20	423	3

















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	791	796	425	786	784	304	426	0	0	317	0	0
Stage 1	465	465	-	318	318	-	-	-	-	-	-	-
Stage 2	326	331	-	468	466	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	307	320	629	310	325	736	1133	-	-	1243	-	-
Stage 1	578	563	-	693	654	-	-	-	-	-	-	-
Stage 2	687	645	-	575	562	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	293	311	629	300	316	736	1133	-	-	1243	-	-
Mov Cap-2 Maneuver	293	311	-	300	316	-	-	-	-	-	-	-
Stage 1	573	551	-	687	649	-	-	-	-	-	-	-
Stage 2	665	640	-	557	550	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14		15.4		0.2		0.3	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1133	-	-	413	390	1243	-	-
HCM Lane V/C Ratio	0.006	-	-	0.029	0.114	0.016	-	-
HCM Control Delay (s)	8.2	0	-	14	15.4	7.9	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-	-

Lanes, Volumes, Timings
 4: Brewery Ln/State St & Cass St

2031 Existing Conditions_All-Way Stop
 Weekday Morning

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	19	3	19	46	2	8	24	14	13	9	17
Future Volume (vph)	3	19	3	19	46	2	8	24	14	13	9	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		255			629			206			659	
Travel Time (s)		5.8			14.3			4.7			15.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection

















Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	3	19	3	19	46	2	8	24	14	13	9	17
Future Vol, veh/h	3	19	3	19	46	2	8	24	14	13	9	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	21	3	21	50	2	9	26	15	14	10	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	7.3			7.6			7.3			7.2		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	12%	28%	33%
Vol Thru, %	52%	76%	69%	23%
Vol Right, %	30%	12%	3%	44%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	46	25	67	39
LT Vol	8	3	19	13
Through Vol	24	19	46	9
RT Vol	14	3	2	17
Lane Flow Rate	50	27	73	42
Geometry Grp	1	1	1	1
Degree of Util (X)	0.055	0.031	0.084	0.047
Departure Headway (Hd)	3.992	4.102	4.153	3.951
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	890	866	859	898
Service Time	2.051	2.158	2.198	2.011
HCM Lane V/C Ratio	0.056	0.031	0.085	0.047
HCM Control Delay	7.3	7.3	7.6	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.3	0.1

Lanes, Volumes, Timings
 5: S. Albany Street/Albany St & Brewery Ln

2031 Existing Conditions_All-Way Stop
 Weekday Morning

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	9	9	3	17	9	7	30	3	2	19	14
Future Volume (vph)	11	9	9	3	17	9	7	30	3	2	19	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		523			635			635			206	
Travel Time (s)		11.9			14.4			14.4			4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection

Intersection Delay, s/veh	7.2
Intersection LOS	A










Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	11	9	9	3	17	9	7	30	3	2	19	14
Future Vol, veh/h	11	9	9	3	17	9	7	30	3	2	19	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	10	10	3	18	10	8	33	3	2	21	15
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.1	7.3	7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	38%	10%	6%
Vol Thru, %	75%	31%	59%	54%
Vol Right, %	7%	31%	31%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	40	29	29	35
LT Vol	7	11	3	2
Through Vol	30	9	17	19
RT Vol	3	9	9	14
Lane Flow Rate	43	32	32	38
Geometry Grp	1	1	1	1
Degree of Util (X)	0.049	0.035	0.034	0.041
Departure Headway (Hd)	4.062	3.99	3.935	3.848
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	880	894	906	928
Service Time	2.094	2.028	1.974	1.882
HCM Lane V/C Ratio	0.049	0.036	0.035	0.041
HCM Control Delay	7.3	7.2	7.1	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1	0.1

Lanes, Volumes, Timings
6: Chevrolet Av & Albany St

2031 Existing Conditions_All-Way Stop
Weekday Morning

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	0	1	33	41	6
Future Volume (vph)	6	0	1	33	41	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	635			408	223	
Travel Time (s)	14.4			9.3	5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	0	1	33	41	6
Future Vol, veh/h	6	0	1	33	41	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	0	1	36	45	7

















Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	87	49	52	0	0
Stage 1	49	-	-	-	-
Stage 2	38	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	914	1020	1554	-	-
Stage 1	973	-	-	-	-
Stage 2	984	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	913	1020	1554	-	-
Mov Cap-2 Maneuver	913	-	-	-	-
Stage 1	972	-	-	-	-
Stage 2	984	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1554	-	913	-	-
HCM Lane V/C Ratio	0.001	-	0.007	-	-
HCM Control Delay (s)	7.3	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
 7: Plaza 800/Brewery Ln & Chevrolet Av

2031 Existing Conditions_All-Way Stop
 Weekday Morning

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	27	2	0	19	3	5	14	2	8	3	16
Future Volume (vph)	19	27	2	0	19	3	5	14	2	8	3	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			300			845			228	
Travel Time (s)		7.9			6.8			19.2			5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection

Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	19	27	2	0	19	3	5	14	2	8	3	16
Future Vol, veh/h	19	27	2	0	19	3	5	14	2	8	3	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	29	2	0	21	3	5	15	2	9	3	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

















Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.1	7.2	6.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	24%	40%	0%	30%
Vol Thru, %	67%	56%	86%	11%
Vol Right, %	10%	4%	14%	59%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	48	22	27
LT Vol	5	19	0	8
Through Vol	14	27	19	3
RT Vol	2	2	3	16
Lane Flow Rate	23	52	24	29
Geometry Grp	1	1	1	1
Degree of Util (X)	0.026	0.059	0.026	0.031
Departure Headway (Hd)	4.078	4.096	3.981	3.785
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	875	874	897	941
Service Time	2.117	2.122	2.014	1.825
HCM Lane V/C Ratio	0.026	0.059	0.027	0.031
HCM Control Delay	7.2	7.4	7.1	6.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1	0.1

2031 Existing Conditions PM - All Way Stop

Lanes, Volumes, Timings
1: Brewery Ln & Jewell Ct

2031 Existing Conditions_All-Way Stop
Weekday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	25	14	15	24	7	11	105	6	14	66	8
Future Volume (vph)	23	25	14	15	24	7	11	105	6	14	66	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			321			228			635	
Travel Time (s)		6.2			7.3			5.2			14.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

















Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	25	14	15	24	7	11	105	6	14	66	8
Future Vol, veh/h	23	25	14	15	24	7	11	105	6	14	66	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	27	15	16	26	8	12	114	7	15	72	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	7.9			7.8			8.1			7.9		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	37%	33%	16%
Vol Thru, %	86%	40%	52%	75%
Vol Right, %	5%	23%	15%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	62	46	88
LT Vol	11	23	15	14
Through Vol	105	25	24	66
RT Vol	6	14	7	8
Lane Flow Rate	133	67	50	96
Geometry Grp	1	1	1	1
Degree of Util (X)	0.159	0.083	0.062	0.115
Departure Headway (Hd)	4.307	4.442	4.497	4.324
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	838	809	799	832
Service Time	2.307	2.457	2.513	2.335
HCM Lane V/C Ratio	0.159	0.083	0.063	0.115
HCM Control Delay	8.1	7.9	7.8	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.3	0.2	0.4

Lanes, Volumes, Timings
 2: Chevrolet Av/Lovell St & Cass St

2031 Existing Conditions_All-Way Stop
 Weekday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	83	5	83	62	2	5	6	112	2	2	21
Future Volume (vph)	6	83	5	83	62	2	5	6	112	2	2	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		629			498			223			801	
Travel Time (s)		14.3			11.3			5.1			18.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection

















Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	83	5	83	62	2	5	6	112	2	2	21
Future Vol, veh/h	6	83	5	83	62	2	5	6	112	2	2	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	90	5	90	67	2	5	7	122	2	2	23
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	8.1			8.6			7.8			7.4		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	6%	56%	8%
Vol Thru, %	5%	88%	42%	8%
Vol Right, %	91%	5%	1%	84%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	123	94	147	25
LT Vol	5	6	83	2
Through Vol	6	83	62	2
RT Vol	112	5	2	21
Lane Flow Rate	134	102	160	27
Geometry Grp	1	1	1	1
Degree of Util (X)	0.15	0.126	0.2	0.032
Departure Headway (Hd)	4.029	4.429	4.508	4.192
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	892	810	801	855
Service Time	2.046	2.452	2.508	2.214
HCM Lane V/C Ratio	0.15	0.126	0.2	0.032
HCM Control Delay	7.8	8.1	8.6	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.4	0.7	0.1

Lanes, Volumes, Timings
 3: Islington St & Driveway/S. Albany Street

2031 Existing Conditions_All-Way Stop
 Weekday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	1	43	0	21	0	411	29	25	457	1
Future Volume (vph)	1	0	1	43	0	21	0	411	29	25	457	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		320			523			332			465	
Travel Time (s)		7.3			11.9			7.5			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

HCM 6th TWSC
 3: Islington St & Driveway/S. Albany Street

2031 Existing Conditions_All-Way Stop
 Weekday Evening

Intersection

Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	1	0	1	43	0	21	0	411	29	25	457	1
Future Vol, veh/h	1	0	1	43	0	21	0	411	29	25	457	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	47	0	23	0	447	32	27	497	1

















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1027	1031	498	1015	1015	463	498	0	0	479	0	0
Stage 1	552	552	-	463	463	-	-	-	-	-	-	-
Stage 2	475	479	-	552	552	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	213	233	572	217	238	599	1066	-	-	1083	-	-
Stage 1	518	515	-	579	564	-	-	-	-	-	-	-
Stage 2	570	555	-	518	515	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	200	225	572	211	230	599	1066	-	-	1083	-	-
Mov Cap-2 Maneuver	200	225	-	211	230	-	-	-	-	-	-	-
Stage 1	518	497	-	579	564	-	-	-	-	-	-	-
Stage 2	548	555	-	499	497	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	17.3		23.1		0		0.4	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1066	-	-	296	268	1083	-	-
HCM Lane V/C Ratio	-	-	-	0.007	0.26	0.025	-	-
HCM Control Delay (s)	0	-	-	17.3	23.1	8.4	0	-
HCM Lane LOS	A	-	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1	0.1	-	-

Lanes, Volumes, Timings
4: Brewery Ln/State St & Cass St

2031 Existing Conditions_All-Way Stop
Weekday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	42	5	21	38	11	19	79	46	5	45	43
Future Volume (vph)	7	42	5	21	38	11	19	79	46	5	45	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		255			629			206			659	
Travel Time (s)		5.8			14.3			4.7			15.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

















Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	7	42	5	21	38	11	19	79	46	5	45	43
Future Vol, veh/h	7	42	5	21	38	11	19	79	46	5	45	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	46	5	23	41	12	21	86	50	5	49	47
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	7.9			8			8.1			7.7		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	13%	30%	5%
Vol Thru, %	55%	78%	54%	48%
Vol Right, %	32%	9%	16%	46%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	144	54	70	93
LT Vol	19	7	21	5
Through Vol	79	42	38	45
RT Vol	46	5	11	43
Lane Flow Rate	157	59	76	101
Geometry Grp	1	1	1	1
Degree of Util (X)	0.182	0.074	0.096	0.116
Departure Headway (Hd)	4.19	4.55	4.525	4.146
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	859	789	794	866
Service Time	2.202	2.568	2.542	2.161
HCM Lane V/C Ratio	0.183	0.075	0.096	0.117
HCM Control Delay	8.1	7.9	8	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.2	0.3	0.4

Lanes, Volumes, Timings
 5: S. Albany Street/Albany St & Brewery Ln

2031 Existing Conditions_All-Way Stop
 Weekday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	33	19	8	24	7	17	129	6	9	63	3
Future Volume (vph)	8	33	19	8	24	7	17	129	6	9	63	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		523			635			635			206	
Travel Time (s)		11.9			14.4			14.4			4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection

Intersection Delay, s/veh	8
Intersection LOS	A










Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	33	19	8	24	7	17	129	6	9	63	3
Future Vol, veh/h	8	33	19	8	24	7	17	129	6	9	63	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	36	21	9	26	8	18	140	7	10	68	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	7.8	8.3	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	13%	21%	12%
Vol Thru, %	85%	55%	62%	84%
Vol Right, %	4%	32%	18%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	152	60	39	75
LT Vol	17	8	8	9
Through Vol	129	33	24	63
RT Vol	6	19	7	3
Lane Flow Rate	165	65	42	82
Geometry Grp	1	1	1	1
Degree of Util (X)	0.192	0.079	0.053	0.099
Departure Headway (Hd)	4.182	4.371	4.494	4.354
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	844	823	800	827
Service Time	2.277	2.379	2.502	2.362
HCM Lane V/C Ratio	0.195	0.079	0.052	0.099
HCM Control Delay	8.3	7.8	7.8	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.3	0.2	0.3

Lanes, Volumes, Timings
6: Chevrolet Av & Albany St

2031 Existing Conditions_All-Way Stop
Weekday Evening

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	8	3	2	110	80	11
Future Volume (vph)	8	3	2	110	80	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	635			408	223	
Travel Time (s)	14.4			9.3	5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	3	2	110	80	11
Future Vol, veh/h	8	3	2	110	80	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	3	2	120	87	12

















Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	217	93	99	0	0
Stage 1	93	-	-	-	-
Stage 2	124	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	771	964	1494	-	-
Stage 1	931	-	-	-	-
Stage 2	902	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	770	964	1494	-	-
Mov Cap-2 Maneuver	770	-	-	-	-
Stage 1	930	-	-	-	-
Stage 2	902	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1494	-	815	-	-
HCM Lane V/C Ratio	0.001	-	0.015	-	-
HCM Control Delay (s)	7.4	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
 7: Plaza 800/Brewery Ln & Chevrolet Av

2031 Existing Conditions_All-Way Stop
 Weekday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	65	7	6	87	35	16	32	5	9	23	56
Future Volume (vph)	47	65	7	6	87	35	16	32	5	9	23	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			300			845			228	
Travel Time (s)		7.9			6.8			19.2			5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection

Intersection Delay, s/veh	8.1
Intersection LOS	A
















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	47	65	7	6	87	35	16	32	5	9	23	56
Future Vol, veh/h	47	65	7	6	87	35	16	32	5	9	23	56
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	71	8	7	95	38	17	35	5	10	25	61
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	8.4			8.1			8			7.8		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	39%	5%	10%
Vol Thru, %	60%	55%	68%	26%
Vol Right, %	9%	6%	27%	64%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	53	119	128	88
LT Vol	16	47	6	9
Through Vol	32	65	87	23
RT Vol	5	7	35	56
Lane Flow Rate	58	129	139	96
Geometry Grp	1	1	1	1
Degree of Util (X)	0.074	0.161	0.165	0.113
Departure Headway (Hd)	4.648	4.472	4.269	4.244
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	771	803	842	846
Service Time	2.672	2.491	2.288	2.265
HCM Lane V/C Ratio	0.075	0.161	0.165	0.113
HCM Control Delay	8	8.4	8.1	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.6	0.6	0.4

2031 Future Conditions AM - One Way

Lanes, Volumes, Timings
1: Brewery Ln & Jewell Ct

2031 Future Conditions_ One-Way
Weekday Morning

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	30	0	0	16	10	4	47	22	0	0	0
Future Volume (vph)	5	30	0	0	16	10	4	47	22	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			321			228			635	
Travel Time (s)		6.2			7.3			5.2			14.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Intersection Delay, s/veh	7.2
Intersection LOS	A
















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	5	30	0	0	16	10	4	47	22	0	0	0
Future Vol, veh/h	5	30	0	0	16	10	4	47	22	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	33	0	0	17	11	4	51	24	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.3	7	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	5%	14%	0%
Vol Thru, %	64%	86%	62%
Vol Right, %	30%	0%	38%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	73	35	26
LT Vol	4	5	0
Through Vol	47	30	16
RT Vol	22	0	10
Lane Flow Rate	79	38	28
Geometry Grp	1	1	1
Degree of Util (X)	0.085	0.044	0.03
Departure Headway (Hd)	3.879	4.124	3.872
Convergence, Y/N	Yes	Yes	Yes
Cap	922	867	921
Service Time	1.908	2.156	1.909
HCM Lane V/C Ratio	0.086	0.044	0.03
HCM Control Delay	7.3	7.3	7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.1	0.1

Lanes, Volumes, Timings
2: Chevrolet Av/Lovell St & Cass St

2031 Future Conditions_ One-Way
Weekday Morning

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	87	15	64	47	0	0	0	0	0	1	1
Future Volume (vph)	0	87	15	64	47	0	0	0	0	0	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		629			498			223			801	
Travel Time (s)		14.3			11.3			5.1			18.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	0	87	15	64	47	0	0	0	0	0	1	1
Future Vol, veh/h	0	87	15	64	47	0	0	0	0	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	95	16	70	51	0	0	0	0	0	1	1

















Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	51	0	0	111	0	0	294	302	51
Stage 1	-	-	-	-	-	-	191	191	-
Stage 2	-	-	-	-	-	-	103	111	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1555	-	-	1479	-	-	697	611	1017
Stage 1	-	-	-	-	-	-	841	742	-
Stage 2	-	-	-	-	-	-	921	804	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1555	-	-	1479	-	-	663	0	1017
Mov Cap-2 Maneuver	-	-	-	-	-	-	663	0	-
Stage 1	-	-	-	-	-	-	841	0	-
Stage 2	-	-	-	-	-	-	876	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	4.4	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1555	-	-	1479	-	-	1017
HCM Lane V/C Ratio	-	-	-	0.047	-	-	0.002
HCM Control Delay (s)	0	-	-	7.6	0	-	8.5
HCM Lane LOS	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-	0

Lanes, Volumes, Timings
 3: Islington St/Islington Street & Driveway/S. Albany St

2031 Future Conditions_ One-Way
 Weekday Morning

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	6	25	0	16	6	267	25	18	389	3
Future Volume (vph)	5	0	6	25	0	16	6	267	25	18	389	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		320			523			332			465	
Travel Time (s)		7.3			11.9			7.5			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	5	0	6	25	0	16	6	267	25	18	389	3
Future Vol, veh/h	5	0	6	25	0	16	6	267	25	18	389	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	7	27	0	17	7	290	27	20	423	3

















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	791	796	425	786	784	304	426	0	0	317	0	0
Stage 1	465	465	-	318	318	-	-	-	-	-	-	-
Stage 2	326	331	-	468	466	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	307	320	629	310	325	736	1133	-	-	1243	-	-
Stage 1	578	563	-	693	654	-	-	-	-	-	-	-
Stage 2	687	645	-	575	562	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	293	311	629	300	316	736	1133	-	-	1243	-	-
Mov Cap-2 Maneuver	293	311	-	300	316	-	-	-	-	-	-	-
Stage 1	573	551	-	687	649	-	-	-	-	-	-	-
Stage 2	665	640	-	557	550	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14	15.4	0.2	0.3
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1133	-	-	413	390	1243	-
HCM Lane V/C Ratio	0.006	-	-	0.029	0.114	0.016	-
HCM Control Delay (s)	8.2	0	-	14	15.4	7.9	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-

Lanes, Volumes, Timings
 4: Brewery Ln/State St & Cass St

2031 Future Conditions_ One-Way
 Weekday Morning

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	22	0	0	45	2	9	24	55	20	0	17
Future Volume (vph)	3	22	0	0	45	2	9	24	55	20	0	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		255			629			206			659	
Travel Time (s)		5.8			14.3			4.7			15.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection

Intersection Delay, s/veh 7.3
Intersection LOS A
















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	22	0	0	45	2	9	24	55	20	0	17
Future Vol, veh/h	3	22	0	0	45	2	9	24	55	20	0	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	24	0	0	49	2	10	26	60	22	0	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.5	7.2	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	12%	0%	54%
Vol Thru, %	27%	88%	96%	0%
Vol Right, %	62%	0%	4%	46%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	88	25	47	37
LT Vol	9	3	0	20
Through Vol	24	22	45	0
RT Vol	55	0	2	17
Lane Flow Rate	96	27	51	40
Geometry Grp	1	1	1	1
Degree of Util (X)	0.1	0.032	0.059	0.044
Departure Headway (Hd)	3.745	4.233	4.165	3.974
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	950	840	855	894
Service Time	1.794	2.29	2.216	2.031
HCM Lane V/C Ratio	0.101	0.032	0.06	0.045
HCM Control Delay	7.2	7.4	7.5	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0.2	0.1

Lanes, Volumes, Timings
 5: S. Albany St/Albany St & Brewery Ln

2031 Future Conditions_ One-Way
 Weekday Morning

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	18	0	0	31	15	7	63	4	0	0	0
Future Volume (vph)	11	18	0	0	31	15	7	63	4	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		523			635			635			206	
Travel Time (s)		11.9			14.4			14.4			4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection

Intersection Delay, s/veh	7.4
Intersection LOS	A









Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	11	18	0	0	31	15	7	63	4	0	0	0
Future Vol, veh/h	11	18	0	0	31	15	7	63	4	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	20	0	0	34	16	8	68	4	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.4	7.2	7.5
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	9%	38%	0%
Vol Thru, %	85%	62%	67%
Vol Right, %	5%	0%	33%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	74	29	46
LT Vol	7	11	0
Through Vol	63	18	31
RT Vol	4	0	15
Lane Flow Rate	80	32	50
Geometry Grp	1	1	1
Degree of Util (X)	0.091	0.037	0.054
Departure Headway (Hd)	4.06	4.188	3.902
Convergence, Y/N	Yes	Yes	Yes
Cap	880	850	912
Service Time	2.097	2.237	1.95
HCM Lane V/C Ratio	0.091	0.038	0.055
HCM Control Delay	7.5	7.4	7.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.1	0.2

Lanes, Volumes, Timings
6: Chevrolet Av & Albany St

2031 Future Conditions_ One-Way
Weekday Morning

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	9	0	0	63	22
Future Volume (vph)	0	9	0	0	63	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	635			408	223	
Travel Time (s)	14.4			9.3	5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh 0.8

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations		↑			↑	
Traffic Vol, veh/h	0	9	0	0	63	22
Future Vol, veh/h	0	9	0	0	63	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	0	0	68	24

Major/Minor Minor2 Major2

Conflicting Flow All	-	80	-	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	980	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	980	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach EB SB















HCM Control Delay, s	8.7	0
HCM LOS	A	

Minor Lane/Major Mvmt EBLn1 SBT SBR

Capacity (veh/h)	980	-	-
HCM Lane V/C Ratio	0.01	-	-
HCM Control Delay (s)	8.7	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

Lanes, Volumes, Timings
 7: Plaza 800/Brewery Ln & Chevrolet Av

2031 Future Conditions_ One-Way
 Weekday Morning

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	3	35	10	5	16	0	0	0	0
Future Volume (vph)	0	0	0	3	35	10	5	16	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			300			845			228	
Travel Time (s)		7.9			6.8			19.2			5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection

Intersection Delay, s/veh 7.1
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔				
Traffic Vol, veh/h	0	0	0	3	35	10	5	16	0	0	0	0
Future Vol, veh/h	0	0	0	3	35	10	5	16	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	3	38	11	5	17	0	0	0	0
Number of Lanes	0	0	0	0	1	0	0	1	0	0	0	0
















Approach	WB	NB
Opposing Approach		
Opposing Lanes	0	0
Conflicting Approach Left	NB	
Conflicting Lanes Left	1	0
Conflicting Approach Right		WB
Conflicting Lanes Right	0	1
HCM Control Delay	7.1	7.2
HCM LOS	A	A

Lane	NBLn1	WBLn1
Vol Left, %	24%	6%
Vol Thru, %	76%	73%
Vol Right, %	0%	21%
Sign Control	Stop	Stop
Traffic Vol by Lane	21	48
LT Vol	5	3
Through Vol	16	35
RT Vol	0	10
Lane Flow Rate	23	52
Geometry Grp	1	1
Degree of Util (X)	0.026	0.056
Departure Headway (Hd)	4.072	3.861
Convergence, Y/N	Yes	Yes
Cap	880	930
Service Time	2.092	1.873
HCM Lane V/C Ratio	0.026	0.056
HCM Control Delay	7.2	7.1
HCM Lane LOS	A	A
HCM 95th-tile Q	0.1	0.2

2031 Future Conditions PM - One Way

Lanes, Volumes, Timings
1: Brewery Ln & Jewell Ct

2031 Future Conditions_One-Way
Weekday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	39	0	0	32	15	20	169	10	0	0	0
Future Volume (vph)	23	39	0	0	32	15	20	169	10	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			321			228			635	
Travel Time (s)		6.2			7.3			5.2			14.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Intersection Delay, s/veh	8.3
Intersection LOS	A
















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	23	39	0	0	32	15	20	169	10	0	0	0
Future Vol, veh/h	23	39	0	0	32	15	20	169	10	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	42	0	0	35	16	22	184	11	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8	7.6	8.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	10%	37%	0%
Vol Thru, %	85%	63%	68%
Vol Right, %	5%	0%	32%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	199	62	47
LT Vol	20	23	0
Through Vol	169	39	32
RT Vol	10	0	15
Lane Flow Rate	216	67	51
Geometry Grp	1	1	1
Degree of Util (X)	0.248	0.085	0.061
Departure Headway (Hd)	4.127	4.553	4.309
Convergence, Y/N	Yes	Yes	Yes
Cap	859	791	836
Service Time	2.206	2.555	2.311
HCM Lane V/C Ratio	0.251	0.085	0.061
HCM Control Delay	8.6	8	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1	0.3	0.2

Lanes, Volumes, Timings
 2: Chevrolet Av/Lovell St & Cass St

2031 Future Conditions_One-Way
 Weekday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	195	55	104	41	2	0	0	0	2	2	1
Future Volume (vph)	12	195	55	104	41	2	0	0	0	2	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		629			498			223			801	
Travel Time (s)		14.3			11.3			5.1			18.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	12	195	55	104	41	2	0	0	0	2	2	1
Future Vol, veh/h	12	195	55	104	41	2	0	0	0	2	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	212	60	113	45	2	0	0	0	2	2	1

















Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	47	0	0	272	0	0	540	570	46
Stage 1	-	-	-	-	-	-	272	272	-
Stage 2	-	-	-	-	-	-	268	298	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1560	-	-	1291	-	-	503	431	1023
Stage 1	-	-	-	-	-	-	774	685	-
Stage 2	-	-	-	-	-	-	777	667	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1560	-	-	1291	-	-	453	0	1023
Mov Cap-2 Maneuver	-	-	-	-	-	-	453	0	-
Stage 1	-	-	-	-	-	-	766	0	-
Stage 2	-	-	-	-	-	-	707	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	5.7	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1560	-	-	1291	-	-	556
HCM Lane V/C Ratio	0.008	-	-	0.088	-	-	0.01
HCM Control Delay (s)	7.3	0	-	8.1	0	-	11.5
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	-	-	0.3	-	-	0

Lanes, Volumes, Timings
 3: Islington St/Islington Street & Driveway/S. Albany St

2031 Future Conditions_One-Way
 Weekday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	1	43	0	21	0	411	29	25	457	1
Future Volume (vph)	1	0	1	43	0	21	0	411	29	25	457	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		320			523			332			465	
Travel Time (s)		7.3			11.9			7.5			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	1	0	1	43	0	21	0	411	29	25	457	1
Future Vol, veh/h	1	0	1	43	0	21	0	411	29	25	457	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	47	0	23	0	447	32	27	497	1

















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1027	1031	498	1015	1015	463	498	0	0	479	0	0
Stage 1	552	552	-	463	463	-	-	-	-	-	-	-
Stage 2	475	479	-	552	552	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	213	233	572	217	238	599	1066	-	-	1083	-	-
Stage 1	518	515	-	579	564	-	-	-	-	-	-	-
Stage 2	570	555	-	518	515	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	200	225	572	211	230	599	1066	-	-	1083	-	-
Mov Cap-2 Maneuver	200	225	-	211	230	-	-	-	-	-	-	-
Stage 1	518	497	-	579	564	-	-	-	-	-	-	-
Stage 2	548	555	-	499	497	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	17.3		23.1		0		0.4	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1066	-	-	296	268	1083	-	-
HCM Lane V/C Ratio	-	-	-	0.007	0.26	0.025	-	-
HCM Control Delay (s)	0	-	-	17.3	23.1	8.4	0	-
HCM Lane LOS	A	-	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1	0.1	-	-

Lanes, Volumes, Timings
 4: Brewery Ln/State St & Cass St

2031 Future Conditions_One-Way
 Weekday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	47	0	0	13	11	24	79	164	50	0	13
Future Volume (vph)	7	47	0	0	13	11	24	79	164	50	0	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		255			629			206			659	
Travel Time (s)		5.8			14.3			4.7			15.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection

Intersection Delay, s/veh	8.4
Intersection LOS	A
















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	7	47	0	0	13	11	24	79	164	50	0	13
Future Vol, veh/h	7	47	0	0	13	11	24	79	164	50	0	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	51	0	0	14	12	26	86	178	54	0	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.1	7.6	8.6	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	13%	0%	79%
Vol Thru, %	30%	87%	54%	0%
Vol Right, %	61%	0%	46%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	267	54	24	63
LT Vol	24	7	0	50
Through Vol	79	47	13	0
RT Vol	164	0	11	13
Lane Flow Rate	290	59	26	68
Geometry Grp	1	1	1	1
Degree of Util (X)	0.305	0.077	0.032	0.085
Departure Headway (Hd)	3.782	4.735	4.477	4.444
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	935	760	803	810
Service Time	1.87	2.74	2.483	2.45
HCM Lane V/C Ratio	0.31	0.078	0.032	0.084
HCM Control Delay	8.6	8.1	7.6	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.3	0.2	0.1	0.3

Lanes, Volumes, Timings
 5: S. Albany St/Albany St & Brewery Ln

2031 Future Conditions_One-Way
 Weekday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	52	0	0	27	18	17	239	8	0	0	0
Future Volume (vph)	8	52	0	0	27	18	17	239	8	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		523			635			635			206	
Travel Time (s)		11.9			14.4			14.4			4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection

Intersection Delay, s/veh	8.9
Intersection LOS	A









Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	8	52	0	0	27	18	17	239	8	0	0	0
Future Vol, veh/h	8	52	0	0	27	18	17	239	8	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	57	0	0	29	20	18	260	9	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.1	7.7	9.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	6%	13%	0%
Vol Thru, %	91%	87%	60%
Vol Right, %	3%	0%	40%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	264	60	45
LT Vol	17	8	0
Through Vol	239	52	27
RT Vol	8	0	18
Lane Flow Rate	287	65	49
Geometry Grp	1	1	1
Degree of Util (X)	0.329	0.085	0.06
Departure Headway (Hd)	4.124	4.666	4.421
Convergence, Y/N	Yes	Yes	Yes
Cap	861	772	814
Service Time	2.208	2.668	2.424
HCM Lane V/C Ratio	0.333	0.084	0.06
HCM Control Delay	9.3	8.1	7.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.4	0.3	0.2

Lanes, Volumes, Timings
6: Chevrolet Av & Albany St

2031 Future Conditions_One-Way
Weekday Evening

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	22	0	0	151	23
Future Volume (vph)	0	22	0	0	151	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	635			408	223	
Travel Time (s)	14.4			9.3	5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh 1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↖			↗	
Traffic Vol, veh/h	0	22	0	0	151	23
Future Vol, veh/h	0	22	0	0	151	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	24	0	0	164	25















Major/Minor	Minor2	Major2
Conflicting Flow All	- 177	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 6.22	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.318	- -
Pot Cap-1 Maneuver	0 866	- -
Stage 1	0 -	- -
Stage 2	0 -	- -
Platoon blocked, %	- -	- -
Mov Cap-1 Maneuver	- 866	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	9.3	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	866	-	-
HCM Lane V/C Ratio	0.028	-	-
HCM Control Delay (s)	9.3	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Lanes, Volumes, Timings
7: Plaza 800/Brewery Ln & Chevrolet Av

2031 Future Conditions_One-Way
Weekday Evening

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	29	143	50	16	37	0	0	0	0
Future Volume (vph)	0	0	0	29	143	50	16	37	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			300			845			228	
Travel Time (s)		7.9			6.8			19.2			5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Intersection Delay, s/veh 8.3
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕				
Traffic Vol, veh/h	0	0	0	29	143	50	16	37	0	0	0	0
Future Vol, veh/h	0	0	0	29	143	50	16	37	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	32	155	54	17	40	0	0	0	0
Number of Lanes	0	0	0	0	1	0	0	1	0	0	0	0

Approach

	WB	NB
Opposing Approach		
Opposing Lanes	0	0
Conflicting Approach Left	NB	
Conflicting Lanes Left	1	0
Conflicting Approach Right		WB
Conflicting Lanes Right	0	1
HCM Control Delay	8.4	7.9
HCM LOS	A	A

Lane

	NBLn1	WBLn1
Vol Left, %	30%	13%
Vol Thru, %	70%	64%
Vol Right, %	0%	23%
Sign Control	Stop	Stop
Traffic Vol by Lane	53	222
LT Vol	16	29
Through Vol	37	143
RT Vol	0	50
Lane Flow Rate	58	241
Geometry Grp	1	1
Degree of Util (X)	0.071	0.263
Departure Headway (Hd)	4.415	3.925
Convergence, Y/N	Yes	Yes
Cap	798	912
Service Time	2.512	1.964
HCM Lane V/C Ratio	0.073	0.264
HCM Control Delay	7.9	8.4
HCM Lane LOS	A	A
HCM 95th-tile Q	0.2	1.1

Appendix D

Multi-way Stop Warrant Analysis

Multi-Way Stop Applications - Brewery Lane / Jewell Court

Project: T1083 -Portsmouth
 Date: March 22, 2021
 Analyst: TEC Inc. /KEA

Criteria B - Five or More Preventable Crashes

Angle Crashes In Last 12-Month Period =

Result: **NO**

Criteria C - Minimum Vehicular Volumes

Average Delay to Minor-Street Vehicular Traffic = seconds per vehicle

Condition 1/2: Major Street 85th-Percentile Speed < 40 MPH

Street	Average Volume	ATR Data												
		6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 PM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM
Major	300	20	47	59	94	132	127	255	174	169	280	278	292	236
Minor	200	0	53	47	57	28	49	65	45	42	49	80	103	67
Met?		NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO

Result: **NO**

OR

Condition 3: Major Street 85th-Percentile Speed > 40 MPH

70%

Street	Average Volume	ATR Data												
		6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 PM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM
Major	210	20	47	59	94	132	127	255	174	169	280	278	292	236
Minor	140	0	53	47	57	28	49	65	45	42	49	80	103	67
Met?		NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO

Result: **NO**

Criteria D - Minimum Values all Satisfied to 80% (Volumes, Crashes, & Delay)

80%

Street	Average Volume	ATR Data												
		6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 PM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM
Major	240	20	47	59	94	132	127	255	174	169	280	278	292	236
Minor	160	0	53	47	57	28	49	65	45	42	49	80	103	67
Met?		NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO

Result: **NO**

Multi-Way Stop Applications - Cass Street / Lovell Street / Chevrolet Avenue

Project: T1083 -Portsmouth
 Date: March 22, 2021
 Analyst: TEC Inc. /KEA

Criteria B - Five or More Preventable Crashes

Angle Crashes In Last 12-Month Period =

Result: **NO**

Criteria C - Minimum Vehicular Volumes

Average Delay to Minor-Street Vehicular Traffic = seconds per vehicle

Condition 1/2: Major Street 85th-Percentile Speed < 40 MPH

Street	Average Volume	ATR Data												
		6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 PM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM
Major	300	0	109	149	159	156	142	193	183	143	195	200	230	176
Minor	200	0	38	43	32	71	76	88	65	78	73	77	121	89
Met?		NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO

Result: **NO**

OR

Condition 3: Major Street 85th-Percentile Speed > 40 MPH

70%

Street	Average Volume	ATR Data												
		6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 PM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM
Major	210	0	109	149	159	156	142	193	183	143	195	200	230	176
Minor	140	0	38	43	32	71	76	88	65	78	73	77	121	89
Met?		NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO

Result: **NO**

Criteria D - Minimum Values all Satisfied to 80% (Volumes, Crashes, & Delay)

80%

Street	Average Volume	ATR Data												
		6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 PM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM
Major	240	0	109	149	159	156	142	193	183	143	195	200	230	176
Minor	160	0	38	43	32	71	76	88	65	78	73	77	121	89
Met?		NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO

Result: **NO**