



**Re: Proposed Mixed-Use Development
US1 Bypass & Coakley Road, Portsmouth, NH
TFM Project No. 45407.151**

Meadowbrook Inn Corp. is proposing a mixed-use development just south of the Portsmouth Traffic Circle at the corner of US1 Bypass and Coakley Road. The development proposes a 3,000 sf coffee shop with drive-thru, and two buildings containing 16,380 sf of 1st floor retail and three-floors of residential apartments. This 18-acre site currently hosts the Portsmouth Chevrolet facility and has an existing right-in/right-out access at US1 Bypass and a full access driveway onto Coakley Road. A site layout plan is provided below.



BACKGROUND VOLUMES

To quantify existing peak hour traffic volumes within the study area, turning movement counts were taken at all study area intersections on Thursday March 6, 2025 7am-9am and 3pm-6pm, and on Saturday March 8, 2025 from 11am-1pm. These counts are tabulated in the appendix.

Seasonal Adjustment.

To account for seasonal variations, the March data was seasonally adjusted upward by a factor of 11% for all peak hours based on current (2024) NHDOT peak month adjustment factors.

Heavy Vehicles

Heavy vehicle counts were adjusted for the analysis using weighted-average values calculated for each approach in accordance with the NHDOT Synchro Checklist.

Balance

Volumes were balanced between the US1 Bypass /Coakley Road/Cottage Street intersection and the two site driveways, and also along US1 Bypass northbound between Hodgdon Way and Cottage Street. Other segments had sufficient intermediate driveway activity that balancing is not required.

Signal Timings

Existing signal timing at the US1 Bypass intersections were received from NHDOT on April 16, 2025. The two study area signals on US1 Bypass are coordinated. The coordinated timings are given in the appendix.

Base Volumes

Base Volume diagrams are shown in the appendix incorporating the above adjustments.

NO-BUILD VOLUMES

To establish No-Build volumes, 2025 Base volumes were adjusted for annual growth and other developments as explained below:

Annual Growth Factor.

A 1% compound annual growth rate was used to account for general population growth and possible traffic generated by smaller future developments in the area.

Other Developments.

None were identified.

No-Build volumes and diagrams for opening (2026) and future (2036) years are provided in the appendix.

TRIP GENERATION

Proposed Trips

The mixed-use development proposal consists of residential, coffee, & retail uses. Table 1 presents trip generation associated with these uses, based on the ITE¹ Trip Generation Manual. These trip values are for calculated for each use considered separately, before any adjustments for internal capture:

Table 1: Proposed Trips (unadjusted)

Land Use	In	Out	Total
Proposed 3,000 sf Coffee/Donut Shop with Drive-Through Window (LUC 937)			
Weekday AM Peak Hour Adjacent Street	131	127	258
Weekday PM Peak Hour Adjacent Street	58	59	117
Weekend SAT Peak Hour of Generator	132	132	264
Proposed 16,300 sf Shopping Plaza (LUC 822)			
Weekday AM Peak Hour Adjacent Street	23	15	38
Weekday PM Peak Hour Adjacent Street	54	53	107
Weekend SAT Peak Hour of Generator	55	52	107
Proposed 48 Units Multifamily (Mid-Rise) (LUC 221)			
Weekday AM Peak Hour Adjacent Street	2	8	10
Weekday PM Peak Hour Adjacent Street	12	7	19
Weekend SAT Peak Hour of Generator	10	9	19
Total Trips <u>before</u> Internal Capture			
Weekday AM Peak Hour Adjacent Street	156	150	306
Weekday PM Peak Hour Adjacent Street	124	119	243
Weekend SAT Peak Hour of Generator	197	193	390

Internal Capture.

Interaction between various uses at the site reduces the total number of external trips generated by the development. This reduction is calculated as an “internal capture rate” for each peak hour, using NCHRP 684 methodology. The resulting internal capture rates are as follows:

- AM peak hour: 4% reduction
- PM peak hour: 39% reduction
- SAT peak hour: 4% reduction

The existing car dealership was not included in the internal capture calculations, so these capture rates may be on the low side. Internal capture worksheets are provided in the appendix.

¹ *Trip Generation Manual*, Institute of Transportation Engineers (ITE), 11th Edition.

The effect of internal capture deductions on external trips is shown in Table 2:

Table 2: Net Site Trips (adjusted for Internal Capture)

Land Use	In	Out	Total
Total Trips <u>before</u> Internal Capture			
Weekday AM Peak Hour Adjacent Street	156	150	306
Weekday PM Peak Hour Adjacent Street	124	119	243
Weekend SAT Peak Hour of Generator	197	193	390
Internal Capture adjustments			
Weekday AM Peak Hour Adjacent Street	(6)	(6)	(12)
Weekday PM Peak Hour Adjacent Street	(52)	(50)	(102)
Weekend SAT Peak Hour of Generator	(7)	(7)	(14)
Net New Trips <u>after</u> Internal Capture			
Weekday AM Peak Hour Adjacent Street	150	144	294
Weekday PM Peak Hour Adjacent Street	72	69	141
Weekend SAT Peak Hour of Generator	190	186	376

TRIP COMPOSITION, DISTRIBUTION AND ASSIGNMENT

Composition

For this project, all external trips are considered to be primary, diverted-linked, and pass-by trips. A primary trip typically goes from the origin to the generator and then returns to the origin. Pass-by trips are attracted from traffic passing the site on an adjacent roadway; i.e. trips already using US1 Bypass. Diverted-Linked trips divert from another nearby roadway and so act like primary trips within the study area (non-Pass-By Trips).

Table 3: New Trip Composition

	Non Pass-By		Pass-By		Total Trips at Site	New Trips on Streets
	In	Out	In	Out		
Weekday AM Peak Hour Adjacent Street	37	34	113	110	294	71
Weekday PM Peak Hour Adjacent Street	27	24	45	45	141	51
Weekend SAT Peak Hour of the Generator	60	56	130	130	376	116

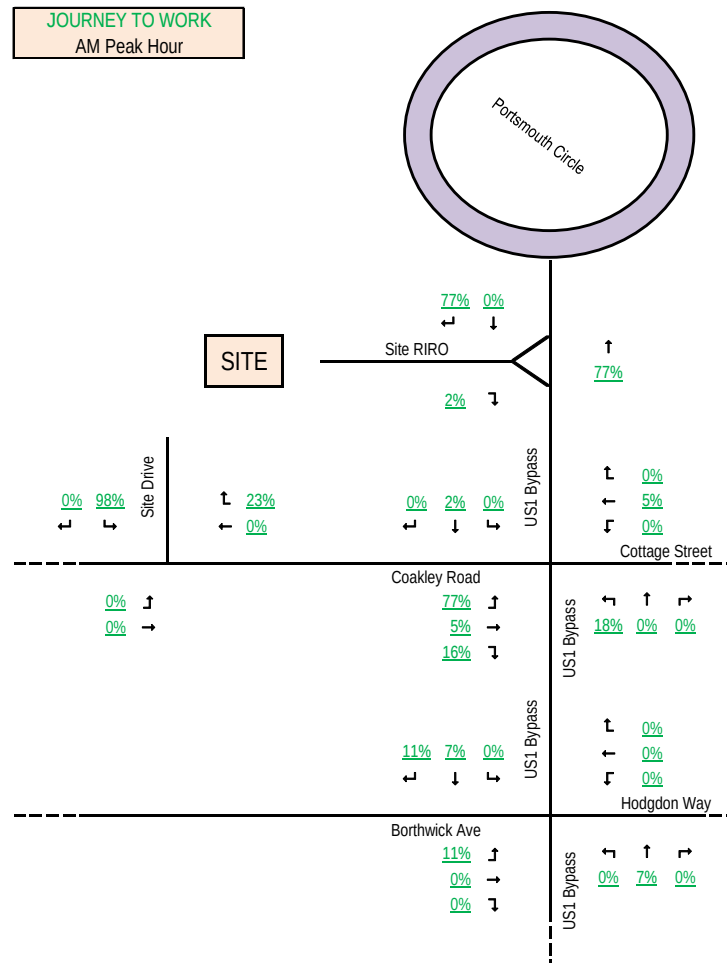
Distribution

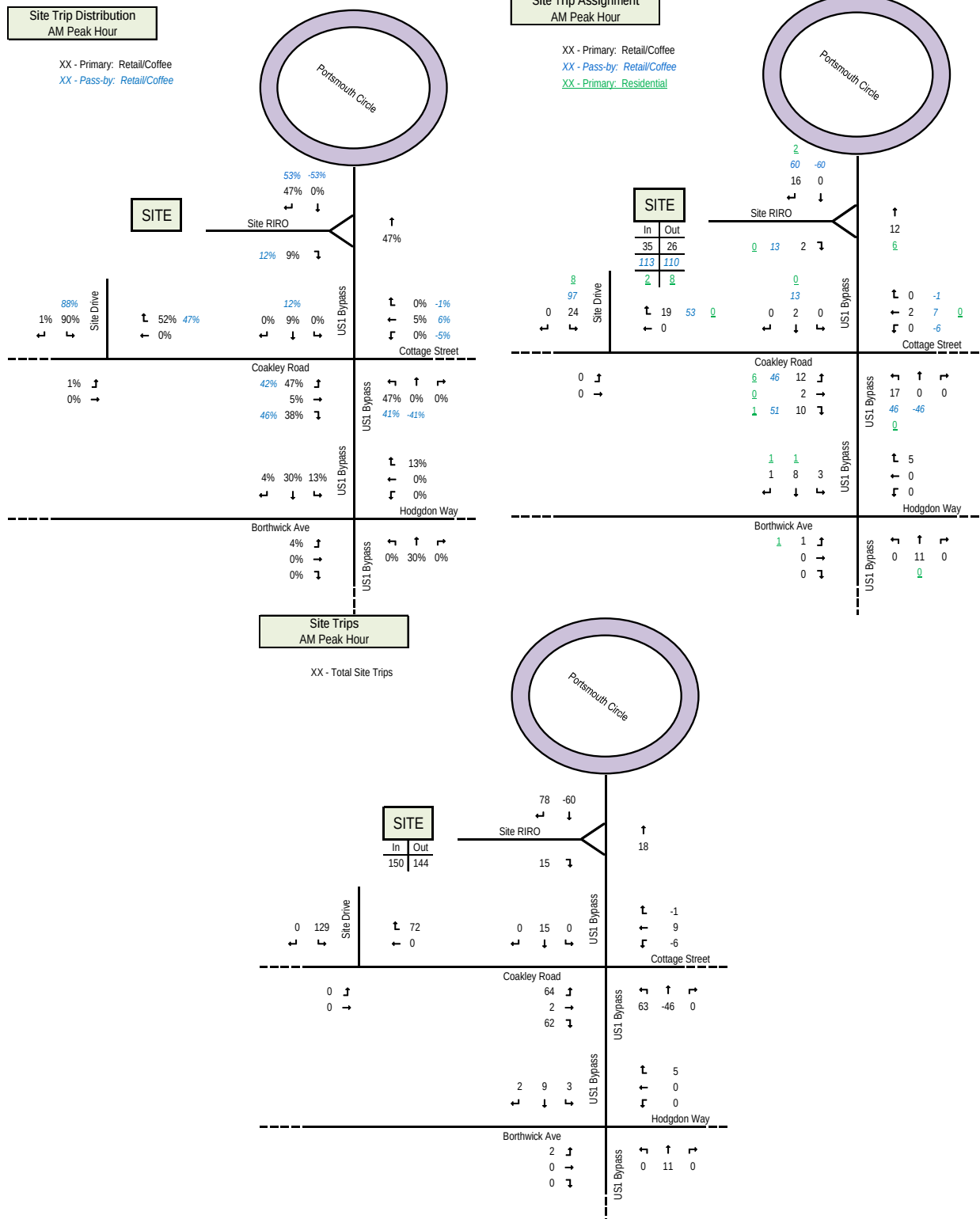
Distribution for the Retail and Coffee Shop uses were prorated through the network using the Turning Movement Counts from March 2025.

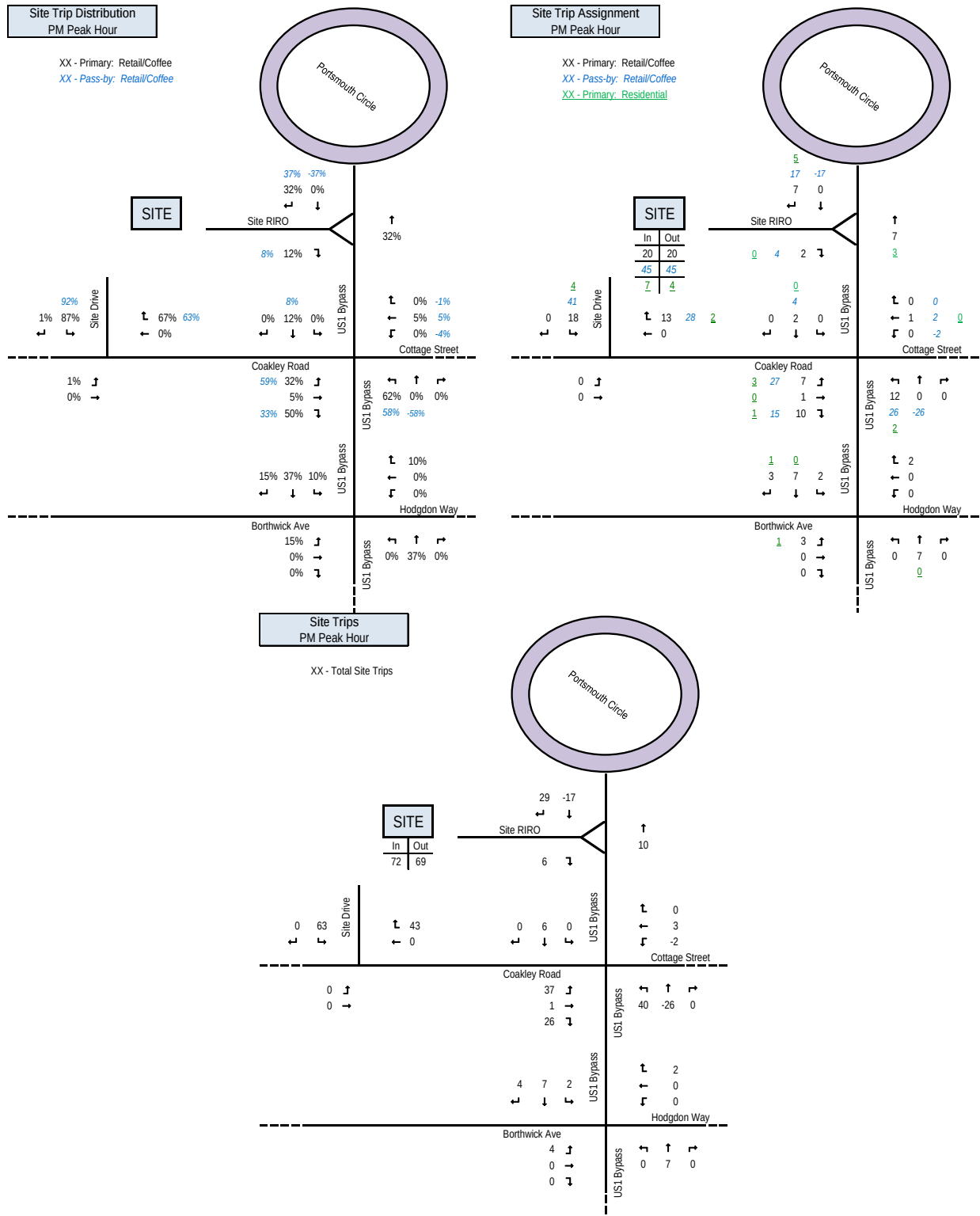
The residential portion of the project is based on Journey to Work data from Census.gov using Table 3 (Residence MCD/County to Workplace MCD/County 5-Year ACS, 2011-2015). This results in the following to/from distribution:

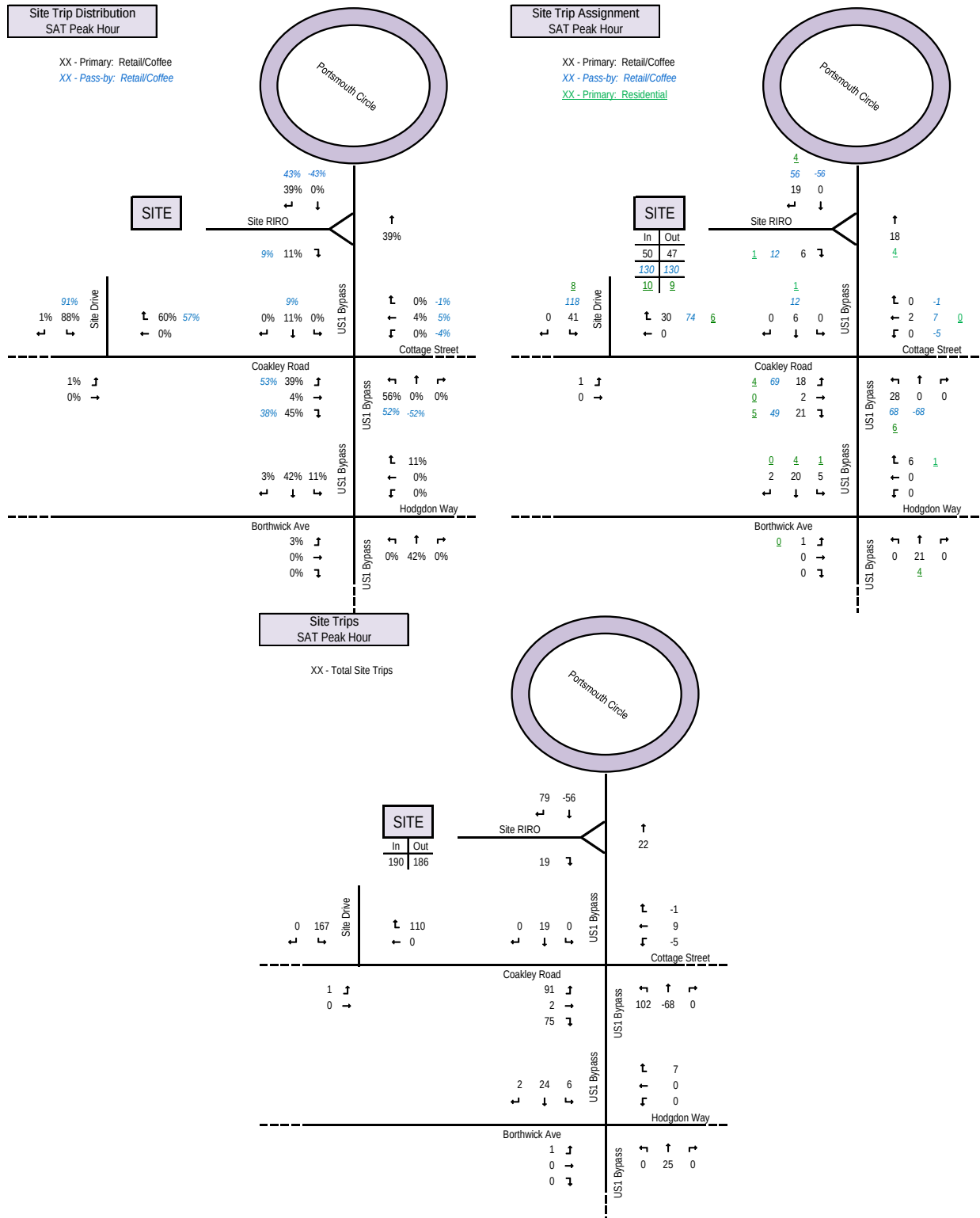
- o 71% North via Portsmouth Circle (Route A)
- o 7% South via US1 Bypass (Route B)
- o 5% East via Cottage Street (Route C)
- o 11% West via Borthwick Ave (Route D)

Distribution diagrams (%) and Peak Hour Assignment diagrams are shown below.









BUILD VOLUMES

Site trips shown in the diagrams above were added to No-Build volumes within the study area to produce 2026 and 2036 Build volume diagrams for each peak hour. These Build volume diagrams are shown in the appendix.

LEVEL OF SERVICE ANALYSIS

Level of Service Analysis:

Level of service (LOS) is a qualitative description of operational conditions within a traffic stream measured in terms of control delay, a function of capacity, degree of saturation, and delay associated with traffic signals and “STOP” signs. Control delay includes initial deceleration, delay approaching a control device, stopped delay, queue move-up time, and acceleration delay from a stopped condition. The relationship between control delay and LOS is shown in the following table.

Level of Service (LOS)	Signalized Control Delay (sec)	Unsignalized Control Delay (sec)
A	≤10.0	≤10.0
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 80.0	35.1 to 50.0
F	Over 80.0	Over 50.0

Methodology.

Trafficware “Synchro” v11 software was used to analyze signalized and unsignalized intersections (based on HCM 2000) within the study area intersections during the weekday PM and Saturday peak hours.

Queue Analysis.

Vehicle queue lengths are reported as the 95th percentile queue, that is, the queue that will be exceeded no more than 5% of the time during peak hour periods.

Signal Timing.

Signal timings are based on data provided by the NHDOT which is provided in the appendix

Summary Tables.

Volume to capacity (v/c) ratios, Level of Service (LOS), average delays (Del), and 95th pctl queues (Q) for base and opening year development are summarized in the following tables.

Table 4a. Level of Service Analysis Summary (2025/2026) – AM Peak Hour

	2025 BASE				2026 No-Build				2026 Build			
Movement	v/c ^a	Del ^b	LOS ^c	Q ^d	v/c ^a	Del ^b	LOS ^c	Q ^d	v/c ^a	Del ^b	LOS ^c	Q ^d
3: US1 Bypass at Site Drive R/O [Unsignalized]												
AM Peak OVERALL	---	0.0	A	---	---	0.0	A	---	---	0.1	A	---
EB L	0.02	15.0	C	3	0.02	15.1	C	3	0.05	14.9	B	5
6: Coakley Road at Site Drive - Full [Unsignalized]												
AM Peak OVERALL	---	1.9	A	---	---	1.9	A	---	---	5.0	A	---
EB L	-	0.0	A	0	-	0.0	A	0	-	0.0	A	0
SB L	0.02	8.9	A	3	0.02	8.9	A	3	0.17	9.9	A	15
9: US1 Bypass at Coakley Road / Cottage Street [Signalized]												
AM Peak OVERALL	0.61	14.5	B	---	0.61	14.7	B	---	0.71	23.3	C	---
EB All	0.15	45.7	D	56	0.15	45.5	D	57	0.82	71.1	E	211
WB LT	0.68	58.5	E	173	0.69	58.6	E	175	0.75	62.7	E	178
WB R	0.02	44.4	D	0	0.02	44.2	D	0	0.02	41.4	D	0
NB L	0.27	56.8	E	31	0.27	56.7	E	29	0.48	53.9	D	127
NB TT/R	0.52	9.1	A	269	0.53	9.3	A	275	0.52	10.6	B	272
SB L	0.32	60.7	E	59	0.32	60.7	E	59	0.32	60.7	E	59
SB TT/R	0.56	11.0	B	466	0.57	11.2	B	478	0.67	19.5	B	620
12: US1 Bypass at Borthwick Ave / Hodgdon Way [Signalized]												
AM Peak OVERALL	0.72	32.1	C	---	0.73	32.4	C	---	0.74	30.5	C	---
EB L	0.43	57.0	E	93	0.43	57.0	E	93	0.43	56.9	E	95
EB L/T	0.42	56.8	E	95	0.43	57.0	E	96	0.43	56.9	E	96
EB R	0.01	43.6	D	0	0.01	43.5	D	0	0.01	43.5	D	0
WB L	0.37	49.7	D	110	0.37	49.6	D	111	0.37	49.3	D	110
WB T/R	0.59	54.1	D	162	0.59	54.3	D	164	0.59	54.0	D	165
WB R	0.11	47.0	D	18	0.11	46.9	D	20	0.12	46.7	D	24
NB L	0.47	59.3	E	91	0.47	59.3	E	92	0.48	59.4	E	92
NB TT	0.58	26.0	C	374	0.58	26.3	C	379	0.60	27.0	C	386
NB R	0.03	8.8	A	0	0.03	8.8	A	0	0.03	8.9	A	0
SB L	0.62	58.1	E	162	0.62	58.3	E	171	0.63	72.4	E	168
SB TT/R	0.75	24.4	C	736	0.76	24.7	C	750	0.77	18.3	B	761

^a Volume-to-capacity ratio - ^b Average control delay (sec/veh) - ^c Level of service - ^d 95th percentile queue in feet

Table 4b. Level of Service Analysis Summary (2025/2026) – PM Peak Hour

	2025 BASE				2026 No-Build				2026 Build			
Movement	v/c ^a	Del ^b	LOS ^c	Q ^d	v/c ^a	Del ^b	LOS ^c	Q ^d	v/c ^a	Del ^b	LOS ^c	Q ^d
3: US1 Bypass at Site Drive RIRO [Unsignalized]												
PM Peak OVERALL	---	0.0	A	---	---	0.0	A	---	---	0.1	A	---
EB L	0.02	12.9	B	3	0.02	13.0	B	3	0.03	13.0	B	3
6: Coakley Road at Site Drive - Full [Unsignalized]												
PM Peak OVERALL	---	2.7	A	---	---	2.7	A	---	---	4.2	A	---
EB L	-	0.0	A	0	-	0.0	A	0	-	0.0	A	0
SB L	0.04	9.2	A	3	0.04	9.2	A	3	0.11	9.5	A	10
9: US1 Bypass at Coakley Road / Cottage Street [Signalized]												
PM Peak OVERALL	0.71	15.2	B	---	0.72	15.8	B	---	0.74	18.7	B	---
EB All	0.21	43.7	D	61	0.21	43.6	D	61	0.59	49.1	D	133
WB LT	0.65	53.0	D	156	0.65	53.0	D	157	0.67	52.8	D	158
WB R	0.02	41.9	D	0	0.02	41.8	D	0	0.02	40.0	D	0
NB L	0.23	46.5	D	20	0.23	46.4	D	20	0.40	46.8	D	62
NB TT/R	0.71	13.4	B	383	0.73	14.5	B	390	0.74	15.1	B	378
SB L	0.35	55.7	E	62	0.30	53.8	D	63	0.30	53.8	D	63
SB TT/R	0.45	9.0	A	307	0.46	9.1	A	313	0.51	12.9	B	363
12: US1 Bypass at Borthwick Ave / Hodgdon Way [Signalized]												
PM Peak OVERALL	0.78	37.3	D	---	0.79	38.0	D	---	0.80	37.6	D	---
EB L	0.66	49.4	D	232	0.66	49.2	D	232	0.66	49.1	D	235
EB L/T	0.66	49.3	D	235	0.66	49.2	D	237	0.66	49.0	D	241
EB R	0.06	33.1	C	8	0.06	33.0	C	9	0.06	32.8	C	9
WB L	0.38	50.2	D	109	0.38	50.0	D	110	0.39	50.2	D	110
WB T/R	0.49	51.6	D	140	0.50	51.6	D	146	0.50	51.8	D	151
WB R	0.10	47.6	D	13	0.10	47.4	D	14	0.10	47.5	D	15
NB L	0.20	53.7	D	47	0.20	53.7	D	47	0.20	53.7	D	47
NB TT	0.86	39.9	D	655	0.88	41.5	D	666	0.89	42.5	D	673
NB R	0.05	14.2	B	0	0.05	14.3	B	0	0.05	14.5	B	0
SB L	0.69	56.5	E	195	0.69	57.3	E	198	0.69	62.8	E	204
SB TT/R	0.64	23.3	C	442	0.65	23.7	C	447	0.66	20.7	C	455

^a Volume-to-capacity ratio - ^b Average control delay (sec/veh) - ^c Level of service - ^d 95th percentile queue in feet

Table 4c. Level of Service Analysis Summary (2025/2026) – SAT Peak Hour

	2025 BASE				2026 No-Build				2026 Build			
Movement	v/c ^a	Del ^b	LOS ^c	Q ^d	v/c ^a	Del ^b	LOS ^c	Q ^d	v/c ^a	Del ^b	LOS ^c	Q ^d
3: US1 Bypass at Site Drive RIRO [Unsignalized]												
SAT Peak OVERALL	---	0.1	A	---	---	13.1	B	---	---	0.2	A	---
EB L	0.04	13.1	B	3	0.04	13.1	B	3	0.07	13.1	B	5
6: Coakley Road at Site Drive - Full [Unsignalized]												
SAT Peak OVERALL	---	2.6	A	---	---	2.6	A	---	---	5.6	A	---
EB L	-	0.0	A	0	-	0.0	A	0	0.001	7.5	A	0
SB L	0.02	8.8	A	3	0.02	8.8	A	3	0.22	10.1	B	20
9: US1 Bypass at Coakley Road / Cottage Street [Signalized]												
SAT Peak OVERALL	0.57	9.8	A	---	0.58	10.0	A	---	0.72	21.0	C	---
EB All	0.03	45.1	D	0	0.03	45.0	D	0	0.72	48.8	D	197
WB LT	0.54	51.6	D	127	0.55	51.6	D	128	0.39	38.0	D	117
WB R	0.01	45.0	D	0	0.01	44.9	D	0	0.01	33.5	C	0
NB L	0.20	51.0	D	15	0.20	52.5	D	15	0.63	65.9	E	199
NB TT/R	0.56	6.6	A	221	0.57	6.8	A	224	0.64	9.8	A	224
SB L	0.27	55.4	E	50	0.27	55.4	E	50	0.30	56.6	E	52
SB TT/R	0.43	6.7	A	281	0.44	6.8	A	285	0.61	20.5	C	393
12: US1 Bypass at Borthwick Ave / Hodgdon Way [Signalized]												
SAT Peak OVERALL	0.63	26.2	C	---	0.63	26.4	C	---	0.65	26.2	C	---
EB L	0.41	53.6	D	70	0.41	53.6	D	70	0.42	53.7	D	70
EB L/T	0.42	53.7	D	72	0.42	53.7	D	72	0.42	53.7	D	72
EB R	0.00	44.1	D	0	0.00	44.1	D	0	0.00	44.1	D	0
WB L	0.41	50.9	D	92	0.42	50.9	D	93	0.42	50.9	D	93
WB T/R	0.21	49.0	D	55	0.21	48.9	D	55	0.21	48.9	D	55
WB R	0.09	48.0	D	0	0.10	47.9	D	0	0.10	48.0	D	0
NB L	0.21	55.3	E	39	0.21	55.3	E	39	0.21	55.3	E	39
NB TT	0.68	25.8	C	543	0.69	26.2	C	581	0.72	27.7	C	613
NB R	0.04	9.8	A	0	0.04	9.8	A	0	0.04	10.2	B	0
SB L	0.51	46.1	D	120	0.51	46.0	D	121	0.50	67.1	E	171
SB TT/R	0.52	13.2	B	415	0.53	13.3	B	422	0.54	8.3	A	190

^a Volume-to-capacity ratio - ^b Average control delay (sec/veh) - ^c Level of service - ^d 95th percentile queue in feet

12. Conclusions:

- Existing Conditions. Existing background traffic volumes in the study area are moderate with all intersections operating at overall LOS D or better.
- Site Access. The site has two existing access points that will continue to serve the existing and proposed new uses.
- Trip Generation. The mixed-use concept provides internal pedestrian activity and reduces external vehicular trips by 4% during the weekday AM & SAT peak hours, and 39% in the PM peak hour.
- The project generates a total of 294 external trips in the AM peak hour, 141 in the PM peak hour, and 376 during the Saturday peak hour. However, due to coffee and retail pass-by activity, there are only 71 AM, 51 PM, and 116 Saturday new peak hour trips on adjacent roadways. That represents two or three additional trips per signal cycle.
- Operational Conditions. Opening Year (2026) Build conditions show no significant degradation of overall capacity at any intersection, and individual movement delay and queue increases are moderate. All intersections and individual movements continue to operate with adequate (11% or more) reserve capacity in the Build condition.
- A full TIAS will be completed for the Planning Board Site Plan submittal which will include future year analyses, as well as analysis of various signal coordination adjustments and other potential recommendations.

Respectfully Submitted,
TFMoran Inc.

Robert Duval, PE
Jen Porter, PE

APPENDICES

APPENDIX A	<u>Site Trips</u> • Trip Generation • Internal Capture
APPENDIX B	<u>Journey To Work</u> • Calculation • Backup Data
APPENDIX C	<u>Distribution</u>
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APPENDIX F	<u>AM Synchro</u> • BASE 2025 • No-Build – 2026 • Build – 2026
APPENDIX G	<u>PM Synchro</u> • BASE 2025 • No-Build – 2026 • Build – 2026
APPENDIX H	<u>SAT Synchro</u> • BASE 2025 • No-Build – 2026 • Build – 2026
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APPENDIX A

Site Trips

Trip Generation

Internal Capture

Existing Trip Generation												
Based on RAW Turning Movement Counts - Weekday March 6, 2025, Weekend March 8, 2025												
Existing Use on Site												
Automobile Sales (New): 39,740 S.F. [Portsmouth Chevrolet]												
Time Period				Existing Directional Split		Counted Trips						Total Trips
				In	Out	In	Out					
Weekday AM Peak Hour Adjacent Street				71%	29%	27	11					38
Weekday PM Peak Hour Adjacent Street				23%	77%	10	34					44
Weekend SAT Peak Hour of Generator				49%	51%	21	22					43

Existing Trip Composition
Automobile Sales (New): 39,740 S.F. [Portsmouth Chevrolet]
All Trips considered Primary

Proposed Trip Generation														
Based on ITE Trip Generation 11th Edition														
Proposed New Use on Site														
ITE LUC 937 - Coffee/Donut Shop with Drive-Through Window: 3,000 sf														
Time Period	Variable: sf		Rate/ Eq Used	Trip Ends	Directional Split		Directional Distribution		Internal Capture	Internal Trips		External Trips		Total Trips
					In	Out	In	Out		In	Out	In	Out	
Weekday AM Peak Hour Adjacent Street	3.0	85.88	Rate	258	51%	49%	131	127	4%	5	5	126	122	248
Weekday PM Peak Hour Adjacent Street	3.0	38.99	Rate	117	50%	50%	58	59	42%	24	25	34	34	68
Weekend SAT Peak Hour of Generator	3.0	87.91	Rate	264	50%	50%	132	132	4%	5	5	127	127	254
Weekday Daily	3.0	533.37	Rate	1601	50%	50%	800	801	* Use AM for SAT					
Weekend (SAT) Daily - Used wkday rates	3.0	533.37	Rate	1601	50%	50%	800	801						

LUC 937: This land use includes any coffee and donut restaurant that has a drive-through window as well as a walk-in entrance area at which a patron can purchase and consume items. The restaurant sells freshly brewed coffee (along with coffee-related accessories) and a variety of food/drink products such as donuts, bagels, breads, muffins, cakes, sandwiches, wraps, salads, and other hot and cold beverages. The restaurant marketing and sales may emphasize coffee beverages over food (or vice versa). A coffee/donut shop typically holds long store hours (more than 15 hours) with an early morning opening. Limited indoor seating is generally provided for patrons, but table service is not provided.

ITE LUC 822 Strip Retail Plaza (<40k): 16,300 sf

Time Period	Variable: Units		Rate/ Eq Used	Trip Ends	Directional Split		Directional Distribution		Internal Capture	Internal Trips		External Trips		Total Trips
	X				In	Out	In	Out		In	Out	In	Out	
Weekday AM Peak Hour Adjacent Street	16.3	2.36	Rate	38	60%	40%	23	15	4%	1	1	22	14	36
Weekday PM Peak Hour Adjacent Street	16.3	6.59	Rate	107	50%	50%	54	53	42%	23	22	31	31	62
Weekend SAT Peak Hour of Generator	16.3	6.57	Rate	107	51%	49%	55	52	4%	2	2	53	50	103
Weekday Daily	16.3	42.20(X) + 229.68	EQ	918	50%	50%	459	459	* Use AM for SAT					
Weekend (SAT) Daily - Used wkday eq	16.3	42.20(X) + 229.69	EQ	918	50%	50%	459	459						

LUC 822: A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, the GLA is the same as the gross floor area of the building.

ITE LUC 221 - Multifamily Housing (Mid-Rise): 48 Units

Time Period	Variable: Units		Rate/ Eq Used	Trip Ends	Directional Split		Directional Distribution		Internal Capture	Internal Trips		External Trips		Total Trips
	X				In	Out	In	Out		In	Out	In	Out	
Weekday AM Peak Hour Adjacent Street	48	0.44(X) - 11.61	EQ	10	23%	77%	2	8	4%	0	0	2	8	10
Weekday PM Peak Hour Adjacent Street	48	0.39(X) + 0.34	EQ	19	61%	39%	12	7	42%	5	3	7	4	11
Weekend SAT Peak Hour of Generator	48	0.39	Rate	19	51%	49%	10	9	4%	0	0	10	9	19
Weekday Daily	48	4.54	Rate	218	50%	50%	109	109	* Use AM for SAT					
Weekend (SAT) Daily	48	4.57	Rate	219	50%	50%	110	109						

LUC 221: Mid-rise multifamily housing includes apartments and condominiums located in a building that has between four and 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Proposed Trip Composition									
ITE LUC 937 - Coffee/Donut Shop with Drive-Through Window: 3,000 sf									
	Trips		Primary				Pass-By*		
	IN	OUT	% In	# In	% Out	# Out	% In	# In	% Out
AM	126	122	10%	13	10%	12	90%	113	90%
PM	34	34	2%	1	2%	1	98%	33	98%
SAT	127	127	10%	13	10%	13	90%	114	90%

* Table: Vehicle Pass-By Rates by Land Use, ITE Trip Generation Manual, 11th Edition, LUC 938 Coffee/Donut Shop with Drive-through Window and No Indoor Seating, Weekday AM & PM Peak Period, used AM Rates for SAT.

ITE LUC 822 Strip Retail Plaza (<40k): 16,300 sf

	Trips		Primary				Pass-By*		
	IN	OUT	% In	# In	% Out	# Out	% In	# In	% Out
AM	22	14	100%	22	100%	14	0%	0	0%
PM	31	31	60%	19	60%	19	40%	12	40%
SAT	53	50	69%	37	69%	34	31%	16	31%

* Table: Vehicle Pass-By Rates by Land Use, ITE Trip Generation Manual, 11th Edition, LUC 821 Shopping Plaza (40-150k), General Urban/Suburban,
Pass-by: Weekday PM Peak Period, Weekend SAT Peak Period. None for AM, assume trips are employees.

ITE LUC 221 - Multifamily Housing (Mid-Rise): 48 Units

	Trips		Primary				Pass-By		
	IN	OUT	% In	# In	% Out	# Out	% In	# In	% Out
AM	2	8	100%	2	100%	8	0%	0	0%
PM	7	4	100%	7	100%	4	0%	0	0%
SAT	10	9	100%	10	100%	9	0%	0	0%

TOTAL

Time Period			Trip Ends			Directional Distribution		Internal Capture	Internal Trips		External Trips		Total Trips
				In	Out	In	Out		In	Out	In	Out	
Weekday AM Peak Hour Adjacent Street			306			156	150	4%	6	6	150	144	294
Weekday PM Peak Hour Adjacent Street			243			124	119	42%	52	50	72	69	141
Weekend SAT Peak Hour of Generator			390			197	193	4%	7	7	190	186	376
Weekday Daily			2737			1368	1369	* Use AM for SAT					
Weekend (SAT) Daily			2738			1369	1369						

TOTAL PROPOSED TRIP COMPOSITION									
	Trips		Primary				Pass-By		
			# In		# Out		# In		# Out
	IN	OUT							
AM	150	144		37		34		113	110
PM	72	69		27		24		45	45
SAT	190	186		60		56		130	130

RETAIL/COFFEE PROPOSED TRIP COMPOSITION							
	Trips		Primary		Pass-By		TOTAL
	IN	OUT	# In	# Out	# In	# Out	
AM	148	136	35	26	113	110	284
PM	65	65	20	20	45	45	130
SAT	180	177	50	47	130	130	357
RESIDENTIAL PROPOSED TRIP COMPOSITION							
	Trips		Primary		Pass-By		TOTAL
	IN	OUT	# In	# Out	# In	# Out	
AM	2	8	2	8	0	0	10
PM	7	4	7	4	0	0	11
SAT	10	9	10	9	0	0	19

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	Meadowbrook Inn Corp.	Organization:	TFMoran Inc.		
Project Location:	Portsmouth NH	Performed By:	JFP		
Scenario Description:	As-Of-Right Uses	Date:	6/16/2025		
Analysis Year:	2026	Checked By:	RED		
Analysis Period:	AM Street Peak Hour	Date:			

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	822	16,300	ksf	38	23	15
Restaurant	937	3,000	ksf	258	131	127
Cinema/Entertainment				0		
Residential	221	48	units	10	2	8
Hotel				0		
All Other Land Uses ²				0		
				306	156	150

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	0%	0%	1.00	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses ²	0.00	0%	0%	0.00	0%	0%

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		2	0	0	0
Restaurant	0	2		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	2	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	306	156	150
Internal Capture Percentage	4%	4%	4%
External Vehicle-Trips ⁵	294	150	144
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	9%	13%
Restaurant	3%	2%
Cinema/Entertainment	N/A	N/A
Residential	0%	25%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Meadowbrook Inn Corp.
Analysis Period:	AM Street Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	23	23	1.00	15	15
Restaurant	1.00	131	131	1.00	127	127
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	2	2	1.00	8	8
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	4		2	0	2	0
Restaurant	39	18		0	5	4
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	2	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		7	30	0	0	0
Retail	0		66	0	0	0
Restaurant	0	2		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	4	26	0		0
Hotel	0	1	8	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	2	21	23	21	0	0
Restaurant	4	127	131	127	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	2	2	2	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	2	13	15	13	0	0
Restaurant	2	125	127	125	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	2	6	8	6	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

²Person-Trips

³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	Meadowbrook Inn Corp.	Organization:	TFMoran Inc.		
Project Location:	Portsmouth NH	Performed By:	JFP		
Scenario Description:	As-Of-Right Uses	Date:	6/16/2025		
Analysis Year:	2026	Checked By:	RED		
Analysis Period:	PM Street Peak Hour	Date:			

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	822	16,300	ksf	107	54	53
Restaurant	937	3,000	ksf	117	58	59
Cinema/Entertainment				0		
Residential	221	48	units	19	12	7
Hotel				0		
All Other Land Uses ²				0		
				243	124	119

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	0%	0%	1.00	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses ²	0.00	0%	0%	0.00	0%	0%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0		0	
Retail					0	
Restaurant					300	
Cinema/Entertainment					0	
Residential		0	300			
Hotel					0	

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		15	0	6	0
Restaurant	0	24		0	2	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	3	1	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	243	124	119
Internal Capture Percentage	42%	41%	43%
External Vehicle-Trips ⁵	141	73	68
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	50%	40%
Restaurant	28%	44%
Cinema/Entertainment	N/A	N/A
Residential	67%	57%
Hotel	N/A	N/A

¹ Land Use Codes (LUCs) from <i>Trip Generation Manual</i> , published by the Institute of Transportation Engineers.
² Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.
³ Enter trips assuming no transit or non-motorized trips (as assumed in ITE <i>Trip Generation Manual</i>).
⁴ Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be
⁵ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.
⁶ Person-Trips
*Indicates computation that has been rounded to the nearest whole number.
Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Meadowbrook Inn Corp.
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	54	54	1.00	53	53
Restaurant	1.00	58	58	1.00	59	59
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	12	12	1.00	7	7
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	1		15	2	14	3
Restaurant	2	24		5	11	4
Cinema/Entertainment	0	0	0		0	0
Residential	0	3	1	0		0
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		4	1	0	0	0
Retail	0		17	0	6	0
Restaurant	0	27		0	2	0
Cinema/Entertainment	0	2	2		0	0
Residential	0	5	8	0		0
Hotel	0	1	3	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	27	27	54	27	0	0
Restaurant	16	42	58	42	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	8	4	12	4	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	21	32	53	32	0	0
Restaurant	26	33	59	33	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	4	3	7	3	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

²Person-Trips

³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

APPENDIX B

Journey To Work

Calculation

Backup Data

Table 3. Residence MCD/County to Workplace MCD/County Commuting Flows for the United States and Puerto Rico Sorted by Residence Geography: 5-Year ACS, 2011-2015

Commuting flows are sorted by residence state, residence county, and residence minor civil division.

Residence			Place of Work			Commuting Flow
State Name	County Name	Minor Civil Division Name	State Name	County Name	Minor Civil Division Name	Workers in Commuting Flow
New Hampshire	Rockingham County	Portsmouth city	California	Santa Barbara County		40
New Hampshire	Rockingham County	Portsmouth city	Maine	Cumberland County	Portland city	21
New Hampshire	Rockingham County	Portsmouth city	Maine	Cumberland County	South Portland city	25
New Hampshire	Rockingham County	Portsmouth city	Maine	Cumberland County	Westbrook city	5
New Hampshire	Rockingham County	Portsmouth city	Maine	Cumberland County	Yarmouth city	7
New Hampshire	Rockingham County	Portsmouth city	Maine	York County	Arundel town	10
New Hampshire	Rockingham County	Portsmouth city	Maine	York County	Biddeford city	10
New Hampshire	Rockingham County	Portsmouth city	Maine	York County	Ellot town	48
New Hampshire	Rockingham County	Portsmouth city	Maine	York County	Kennebunk town	13
New Hampshire	Rockingham County	Portsmouth city	Maine	York County	Kittery town	379
New Hampshire	Rockingham County	Portsmouth city	Maine	York County	North Berwick town	22
New Hampshire	Rockingham County	Portsmouth city	Maine	York County	South Berwick town	23
New Hampshire	Rockingham County	Portsmouth city	Maine	York County	York town	142
New Hampshire	Rockingham County	Portsmouth city	Massachusetts	Essex County	Amesbury Town city	48
New Hampshire	Rockingham County	Portsmouth city	Massachusetts	Essex County	Andover town	41
New Hampshire	Rockingham County	Portsmouth city	Massachusetts	Essex County	Beverly city	10
New Hampshire	Rockingham County	Portsmouth city	Massachusetts	Essex County	Danvers town	10
New Hampshire	Rockingham County	Portsmouth city	Massachusetts	Essex County	Georgetown town	5
New Hampshire	Rockingham County	Portsmouth city	Massachusetts	Essex County	Groveland town	25
New Hampshire	Rockingham County	Portsmouth city	Massachusetts	Essex County	Haverhill city	32
New Hampshire	Rockingham County	Portsmouth city	Massachusetts	Essex County	Lewes city	16
New Hampshire	Rockingham County	Portsmouth city	Massachusetts	Essex County	Lynn city	12
New Hampshire	Rockingham County	Portsmouth city	Massachusetts	Essex County	Lynnfield town	5
New Hampshire	Rockingham County	Portsmouth city	Massachusetts	Essex County	Methuen Town city	40
New Hampshire	Rockingham County	Portsmouth city	Massachusetts	Essex County	Newburyport city	86
New Hampshire	Rockingham County	Portsmouth city	Massachusetts	Essex County	North Andover town	49
New Hampshire	Rockingham County	Portsmouth city	Massachusetts	Essex County	Peabody city	78
New Hampshire	Rockingham County	Portsmouth city	Massachusetts	Essex County	Rockport town	8
New Hampshire	Rockingham County	Portsmouth city	Massachusetts	Essex County	Salem city	16
New Hampshire	Rockingham County	Portsmouth city	Massachusetts	Essex County	Salisbury town	8
New Hampshire	Rockingham County	Portsmouth city	Massachusetts	Middlesex County	Arlington town	4
New Hampshire	Rockingham County	Portsmouth city	Massachusetts	Middlesex County	Ayer town	18
New Hampshire	Rockingham County	Portsmouth city	Massachusetts	Middlesex County	Bedford town	15
New Hampshire	Rockingham County	Portsmouth city	Massachusetts	Middlesex County	Billerica town	20
New Hampshire	Rockingham County	Portsmouth city	Massachusetts	Middlesex County	Boxborough town	21
New Hampshire	Rockingham County	Portsmouth city	Massachusetts	Middlesex County	Burlington town	37
New Hampshire	Rockingham County	Portsmouth city	Massachusetts	Middlesex County	Cambridge city	25
New Hampshire	Rockingham County	Portsmouth city	Massachusetts	Middlesex County	Chelmsford town	24
New Hampshire	Rockingham County	Portsmouth city	Massachusetts	Middlesex County	Melrose city	19
New Hampshire	Rockingham County	Portsmouth city	Massachusetts	Middlesex County	Newton city	19
New Hampshire	Rockingham County	Portsmouth city	Massachusetts	Middlesex County	North Reading town	20
New Hampshire	Rockingham County	Portsmouth city	Massachusetts	Middlesex County	Stoneham town	39
New Hampshire	Rockingham County	Portsmouth city	Massachusetts	Middlesex County	Wakefield town	17
New Hampshire	Rockingham County	Portsmouth city	Massachusetts	Middlesex County	Westford town	7
New Hampshire	Rockingham County	Portsmouth city	Massachusetts	Norfolk County	Braintree Town city	8
New Hampshire	Rockingham County	Portsmouth city	Massachusetts	Norfolk County	Quincy city	43
New Hampshire	Rockingham County	Portsmouth city	Massachusetts	Suffolk County	Boston city	164
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Carroll County	Wolfeboro town	49
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Grafton County	Hampover town	7
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Grafton County	Plymouth town	51
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Hillsborough County	Bedford town	69
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Hillsborough County	Hancock town	10
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Hillsborough County	Hillsborough town	18
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Hillsborough County	Ingdon town	5
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Hillsborough County	Litchfield town	19
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Hillsborough County	Manchester city	129
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Hillsborough County	Nashua city	38
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Hillsborough County	Pelham town	14
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Merrimack County	Bow town	7
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Merrimack County	Manchester town	14
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Merrimack County	Concord city	89
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Merrimack County	Hooksett town	37
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Rockingham County	Auburn town	18
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Rockingham County	Brentwood town	77
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Rockingham County	Candia town	7
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Rockingham County	Derry town	7
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Rockingham County	Epping town	14
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Rockingham County	Exeter town	437
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Rockingham County	Greenland town	112
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Rockingham County	Hampstead town	22
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Rockingham County	Hampton town	354
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Rockingham County	Hampton Falls town	53
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Rockingham County	Kingston town	1
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Rockingham County	Londonderry town	92
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Rockingham County	New Castle town	134
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Rockingham County	Newington town	360
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Rockingham County	Newmarket town	33
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Rockingham County	North Hampton town	162
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Rockingham County	Northwood town	6
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Rockingham County	Nottingham town	11
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Rockingham County	Plaistow town	39
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Rockingham County	Portsmouth city	6,310
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Rockingham County	Raymond town	75
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Rockingham County	Rye town	123
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Rockingham County	Salem town	159
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Rockingham County	Seabrook town	85
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Rockingham County	Stratham town	123
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Rockingham County	Windham town	19
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Strafford County	Barrington town	56
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Strafford County	Dover city	643
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Strafford County	Durham town	470
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Strafford County	Farmington town	10
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Strafford County	Lee town	7
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Strafford County	Rochester city	80
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Strafford County	Rollinsford town	37
New Hampshire	Rockingham County	Portsmouth city	New Hampshire	Strafford County	Somersworth city	125
New Hampshire	Rockingham County	Portsmouth city	Ohio	Champaign County		6
New Hampshire	Rockingham County	Portsmouth city	Oregon	Multnomah County		46
New Hampshire	Rockingham County	Portsmouth city	Pennsylvania	Coke County	State College borough	44
New Hampshire	Rockingham County	Portsmouth city	Pennsylvania	Dauphin County	Harrisburg city	2
New Hampshire	Rockingham County	Portsmouth city	Pennsylvania	Union County	Lewisburg borough	45
New Hampshire	Rockingham County	Portsmouth city	Other workplace outside			42
						12,565

Source:
2015 An

Data are based on a sample and are subject to sampling variability. A margin of error is a measure of an estimate's variability. The larger the margin of error is in relation to the size of the estimates, the less reliable the estimate. When added to and subtracted from the estimate, the margin of error forms the 90 percent confidence interval. Flows are presented for MCDs for the 12 "strong MCD states" (CT, ME, MA, NH, RI, VT, MI, WI, IL, NY, MN, and PA), and at the county level for all other states.

Route A	9,622	77%
Route B	1,366	11%
Route C	631	5%
Route D	947	7%
TOTAL	12,565	100%

Commuting Routes

Route A:

-
- Coakley Road to US 1 Bypass North

Route B:

-
- Coakley Road to US 1 Bypass South

Route C:

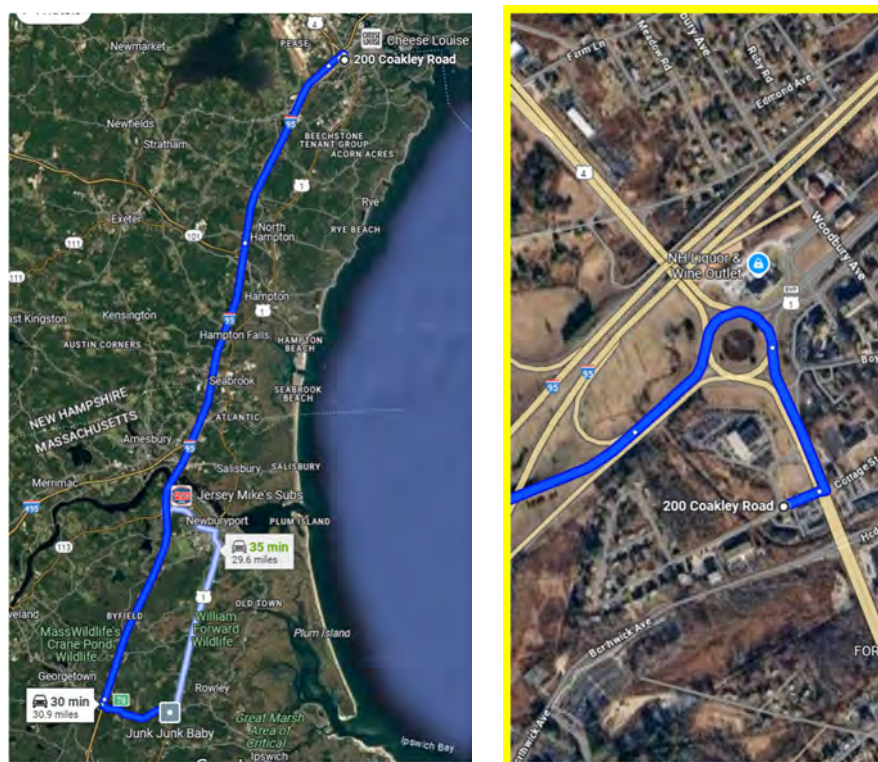
-
- Coakley Road to Cottage Street

Route D:

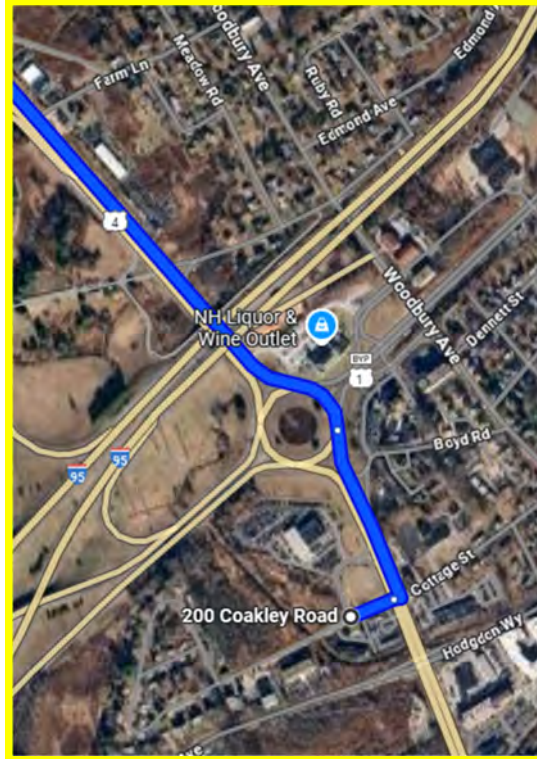
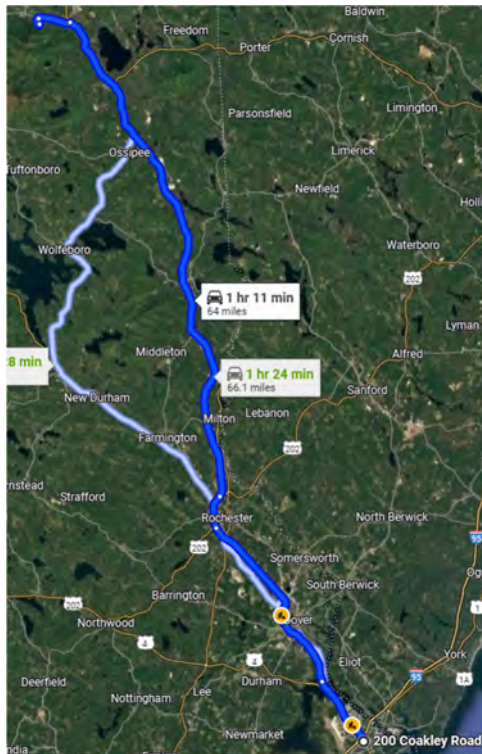
-
- Coakley Road to Borthwick Ave.



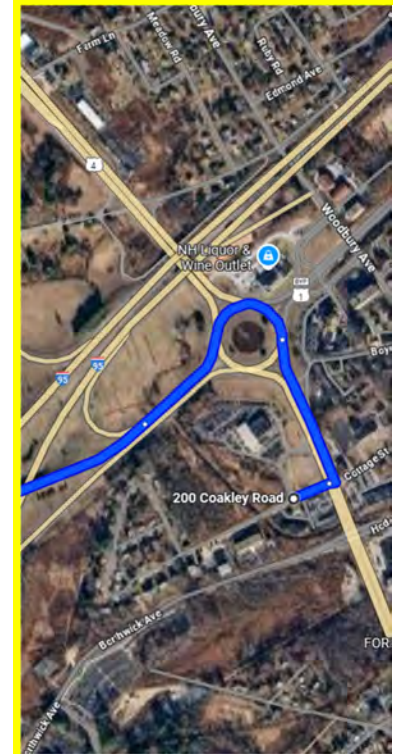
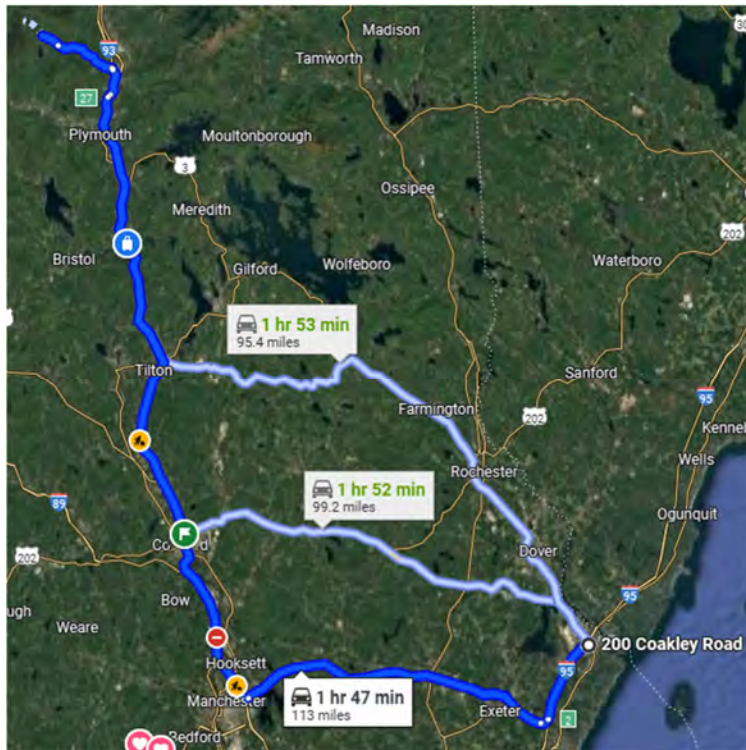
Portsmouth to Maine (Route A)



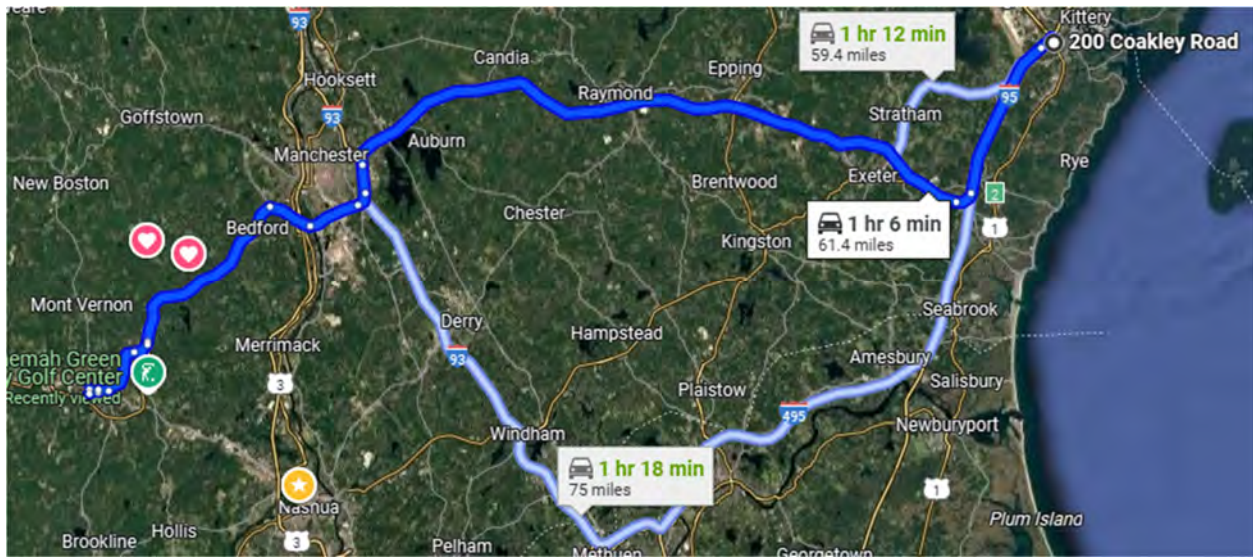
Portsmouth to Massachusetts (Route A)



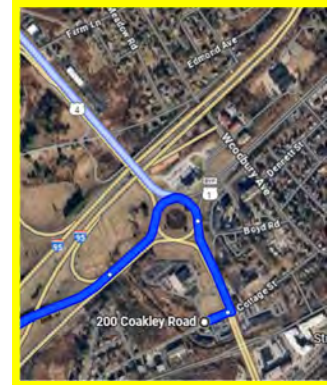
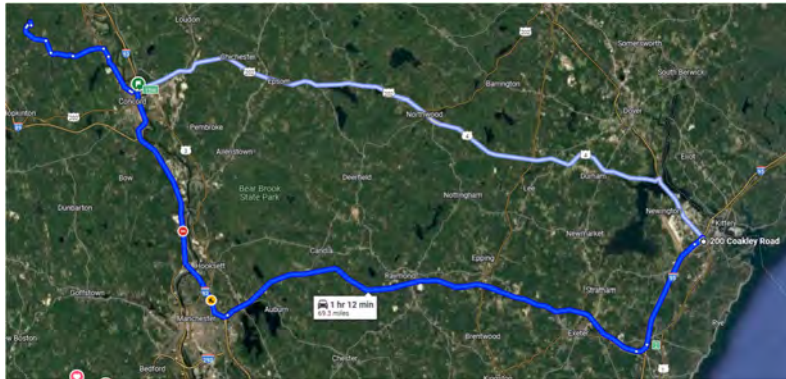
Portsmouth to Carroll County NH (Route A)



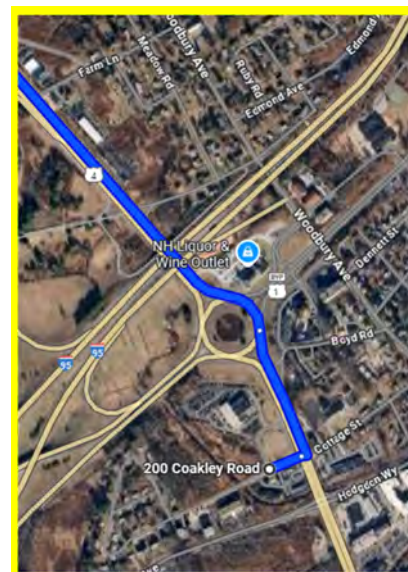
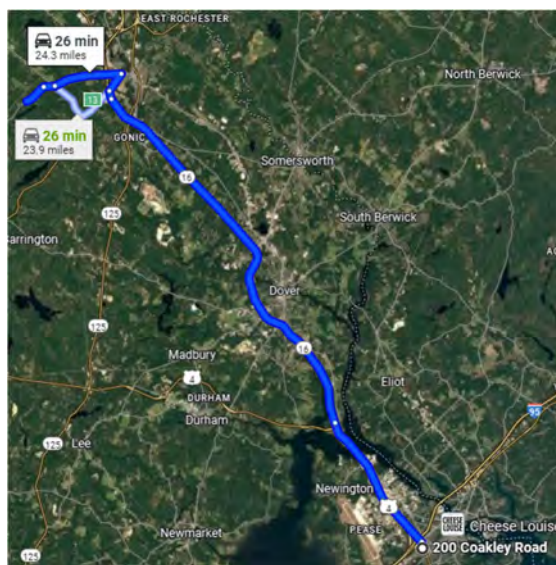
Portsmouth to Grafton County NH (Route A)



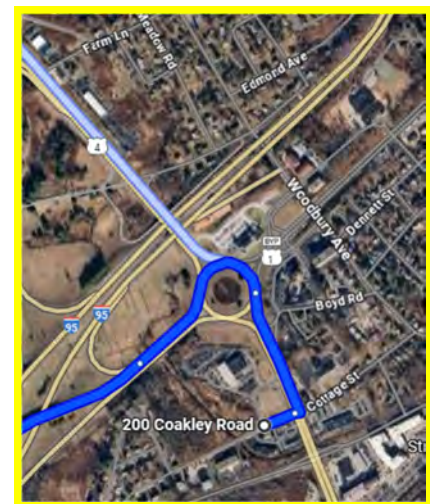
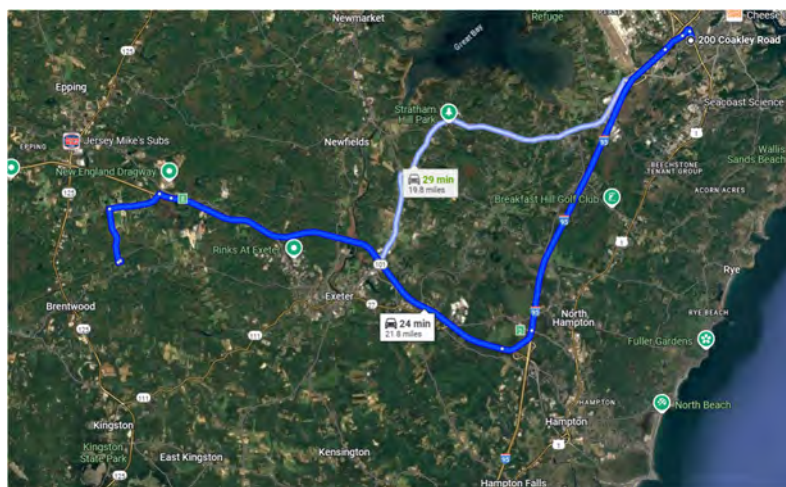
Portsmouth to Hillsborough County NH (Route A)



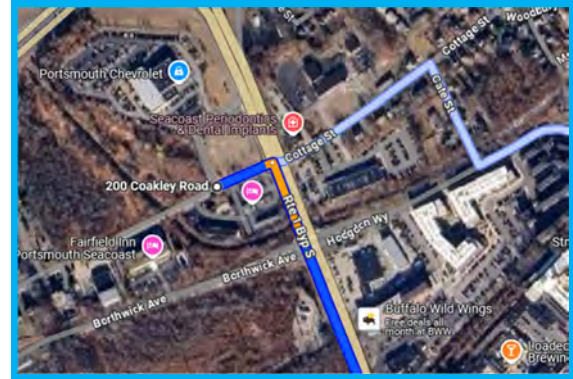
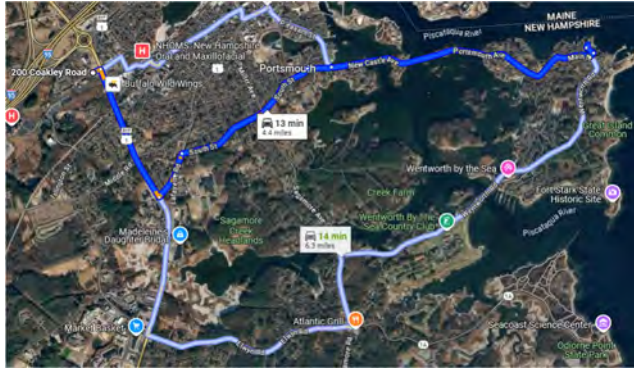
Portsmouth to Merrimack County NH (Route A)



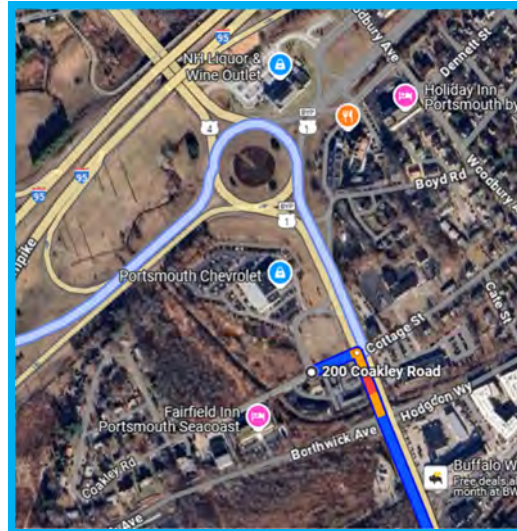
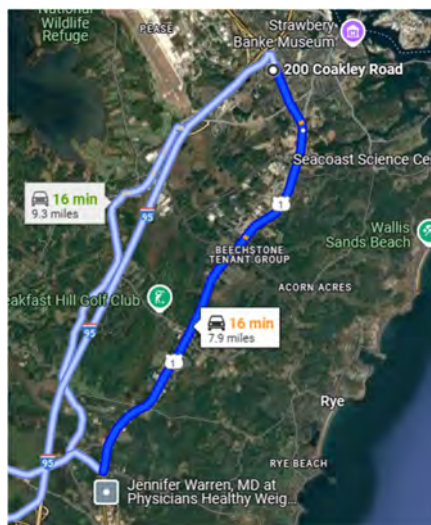
Portsmouth to Strafford County NH (Route A)



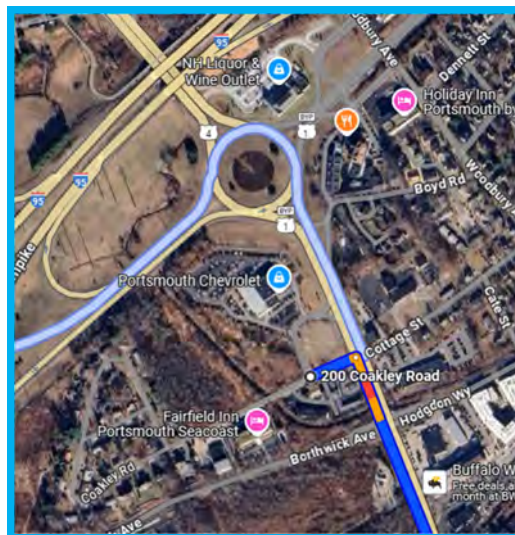
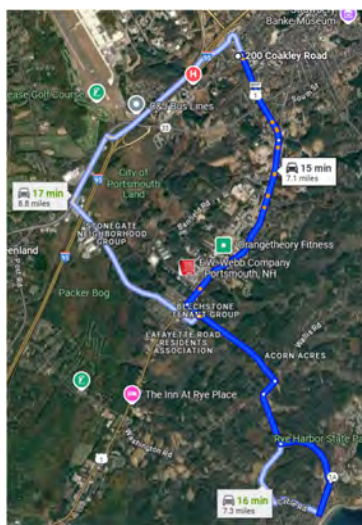
Portsmouth to Rockingham County NH (Route A)



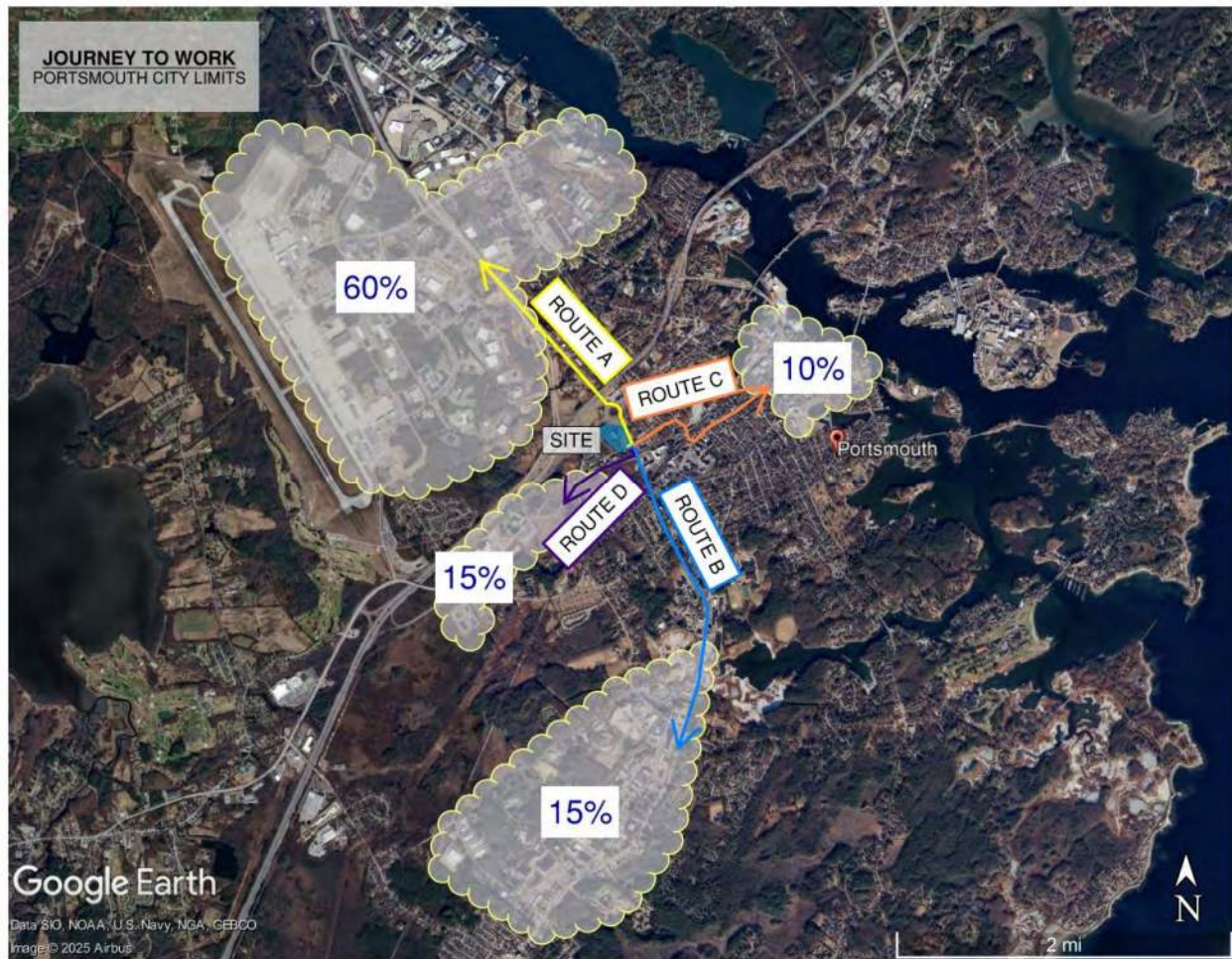
Portsmouth to New Castle NH (Route B)



Portsmouth to North Hampton NH (Route B)



Portsmouth to Rye NH (Route B)



Portsmouth to Portsmouth NH (Routes A, B, C & D)

APPENDIX C

Distribution

Site Trip Distribution - Residential				
Journey to Work: Primary				
	In		Out	
	AM Peak Hour		2	8
3. US1 Bypass at RIRO				
	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBR		2%	0	0
NBT		77%	0	6
SBT			0	0
SBR	77%		2	0
6. Coakley Road at Site Drive				
	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL			0	0
EBT			0	0
WBT			0	0
WBR	23%		0	0
SBL		98%	0	8
SBR			0	0
9. US1 Bypass at Coakley Road/Cottage Street				
	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL		77%	0	6
EBT		5%	0	0
EBR		16%	0	1
WBL			0	0
WBT	5%		0	0
WBR			0	0
NBL	18%		0	0
NBT			0	0
NBR			0	0
SBL			0	0
SBT		2%	0	0
SBR			0	0
12. US1 Bypass at Borthwick Ave/Hodgdon Way				
	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL	11%		1	0
EBT			0	0
EBR			0	0
WBL			0	0
WBT			0	0
WBR			0	0
NBL			0	0
NBT	7%		0	0
NBR			0	0
SBL			0	0
SBT		7%	0	1
SBR		11%	0	1

Site Trip Distribution - Retail/Coffee				
Pro-Rata: Primary				
	In		Out	
	AM Peak Hour		35	26
3. US1 Bypass at RIRO				
	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBR		9%	0	2
NBT		47%	0	12
SBT			0	0
SBR	47%		16	0
6. Coakley Road at Site Drive				
	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL	1%		0	0
EBT			0	0
WBT			0	0
WBR	52%		19	0
SBL		90%	0	24
SBR		1%	0	0
9. US1 Bypass at Coakley Road/Cottage Street				
	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL		47%	0	12
EBT		5%	0	2
EBR		38%	0	10
WBL			0	0
WBT	5%		2	0
WBR			0	0
NBL	47%		17	0
NBT			0	0
NBR			0	0
SBL			0	0
SBT		9%	0	2
SBR			0	0
12. US1 Bypass at Borthwick Ave/Hodgdon Way				
	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL	4%		1	0
EBT			0	0
EBR			0	0
WBL			0	0
WBT			0	0
WBR	13%		5	0
NBL			0	0
NBT	30%		11	0
NBR			0	0
SBL		13%	0	3
SBT		30%	0	8
SBR		4%	0	1

Site Trip Distribution - Retail/Coffee				
Pro-Rata: Pass-By				
	In		Out	
	AM Peak Hour		113	110
3. US1 Bypass at RIRO				
	PERCENTAGES		TRIPS	
<u>Movement</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
EBR		12%	0	13
NBT			0	0
SBT	-53%		-60	0
SBR	53%		60	0
6. Coakley Road at Site Drive				
	PERCENTAGES		TRIPS	
<u>Movement</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
EBL			0	0
EBT			0	0
WBT			0	0
WBR	47%		53	0
SBL		88%	0	97
SBR			0	0
9. US1 Bypass at Coakley Road/Cottage Street				
	PERCENTAGES		TRIPS	
<u>Movement</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
EBL		42%	0	46
EBT			0	0
EBR		46%	0	51
WBL	-5%		-6	0
WBT	6%		7	0
WBR	-1%		-1	0
NBL	41%		46	0
NBT	-41%		-46	0
NBR			0	0
SBL			0	0
SBT		12%	0	13
SBR			0	0
12. US1 Bypass at Borthwick Ave/Hodgdon Way				
	PERCENTAGES		TRIPS	
<u>Movement</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
EBL			0	0
EBT			0	0
EBR			0	0
WBL			0	0
WBT			0	0
WBR			0	0
NBL			0	0
NBT			0	0
NBR			0	0
SBL			0	0
SBT			0	0
SBR			0	0

TOTAL: Site Trip Assignment	
TOTAL	
	AM TOTAL
	294
3. US1 Bypass at RIRO	
Movement	
EBR	15
NBT	18
SBT	-60
SBR	78
6. Coakley Road at Site Drive	
Movement	
EBL	0
EBT	0
WBT	0
WBR	72
SBL	129
SBR	0
9. US1 Bypass at Coakley Road/Cottage Street	
Movement	
EBL	64
EBT	2
EBR	62
WBL	-6
WBT	9
WBR	-1
NBL	63
NBT	-46
NBR	0
SBL	0
SBT	15
SBR	0
12. US1 Bypass at Borthwick Ave/Hodgdon Way	
Movement	
EBL	2
EBT	0
EBR	0
WBL	0
WBT	0
WBR	5
NBL	0
NBT	11
NBR	0
SBL	3
SBT	9
SBR	2

Site Trip Distribution - Residential				
Journey to Work: Primary				
			In	Out
	PM Peak Hour		7	4
3. US1 Bypass at RIRO				
	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBR		2%	0	0
NBT		77%	0	3
SBT			0	0
SBR	77%		5	0
6. Coakley Road at Site Drive				
	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL			0	0
EBT			0	0
WBT			0	0
WBR	23%		2	0
SBL		98%	0	4
SBR			0	0
9. US1 Bypass at Coakley Road/Cottage Street				
	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL		77%	0	3
EBT		5%	0	0
EBR		16%	0	1
WBL			0	0
WBT	5%		0	0
WBR			0	0
NBL	18%		2	0
NBT			0	0
NBR			0	0
SBL			0	0
SBT		2%	0	0
SBR			0	0
12. US1 Bypass at Borthwick Ave/Hodgdon Way				
	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL	11%		1	0
EBT			0	0
EBR			0	0
WBL			0	0
WBT			0	0
WBR			0	0
NBL			0	0
NBT	7%		0	0
NBR			0	0
SBL			0	0
SBT		7%	0	0
SBR		11%	0	1

Site Trip Distribution - Retail/Coffee				
Pro-Rata: Primary				
			In	Out
		PM Peak Hour	20	20
3. US1 Bypass at RIRO				
	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBR		12%	0	2
NBT		32%	0	7
SBT			0	0
SBR	32%		7	0
6. Coakley Road at Site Drive				
	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL	1%		0	0
EBT			0	0
WBT			0	0
WBR	67%		13	0
SBL		87%	0	18
SBR		1%	0	0
9. US1 Bypass at Coakley Road/Cottage Street				
	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL		32%	0	7
EBT		5%	0	1
EBR		50%	0	10
WBL			0	0
WBT	5%		1	0
WBR			0	0
NBL	62%		12	0
NBT			0	0
NBR			0	0
SBL			0	0
SBT		12%	0	2
SBR			0	0
12. US1 Bypass at Borthwick Ave/Hodgdon Way				
	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL	15%		3	0
EBT			0	0
EBR			0	0
WBL			0	0
WBT			0	0
WBR	10%		2	0
NBL			0	0
NBT	37%		7	0
NBR			0	0
SBL		10%	0	2
SBT		37%	0	7
SBR		15%	0	3

Site Trip Distribution - Retail/Coffee				
Pro-Rata: Pass-By				
			In	Out
			PM Peak Hour	45
3. US1 Bypass at RIRO				
	PERCENTAGES		TRIPS	
<u>Movement</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
EBR		8%	0	4
NBT			0	0
SBT	-37%		-17	0
SBR	37%		17	0
6. Coakley Road at Site Drive				
	PERCENTAGES		TRIPS	
<u>Movement</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
EBL			0	0
EBT			0	0
WBT			0	0
WBR	63%		28	0
SBL		92%	0	41
SBR			0	0
9. US1 Bypass at Coakley Road/Cottage Street				
	PERCENTAGES		TRIPS	
<u>Movement</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
EBL		59%	0	27
EBT			0	0
EBR		33%	0	15
WBL	-4%		-2	0
WBT	5%		2	0
WBR	-1%		0	0
NBL	58%		26	0
NBT	-58%		-26	0
NBR			0	0
SBL			0	0
SBT		8%	0	4
SBR			0	0
12. US1 Bypass at Borthwick Ave/Hodgdon Way				
	PERCENTAGES		TRIPS	
<u>Movement</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
EBL			0	0
EBT			0	0
EBR			0	0
WBL			0	0
WBT			0	0
WBR			0	0
NBL			0	0
NBT			0	0
NBR			0	0
SBL			0	0
SBT			0	0
SBR			0	0

TOTAL: Site Trip Assignment	
TOTAL	
	PM TOTAL
	141
3. US1 Bypass at RIRO	
Movement	
EBR	6
NBT	10
SBT	-17
SBR	29
6. Coakley Road at Site Drive	
Movement	
EBL	0
EBT	0
WBT	0
WBR	43
SBL	63
SBR	0
9. US1 Bypass at Coakley Road/Cottage Street	
Movement	
EBL	37
EBT	1
EBR	26
WBL	-2
WBT	3
WBR	0
NBL	40
NBT	-26
NBR	0
SBL	0
SBT	6
SBR	0
12. US1 Bypass at Borthwick Ave/Hodgdon Way	
Movement	
EBL	4
EBT	0
EBR	0
WBL	0
WBT	0
WBR	2
NBL	0
NBT	7
NBR	0
SBL	2
SBT	7
SBR	4

Site Trip Distribution - Residential					
Pro-Rata: Primary					
		In	Out		
		SAT Peak Hour	10	9	
3. US1 Bypass at RIRO					
		PERCENTAGES		TRIPS	
Movement	In	Out	In	Out	
EBR		11%	0	1	
NBT		39%	0	4	
SBT			0	0	
SBR	39%		4	0	
6. Coakley Road at Site Drive					
		PERCENTAGES		TRIPS	
Movement	In	Out	In	Out	
EBL	1%		0	0	
EBT			0	0	
WBT			0	0	
WBR	60%		6	0	
SBL		88%	0	8	
SBR		1%	0	0	
9. US1 Bypass at Coakley Road/Cottage Street					
		PERCENTAGES		TRIPS	
Movement	In	Out	In	Out	
EBL		39%	0	4	
EBT		4%	0	0	
EBR		45%	0	5	
WBL			0	0	
WBT	4%		0	0	
WBR			0	0	
NBL	56%		6	0	
NBT			0	0	
NBR			0	0	
SBL			0	0	
SBT		11%	0	1	
SBR			0	0	
12. US1 Bypass at Borthwick Ave/Hodgdon Way					
		PERCENTAGES		TRIPS	
Movement	In	Out	In	Out	
EBL	3%		0	0	
EBT			0	0	
EBR			0	0	
WBL			0	0	
WBT			0	0	
WBR	11%		1	0	
NBL			0	0	
NBT	42%		4	0	
NBR			0	0	
SBL		11%	0	1	
SBT		42%	0	4	
SBR		3%	0	0	

Site Trip Distribution - Retail/Coffee				
Pro-Rata: Primary				
		In	Out	
		SAT Peak Hour		50 47
3. US1 Bypass at RIRO				
Movement	PERCENTAGES		TRIPS	
	In	Out	In	Out
	EBR	11%	0	6
	NBT	39%	0	18
	SBT		0	0
	SBR	39%	19	0
6. Coakley Road at Site Drive				
Movement	PERCENTAGES		TRIPS	
	In	Out	In	Out
	EBL	1%	1	0
	EBT		0	0
	WBT		0	0
	WBR	60%	30	0
	SBL	88%	0	41
	SBR	1%	0	0
9. US1 Bypass at Coakley Road/Cottage Street				
Movement	PERCENTAGES		TRIPS	
	In	Out	In	Out
	EBL	39%	0	18
	EBT	4%	0	2
	EBR	45%	0	21
	WBL		0	0
	WBT	4%	2	0
	WBR		0	0
	NBL	56%	28	0
	NBT		0	0
	NBR		0	0
	SBL		0	0
SBT	11%	0	6	
SBR		0	0	
12. US1 Bypass at Borthwick Ave/Hodgdon Way				
Movement	PERCENTAGES		TRIPS	
	In	Out	In	Out
	EBL	3%	1	0
	EBT		0	0
	EBR		0	0
	WBL		0	0
	WBT		0	0
	WBR	11%	6	0
	NBL		0	0
	NBT	42%	21	0
	NBR		0	0
	SBL	11%	0	5
	SBT	42%	0	20
	SBR	3%	0	2

Site Trip Distribution - Retail/Coffee				
Pro-Rata: Pass-By				
	In		Out	
	SAT Peak Hour		130	130
3. US1 Bypass at RIRO				
	PERCENTAGES		TRIPS	
<u>Movement</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
EBR		9%	0	12
NBT			0	0
SBT	-43%		-56	0
SBR	43%		56	0
6. Coakley Road at Site Drive				
	PERCENTAGES		TRIPS	
<u>Movement</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
EBL			0	0
EBT			0	0
WBT			0	0
WBR	57%		74	0
SBL		91%	0	118
SBR			0	0
9. US1 Bypass at Coakley Road/Cottage Street				
	PERCENTAGES		TRIPS	
<u>Movement</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
EBL		53%	0	69
EBT			0	0
EBR		38%	0	49
WBL	-4%		-5	0
WBT	5%		7	0
WBR	-1%		-1	0
NBL	52%		68	0
NBT	-52%		-68	0
NBR			0	0
SBL			0	0
SBT		9%	0	12
SBR			0	0
12. US1 Bypass at Borthwick Ave/Hodgdon Way				
	PERCENTAGES		TRIPS	
<u>Movement</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
EBL			0	0
EBT			0	0
EBR			0	0
WBL			0	0
WBT			0	0
WBR			0	0
NBL			0	0
NBT			0	0
NBR			0	0
SBL			0	0
SBT			0	0
SBR			0	0

TOTAL: Site Trip Assignment	
TOTAL	
	SAT TOTAL
	376
3. US1 Bypass at RIRO	
Movement	
EBR	19
NBT	22
SBT	-56
SBR	79
6. Coakley Road at Site Drive	
Movement	
EBL	1
EBT	0
WBT	0
WBR	110
SBL	167
SBR	0
9. US1 Bypass at Coakley Road/Cottage Street	
Movement	
EBL	91
EBT	2
EBR	75
WBL	-5
WBT	9
WBR	-1
NBL	102
NBT	-68
NBR	0
SBL	0
SBT	19
SBR	0
12. US1 Bypass at Borthwick Ave/Hodgdon Way	
Movement	
EBL	1
EBT	0
EBR	0
WBL	0
WBT	0
WBR	7
NBL	0
NBT	25
NBR	0
SBL	6
SBT	24
SBR	2

APPENDIX D

Volume Adjustments

Seasonal Adjustment

Heavy Vehicles

Growth

Year 2024 Monthly Data

Group 4 Averages:

Urban Highways

Month	MADT	Adjustment to Average	Adjustment to Peak
<u>January</u>	<u>14556</u>	<u>1.04</u>	<u>1.09</u>
February	15,385	0.98	1.03
March	14,276	1.06	1.11
April	14,515	1.04	1.10
May	15,571	0.97	1.02
June	15,918	0.95	1.00
July	15,765	0.96	1.01
August	15,856	0.95	1.00
September	15,571	0.97	1.02
October	15,698	0.96	1.01
November	14,429	1.05	1.10
December	13,960	1.08	1.14

Average ADT: 15124.87803

Peak ADT: 15,918

Background Traffic Volumes - HEAVY VEHICLE CALCULATIONS

NOTE: For calculated HV weighted average per NHDOT Synchro Checklist, Heavy vehicle percentages >8% are not to be averaged into the approach value

Volumes with strikethrough are not included in weighted average

AM Peak Hour	Existing 2025 (Raw data) [03/06/2025]	AM HEAVY	AM %Heavy	CALCULATED WEIGHTED AVERAGE	If 0% calculated , use 2%
3. US1 Bypass at RIRO					
<u>Movement</u>					
EBR	3	0	0%	0%	2%
NBT	926	44	5%	5%	5%
SBT	1187	29	2%	2%	2%
SBR	20	0	0%		
6. Coakley Road at Site Drive					
<u>Movement</u>					
EBL	0	0	0%		
EBT	30	1	3%	3%	3%
WBT	22	0	0%	0%	2%
WBR	7	0	0%		
SBL	8	0	0%	0%	2%
SBR	0	0	0%		
9. US1 Bypass at Coakley Road/Cottage Street					
<u>Movement</u>					
EBL	22	0	0%		
EBT	4	1	25%	3%	3%
EBR	17	1	6%		
WBL	112	8	7%		
WBT	5	0	0%	7%	7%
WBR	20	1	5%		
NBL	14	0	0%		
NBT	892	42	5%	5%	5%
NBR	38	2	5%		
SBL	27	1	4%		
SBT	1131	26	2%	2%	2%
SBR	14	0	0%		
12. US1 Bypass at Borthwick Ave/Hodgdon Way					
<u>Movement</u>					
EBL	77	2	3%		
EBT	23	1	4%	3%	3%
EBR	10	1	10%		
WBL	74	1	1%		
WBT	64	1	2%	2%	2%
WBR	183	6	3%		
NBL	49	2	4%		
NBT	691	40	6%	6%	6%
NBR	32	1	3%		
SBL	112	2	2%		
SBT	831	30	4%	3%	3%
SBR	319	4	1%		

Background Traffic Volumes - HEAVY VEHICLE CALCULATIONS

NOTE: For calculated HV weighted average per NHDOT Synchro Checklist, Heavy vehicle percentages >8% are not to be averaged into the approach value

Volumes with strikethrough are not included in weighted average

PM Peak Hour	Existing 2025 (Raw data) [03/06/2025]	PM HEAVY	PM %Heavy	CALCULATED WEIGHTED AVERAGE	If 0% calculated , use 2%
3. US1 Bypass at RIRO					
<u>Movement</u>					
EBR	6	0	0%	0%	2%
NBT	1459	21	1%	1%	1%
SBT	932	11	1%	1%	1%
SBR	6	0	0%		
6. Coakley Road at Site Drive					
<u>Movement</u>					
EBL	0	0	0%		
EBT	25	2	8%	8%	8%
WBT	25	1	4%	4%	4%
WBR	4	1	25%		
SBL	28	0	0%	0%	2%
SBR	0	0	0%		
9. US1 Bypass at Coakley Road/Cottage Street					
<u>Movement</u>					
EBL	26	0	0%		
EBT	5	1	20%	0%	2%
EBR	14	0	0%		
WBL	105	1	1%		
WBT	6	0	0%	1%	1%
WBR	26	1	4%		
NBL	15	1	7%		
NBT	1418	20	1%	1%	1%
NBR	36	1	3%		
SBL	31	0	0%		
SBT	880	9	1%	1%	1%
SBR	9	1	11%		
12. US1 Bypass at Borthwick Ave/Hodgdon Way					
<u>Movement</u>					
EBL	291	3	1%		
EBT	62	1	2%	1%	1%
EBR	79	0	0%		
WBL	64	0	0%		
WBT	39	1	3%	1%	1%
WBR	202	1	0%		
NBL	20	0	0%		
NBT	1009	22	2%	2%	2%
NBR	60	3	5%		
SBL	128	1	1%		
SBT	750	9	1%	1%	1%
SBR	122	3	2%		

Background Traffic Volumes - HEAVY VEHICLE CALCULATIONS

NOTE: For calculated HV weighted average per NHDOT Synchro Checklist, Heavy vehicle percentages >8% are not to be averaged into the approach value

Volumes with strikethrough are not included in weighted average

SAT Peak Hour	Existing 2025 (Raw data) [03/08/2025]	SAT HEAVY	SAT %Heavy	CALCULATED WEIGHTED AVERAGE	If 0% calculated , use 2%
3. US1 Bypass at RIRO					
<u>Movement</u>					
EBR	12	0	0%	0%	2%
NBT	1252	4	0%	0%	2%
SBT	942	2	0%	0%	2%
SBR	14	0	0%	0%	2%
6. Coakley Road at Site Drive					
<u>Movement</u>					
EBL	0	0	0%	0%	2%
EBT	10	1	10%	0%	2%
WBT	14	0	0%	0%	2%
WBR	7	0	0%	0%	2%
SBL	10	0	0%	0%	2%
SBR	1	0	0%	0%	2%
9. US1 Bypass at Coakley Road/Cottage Street					
<u>Movement</u>					
EBL	15	0	0%	0%	2%
EBT	0	0	0%	0%	2%
EBR	13	0	0%	0%	2%
WBL	86	2	2%	2%	2%
WBT	4	0	0%	2%	2%
WBR	14	0	0%	0%	2%
NBL	8	0	0%	0%	2%
NBT	1135	3	0%	0%	2%
NBR	29	1	3%	0%	2%
SBL	23	0	0%	0%	2%
SBT	945	3	0%	0%	2%
SBR	3	0	0%	0%	2%
12. US1 Bypass at Borthwick Ave/Hodgdon Way					
<u>Movement</u>					
EBL	60	1	2%	2%	2%
EBT	18	1	6%	2%	2%
EBR	3	0	0%	0%	2%
WBL	59	1	2%	1%	1%
WBT	16	0	0%	1%	1%
WBR	186	1	1%	0%	2%
NBL	16	2	13%	0%	2%
NBT	949	3	0%	0%	2%
NBR	45	1	2%	0%	2%
SBL	114	0	0%	0%	2%
SBT	829	3	0%	0%	2%
SBR	66	2	3%	0%	2%

Growth

Rockingham County - Group 4 Highway Station

US 1 BYPASS

82379224 Portsmouth NORTH OF COTTAGE ST

VOLUME TREND ?	
Year	Annual Growth
2024	2%
2023	-11%
2022	2%
2021	11%
2020	-16%
2019	1%
2018	2%
2017	-13%
2016	2%
2015	3%

Average Growth: -1.53%

Year	AADT	Annual Change
2014	22000	
2015	22660	3.00%
2016	23113	2.00%
2017	20090	-13.08%
2018	20492	2.00%
2019	20738	1.20%
2020	17391	-16.14%
2021	19287	10.90%
2022	19653	1.90%
2023	17525	-10.83%
2024	17876	2.00%
CAGR		-2.05%
Exp		-1.00%
Avg		-1.53%

APPENDIX E

Volumes (AM/PM/SAT)

Calculations

Balance

Prorata

Diagrams – Base, No-Build, Build

Background Traffic Volumes
AM Peak Hour

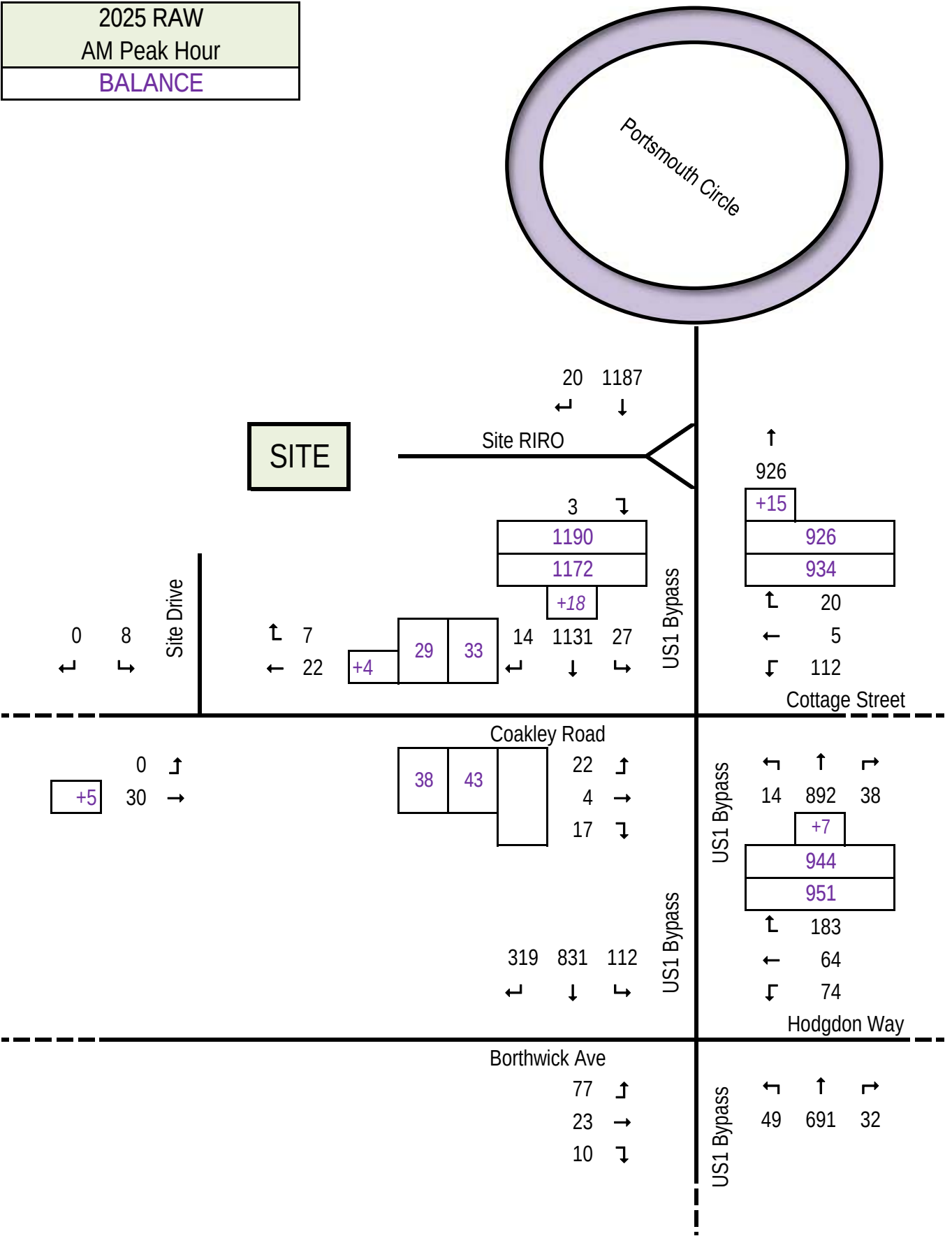
Assumed growth rate	0.01	
MARCH 2024 Seasonal Adjust	1.11	NHDOT Group 4 Averages

Site Trips are not Seasonally Adjusted or Grown.

AM Peak Hour	Existing 2025 (Raw data) [03/06/2025]	Balance	2025	Existing 2025 w/ Seasonal Adjustment	2025 BASE	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	PHF	% Heavy	Counted Heavy	Calculated Heavy
3. US1 Bypass at RIRO																				
7:45 AM																				
Movement (A)																				
EBR	3		3	3	3	3	3	3	3	3	3	3	3	3	3	3	0.38	0%	0	2%
NBT	926	+15	941	1027.86	1027.86	1038.14	1048.52	1059.01	1069.60	1080.30	1091.10	1102.01	1113.03	1124.16	1135.40	1146.75	0.89	5%	44	5%
SBT	1187		1187	1317.57	1317.57	1330.75	1344.06	1357.50	1371.08	1384.79	1398.64	1412.63	1426.76	1441.03	1455.44	1469.99	0.91	2%	29	2%
SBR	20		20	20	20	20	20	20	20	20	20	20	20	20	20	20		0%	0	
6. Coakley Road at Site Drive																				
7:45 AM																				
Movement (B)																				
EBL	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.83	0%	0	
EBT	30	+5	35	30	30	30	30	30	30	30	30	30	30	30	30	30		3%	1	3%
WBT	22	+4	26	22	22	22	22	22	22	22	22	22	22	22	22	22	0.81	0%	0	2%
WBR	7		7	7	7	7	7	7	7	7	7	7	7	7	7	7		0%	0	
SBL	8		8	8	8	8	8	8	8	8	8	8	8	8	8	8	0.40	0%	0	2%
SBR	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0%	0	
9. US1 Bypass at Coakley Road/Cottage Street																				
7:45 AM																				
Movement (C)																				
EBL	22		22	24.42	24.42	24.66	24.91	25.16	25.41	25.66	25.92	26.18	26.44	26.70	26.97	27.24		0%	0	
EBT	4		4	4.44	4.44	4.48	4.52	4.57	4.62	4.67	4.72	4.77	4.82	4.87	4.92	4.97	0.90	25%	1	3%
EBR	17		17	18.87	18.87	19.06	19.25	19.44	19.63	19.83	20.03	20.23	20.43	20.63	20.84	21.05		6%	1	
WBL	112		112	124.32	124.32	125.56	126.82	128.09	129.37	130.66	131.97	133.29	134.62	135.97	137.33	138.70		7%	8	
WBT	5		5	5.55	5.55	5.61	5.67	5.73	5.79	5.85	5.91	5.97	6.03	6.09	6.15	6.21	0.86	0%	0	7%
WBR	20		20	22.20	22.20	22.42	22.64	22.87	23.10	23.33	23.56	23.80	24.04	24.28	24.52	24.77		5%	1	
NBL	14		14	15.54	15.54	15.70	15.86	16.02	16.18	16.34	16.50	16.67	16.84	17.01	17.18	17.35		0%	0	
NBT	892	+7	899	990.12	990.12	1000.02	1010.02	1020.12	1030.32	1040.62	1051.03	1061.54	1072.16	1082.88	1093.71	1104.65	0.86	5%	42	5%
NBR	38		38	42.18	42.18	42.60	43.03	43.46	43.89	44.33	44.77	45.22	45.67	46.13	46.59	47.06		5%	2	
SBL	27		27	29.97	29.97	30.27	30.57	30.88	31.19	31.50	31.82	32.14	32.46	32.78	33.11	33.44		4%	1	
SBT	1131	+18	1149	1255.41	1255.41	1267.96	1280.64	1293.45	1306.38	1319.44	1332.63	1345.96	1359.42	1373.01	1386.74	1400.61	0.93	2%	26	2%
SBR	14		14	15.54	15.54	15.70	15.86	16.02	16.18	16.34	16.50	16.67	16.84	17.01	17.18	17.35		0%	0	
2337.66																				
12. US1 Bypass at Borthwick Ave/Hodgdon Way																				
7:45 AM																				
Movement (D)																				
EBL	77		77	85.47	85.47	86.32	87.18	88.05	88.93	89.82	90.72	91.63	92.55	93.48	94.41	95.35		3%	2	
EBT	23		23	25.53	25.53	25.79	26.05	26.31	26.57	26.84	27.11	27.38	27.65	27.93	28.21	28.49	0.79	4%	1	3%
EBR	10		10	11.10	11.10	11.21	11.32	11.43	11.54	11.66	11.78	11.90	12.02	12.14	12.26	12.38		10%	1	
WBL	74		74	82.14	82.14	82.96	83.79	84.63	85.48	86.33	87.19	88.06	88.94	89.83	90.73	91.64		1%	1	
WBT	64		64	71.04	71.04	71.75	72.47	73.19	73.92	74.66	75.41	76.16	76.92	77.69	78.47	79.25	0.79	2%	1	2%
WBR	183		183	203.13	203.13	205.16	207.21	209.28	211.37	213.48	215.61	217.77	219.95	222.15	224.37	226.61		3%	6	
NBL	49		49	54.39	54.39	54.93	55.48	56.03	56.59	57.16	57.73	58.31	58.89	59.48	60.07	60.67		4%	2	
NBT	691		691	767.01	767.01	774.68	782.43	790.25	798.15	806.13	814.19	822.33	830.55	838.86	847.25	855.72	0.82	6%	40	6%
NBR	32		32	35.52	35.52	35.88	36.24	36.60	36.97	37.34	37.71	38.09	38.47	38.85	39.24	39.63		3%	1	
SBL	112		112	124.32	124.32	125.56	126.82	128.09	129.37	130.66	131.97	133.29	134.62	135.97	137.33	138.70		2%	2	
SBT	831		831	922.41	922.41	931.63	940.95	950.36	959.86	969.46	979.15	988.94	998.83	1008.82	1018.91	1029.10	0.97	4%	30	3%
SBR	319		319	354.09	354.09	357.63	361.21	364.82	368.47	372.15	375.87	379.63	383.43	387.26	391.13	395.04		1%	4	

AM Peak Hour	2025 BASE	2026 No-Build	Site Trip Distribution	2026 Build	BUILD PHF	AM Peak Hour	2036 No-Build	Site Trip Distribution	2036 Build	FUTURE BUILD PHF
3. US1 Bypass at RIRO						3. US1 Bypass at RIRO				
<u>Movement</u>						<u>Movement</u>				
EBR	3	3	15	18	0.90	EBR	3	15	18	0.90
NBT	1028	1038	18	1056	0.89	NBT	1147	18	1165	0.89
SBT	1318	1331	-60	1271	0.91	SBT	1470	-60	1410	0.91
SBR	20	20	78	98		SBR	20	78	98	
6. Coakley Road at Site Drive						6. Coakley Road at Site Drive				
<u>Movement</u>						<u>Movement</u>				
EBL	0	0	0	0	0.83	EBL	0	0	0	0.83
EBT	30	30	0	30		EBT	30	0	30	
WBT	22	22	0	22	0.90	WBT	22	0	22	0.90
WBR	7	7	72	79		WBR	7	72	79	
SBL	8	8	129	137	0.90	SBL	8	129	137	0.90
SBR	0	0	0	0		SBR	0	0	0	
9. US1 Bypass at Coakley Road/Cottage Street						9. US1 Bypass at Coakley Road/Cottage Street				
<u>Movement</u>						<u>Movement</u>				
EBL	24	25	64	89		EBL	27	64	91	
EBT	4	4	2	6	0.90	EBT	5	2	7	0.90
EBR	19	19	62	81		EBR	21	62	83	
WBL	124	126	-6	120	0.86	WBL	139	-6	133	0.86
WBT	6	6	9	15		WBT	6	9	15	
WBR	22	22	-1	21		WBR	25	-1	24	
NBL	16	16	63	79		NBL	17	63	80	
NBT	990	1000	-46	954	0.86	NBT	1105	-46	1059	0.86
NBR	42	43	0	43		NBR	47	0	47	
SBL	30	30	0	30		SBL	33	0	33	
SBT	1255	1268	15	1283	0.93	SBT	1401	15	1416	0.93
SBR	16	16	0	16		SBR	17	0	17	
12. US1 Bypass at Borthwick Ave/Hodgdon Way						12. US1 Bypass at Borthwick Ave/Hodgdon Way				
<u>Movement</u>						<u>Movement</u>				
EBL	85	86	2	88		EBL	95	2	97	
EBT	26	26	0	26	0.79	EBT	28	0	28	0.79
EBR	11	11	0	11		EBR	12	0	12	
WBL	82	83	0	83		WBL	92	0	92	
WBT	71	72	0	72	0.79	WBT	79	0	79	0.79
WBR	203	205	5	210		WBR	227	5	232	
NBL	54	55	0	55		NBL	61	0	61	
NBT	767	775	11	786	0.82	NBT	856	11	867	0.82
NBR	36	36	0	36		NBR	40	0	40	
SBL	124	126	3	129		SBL	139	3	142	
SBT	922	932	9	941	0.97	SBT	1029	9	1038	0.97
SBR	354	358	2	360		SBR	395	2	397	

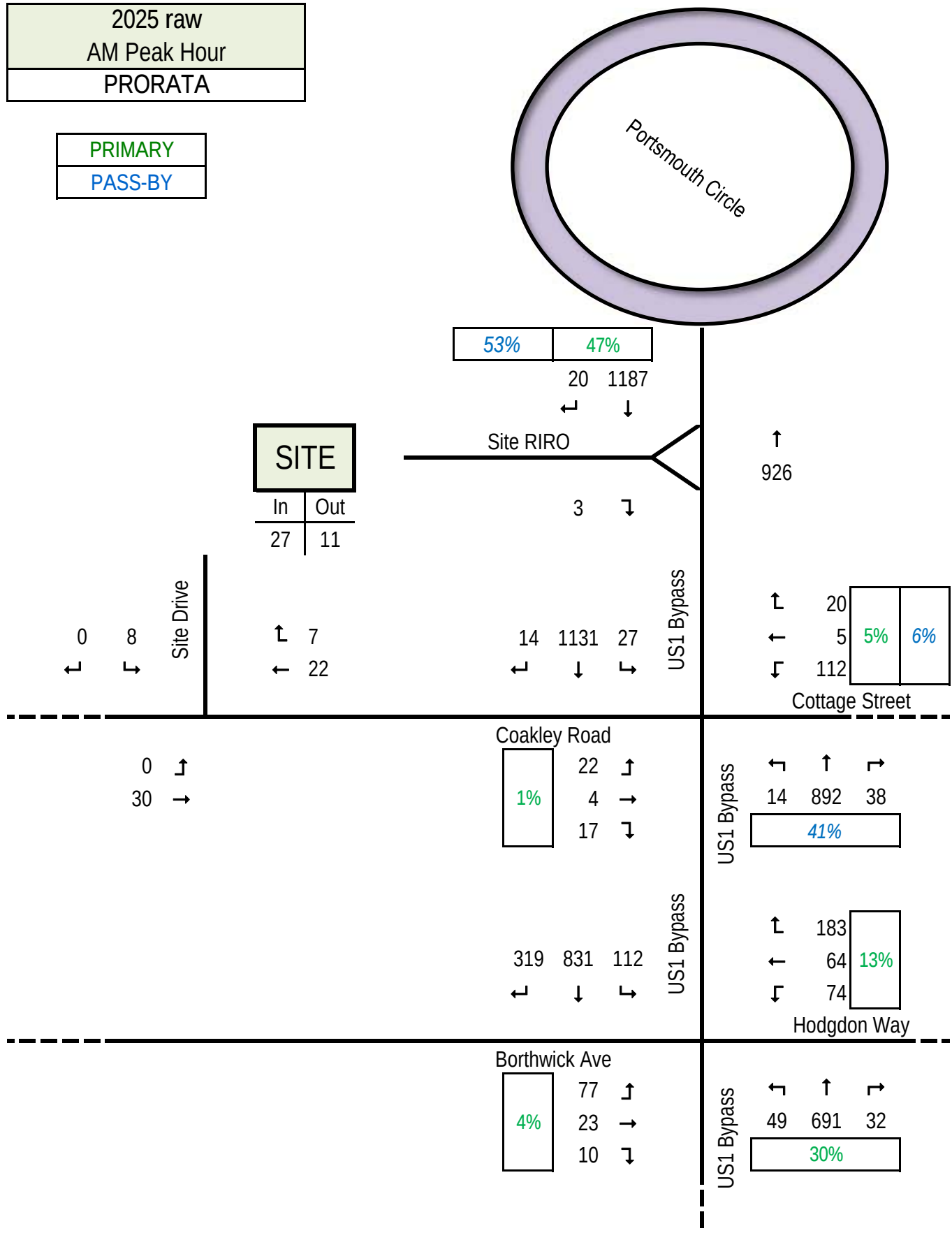
2025 RAW
AM Peak Hour
BALANCE



2025 raw AM Peak Hour
PRORATA

PRIMARY
PASS-BY

PRIMARY
PASS-BY



2025 BASE
AM Peak Hour

SITE

Portsmouth Circle

20 1318

Site RIRO

↑
1028

3 ↓

Site Drive

0 8
↙ ↘

↑ 7
← 22

16 1255 30
↙ ↓ ↘

US1 Bypass

↑ 22
← 6
↘ 124

Cottage Street

Coakley Road

0 ↑
30 →

24 ↑
4 →
19 ↘

US1 Bypass

↙ ↑ ↘
16 990 42

354 922 124
↙ ↓ ↘

US1 Bypass

↑ 203
← 71
↘ 82

Hodgdon Way

Borthwick Ave

85 ↑
26 →
11 ↘

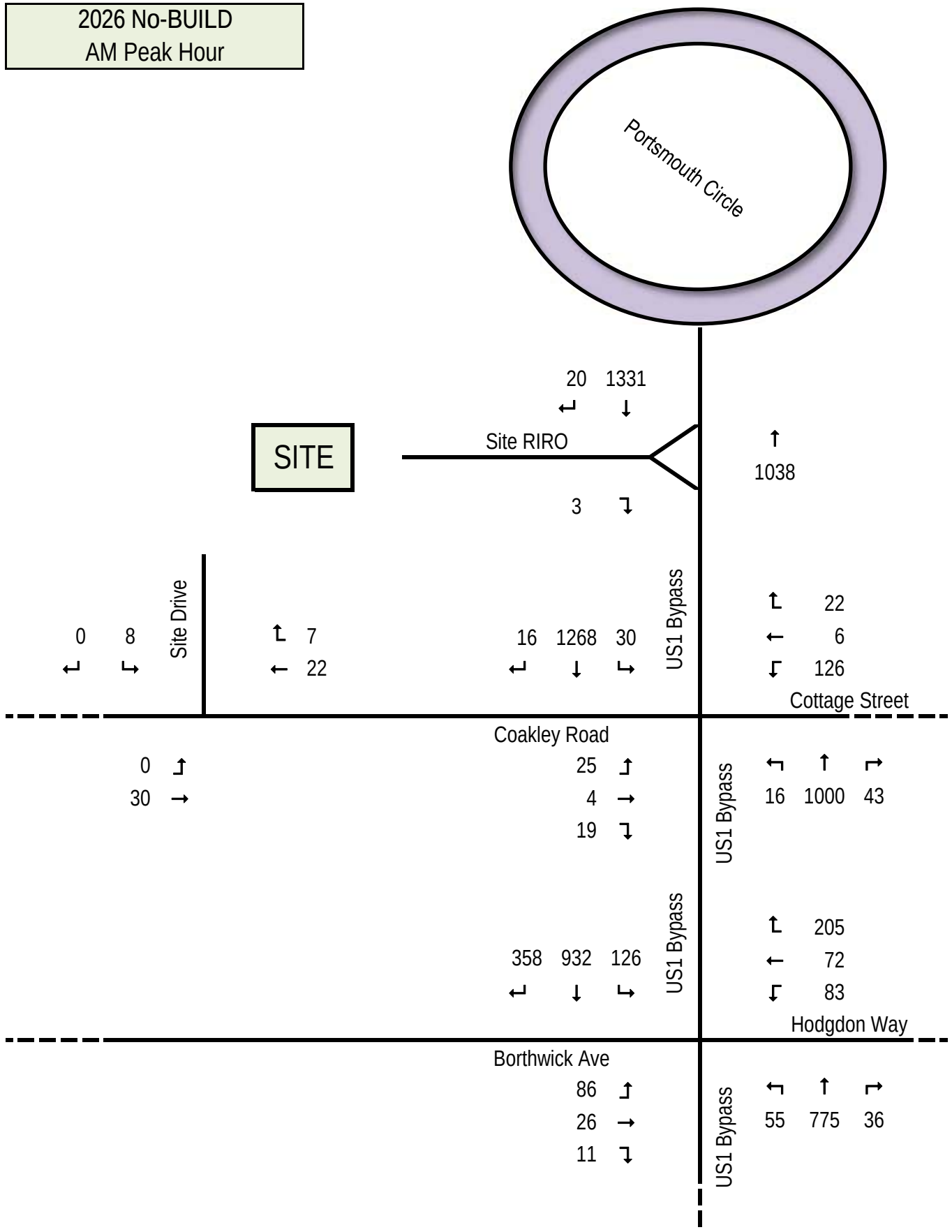
US1 Bypass

↙ ↑ ↘
54 767 36

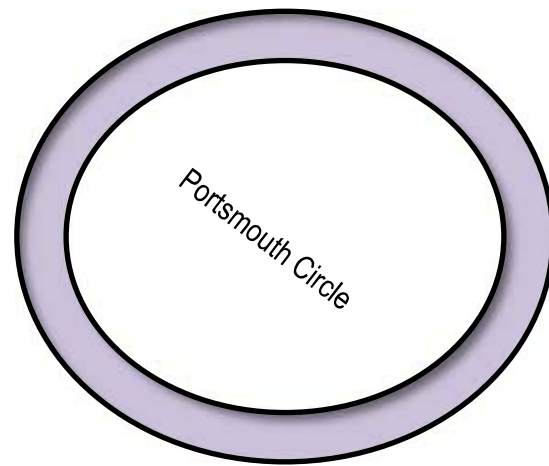
2026 No-BUILD
AM Peak Hour

SITE

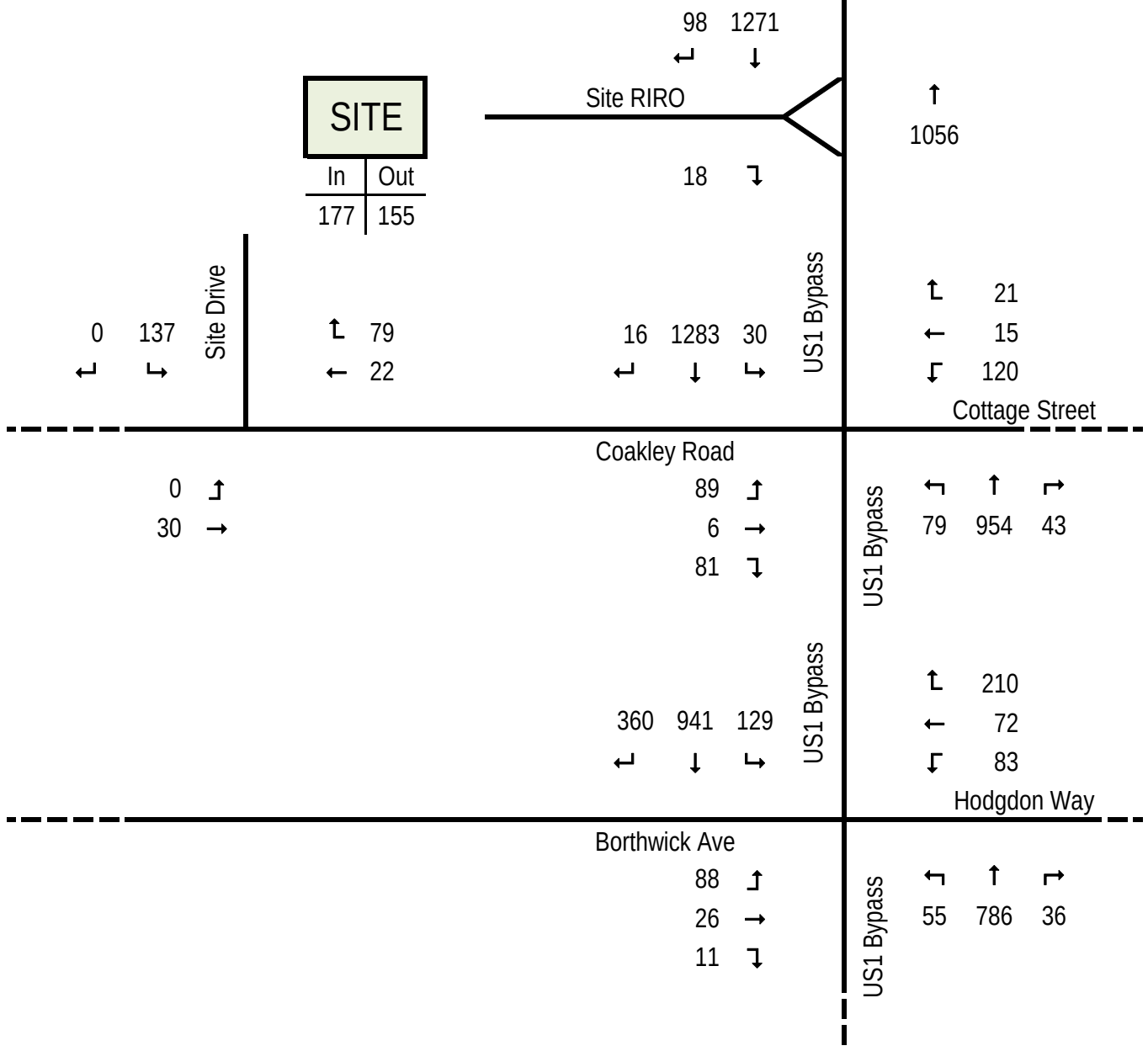
Portsmouth Circle



2026 BUILD
AM Peak Hour



SITE	
In	Out
177	155



Background Traffic Volumes

PM Peak Hour

Assumed growth rate 0.01
MARCH 2024 Seasonal Adjust 1.11

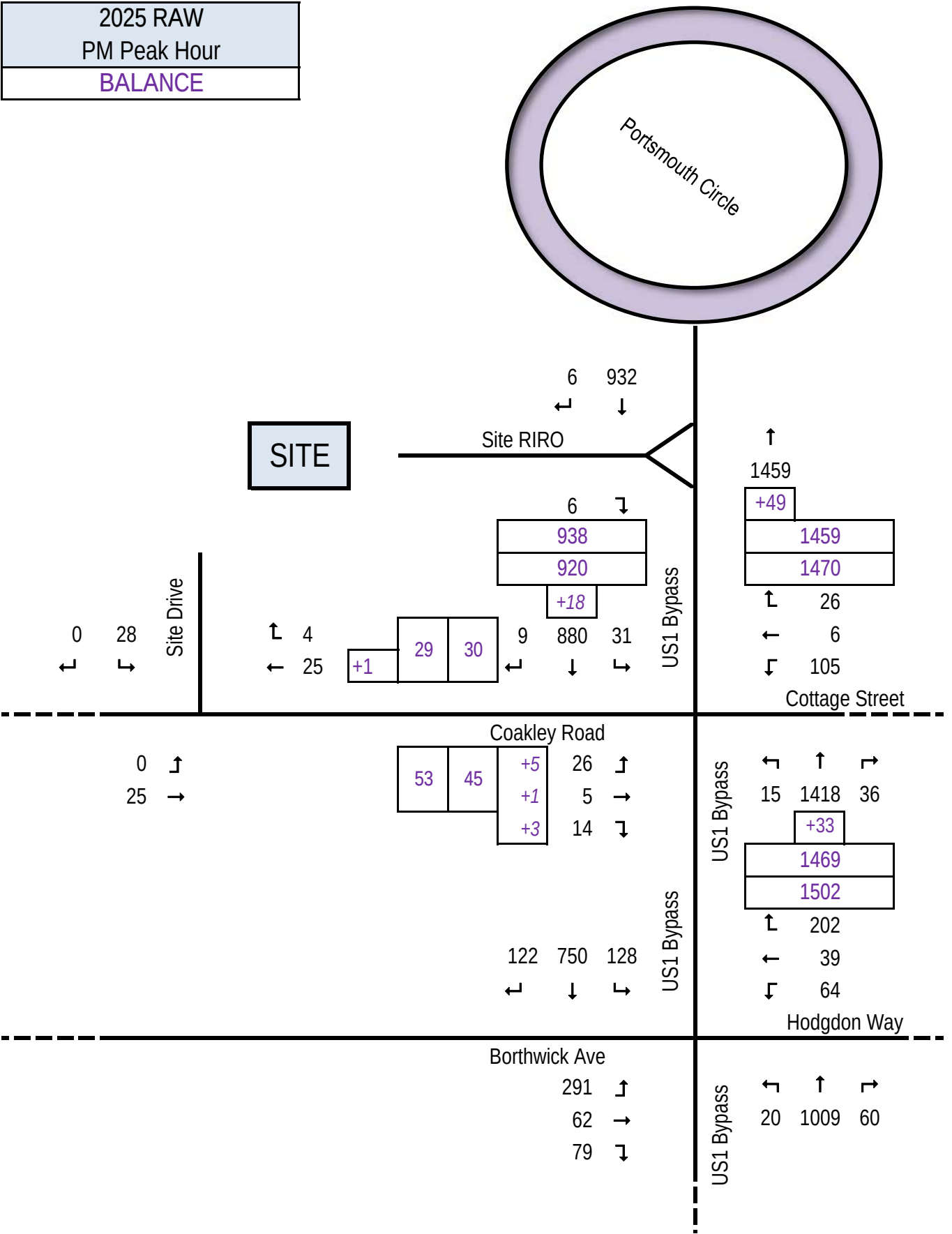
NHDOT Group 4 Averages

Site Trips are not Seasonally Adjusted or Grown.

PM Peak Hour	Existing 2025 (Raw data) [03/06/2025]	Balance	2025	Existing 2025 w/ Seasonal Adjustment	2025 BASE	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	PHF	% Heavy	Counted Heavy	Calculated Heavy
3. US1 Bypass at RIRO																				
3:45 PM	3:45 PM																			
Movement (A)	(A)																			
EBR	6		6	6	6	6	6	6	6	6	6	6	6	6	6	6	0.75	0%	0	2%
NBT	1459	49	1508	1619.49	1619.49	1635.68	1652.04	1668.56	1685.25	1702.10	1719.12	1736.31	1753.67	1771.21	1788.92	1806.81	0.95	1%	21	1%
SBT	932		932	1034.52	1034.52	1044.87	1055.32	1065.87	1076.53	1087.30	1098.17	1109.15	1120.24	1131.44	1142.75	1154.18	0.90	1%	11	1%
SBR	6		6	6	6	6	6	6	6	6	6	6	6	6	6	6		0%	0	
6. Coakley Road at Site Drive																				
3:30 PM	3:30 PM																			
Movement (B)	(B)																			
EBL	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.52	0%	0	
EBT	25		25	25	25	25	25	25	25	25	25	25	25	25	25	25		8%	2	8%
WBT	25	+1	26	25	25	25	25	25	25	25	25	25	25	25	25	25	0.58	4%	1	4%
WBR	4		4	4	4	4	4	4	4	4	4	4	4	4	4	4		25%	1	
SBL	28		28	28	28	28	28	28	28	28	28	28	28	28	28	28	0.70	0%	0	
SBR	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0%	0	2%
9. US1 Bypass at Coakley Road/Cottage Street																				
3:45 PM	3:45 PM																			
Movement (C)	(C)																			
EBL	26	+5	31	28.86	28.86	29.15	29.44	29.73	30.03	30.33	30.63	30.94	31.25	31.56	31.88	32.20		0%	0	
EBT	5	+1	6	5.55	5.55	5.61	5.67	5.73	5.79	5.85	5.91	5.97	6.03	6.09	6.15	6.21	0.87	20%	1	2%
EBR	14	+2	16	15.54	15.54	15.70	15.86	16.02	16.18	16.34	16.50	16.67	16.84	17.01	17.18	17.35		0%	0	
WBL	105		105	116.55	116.55	117.72	118.90	120.09	121.29	122.50	123.73	124.97	126.22	127.48	128.75	130.04		1%	1	
WBT	6		6	6.66	6.66	6.73	6.80	6.87	6.94	7.01	7.08	7.15	7.22	7.29	7.36	7.43	0.86	0%	0	1%
WBR	26		26	28.86	28.86	29.15	29.44	29.73	30.03	30.33	30.63	30.94	31.25	31.56	31.88	32.20		4%	1	
NBL	15		15	16.65	16.65	16.82	16.99	17.16	17.33	17.50	17.68	17.86	18.04	18.22	18.40	18.58		7%	1	
NBT	1418	+33	1451	1573.98	1573.98	1589.72	1605.62	1621.68	1637.90	1654.28	1670.82	1687.53	1704.41	1721.45	1738.66	1756.05	0.95	1%	20	1%
NBR	36		36	39.96	39.96	40.36	40.76	41.17	41.58	42.00	42.42	42.84	43.27	43.70	44.14	44.58		3%	1	
SBL	31		31	34.41	34.41	34.75	35.10	35.45	35.80	36.16	36.52	36.89	37.26	37.63	38.01	38.39		0%	0	
SBT	880	+18	898	976.80	976.80	986.57	996.44	1006.40	1016.46	1026.62	1036.89	1047.26	1057.73	1068.31	1078.99	1089.78	0.88	1%	9	1%
SBR	9		9	9.99	9.99	10.09	10.19	10.29	10.39	10.49	10.59	10.70	10.81	10.92	11.03	11.14		11%	1	
	2390			2652.9																
12. US1 Bypass at Borthwick Ave/Hodgdon Way																				
3:45 PM	3:45 PM																			
Movement (D)	(D)																			
EBL	291		291	323.01	323.01	326.24	329.50	332.80	336.13	339.49	342.88	346.31	349.77	353.27	356.80	360.37		1%	3	
EBT	62		62	68.82	68.82	69.51	70.21	70.91	71.62	72.34	73.06	73.79	74.53	75.28	76.03	76.79	0.88	2%	1	1%
EBR	79		79	87.69	87.69	88.57	89.46	90.35	91.25	92.16	93.08	94.01	94.95	95.90	96.86	97.83		0%	0	
WBL	64		64	71.04	71.04	71.75	72.47	73.19	73.92	74.66	75.41	76.16	76.92	77.69	78.47	79.25		0%	0	
WBT	39		39	43.29	43.29	43.72	44.16	44.60	45.05	45.50	45.96	46.42	46.88	47.35	47.82	48.30	0.89	3%	1	1%
WBR	202		202	224.22	224.22	226.46	228.72	231.01	233.32	235.65	238.01	240.39	242.79	245.22	247.67	250.15		0%	1	
NBL	20		20	22.20	22.20	22.42	22.64	22.87	23.10	23.33	23.56	23.80	24.04	24.28	24.52	24.77		0%	0	
NBT	1009		1009	1119.99	1119.99	1131.19	1142.50	1153.93	1165.47	1177.12	1188.89	1200.78	1212.79	1224.92	1237.17	1249.54	0.91	2%	22	2%
NBR	60		60	66.60	66.60	67.27	67.94	68.62	69.31	70.00	70.70	71.41	72.12	72.84	73.57	74.31		5%	3	
SBL	128		128	142.08	142.08	143.50	144.94	146.39	147.85	149.33	150.82	152.33	153.85	155.39	156.94	158.51		1%	1	
SBT	750		750	832.50	832.50	840.83	849.24	857.73	866.31	874.97	883.72	892.56	901.49	910.50	919.61	928.81	0.93	1%	9	1%
SBR	122		122	135.42	135.42	136.77	138.14	139.52	140.92	142.33	143.75	145.19	146.64	148.11	149.59	151.09		2%	3	

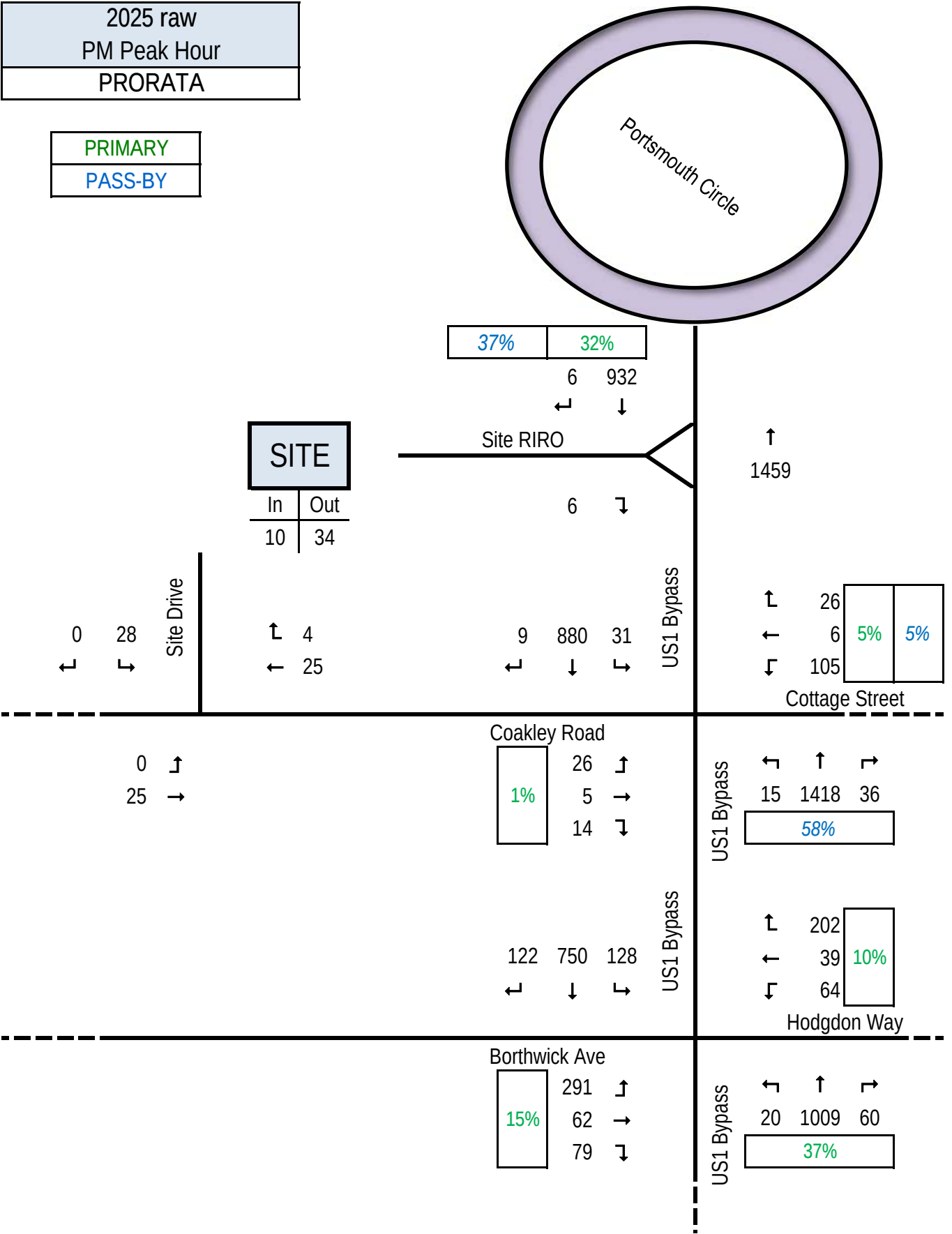
PM Peak Hour	2025 BASE	2026 No-Build	Site Trip Distribution	2026 Build	BUILD PHF	PM Peak Hour	2036 No-Build	Site Trip Distribution	2036 Build
3. US1 Bypass at RIRO						3. US1 Bypass at RIRO			
<u>Movement</u>						<u>Movement</u>			
EBR	6	6	6	12	0.90	EBR	6	6	12
NBT	1619	1636	10	1646	0.95	NBT	1807	10	1817
SBT	1035	1045	-17	1028	0.90	SBT	1154	-17	1137
SBR	6	6	29	35		SBR	6	29	35
6. Coakley Road at Site Drive						6. Coakley Road at Site Drive			
<u>Movement</u>						<u>Movement</u>			
EBL	0	0	0	0	0.52	EBL	0	0	0
EBT	25	25	0	25		EBT	25	0	25
WBT	25	25	0	25	0.90	WBT	25	0	25
WBR	4	4	43	47		WBR	4	43	47
SBL	28	28	63	91	0.90	SBL	28	63	91
SBR	0	0	0	0		SBR	0	0	0
9. US1 Bypass at Coakley Road/Cottage Street						9. US1 Bypass at Coakley Road/Cottage Street			
<u>Movement</u>						<u>Movement</u>			
EBL	29	29	37	66		EBL	32	37	69
EBT	6	6	1	7	0.87	EBT	6	1	7
EBR	16	16	26	42		EBR	17	26	43
WBL	117	118	-2	116		WBL	130	-2	128
WBT	7	7	3	10	0.86	WBT	7	3	10
WBR	29	29	0	29		WBR	32	0	32
NBL	17	17	40	57		NBL	19	40	59
NBT	1574	1590	-26	1564	0.95	NBT	1756	-26	1730
NBR	40	40	0	40		NBR	45	0	45
SBL	34	35	0	35		SBL	38	0	38
SBT	977	987	6	993	0.88	SBT	1090	6	1096
SBR	10	10	0	10		SBR	11	0	11
12. US1 Bypass at Borthwick Ave/Hodgdon Way						12. US1 Bypass at Borthwick Ave/Hodgdon Way			
<u>Movement</u>						<u>Movement</u>			
EBL	323	326	4	330		EBL	360	4	364
EBT	69	70	0	70	0.88	EBT	77	0	77
EBR	88	89	0	89		EBR	98	0	98
WBL	71	72	0	72		WBL	79	0	79
WBT	43	44	0	44	0.89	WBT	48	0	48
WBR	224	226	2	228		WBR	250	2	252
NBL	22	22	0	22		NBL	25	0	25
NBT	1120	1131	7	1138	0.91	NBT	1250	7	1257
NBR	67	67	0	67		NBR	74	0	74
SBL	142	144	2	146		SBL	159	2	161
SBT	833	841	7	848	0.93	SBT	929	7	936
SBR	135	137	4	141		SBR	151	4	155

2025 RAW
PM Peak Hour
BALANCE



2025 raw
PM Peak Hour
PRORATA

PRIMARY
PASS-BY



2025 BASE
PM Peak Hour

SITE

Portsmouth Circle

Site RIRO

US1 Bypass

Cottage Street

Coakley Road

US1 Bypass

US1 Bypass

Hodgdon Way

Borthwick Ave

US1 Bypass

0
↙

28
↘

Site Drive

↑ 4
← 25

10
↙

977
↓

34
↘

↑ 29
← 7
↘ 117

0 ↑
25 →

29 ↑
6 →
16 ↓

↙ 17 ↑ 1574 ↘ 40

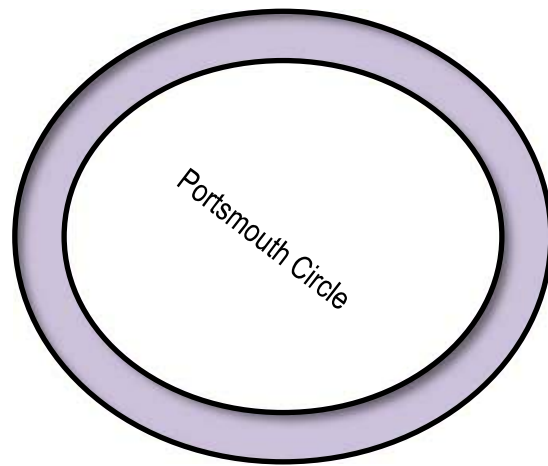
135 ↙ 833 ↓ 142 ↘

↑ 224
← 43
↘ 71

323 ↑
69 →
88 ↓

↙ 22 ↑ 1120 ↘ 67

2026 No-BUILD
PM Peak Hour



SITE

Site RIRO

6 1045
← ↓

6 ↓

↑
1636

0 28
← ↓

Site Drive

↑ 4
← 25

10 987 35
← ↓ →

US1 Bypass

↑ 29
← 7
↓ 118

Cottage Street

Coakley Road

0 ↑
25 →

29 ↑
6 →
16 ↓

US1 Bypass

← ↑ →
17 1590 40

137 841 144
← ↓ →

US1 Bypass

↑ 226
← 44
↓ 72

Hodgdon Way

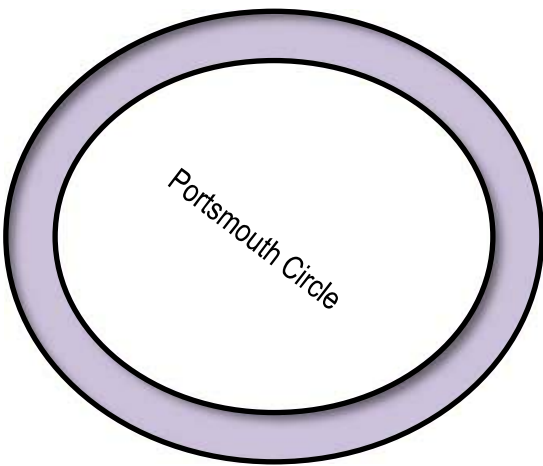
Borthwick Ave

326 ↑
70 →
89 ↓

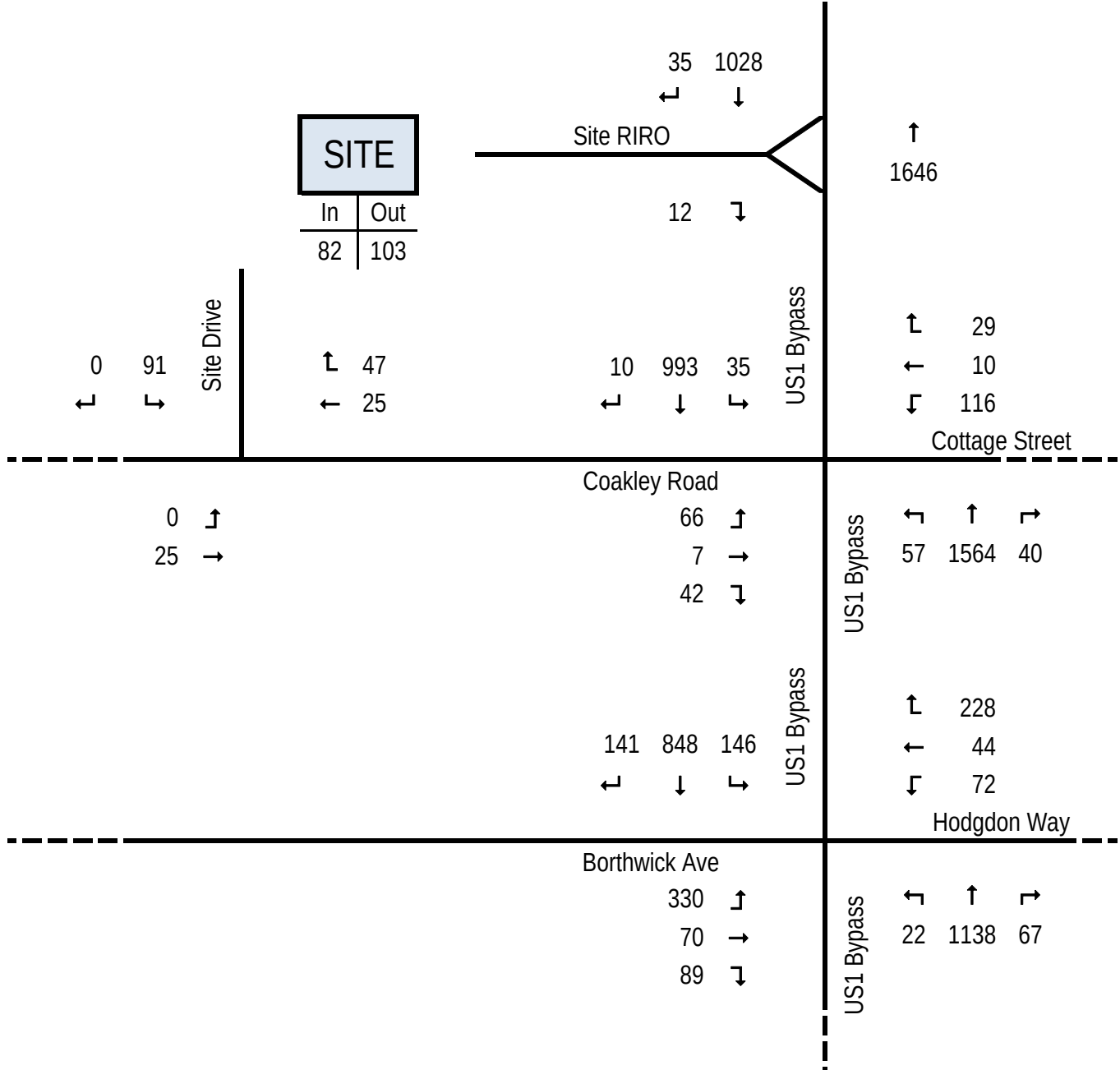
US1 Bypass

← ↑ →
22 1131 67

2026 BUILD
PM Peak Hour



SITE	
In	Out
82	103



Background Traffic Volumes

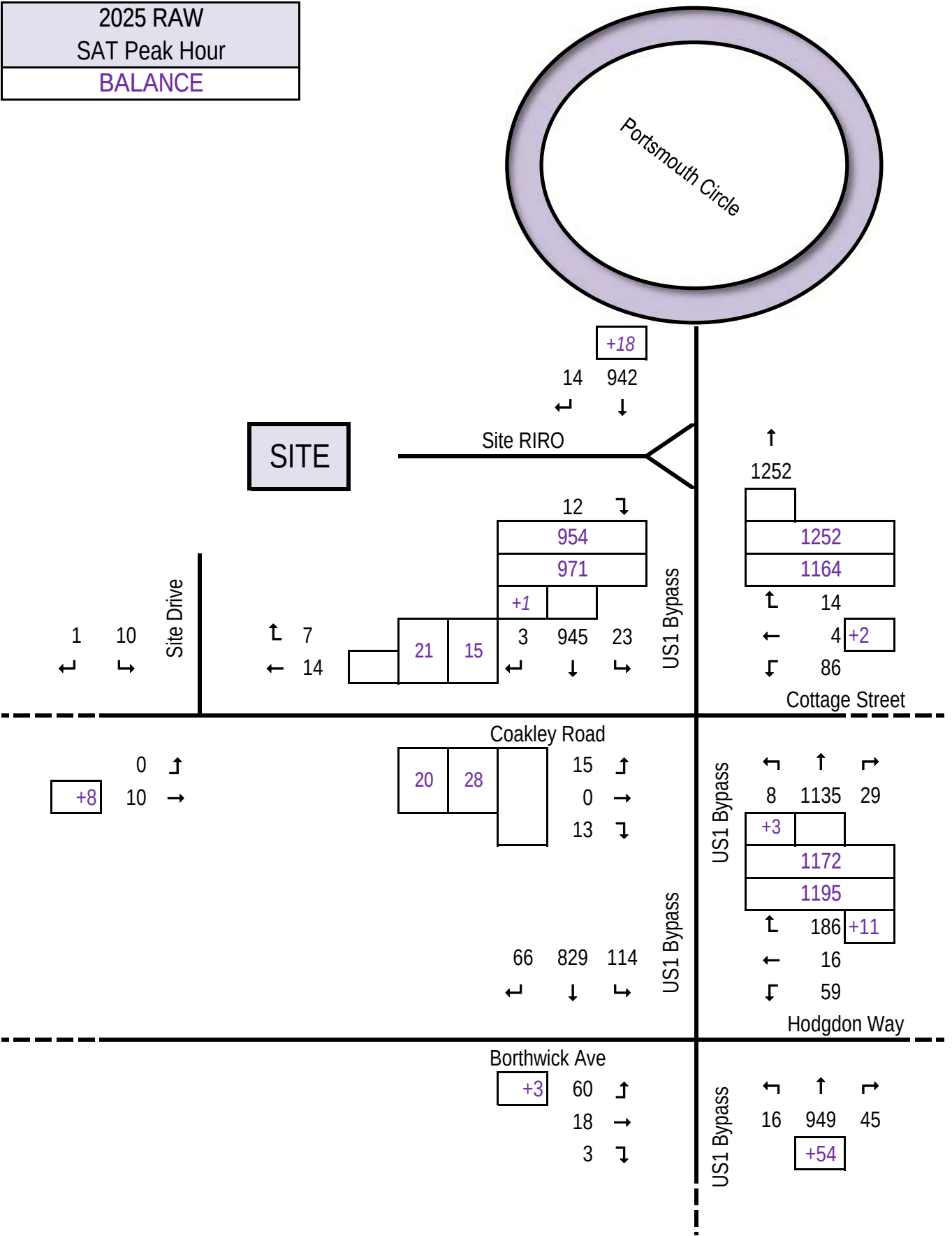
SAT Peak Hour

Assumed growth rate	0.01	Site Trips are not Seasonally Adjusted or Grown.
MARCH 2024 Seasonal Adjust	1.11 NHDOT Group 4 Averages	

SAT Peak Hour	Existing 2025 (Raw data) [03/08/2025]	Balance	2025	Existing 2025 w/ Seasonal Adjustment	2025 BASE	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	PHF	% Heavy	Counted Heavy	Calculated Heavy
3. US1 Bypass at RIRO																				
11:45 AM																				
Movement (A)																				
EBR	12		12	12	12	12	12	12	12	12	12	12	12	12	12	12	0.75	0%	0	2%
NBT	1252		1252	1389.72	1389.72	1403.62	1417.66	1431.84	1446.16	1460.62	1475.23	1489.98	1504.88	1519.93	1535.13	1550.48	0.93	0%	4	2%
SBT	942	+18	960	1045.62	1045.62	1056.08	1066.64	1077.31	1088.08	1098.96	1109.95	1121.05	1132.26	1143.58	1155.02	1166.57	0.91	0%	2	2%
SBR	14		14	14	14	14	14	14	14	14	14	14	14	14	14	14		0%	0	
6. Coakley Road at Site Drive																				
12:00 PM																				
Movement (B)																				
EBL	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.63	0%	0	2%
EBT	10	+8	18	10	10	10	10	10	10	10	10	10	10	10	10	10		10%	1	
WBT	14		14	14	14	14	14	14	14	14	14	14	14	14	14	14	0.66	0%	0	2%
WBR	7		7	7	7	7	7	7	7	7	7	7	7	7	7	7		0%	0	
SBL	10		10	10	10	10	10	10	10	10	10	10	10	10	10	10	0.55	0%	0	2%
SBR	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1		0%	0	
9. US1 Bypass at Coakley Road/Cottage Street																				
11:00 AM																				
Movement (C)																				
EBL	15		15	16.65	16.65	16.82	16.99	17.16	17.33	17.50	17.68	17.86	18.04	18.22	18.40	18.58		0%	0	
EBT	0		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.78	0%	0	2%
EBR	13		13	14.43	14.43	14.57	14.72	14.87	15.02	15.17	15.32	15.47	15.62	15.78	15.94	16.10		0%	0	
WBL	86		86	95.46	95.46	96.41	97.37	98.34	99.32	100.31	101.31	102.32	103.34	104.37	105.41	106.46		2%	2	
WBT	4	+2	6	4.44	4.44	4.48	4.52	4.57	4.62	4.67	4.72	4.77	4.82	4.87	4.92	4.97	0.96	0%	0	2%
WBR	14		14	15.54	15.54	15.70	15.86	16.02	16.18	16.34	16.50	16.67	16.84	17.01	17.18	17.35		0%	0	
NBL	8	+3	11	8.88	8.88	8.97	9.06	9.15	9.24	9.33	9.42	9.51	9.61	9.71	9.81	9.91		0%	0	
NBT	1135	+88	1223	1259.85	1259.85	1272.45	1285.17	1298.02	1311.00	1324.11	1337.35	1350.72	1364.23	1377.87	1391.65	1405.57	0.92	0%	3	2%
NBR	29		29	32.19	32.19	32.51	32.84	33.17	33.50	33.84	34.18	34.52	34.87	35.22	35.57	35.93		3%	1	
SBL	23		23	25.53	25.53	25.79	26.05	26.31	26.57	26.84	27.11	27.38	27.65	27.93	28.21	28.49		0%	0	
SBT	945		945	1048.95	1048.95	1059.44	1070.03	1080.73	1091.54	1102.46	1113.48	1124.61	1135.86	1147.22	1158.69	1170.28	0.93	0%	3	2%
SBR	3	+1	4	3.33	3.33	3.36	3.39	3.42	3.45	3.48	3.51	3.55	3.59	3.63	3.67	3.71		0%	0	
2369.85																				
12. US1 Bypass at Borthwick Ave/Hodgdon Way																				
11:00 AM																				
Movement (D)																				
EBL	60	+3	63	66.60	66.60	67.27	67.94	68.62	69.31	70.00	70.70	71.41	72.12	72.84	73.57	74.31		2%	1	
EBT	18		18	19.98	19.98	20.18	20.38	20.58	20.79	21.00	21.21	21.42	21.63	21.85	22.07	22.29	0.70	6%	1	2%
EBR	3		3	3.33	3.33	3.36	3.39	3.42	3.45	3.48	3.51	3.55	3.59	3.63	3.67	3.71		0%	0	
WBL	59		59	65.49	65.49	66.14	66.80	67.47	68.14	68.82	69.51	70.21	70.91	71.62	72.34	73.06		2%	1	
WBT	16		16	17.76	17.76	17.94	18.12	18.30	18.48	18.66	18.85	19.04	19.23	19.42	19.61	19.81	0.78	0%	0	1%
WBR	186	+11	197	206.46	206.46	208.52	210.61	212.72	214.85	217.00	219.17	221.36	223.57	225.81	228.07	230.35		1%	1	
NBL	16		16	17.76	17.76	17.94	18.12	18.30	18.48	18.66	18.85	19.04	19.23	19.42	19.61	19.81		13%	2	
NBT	949	+54	1003	1053.39	1053.39	1063.92	1074.56	1085.31	1096.16	1107.12	1118.19	1129.37	1140.66	1152.07	1163.59	1175.23	0.89	0%	3	2%
NBR	45		45	49.95	49.95	50.45	50.95	51.46	51.97	52.49	53.01	53.54	54.08	54.62	55.17	55.72		2%	1	
SBL	114		114	126.54	126.54	127.81	129.09	130.38	131.68	133.00	134.33	135.67	137.03	138.40	139.78	141.18		0%	0	
SBT	829		829	920.19	920.19	929.39	938.68	948.07	957.55	967.13	976.80	986.57	996.44	1006.40	1016.46	1026.62	0.93	0%	3	2%
SBR	66		66	73.26	73.26	73.99	74.73	75.48	76.23	76.99	77.76	78.54	79.33	80.12	80.92	81.73		3%	2	

SAT Peak Hour	2025 BASE	2026 No-Build	Site Trip Distribution	2026 Build	BUILD PHF	SAT Peak Hour	2036 No-Build	Site Trip Distribution	2036 Build	FUTURE BUILD PHF
3. US1 Bypass at RIRO						3. US1 Bypass at RIRO				
<u>Movement</u>						<u>Movement</u>				
EBR	12	12	19	31	0.90	EBR	12	19	31	0.90
NBT	1390	1404	22	1426	0.93	NBT	1550	22	1572	0.93
SBT	1046	1056	-56	1000	0.91	SBT	1167	-56	1111	0.91
SBR	14	14	79	93		SBR	14	79	93	
6. Coakley Road at Site Drive						6. Coakley Road at Site Drive				
<u>Movement</u>						<u>Movement</u>				
EBL	0	0	1	1	0.63	EBL	0	1	1	0.63
EBT	10	10	0	10		EBT	10	0	10	
WBT	14	14	0	14	0.90	WBT	14	0	14	0.90
WBR	7	7	110	117		WBR	7	110	117	
SBL	10	10	167	177	0.90	SBL	10	167	177	0.90
SBR	1	1	0	1		SBR	1	0	1	
9. US1 Bypass at Coakley Road/Cottage Street						9. US1 Bypass at Coakley Road/Cottage Street				
<u>Movement</u>						<u>Movement</u>				
EBL	17	17	91	108		EBL	19	91	110	
EBT	0	0	2	2	0.78	EBT	0	2	2	0.78
EBR	14	15	75	90		EBR	16	75	91	
WBL	95	96	-5	91		WBL	106	-5	101	
WBT	4	4	9	13	0.96	WBT	5	9	14	0.96
WBR	16	16	-1	15		WBR	17	-1	16	
NBL	9	9	102	111		NBL	10	102	112	
NBT	1260	1272	-68	1204	0.92	NBT	1406	-68	1338	0.92
NBR	32	33	0	33		NBR	36	0	36	
SBL	26	26	0	26		SBL	28	0	28	
SBT	1049	1059	19	1078	0.93	SBT	1170	19	1189	0.93
SBR	3	3	0	3		SBR	4	0	4	
12. US1 Bypass at Borthwick Ave/Hodgdon Way						12. US1 Bypass at Borthwick Ave/Hodgdon Way				
<u>Movement</u>						<u>Movement</u>				
EBL	67	67	1	68		EBL	74	1	75	
EBT	20	20	0	20	0.70	EBT	22	0	22	0.70
EBR	3	3	0	3		EBR	4	0	4	
WBL	65	66	0	66		WBL	73	0	73	
WBT	18	18	0	18	0.78	WBT	20	0	20	0.78
WBR	206	209	7	216		WBR	230	7	237	
NBL	18	18	0	18		NBL	20	0	20	
NBT	1053	1064	25	1089	0.89	NBT	1175	25	1200	0.89
NBR	50	50	0	50		NBR	56	0	56	
SBL	127	128	6	134		SBL	141	6	147	
SBT	920	929	24	953	0.93	SBT	1027	24	1051	0.93
SBR	73	74	2	76		SBR	82	2	84	

2025 RAW
SAT Peak Hour
BALANCE



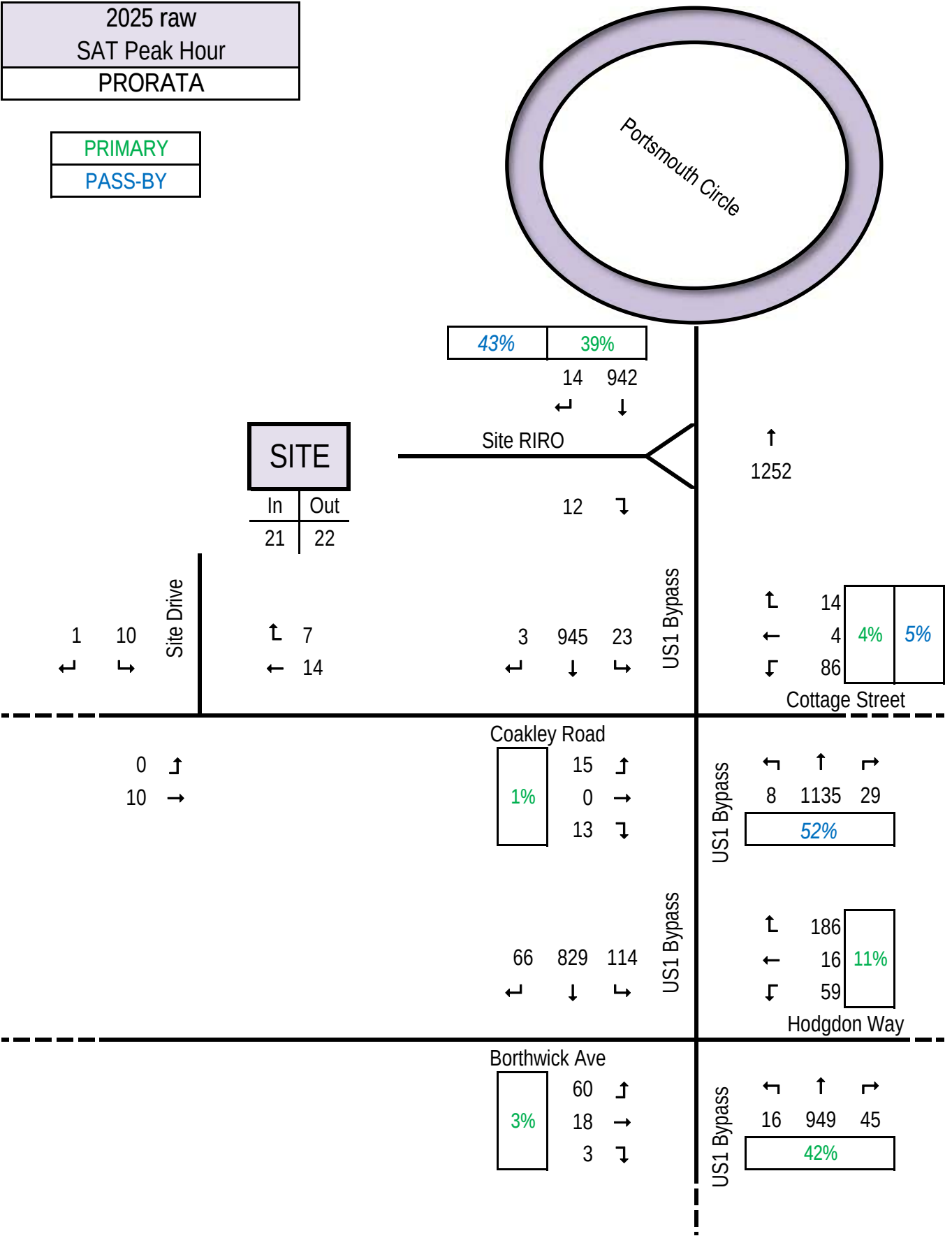
2025 raw

SAT Peak Hour

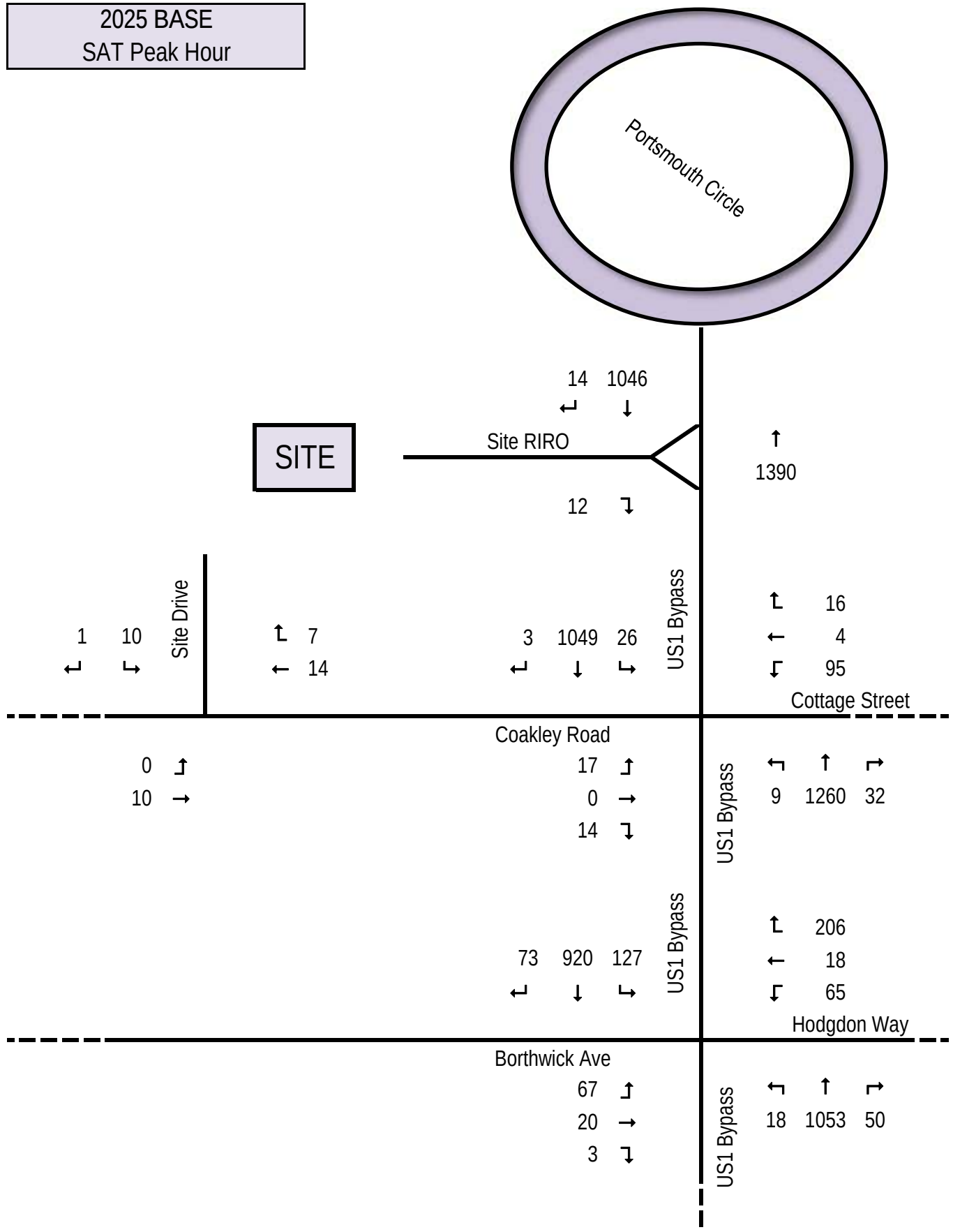
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PRIMARY

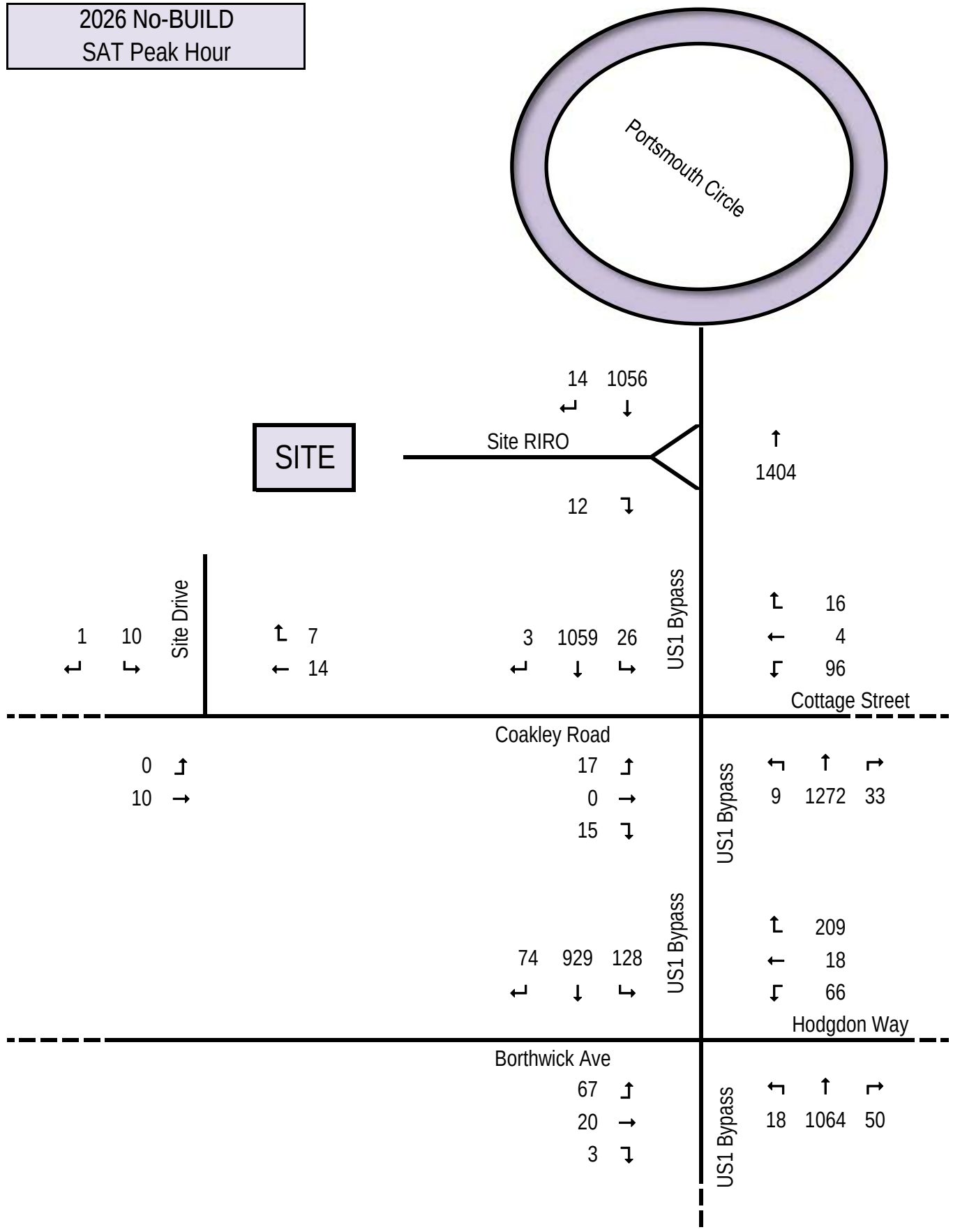
PASS-BY



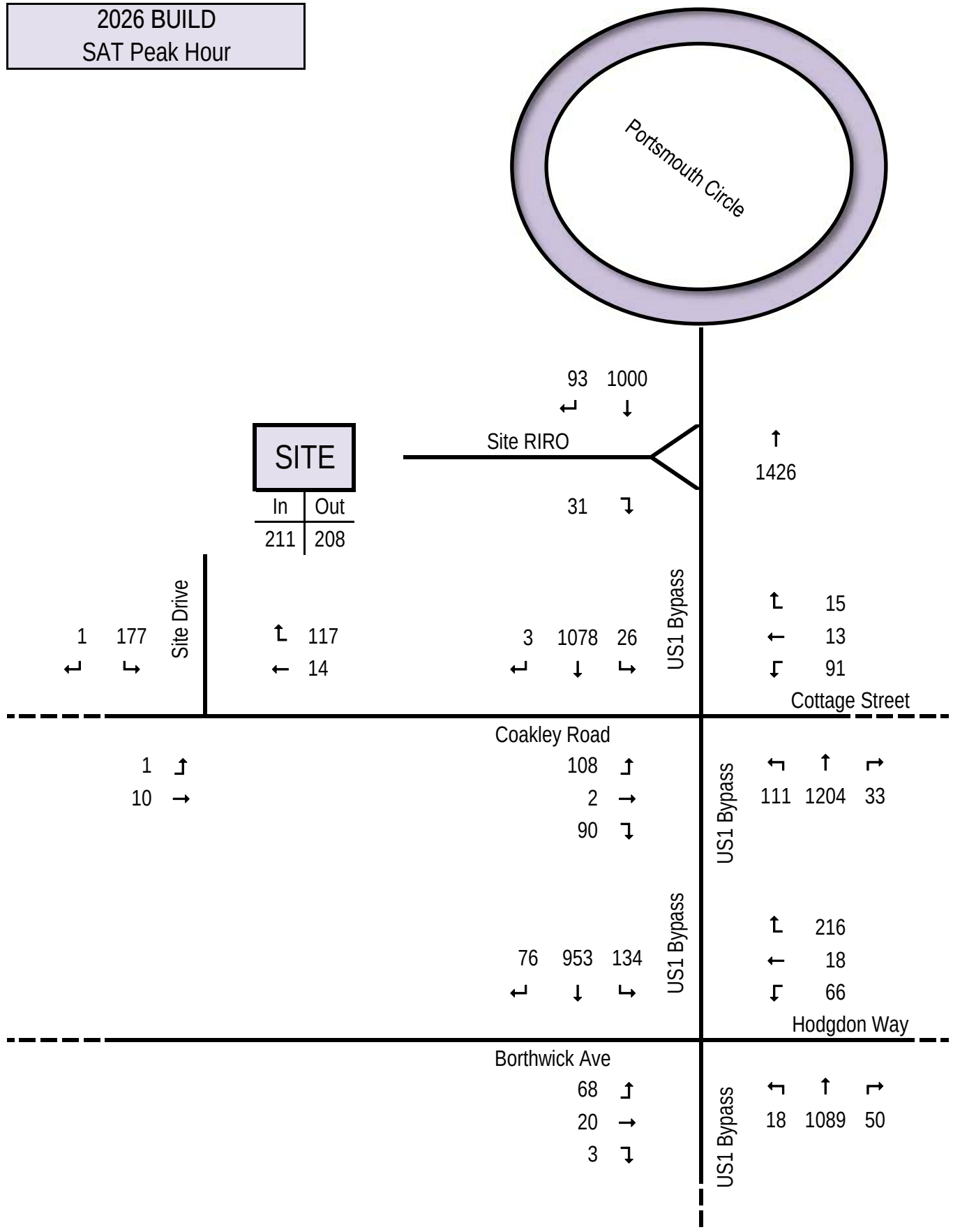
2025 BASE
SAT Peak Hour



2026 No-BUILD
SAT Peak Hour



2026 BUILD
SAT Peak Hour



APPENDIX F

AM Synchro

BASE 2025

No-Build – 2026

Build – 2026

Lanes, Volumes, Timings
3: US1 Byp & Site Drive RIRO

AM 2025 BASE

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	3	0	1028	1318	20
Future Volume (vph)	0	3	0	1028	1318	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			150
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Link Speed (mph)	30			30	30	
Link Distance (ft)	200			300	500	
Travel Time (s)	4.5			6.8	11.4	
Peak Hour Factor	0.38	0.38	0.89	0.89	0.91	0.91
Heavy Vehicles (%)	2%	2%	5%	5%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	8	0	1155	1448	22
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

HCM 6th TWSC
3: US1 Byp & Site Drive RIRO

AM 2025 BASE

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	0	1028	1318	20
Future Vol, veh/h	0	3	0	1028	1318	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	38	38	89	89	91	91
Heavy Vehicles, %	2	2	5	5	2	2
Mvmt Flow	0	8	0	1155	1448	22

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	724	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	368	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	368	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	-	368	-
HCM Lane V/C Ratio	-	0.021	-
HCM Control Delay (s)	-	15	-
HCM Lane LOS	-	C	-
HCM 95th %tile Q(veh)	-	0.1	-

Lanes, Volumes, Timings
6: Coakley Rd & Site Drive - Full

AM 2025 BASE

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	30	22	7	8	0
Future Volume (vph)	0	30	22	7	8	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		200	300		200	
Travel Time (s)		4.5	6.8		4.5	
Peak Hour Factor	0.83	0.83	0.81	0.81	0.40	0.40
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	36	36	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

HCM 6th TWSC
6: Coakley Rd & Site Drive - Full

AM 2025 BASE

Intersection

Int Delay, s/veh 1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	30	22	7	8	0
Future Vol, veh/h	0	30	22	7	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	81	81	40	40
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	0	36	27	9	20	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	36	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.13	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.227	-	-
Pot Cap-1 Maneuver	1568	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1568	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1568	-	-	-	937
HCM Lane V/C Ratio	-	-	-	-	0.021
HCM Control Delay (s)	0	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
9: US1 Byp & Coakley Rd/Cottage St

AM 2025 BASE

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	4	19	124	6	22	16	990	42	30	1255	16
Future Volume (vph)	24	4	19	124	6	22	16	990	42	30	1255	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		300			300			400			300	
Travel Time (s)		6.8			6.8			9.1			6.8	
Peak Hour Factor	0.90	0.90	0.90	0.86	0.86	0.86	0.86	0.86	0.86	0.93	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	7%	7%	7%	5%	5%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	52	0	0	151	26	19	1200	0	32	1366	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4						
Detector Phase	8	8		4	4	4	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		11.0	10.0	
Total Split (s)	39.0	39.0		39.0	39.0	39.0	15.0	60.0		15.0	60.0	
Total Split (%)	30.0%	30.0%		30.0%	30.0%	30.0%	11.5%	46.2%		11.5%	46.2%	
Maximum Green (s)	33.0	33.0		33.0	33.0	33.0	9.0	54.0		9.0	54.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-2.0			-2.0	-2.0	-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
v/c Ratio		0.20			0.68	0.07	0.16	0.51		0.24	0.54	
Control Delay		30.0			64.8	0.4	53.8	9.9		60.1	11.4	
Queue Delay		0.0			0.0	0.0	0.0	0.3		0.0	0.3	
Total Delay		30.0			64.8	0.4	53.8	10.2		60.1	11.7	
Queue Length 50th (ft)		22			121	0	16	169		26	201	
Queue Length 95th (ft)		56			173	0	m31	269		59	466	
Internal Link Dist (ft)		220			220			320			220	
Turn Bay Length (ft)						50				150		

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	16.0
Total Split (%)	12%
Maximum Green (s)	10.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	

Lanes, Volumes, Timings
9: US1 Byp & Coakley Rd/Cottage St

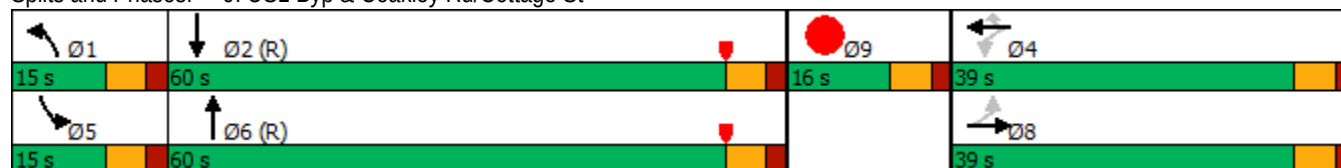
AM 2025 BASE

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		380			342	498	145	2376		153	2542	
Starvation Cap Reductn		0			0	0	0	517		0	0	
Spillback Cap Reductn		3			0	0	0	0		0	549	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.14			0.44	0.05	0.13	0.65		0.21	0.69	

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: US1 Byp & Coakley Rd/Cottage St



Lane Group Ø9

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

HCM Signalized Intersection Capacity Analysis

9: US1 Byp & Coakley Rd/Cottage St

AM 2025 BASE

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	4	19	124	6	22	16	990	42	30	1255	16
Future Volume (vph)	24	4	19	124	6	22	16	990	42	30	1255	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frt		0.95			1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected		0.97			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1700			1695	1509	1719	3421		1770	3533	
Flt Permitted		0.78			0.72	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1358			1273	1509	1719	3421		1770	3533	
Peak-hour factor, PHF	0.90	0.90	0.90	0.86	0.86	0.86	0.86	0.86	0.86	0.93	0.93	0.93
Adj. Flow (vph)	27	4	21	144	7	26	19	1151	49	32	1349	17
RTOR Reduction (vph)	0	17	0	0	0	21	0	1	0	0	0	0
Lane Group Flow (vph)	0	35	0	0	151	5	19	1199	0	32	1366	0
Heavy Vehicles (%)	3%	3%	3%	7%	7%	7%	5%	5%	2%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4						
Actuated Green, G (s)		20.7			20.7	20.7	3.3	85.9		5.4	88.0	
Effective Green, g (s)		22.7			22.7	22.7	5.3	87.9		7.4	90.0	
Actuated g/C Ratio		0.17			0.17	0.17	0.04	0.68		0.06	0.69	
Clearance Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		237			222	263	70	2313		100	2445	
v/s Ratio Prot							0.01	0.35		c0.02	c0.39	
v/s Ratio Perm		0.03			c0.12	0.00						
v/c Ratio		0.15			0.68	0.02	0.27	0.52		0.32	0.56	
Uniform Delay, d1		45.4			50.3	44.4	60.5	10.5		58.9	10.0	
Progression Factor		1.00			1.00	1.00	0.91	0.80		1.00	1.00	
Incremental Delay, d2		0.3			8.3	0.0	1.8	0.7		1.9	0.9	
Delay (s)		45.7			58.5	44.4	56.8	9.1		60.7	11.0	
Level of Service		D			E	D	E	A		E	B	
Approach Delay (s)		45.7			56.5			9.9			12.1	
Approach LOS		D			E			A			B	
Intersection Summary												
HCM 2000 Control Delay			14.5									
HCM 2000 Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			130.0									
Intersection Capacity Utilization			54.0%									
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings
12: US1 Byp & Borthwick Ave/Hodgdon Way

AM 2025 BASE

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	26	11	82	71	203	54	767	36	124	922	354
Future Volume (vph)	85	26	11	82	71	203	54	767	36	124	922	354
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		200	150		200	250		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	250			100			75			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		600			400			500			400	
Travel Time (s)		13.6			9.1			11.4			9.1	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.82	0.82	0.82	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	6%	6%	6%	3%	3%	3%
Shared Lane Traffic (%)	35%					35%						
Lane Group Flow (vph)	70	71	14	104	180	167	66	935	44	128	1316	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			16			20			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA	pm+ov	Split	NA	Perm	Prot	NA	pm+ov	Prot	NA	
Protected Phases	3	3	1	4	4		1	6	4	5	2	
Permitted Phases			3			4			6			
Detector Phase	3	3	1	4	4	4	1	6	4	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	5.0	10.0	
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	16.0	12.0	12.0	16.0	
Total Split (s)	21.0	21.0	19.0	21.0	21.0	21.0	19.0	54.0	21.0	19.0	54.0	
Total Split (%)	16.2%	16.2%	14.6%	16.2%	16.2%	16.2%	14.6%	41.5%	16.2%	14.6%	41.5%	
Maximum Green (s)	14.0	14.0	12.0	14.0	14.0	14.0	12.0	48.0	14.0	12.0	48.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	
v/c Ratio	0.43	0.43	0.03	0.37	0.63	0.42	0.42	0.58	0.04	0.61	0.74	
Control Delay	62.4	62.0	0.2	51.0	50.6	6.7	63.0	28.3	0.1	64.7	25.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	
Total Delay	62.4	62.0	0.2	51.0	50.6	6.7	63.0	28.3	0.1	64.7	26.0	
Queue Length 50th (ft)	58	60	0	79	124	0	53	300	0	104	481	
Queue Length 95th (ft)	93	95	0	110	162	18	91	374	0	162	#736	
Internal Link Dist (ft)		520			320			420			320	
Turn Bay Length (ft)	250		200	150		200	250					

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	15.0
Total Split (%)	12%
Maximum Green (s)	9.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	

Lanes, Volumes, Timings
12: US1 Byp & Borthwick Ave/Hodgdon Way

AM 2025 BASE

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	207	213	431	289	295	407	186	1625	1017	215	1783	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	110	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.34	0.33	0.03	0.36	0.61	0.41	0.35	0.58	0.04	0.60	0.79	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 10 (8%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 12: US1 Byp & Borthwick Ave/Hodgdon Way

 Ø1	 Ø2 (R)	 Ø9	 Ø3	 Ø4
19 s	54 s	15 s	21 s	21 s
 Ø5	 Ø6 (R)			
19 s	54 s			

Lane Group Ø9

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

HCM Signalized Intersection Capacity Analysis

12: US1 Byp & Borthwick Ave/Hodgdon Way

AM 2025 BASE

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	26	11	82	71	203	54	767	36	124	922	354
Future Volume (vph)	85	26	11	82	71	203	54	767	36	124	922	354
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.93	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1665	1707	1568	1770	1637	1504	1703	3406	1524	1752	3359	
Flt Permitted	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1665	1707	1568	1770	1637	1504	1703	3406	1524	1752	3359	
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79	0.82	0.82	0.82	0.97	0.97	0.97
Adj. Flow (vph)	108	33	14	104	90	257	66	935	44	128	951	365
RTOR Reduction (vph)	0	0	11	0	27	140	0	0	16	0	24	0
Lane Group Flow (vph)	70	71	3	104	153	27	66	935	28	128	1292	0
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	6%	6%	6%	3%	3%	3%
Turn Type	Split	NA	pm+ov	Split	NA	Perm	Prot	NA	pm+ov	Prot	NA	
Protected Phases	3	3	1	4	4		1	6	4	5	2	
Permitted Phases			3			4			6			
Actuated Green, G (s)	10.8	10.8	19.6	18.7	18.7	18.7	8.8	60.0	78.7	13.5	64.7	
Effective Green, g (s)	12.8	12.8	23.6	20.7	20.7	20.7	10.8	62.0	82.7	15.5	66.7	
Actuated g/C Ratio	0.10	0.10	0.18	0.16	0.16	0.16	0.08	0.48	0.64	0.12	0.51	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	6.0	7.0	7.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	163	168	284	281	260	239	141	1624	969	208	1723	
v/s Ratio Prot	c0.04	0.04	0.00	0.06	c0.09		0.04	0.27	0.00	c0.07	c0.38	
v/s Ratio Perm			0.00			0.02			0.01			
v/c Ratio	0.43	0.42	0.01	0.37	0.59	0.11	0.47	0.58	0.03	0.62	0.75	
Uniform Delay, d1	55.2	55.1	43.6	48.8	50.7	46.8	56.9	24.5	8.8	54.4	25.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.87	
Incremental Delay, d2	1.8	1.7	0.0	0.8	3.4	0.2	2.4	1.5	0.0	4.6	2.6	
Delay (s)	57.0	56.8	43.6	49.7	54.1	47.0	59.3	26.0	8.8	58.1	24.4	
Level of Service	E	E	D	D	D	D	E	C	A	E	C	
Approach Delay (s)		55.7			50.4			27.4			27.3	
Approach LOS		E			D			C			C	
Intersection Summary												
HCM 2000 Control Delay			32.1									
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			130.0									
Intersection Capacity Utilization			68.8%									
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings
3: US1 Byp & Site Drive RIRO

AM 2026 NB

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 	 	
Traffic Volume (vph)	0	3	0	1038	1331	20
Future Volume (vph)	0	3	0	1038	1331	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			150
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Link Speed (mph)	30			30	30	
Link Distance (ft)	200			300	500	
Travel Time (s)	4.5			6.8	11.4	
Peak Hour Factor	0.38	0.38	0.89	0.89	0.91	0.91
Heavy Vehicles (%)	2%	2%	5%	5%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	8	0	1166	1463	22
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

HCM 6th TWSC
3: US1 Byp & Site Drive RIRO

AM 2026 NB

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	0	1038	1331	20
Future Vol, veh/h	0	3	0	1038	1331	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	38	38	89	89	91	91
Heavy Vehicles, %	2	2	5	5	2	2
Mvmt Flow	0	8	0	1166	1463	22

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	732	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	364	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	364	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	364	-	-
HCM Lane V/C Ratio	-	0.022	-	-
HCM Control Delay (s)	-	15.1	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Lanes, Volumes, Timings
6: Coakley Rd & Site Drive - Full

AM 2026 NB

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	30	22	7	8	0
Future Volume (vph)	0	30	22	7	8	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		200	300		200	
Travel Time (s)		4.5	6.8		4.5	
Peak Hour Factor	0.83	0.83	0.81	0.81	0.40	0.40
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	36	36	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh 1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	30	22	7	8	0
Future Vol, veh/h	0	30	22	7	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	81	81	40	40
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	0	36	27	9	20	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	36	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.13	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.227	-	-
Pot Cap-1 Maneuver	1568	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1568	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1568	-	-	-	937
HCM Lane V/C Ratio	-	-	-	-	0.021
HCM Control Delay (s)	0	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
9: US1 Byp & Coakley Rd/Cottage St

AM 2026 NB

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	4	19	126	6	22	16	1000	43	30	1268	16
Future Volume (vph)	25	4	19	126	6	22	16	1000	43	30	1268	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		300			300			400			300	
Travel Time (s)		6.8			6.8			9.1			6.8	
Peak Hour Factor	0.90	0.90	0.90	0.86	0.86	0.86	0.86	0.86	0.86	0.93	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	7%	7%	7%	5%	5%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	154	26	19	1213	0	32	1380	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4						
Detector Phase	8	8		4	4	4	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		11.0	10.0	
Total Split (s)	39.0	39.0		39.0	39.0	39.0	15.0	60.0		15.0	60.0	
Total Split (%)	30.0%	30.0%		30.0%	30.0%	30.0%	11.5%	46.2%		11.5%	46.2%	
Maximum Green (s)	33.0	33.0		33.0	33.0	33.0	9.0	54.0		9.0	54.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-2.0			-2.0	-2.0	-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
v/c Ratio		0.21			0.69	0.07	0.16	0.51		0.24	0.54	
Control Delay		30.0			64.8	0.4	53.7	10.1		60.1	11.7	
Queue Delay		0.0			0.0	0.0	0.0	0.3		0.0	0.4	
Total Delay		30.0			64.8	0.4	53.7	10.4		60.1	12.1	
Queue Length 50th (ft)		23			123	0	16	171		26	207	
Queue Length 95th (ft)		57			175	0	m29	275		59	478	
Internal Link Dist (ft)		220			220			320			220	
Turn Bay Length (ft)						50				150		

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	16.0
Total Split (%)	12%
Maximum Green (s)	10.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	

Lanes, Volumes, Timings
9: US1 Byp & Coakley Rd/Cottage St

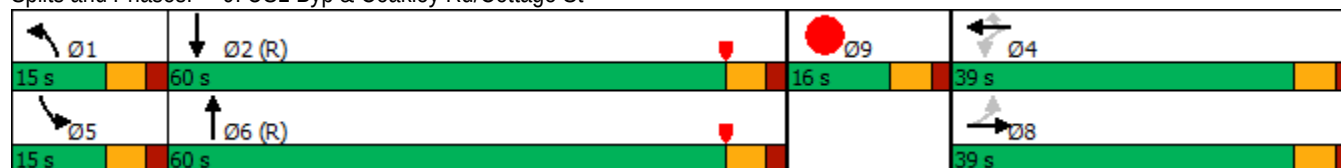
AM 2026 NB

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		376			341	498	145	2368		153	2533	
Starvation Cap Reductn		0			0	0	0	513		0	0	
Spillback Cap Reductn		3			0	0	0	0		0	562	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.14			0.45	0.05	0.13	0.65		0.21	0.70	

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: US1 Byp & Coakley Rd/Cottage St



Lane Group	Ø9
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Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

HCM Signalized Intersection Capacity Analysis

9: US1 Byp & Coakley Rd/Cottage St

AM 2026 NB

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	4	19	126	6	22	16	1000	43	30	1268	16
Future Volume (vph)	25	4	19	126	6	22	16	1000	43	30	1268	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frt		0.95			1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected		0.97			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1701			1695	1509	1719	3421		1770	3533	
Flt Permitted		0.77			0.71	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1339			1269	1509	1719	3421		1770	3533	
Peak-hour factor, PHF	0.90	0.90	0.90	0.86	0.86	0.86	0.86	0.86	0.86	0.93	0.93	0.93
Adj. Flow (vph)	28	4	21	147	7	26	19	1163	50	32	1363	17
RTOR Reduction (vph)	0	17	0	0	0	21	0	1	0	0	0	0
Lane Group Flow (vph)	0	36	0	0	154	5	19	1212	0	32	1380	0
Heavy Vehicles (%)	3%	3%	3%	7%	7%	7%	5%	5%	2%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4						
Actuated Green, G (s)		21.0			21.0	21.0	3.3	85.6		5.4	87.7	
Effective Green, g (s)		23.0			23.0	23.0	5.3	87.6		7.4	89.7	
Actuated g/C Ratio		0.18			0.18	0.18	0.04	0.67		0.06	0.69	
Clearance Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		236			224	266	70	2305		100	2437	
v/s Ratio Prot							0.01	0.35		c0.02	c0.39	
v/s Ratio Perm		0.03			c0.12	0.00						
v/c Ratio		0.15			0.69	0.02	0.27	0.53		0.32	0.57	
Uniform Delay, d1		45.2			50.1	44.2	60.5	10.7		58.9	10.3	
Progression Factor		1.00			1.00	1.00	0.91	0.80		1.00	1.00	
Incremental Delay, d2		0.3			8.5	0.0	1.8	0.7		1.9	1.0	
Delay (s)		45.5			58.6	44.2	56.7	9.3		60.7	11.2	
Level of Service		D			E	D	E	A		E	B	
Approach Delay (s)		45.5			56.5			10.0			12.3	
Approach LOS		D			E			B			B	
Intersection Summary												
HCM 2000 Control Delay			14.7									
HCM 2000 Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			130.0									
Intersection Capacity Utilization			54.3%									
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings
12: US1 Byp & Borthwick Ave/Hodgdon Way

AM 2026 NB

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	26	11	83	72	205	55	775	36	126	932	358
Future Volume (vph)	86	26	11	83	72	205	55	775	36	126	932	358
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		200	150		200	250		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	250			100			75			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		600			400			500			400	
Travel Time (s)		13.6			9.1			11.4			9.1	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.82	0.82	0.82	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	6%	6%	6%	3%	3%	3%
Shared Lane Traffic (%)	36%					35%						
Lane Group Flow (vph)	70	72	14	105	182	168	67	945	44	130	1330	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			16			20			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA	pm+ov	Split	NA	Perm	Prot	NA	pm+ov	Prot	NA	
Protected Phases	3	3	1	4	4		1	6	4	5	2	
Permitted Phases			3			4			6			
Detector Phase	3	3	1	4	4	4	1	6	4	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	5.0	10.0	
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	16.0	12.0	12.0	16.0	
Total Split (s)	21.0	21.0	19.0	21.0	21.0	21.0	19.0	54.0	21.0	19.0	54.0	
Total Split (%)	16.2%	16.2%	14.6%	16.2%	16.2%	16.2%	14.6%	41.5%	16.2%	14.6%	41.5%	
Maximum Green (s)	14.0	14.0	12.0	14.0	14.0	14.0	12.0	48.0	14.0	12.0	48.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	
v/c Ratio	0.43	0.43	0.03	0.37	0.63	0.42	0.42	0.58	0.04	0.62	0.75	
Control Delay	62.3	62.2	0.2	50.9	50.7	6.8	63.1	28.7	0.1	64.9	26.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	
Total Delay	62.3	62.2	0.2	50.9	50.7	6.8	63.1	28.7	0.1	64.9	26.3	
Queue Length 50th (ft)	58	61	0	80	125	0	54	306	0	106	491	
Queue Length 95th (ft)	93	96	0	111	164	20	92	379	0	#171	#750	
Internal Link Dist (ft)		520			320			420			320	
Turn Bay Length (ft)	250		200	150		200	250					

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	15.0
Total Split (%)	12%
Maximum Green (s)	9.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	

Lanes, Volumes, Timings
12: US1 Byp & Borthwick Ave/Hodgdon Way

AM 2026 NB

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	207	213	432	291	296	409	186	1616	1015	217	1776	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	109	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.34	0.34	0.03	0.36	0.61	0.41	0.36	0.58	0.04	0.60	0.80	

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 10 (8%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 12: US1 Byp & Borthwick Ave/Hodgdon Way

 Ø1	 Ø2 (R)	 Ø9	 Ø3	 Ø4
19 s	54 s	15 s	21 s	21 s
 Ø5	 Ø6 (R)			
19 s	54 s			

Lane Group	Ø9
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Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

HCM Signalized Intersection Capacity Analysis

12: US1 Byp & Borthwick Ave/Hodgdon Way

AM 2026 NB

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	26	11	83	72	205	55	775	36	126	932	358
Future Volume (vph)	86	26	11	83	72	205	55	775	36	126	932	358
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.93	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1665	1706	1568	1770	1637	1504	1703	3406	1524	1752	3359	
Flt Permitted	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1665	1706	1568	1770	1637	1504	1703	3406	1524	1752	3359	
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79	0.82	0.82	0.82	0.97	0.97	0.97
Adj. Flow (vph)	109	33	14	105	91	259	67	945	44	130	961	369
RTOR Reduction (vph)	0	0	11	0	27	141	0	0	16	0	24	0
Lane Group Flow (vph)	70	72	3	105	155	27	67	945	28	130	1306	0
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	6%	6%	6%	3%	3%	3%
Turn Type	Split	NA	pm+ov	Split	NA	Perm	Prot	NA	pm+ov	Prot	NA	
Protected Phases	3	3	1	4	4		1	6	4	5	2	
Permitted Phases			3			4			6			
Actuated Green, G (s)	10.8	10.8	19.7	18.8	18.8	18.8	8.9	59.8	78.6	13.6	64.5	
Effective Green, g (s)	12.8	12.8	23.7	20.8	20.8	20.8	10.9	61.8	82.6	15.6	66.5	
Actuated g/C Ratio	0.10	0.10	0.18	0.16	0.16	0.16	0.08	0.48	0.64	0.12	0.51	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	6.0	7.0	7.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	163	167	285	283	261	240	142	1619	968	210	1718	
v/s Ratio Prot	0.04	c0.04	0.00	0.06	c0.09		0.04	0.28	0.00	c0.07	c0.39	
v/s Ratio Perm			0.00			0.02			0.01			
v/c Ratio	0.43	0.43	0.01	0.37	0.59	0.11	0.47	0.58	0.03	0.62	0.76	
Uniform Delay, d1	55.2	55.2	43.5	48.8	50.7	46.7	56.8	24.8	8.8	54.4	25.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.86	
Incremental Delay, d2	1.8	1.8	0.0	0.8	3.6	0.2	2.5	1.5	0.0	4.6	2.8	
Delay (s)	57.0	57.0	43.5	49.6	54.3	46.9	59.3	26.3	8.8	58.3	24.7	
Level of Service	E	E	D	D	D	D	E	C	A	E	C	
Approach Delay (s)		55.8			50.5			27.7			27.7	
Approach LOS		E			D			C			C	
Intersection Summary												
HCM 2000 Control Delay			32.4									
HCM 2000 Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			130.0									
Intersection Capacity Utilization			69.3%									
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings
3: US1 Byp & Site Drive RIRO

AM 2026 B

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 	 	
Traffic Volume (vph)	0	18	0	1056	1271	98
Future Volume (vph)	0	18	0	1056	1271	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			150
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Link Speed (mph)	30			30	30	
Link Distance (ft)	200			300	500	
Travel Time (s)	4.5			6.8	11.4	
Peak Hour Factor	0.90	0.90	0.89	0.89	0.91	0.91
Heavy Vehicles (%)	2%	2%	5%	5%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	20	0	1187	1397	108
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

HCM 6th TWSC
3: US1 Byp & Site Drive RIRO

AM 2026 B

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	18	0	1056	1271	98
Future Vol, veh/h	0	18	0	1056	1271	98
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	89	89	91	91
Heavy Vehicles, %	2	2	5	5	2	2
Mvmt Flow	0	20	0	1187	1397	108

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	699	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	382	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	382	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	382	-	-
HCM Lane V/C Ratio	-	0.052	-	-
HCM Control Delay (s)	-	14.9	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

Lanes, Volumes, Timings
6: Coakley Rd & Site Drive - Full

AM 2026 B

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	30	22	79	137	0
Future Volume (vph)	0	30	22	79	137	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		200	300		200	
Travel Time (s)		4.5	6.8		4.5	
Peak Hour Factor	0.83	0.83	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	36	112	0	152	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh 5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	30	22	79	137	0
Future Vol, veh/h	0	30	22	79	137	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	90	90	90	90
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	0	36	24	88	152	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	112	0	0 104 68
Stage 1	-	-	- 68 -
Stage 2	-	-	- 36 -
Critical Hdwy	4.13	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.227	-	- 3.518 3.318
Pot Cap-1 Maneuver	1471	-	- 894 995
Stage 1	-	-	- 955 -
Stage 2	-	-	- 986 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1471	-	- 894 995
Mov Cap-2 Maneuver	-	-	- 894 -
Stage 1	-	-	- 955 -
Stage 2	-	-	- 986 -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1471	-	-	-	894
HCM Lane V/C Ratio	-	-	-	-	0.17
HCM Control Delay (s)	0	-	-	-	9.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Lanes, Volumes, Timings
9: US1 Byp & Coakley Rd/Cottage St

AM 2026 B

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	6	81	120	15	21	79	954	43	30	1283	16
Future Volume (vph)	89	6	81	120	15	21	79	954	43	30	1283	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		300			300			400			300	
Travel Time (s)		6.8			6.8			9.1			6.8	
Peak Hour Factor	0.90	0.90	0.90	0.86	0.86	0.86	0.86	0.86	0.86	0.93	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	7%	7%	7%	5%	5%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	196	0	0	157	24	92	1159	0	32	1397	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4						
Detector Phase	8	8		4	4	4	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		11.0	10.0	
Total Split (s)	39.0	39.0		39.0	39.0	39.0	15.0	60.0		15.0	60.0	
Total Split (%)	30.0%	30.0%		30.0%	30.0%	30.0%	11.5%	46.2%		11.5%	46.2%	
Maximum Green (s)	33.0	33.0		33.0	33.0	33.0	9.0	54.0		9.0	54.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-2.0			-2.0	-2.0	-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
v/c Ratio		0.84			0.75	0.06	0.48	0.51		0.24	0.67	
Control Delay		69.1			69.0	0.3	58.7	11.6		60.1	21.9	
Queue Delay		0.1			0.0	0.0	0.0	0.3		0.0	0.6	
Total Delay		69.2			69.0	0.3	58.7	11.9		60.1	22.5	
Queue Length 50th (ft)		135			125	0	79	167		26	398	
Queue Length 95th (ft)		211			178	0	m127	272		59	620	
Internal Link Dist (ft)		220			220			320			220	
Turn Bay Length (ft)						50				150		

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	16.0
Total Split (%)	12%
Maximum Green (s)	10.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	

Lanes, Volumes, Timings 9: US1 Byp & Coakley Rd/Cottage St

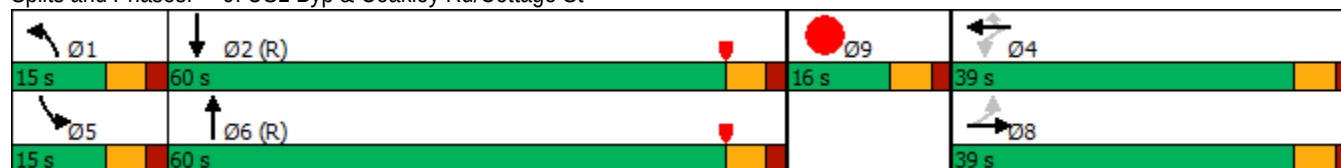
AM 2026 B

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		300			278	501	194	2277		153	2093	
Starvation Cap Reductn		0			0	0	0	479		0	0	
Spillback Cap Reductn		2			0	0	0	0		0	312	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.66			0.56	0.05	0.47	0.64		0.21	0.78	

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: US1 Byp & Coakley Rd/Cottage St



Lane Group	Ø9
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Base Capacity (vph)	
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Starvation Cap Reductn	
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Spillback Cap Reductn	
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Storage Cap Reductn	
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Reduced v/c Ratio	
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Intersection Summary	
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HCM Signalized Intersection Capacity Analysis

9: US1 Byp & Coakley Rd/Cottage St

AM 2026 B

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	6	81	120	15	21	79	954	43	30	1283	16
Future Volume (vph)	89	6	81	120	15	21	79	954	43	30	1283	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frt		0.94			1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected		0.98			0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1688			1700	1509	1719	3420		1770	3533	
Flt Permitted		0.59			0.58	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1023			1027	1509	1719	3420		1770	3533	
Peak-hour factor, PHF	0.90	0.90	0.90	0.86	0.86	0.86	0.86	0.86	0.86	0.93	0.93	0.93
Adj. Flow (vph)	99	7	90	140	17	24	92	1109	50	32	1380	17
RTOR Reduction (vph)	0	25	0	0	0	19	0	1	0	0	0	0
Lane Group Flow (vph)	0	171	0	0	157	5	92	1158	0	32	1397	0
Heavy Vehicles (%)	3%	3%	3%	7%	7%	7%	5%	5%	2%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4						
Actuated Green, G (s)		24.5			24.5	24.5	12.4	82.1		5.4	75.1	
Effective Green, g (s)		26.5			26.5	26.5	14.4	84.1		7.4	77.1	
Actuated g/C Ratio		0.20			0.20	0.20	0.11	0.65		0.06	0.59	
Clearance Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		208			209	307	190	2212		100	2095	
v/s Ratio Prot							c0.05	0.34		0.02	c0.40	
v/s Ratio Perm		c0.17			0.15	0.00						
v/c Ratio		0.82			0.75	0.02	0.48	0.52		0.32	0.67	
Uniform Delay, d1		49.5			48.7	41.3	54.3	12.3		58.9	17.8	
Progression Factor		1.00			1.00	1.00	0.96	0.80		1.00	1.00	
Incremental Delay, d2		21.6			14.1	0.0	1.6	0.7		1.9	1.7	
Delay (s)		71.1			62.7	41.4	53.9	10.6		60.7	19.5	
Level of Service		E			E	D	D	B		E	B	
Approach Delay (s)		71.1			59.9			13.7			20.4	
Approach LOS		E			E			B			C	
Intersection Summary												
HCM 2000 Control Delay			23.3									
HCM 2000 Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			130.0									
Intersection Capacity Utilization			67.2%									
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings
12: US1 Byp & Borthwick Ave/Hodgdon Way

AM 2026 B

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	26	11	83	72	210	55	786	36	129	941	360
Future Volume (vph)	88	26	11	83	72	210	55	786	36	129	941	360
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		200	150		200	250		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	250			100			75			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		600			400			500			400	
Travel Time (s)		13.6			9.1			11.4			9.1	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.82	0.82	0.82	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	6%	6%	6%	3%	3%	3%
Shared Lane Traffic (%)	36%					35%						
Lane Group Flow (vph)	71	73	14	105	184	173	67	959	44	133	1341	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			16			20			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA	pm+ov	Split	NA	Perm	Prot	NA	pm+ov	Prot	NA	
Protected Phases	3	3	1	4	4		1	6	4	5	2	
Permitted Phases			3			4			6			
Detector Phase	3	3	1	4	4	4	1	6	4	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	5.0	10.0	
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	16.0	12.0	12.0	16.0	
Total Split (s)	21.0	21.0	19.0	21.0	21.0	21.0	19.0	54.0	21.0	19.0	54.0	
Total Split (%)	16.2%	16.2%	14.6%	16.2%	16.2%	16.2%	14.6%	41.5%	16.2%	14.6%	41.5%	
Maximum Green (s)	14.0	14.0	12.0	14.0	14.0	14.0	12.0	48.0	14.0	12.0	48.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	
v/c Ratio	0.43	0.43	0.03	0.37	0.63	0.43	0.43	0.60	0.04	0.63	0.76	
Control Delay	62.3	62.2	0.2	50.5	50.5	7.3	63.5	29.3	0.1	78.0	19.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	
Total Delay	62.3	62.2	0.2	50.5	50.5	7.3	63.5	29.3	0.1	78.0	20.4	
Queue Length 50th (ft)	60	62	0	80	127	0	54	316	0	93	506	
Queue Length 95th (ft)	95	96	0	110	165	24	92	386	0	m#168	#761	
Internal Link Dist (ft)		520			320			420			320	
Turn Bay Length (ft)	250		200	150		200	250					

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	15.0
Total Split (%)	12%
Maximum Green (s)	9.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	

Lanes, Volumes, Timings
12: US1 Byp & Borthwick Ave/Hodgdon Way

AM 2026 B

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	207	212	432	295	299	411	185	1603	1012	218	1771	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	142	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.34	0.34	0.03	0.36	0.62	0.42	0.36	0.60	0.04	0.61	0.82	

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 10 (8%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: US1 Byp & Borthwick Ave/Hodgdon Way

 Ø1	 Ø2 (R)	 Ø9	 Ø3	 Ø4
19 s	54 s	15 s	21 s	21 s
 Ø5	 Ø6 (R)			
19 s	54 s			

Lane Group Ø9

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

HCM Signalized Intersection Capacity Analysis

12: US1 Byp & Borthwick Ave/Hodgdon Way

AM 2026 B

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	26	11	83	72	210	55	786	36	129	941	360
Future Volume (vph)	88	26	11	83	72	210	55	786	36	129	941	360
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.92	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1665	1706	1568	1770	1635	1504	1703	3406	1524	1752	3359	
Flt Permitted	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1665	1706	1568	1770	1635	1504	1703	3406	1524	1752	3359	
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79	0.82	0.82	0.82	0.97	0.97	0.97
Adj. Flow (vph)	111	33	14	105	91	266	67	959	44	133	970	371
RTOR Reduction (vph)	0	0	11	0	27	145	0	0	16	0	25	0
Lane Group Flow (vph)	71	73	3	105	157	28	67	959	28	133	1316	0
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	6%	6%	6%	3%	3%	3%
Turn Type	Split	NA	pm+ov	Split	NA	Perm	Prot	NA	pm+ov	Prot	NA	
Protected Phases	3	3	1	4	4		1	6	4	5	2	
Permitted Phases			3			4			6			
Actuated Green, G (s)	10.9	10.9	19.7	19.1	19.1	19.1	8.8	59.2	78.3	13.8	64.2	
Effective Green, g (s)	12.9	12.9	23.7	21.1	21.1	21.1	10.8	61.2	82.3	15.8	66.2	
Actuated g/C Ratio	0.10	0.10	0.18	0.16	0.16	0.16	0.08	0.47	0.63	0.12	0.51	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	6.0	7.0	7.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	165	169	285	287	265	244	141	1603	964	212	1710	
v/s Ratio Prot	0.04	c0.04	0.00	0.06	c0.10		0.04	0.28	0.00	c0.08	c0.39	
v/s Ratio Perm			0.00			0.02			0.01			
v/c Ratio	0.43	0.43	0.01	0.37	0.59	0.12	0.48	0.60	0.03	0.63	0.77	
Uniform Delay, d1	55.1	55.1	43.5	48.5	50.5	46.5	56.9	25.3	8.9	54.3	25.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.25	0.61	
Incremental Delay, d2	1.8	1.8	0.0	0.8	3.5	0.2	2.5	1.7	0.0	4.3	2.6	
Delay (s)	56.9	56.9	43.5	49.3	54.0	46.7	59.4	27.0	8.9	72.4	18.3	
Level of Service	E	E	D	D	D	D	E	C	A	E	B	
Approach Delay (s)		55.7			50.2			28.3			23.2	
Approach LOS		E			D			C			C	
Intersection Summary												
HCM 2000 Control Delay			30.5									
HCM 2000 Volume to Capacity ratio			0.74									
Actuated Cycle Length (s)			130.0									
Intersection Capacity Utilization			69.8%									
Analysis Period (min)			15									
c Critical Lane Group												

APPENDIX G

PM Synchro

BASE 2025

No-Build – 2026

Build – 2026

Lanes, Volumes, Timings
3: US1 Byp & Site Drive RIRO

PM 2025 BASE

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	6	0	1619	1035	6
Future Volume (vph)	0	6	0	1619	1035	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			150
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Link Speed (mph)	30			30	30	
Link Distance (ft)	200			300	500	
Travel Time (s)	4.5			6.8	11.4	
Peak Hour Factor	0.75	0.75	0.95	0.95	0.90	0.90
Heavy Vehicles (%)	2%	2%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	8	0	1704	1150	7
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

HCM 6th TWSC
3: US1 Byp & Site Drive RIRO

PM 2025 BASE

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	0	1619	1035	6
Future Vol, veh/h	0	6	0	1619	1035	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	95	95	90	90
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	0	8	0	1704	1150	7

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	575	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	461	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	461	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	461	-	-
HCM Lane V/C Ratio	-	0.017	-	-
HCM Control Delay (s)	-	12.9	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Lanes, Volumes, Timings
6: Coakley Rd & Site Drive - Full

PM 2025 BASE

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	25	25	4	28	0
Future Volume (vph)	0	25	25	4	28	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		200	300		200	
Travel Time (s)		4.5	6.8		4.5	
Peak Hour Factor	0.52	0.52	0.58	0.58	0.70	0.70
Heavy Vehicles (%)	8%	8%	4%	4%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	48	50	0	40	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

HCM 6th TWSC
6: Coakley Rd & Site Drive - Full

PM 2025 BASE

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	25	25	4	28	0
Future Vol, veh/h	0	25	25	4	28	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	52	52	58	58	70	70
Heavy Vehicles, %	8	8	4	4	2	2
Mvmt Flow	0	48	43	7	40	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	50	0	95
Stage 1	-	-	47
Stage 2	-	-	48
Critical Hdwy	4.18	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.272	-	3.518
Pot Cap-1 Maneuver	1519	-	905
Stage 1	-	-	975
Stage 2	-	-	974
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1519	-	905
Mov Cap-2 Maneuver	-	-	905
Stage 1	-	-	975
Stage 2	-	-	974

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1519	-	-	-	905
HCM Lane V/C Ratio	-	-	-	-	0.044
HCM Control Delay (s)	0	-	-	-	9.2
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
9: US1 Byp & Coakley Rd/Cottage St

PM 2025 BASE

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	6	16	117	7	29	17	1574	40	34	977	10
Future Volume (vph)	29	6	16	117	7	29	17	1574	40	34	977	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		300			300			400			300	
Travel Time (s)		6.8			6.8			9.1			6.8	
Peak Hour Factor	0.87	0.87	0.87	0.86	0.86	0.86	0.95	0.95	0.95	0.88	0.88	0.88
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	58	0	0	144	34	18	1699	0	39	1121	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4						
Detector Phase	8	8		4	4	4	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		11.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0	25.0	15.0	56.0		15.0	56.0	
Total Split (%)	20.8%	20.8%		20.8%	20.8%	20.8%	12.5%	46.7%		12.5%	46.7%	
Maximum Green (s)	19.0	19.0		19.0	19.0	19.0	9.0	50.0		9.0	50.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-2.0			-2.0	-2.0	-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
v/c Ratio		0.25			0.65	0.09	0.14	0.69		0.26	0.44	
Control Delay		33.8			59.3	0.5	43.8	14.8		55.0	9.2	
Queue Delay		0.0			0.0	0.0	0.0	1.3		0.0	0.1	
Total Delay		33.8			59.3	0.5	43.8	16.1		55.0	9.3	
Queue Length 50th (ft)		28			105	0	13	290		29	131	
Queue Length 95th (ft)		61			156	0	m20	383		62	307	
Internal Link Dist (ft)		220			220			320			220	
Turn Bay Length (ft)						50				150		

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	24.0
Total Split (%)	20%
Maximum Green (s)	18.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	

Lanes, Volumes, Timings
9: US1 Byp & Coakley Rd/Cottage St

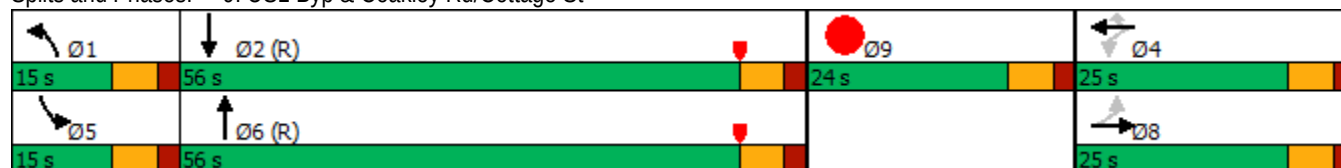
PM 2025 BASE

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		257			253	411	163	2458		169	2573	
Starvation Cap Reductn		0			0	0	0	500		0	0	
Spillback Cap Reductn		1			0	0	0	0		0	277	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.23			0.57	0.08	0.11	0.87		0.23	0.49	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: US1 Byp & Coakley Rd/Cottage St



Lane Group Ø9

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

HCM Signalized Intersection Capacity Analysis

9: US1 Byp & Coakley Rd/Cottage St

PM 2025 BASE

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	6	16	117	7	29	17	1574	40	34	977	10
Future Volume (vph)	29	6	16	117	7	29	17	1574	40	34	977	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frt		0.96			1.00	0.85	1.00	1.00		1.00	1.00	
Flt Protected		0.97			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1735			1796	1599	1787	3561		1787	3569	
Flt Permitted		0.73			0.72	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1300			1346	1599	1787	3561		1787	3569	
Peak-hour factor, PHF	0.87	0.87	0.87	0.86	0.86	0.86	0.95	0.95	0.95	0.88	0.88	0.88
Adj. Flow (vph)	33	7	18	136	8	34	18	1657	42	39	1110	11
RTOR Reduction (vph)	0	13	0	0	0	28	0	1	0	0	0	0
Lane Group Flow (vph)	0	45	0	0	144	6	18	1698	0	39	1121	0
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4						
Actuated Green, G (s)		17.9			17.9	17.9	3.2	78.5		5.6	80.9	
Effective Green, g (s)		19.9			19.9	19.9	5.2	80.5		7.6	82.9	
Actuated g/C Ratio		0.17			0.17	0.17	0.04	0.67		0.06	0.69	
Clearance Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		215			223	265	77	2388		113	2465	
v/s Ratio Prot							0.01	c0.48		c0.02	0.31	
v/s Ratio Perm		0.03			c0.11	0.00						
v/c Ratio		0.21			0.65	0.02	0.23	0.71		0.35	0.45	
Uniform Delay, d1		43.2			46.8	41.9	55.5	12.4		53.8	8.4	
Progression Factor		1.00			1.00	1.00	0.82	0.99		1.00	1.00	
Incremental Delay, d2		0.5			6.3	0.0	1.0	1.1		1.8	0.6	
Delay (s)		43.7			53.0	41.9	46.5	13.4		55.7	9.0	
Level of Service		D			D	D	D	B		E	A	
Approach Delay (s)		43.7			50.9			13.8			10.5	
Approach LOS		D			D			B			B	
Intersection Summary												
HCM 2000 Control Delay			15.2									
HCM 2000 Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			120.0									
Intersection Capacity Utilization			61.9%									
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings
12: US1 Byp & Borthwick Ave/Hodgdon Way

PM 2025 BASE

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	323	69	88	71	43	224	22	1120	67	142	833	135
Future Volume (vph)	323	69	88	71	43	224	22	1120	67	142	833	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		200	150		200	250		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	250			100			75			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		600			400			500			400	
Travel Time (s)		13.6			9.1			11.4			9.1	
Peak Hour Factor	0.88	0.88	0.88	0.89	0.89	0.89	0.91	0.91	0.91	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)	40%					42%						
Lane Group Flow (vph)	220	225	100	80	154	146	24	1231	74	153	1041	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			16			20			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA	pm+ov	Split	NA	Perm	Prot	NA	pm+ov	Prot	NA	
Protected Phases	3	3	1	4	4		1	6	4	5	2	
Permitted Phases			3			4			6			
Detector Phase	3	3	1	4	4	4	1	6	4	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	5.0	10.0	
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	16.0	12.0	12.0	16.0	
Total Split (s)	25.0	25.0	13.0	13.0	13.0	13.0	13.0	46.0	13.0	20.0	53.0	
Total Split (%)	20.8%	20.8%	10.8%	10.8%	10.8%	10.8%	10.8%	38.3%	10.8%	16.7%	44.2%	
Maximum Green (s)	18.0	18.0	6.0	6.0	6.0	6.0	6.0	40.0	6.0	13.0	47.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	
v/c Ratio	0.66	0.66	0.19	0.38	0.62	0.40	0.20	0.86	0.08	0.68	0.64	
Control Delay	53.6	53.6	1.6	54.4	38.3	4.8	57.1	41.7	0.2	63.6	24.3	
Queue Delay	2.1	2.1	0.0	0.0	3.8	0.5	0.0	0.0	0.0	0.0	0.5	
Total Delay	55.7	55.7	1.6	54.4	42.1	5.3	57.1	41.7	0.2	63.6	24.8	
Queue Length 50th (ft)	167	171	0	57	63	0	18	483	0	114	345	
Queue Length 95th (ft)	232	235	8	109	140	13	47	#655	0	#195	442	
Internal Link Dist (ft)		520			320			420			320	
Turn Bay Length (ft)	250		200	150		200	250					

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	16.0
Total Split (%)	13%
Maximum Green (s)	10.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	

Lanes, Volumes, Timings
12: US1 Byp & Borthwick Ave/Hodgdon Way

PM 2025 BASE

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	343	350	530	208	249	361	121	1427	885	232	1623	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	212	
Spillback Cap Reductn	45	46	0	0	43	50	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.74	0.74	0.19	0.38	0.75	0.47	0.20	0.86	0.08	0.66	0.74	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 12: US1 Byp & Borthwick Ave/Hodgdon Way

 Ø1	 Ø2 (R)	 Ø9	 Ø3	 Ø4
13 s	53 s	16 s	25 s	13 s
 Ø5	 Ø6 (R)			
20 s	46 s			

Lane Group Ø9

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

HCM Signalized Intersection Capacity Analysis

12: US1 Byp & Borthwick Ave/Hodgdon Way

PM 2025 BASE

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	323	69	88	71	43	224	22	1120	67	142	833	135
Future Volume (vph)	323	69	88	71	43	224	22	1120	67	142	833	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.90	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1698	1731	1599	1787	1603	1519	1770	3539	1583	1787	3500	
Flt Permitted	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1698	1731	1599	1787	1603	1519	1770	3539	1583	1787	3500	
Peak-hour factor, PHF	0.88	0.88	0.88	0.89	0.89	0.89	0.91	0.91	0.91	0.93	0.93	0.93
Adj. Flow (vph)	367	78	100	80	48	252	24	1231	74	153	896	145
RTOR Reduction (vph)	0	0	74	0	63	129	0	0	36	0	10	0
Lane Group Flow (vph)	220	225	26	80	91	17	24	1231	38	153	1031	0
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Turn Type	Split	NA	pm+ov	Split	NA	Perm	Prot	NA	pm+ov	Prot	NA	
Protected Phases	3	3	1	4	4		1	6	4	5	2	
Permitted Phases			3			4			6			
Actuated Green, G (s)	21.6	21.6	27.7	12.0	12.0	12.0	6.1	46.4	58.4	13.0	53.3	
Effective Green, g (s)	23.6	23.6	31.7	14.0	14.0	14.0	8.1	48.4	62.4	15.0	55.3	
Actuated g/C Ratio	0.20	0.20	0.26	0.12	0.12	0.12	0.07	0.40	0.52	0.12	0.46	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	6.0	7.0	7.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	333	340	422	208	187	177	119	1427	823	223	1612	
v/s Ratio Prot	0.13	c0.13	0.00	0.04	c0.06		0.01	c0.35	0.01	c0.09	0.29	
v/s Ratio Perm			0.01			0.01			0.02			
v/c Ratio	0.66	0.66	0.06	0.38	0.49	0.10	0.20	0.86	0.05	0.69	0.64	
Uniform Delay, d1	44.5	44.5	33.0	49.0	49.6	47.3	52.9	32.8	14.2	50.2	24.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.87	
Incremental Delay, d2	4.9	4.8	0.1	1.2	2.0	0.2	0.8	7.1	0.0	7.7	1.8	
Delay (s)	49.4	49.3	33.1	50.2	51.6	47.6	53.7	39.9	14.2	56.5	23.3	
Level of Service	D	D	C	D	D	D	D	D	B	E	C	
Approach Delay (s)		46.3			49.8			38.7			27.6	
Approach LOS		D			D			D			C	
Intersection Summary												
HCM 2000 Control Delay			37.3									
HCM 2000 Volume to Capacity ratio			0.78									
Actuated Cycle Length (s)			120.0									
Intersection Capacity Utilization			67.9%									
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings
3: US1 Byp & Site Drive RIRO

PM 2026 NB

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 	 	
Traffic Volume (vph)	0	6	0	1636	1045	6
Future Volume (vph)	0	6	0	1636	1045	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			150
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Link Speed (mph)	30			30	30	
Link Distance (ft)	200			300	500	
Travel Time (s)	4.5			6.8	11.4	
Peak Hour Factor	0.75	0.75	0.95	0.95	0.90	0.90
Heavy Vehicles (%)	2%	2%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	8	0	1722	1161	7
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	0	1636	1045	6
Future Vol, veh/h	0	6	0	1636	1045	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	95	95	90	90
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	0	8	0	1722	1161	7

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	581	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	457	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	457	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	457	-	-
HCM Lane V/C Ratio	-	0.018	-	-
HCM Control Delay (s)	-	13	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Lanes, Volumes, Timings
6: Coakley Rd & Site Drive - Full

PM 2026 NB

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	25	25	4	28	0
Future Volume (vph)	0	25	25	4	28	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		200	300		200	
Travel Time (s)		4.5	6.8		4.5	
Peak Hour Factor	0.52	0.52	0.58	0.58	0.70	0.70
Heavy Vehicles (%)	8%	8%	4%	4%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	48	50	0	40	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	25	25	4	28	0
Future Vol, veh/h	0	25	25	4	28	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	52	52	58	58	70	70
Heavy Vehicles, %	8	8	4	4	2	2
Mvmt Flow	0	48	43	7	40	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	50	0	0 95 47
Stage 1	-	-	- 47 -
Stage 2	-	-	- 48 -
Critical Hdwy	4.18	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.272	-	- 3.518 3.318
Pot Cap-1 Maneuver	1519	-	- 905 1022
Stage 1	-	-	- 975 -
Stage 2	-	-	- 974 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1519	-	- 905 1022
Mov Cap-2 Maneuver	-	-	- 905 -
Stage 1	-	-	- 975 -
Stage 2	-	-	- 974 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1519	-	-	-	905
HCM Lane V/C Ratio	-	-	-	-	0.044
HCM Control Delay (s)	0	-	-	-	9.2
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
9: US1 Byp & Coakley Rd/Cottage St

PM 2026 NB

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	6	16	118	7	29	17	1590	40	35	987	10
Future Volume (vph)	29	6	16	118	7	29	17	1590	40	35	987	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		300			300			400			300	
Travel Time (s)		6.8			6.8			9.1			6.8	
Peak Hour Factor	0.87	0.87	0.87	0.86	0.86	0.86	0.95	0.95	0.95	0.88	0.88	0.88
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	58	0	0	145	34	18	1716	0	40	1133	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4						
Detector Phase	8	8		4	4	4	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		11.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0	25.0	15.0	56.0		15.0	56.0	
Total Split (%)	20.8%	20.8%		20.8%	20.8%	20.8%	12.5%	46.7%		12.5%	46.7%	
Maximum Green (s)	19.0	19.0		19.0	19.0	19.0	9.0	50.0		9.0	50.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-2.0			-2.0	-2.0	-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
v/c Ratio		0.25			0.65	0.09	0.14	0.72		0.27	0.44	
Control Delay		33.7			59.3	0.4	43.7	16.2		55.1	9.3	
Queue Delay		0.0			0.0	0.0	0.0	2.4		0.0	0.1	
Total Delay		33.7			59.3	0.4	43.7	18.7		55.1	9.4	
Queue Length 50th (ft)		28			106	0	13	308		30	133	
Queue Length 95th (ft)		61			157	0	m20	390		63	313	
Internal Link Dist (ft)		220			220			320			220	
Turn Bay Length (ft)						50				150		

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	24.0
Total Split (%)	20%
Maximum Green (s)	18.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	

Lanes, Volumes, Timings
9: US1 Byp & Coakley Rd/Cottage St

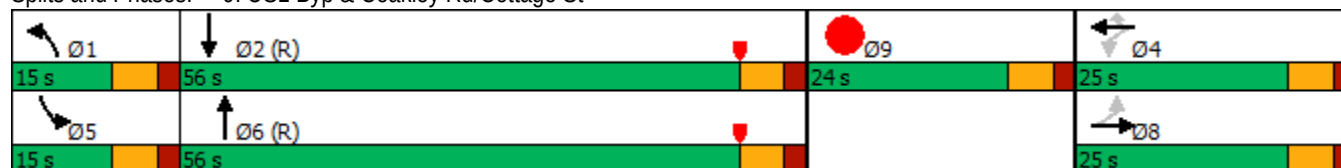
PM 2026 NB

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		258			253	412	163	2378		169	2570	
Starvation Cap Reductn		0			0	0	0	510		0	0	
Spillback Cap Reductn		1			0	0	0	0		0	298	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.23			0.57	0.08	0.11	0.92		0.24	0.50	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: US1 Byp & Coakley Rd/Cottage St



Lane Group Ø9

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

HCM Signalized Intersection Capacity Analysis

9: US1 Byp & Coakley Rd/Cottage St

PM 2026 NB

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	6	16	118	7	29	17	1590	40	35	987	10
Future Volume (vph)	29	6	16	118	7	29	17	1590	40	35	987	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frt		0.96			1.00	0.85	1.00	1.00		1.00	1.00	
Flt Protected		0.97			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1735			1796	1599	1787	3561		1787	3569	
Flt Permitted		0.73			0.72	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1300			1346	1599	1787	3561		1787	3569	
Peak-hour factor, PHF	0.87	0.87	0.87	0.86	0.86	0.86	0.95	0.95	0.95	0.88	0.88	0.88
Adj. Flow (vph)	33	7	18	137	8	34	18	1674	42	40	1122	11
RTOR Reduction (vph)	0	13	0	0	0	28	0	1	0	0	0	0
Lane Group Flow (vph)	0	45	0	0	145	6	18	1715	0	40	1133	0
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4						
Actuated Green, G (s)		18.0			18.0	18.0	3.2	77.0		7.0	80.8	
Effective Green, g (s)		20.0			20.0	20.0	5.2	79.0		9.0	82.8	
Actuated g/C Ratio		0.17			0.17	0.17	0.04	0.66		0.08	0.69	
Clearance Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		216			224	266	77	2344		134	2462	
v/s Ratio Prot							0.01	c0.48		c0.02	c0.32	
v/s Ratio Perm		0.03			c0.11	0.00						
v/c Ratio		0.21			0.65	0.02	0.23	0.73		0.30	0.46	
Uniform Delay, d1		43.2			46.7	41.8	55.5	13.5		52.5	8.4	
Progression Factor		1.00			1.00	1.00	0.82	0.98		1.00	1.00	
Incremental Delay, d2		0.5			6.3	0.0	0.9	1.2		1.3	0.6	
Delay (s)		43.6			53.0	41.8	46.4	14.5		53.8	9.1	
Level of Service		D			D	D	D	B		D	A	
Approach Delay (s)		43.6			50.9			14.8			10.6	
Approach LOS		D			D			B			B	
Intersection Summary												
HCM 2000 Control Delay			15.8									
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			120.0									
Intersection Capacity Utilization			62.4%									
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings
12: US1 Byp & Borthwick Ave/Hodgdon Way

PM 2026 NB

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	326	70	89	72	44	226	22	1131	67	144	841	137
Future Volume (vph)	326	70	89	72	44	226	22	1131	67	144	841	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		200	150		200	250		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	250			100			75			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		600			400			500			400	
Travel Time (s)		13.6			9.1			11.4			9.1	
Peak Hour Factor	0.88	0.88	0.88	0.89	0.89	0.89	0.91	0.91	0.91	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)	40%					42%						
Lane Group Flow (vph)	222	228	101	81	156	147	24	1243	74	155	1051	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			16			20			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA	pm+ov	Split	NA	Perm	Prot	NA	pm+ov	Prot	NA	
Protected Phases	3	3	1	4	4		1	6	4	5	2	
Permitted Phases			3			4			6			
Detector Phase	3	3	1	4	4	4	1	6	4	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	5.0	10.0	
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	16.0	12.0	12.0	16.0	
Total Split (s)	25.0	25.0	13.0	13.0	13.0	13.0	13.0	46.0	13.0	20.0	53.0	
Total Split (%)	20.8%	20.8%	10.8%	10.8%	10.8%	10.8%	10.8%	38.3%	10.8%	16.7%	44.2%	
Maximum Green (s)	18.0	18.0	6.0	6.0	6.0	6.0	6.0	40.0	6.0	13.0	47.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	
v/c Ratio	0.66	0.66	0.19	0.38	0.62	0.40	0.20	0.88	0.08	0.69	0.65	
Control Delay	53.4	53.4	1.7	54.3	38.9	4.8	57.1	43.3	0.2	64.1	24.7	
Queue Delay	2.3	2.4	0.0	0.0	3.8	0.5	0.0	0.0	0.0	0.0	0.5	
Total Delay	55.7	55.8	1.7	54.3	42.8	5.3	57.1	43.3	0.2	64.1	25.2	
Queue Length 50th (ft)	168	173	0	58	65	0	18	496	0	115	353	
Queue Length 95th (ft)	232	237	9	110	#146	14	47	#666	0	#198	447	
Internal Link Dist (ft)		520			320			420			320	
Turn Bay Length (ft)	250		200	150		200	250					

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	16.0
Total Split (%)	13%
Maximum Green (s)	10.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	

Lanes, Volumes, Timings
12: US1 Byp & Borthwick Ave/Hodgdon Way

PM 2026 NB

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	346	353	532	211	251	363	121	1412	882	233	1611	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	204	
Spillback Cap Reductn	48	49	0	0	43	49	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.74	0.75	0.19	0.38	0.75	0.47	0.20	0.88	0.08	0.67	0.75	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 12: US1 Byp & Borthwick Ave/Hodgdon Way

 Ø1	 Ø2 (R)	 Ø9	 Ø3	 Ø4
13 s	53 s	16 s	25 s	13 s
 Ø5	 Ø6 (R)			
20 s	46 s			

Lane Group	Ø9
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Base Capacity (vph)	
---------------------	--

Starvation Cap Reductn	
------------------------	--

Spillback Cap Reductn	
-----------------------	--

Storage Cap Reductn	
---------------------	--

Reduced v/c Ratio	
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Intersection Summary	
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HCM Signalized Intersection Capacity Analysis

12: US1 Byp & Borthwick Ave/Hodgdon Way

PM 2026 NB

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	326	70	89	72	44	226	22	1131	67	144	841	137
Future Volume (vph)	326	70	89	72	44	226	22	1131	67	144	841	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.90	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1698	1731	1599	1787	1603	1519	1770	3539	1583	1787	3499	
Flt Permitted	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1698	1731	1599	1787	1603	1519	1770	3539	1583	1787	3499	
Peak-hour factor, PHF	0.88	0.88	0.88	0.89	0.89	0.89	0.91	0.91	0.91	0.93	0.93	0.93
Adj. Flow (vph)	370	80	101	81	49	254	24	1243	74	155	904	147
RTOR Reduction (vph)	0	0	74	0	62	130	0	0	36	0	10	0
Lane Group Flow (vph)	222	228	27	81	94	17	24	1243	38	155	1041	0
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Turn Type	Split	NA	pm+ov	Split	NA	Perm	Prot	NA	pm+ov	Prot	NA	
Protected Phases	3	3	1	4	4		1	6	4	5	2	
Permitted Phases			3			4			6			
Actuated Green, G (s)	21.8	21.8	27.9	12.2	12.2	12.2	6.1	45.9	58.1	13.1	52.9	
Effective Green, g (s)	23.8	23.8	31.9	14.2	14.2	14.2	8.1	47.9	62.1	15.1	54.9	
Actuated g/C Ratio	0.20	0.20	0.27	0.12	0.12	0.12	0.07	0.40	0.52	0.13	0.46	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	6.0	7.0	7.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	336	343	425	211	189	179	119	1412	819	224	1600	
v/s Ratio Prot	0.13	c0.13	0.00	0.05	c0.06		0.01	c0.35	0.01	c0.09	0.30	
v/s Ratio Perm			0.01			0.01			0.02			
v/c Ratio	0.66	0.66	0.06	0.38	0.50	0.10	0.20	0.88	0.05	0.69	0.65	
Uniform Delay, d1	44.4	44.4	32.9	48.9	49.6	47.2	52.9	33.4	14.3	50.2	25.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.87	
Incremental Delay, d2	4.8	4.8	0.1	1.2	2.1	0.2	0.8	8.1	0.0	8.1	1.9	
Delay (s)	49.2	49.2	33.0	50.0	51.6	47.4	53.7	41.5	14.3	57.3	23.7	
Level of Service	D	D	C	D	D	D	D	D	B	E	C	
Approach Delay (s)		46.2			49.7			40.3			28.1	
Approach LOS		D			D			D			C	
Intersection Summary												
HCM 2000 Control Delay			38.0									
HCM 2000 Volume to Capacity ratio			0.79									
Actuated Cycle Length (s)			120.0									
Intersection Capacity Utilization			68.4%									
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings
3: US1 Byp & Site Drive RIRO

PM 2026 B

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	12	0	1646	1028	35
Future Volume (vph)	0	12	0	1646	1028	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			150
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Link Speed (mph)	30			30	30	
Link Distance (ft)	200			300	500	
Travel Time (s)	4.5			6.8	11.4	
Peak Hour Factor	0.90	0.90	0.95	0.95	0.90	0.90
Heavy Vehicles (%)	2%	2%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	13	0	1733	1142	39
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

HCM 6th TWSC

3: US1 Byp & Site Drive RIRO

PM 2026 B

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	12	0	1646	1028	35
Future Vol, veh/h	0	12	0	1646	1028	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	95	95	90	90
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	0	13	0	1733	1142	39

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	571	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	464	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	464	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	-	464	-
HCM Lane V/C Ratio	-	0.029	-
HCM Control Delay (s)	-	13	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.1	-

Lanes, Volumes, Timings
6: Coakley Rd & Site Drive - Full

PM 2026 B

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	25	25	47	91	0
Future Volume (vph)	0	25	25	47	91	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		200	300		200	
Travel Time (s)		4.5	6.8		4.5	
Peak Hour Factor	0.52	0.52	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	8%	8%	4%	4%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	48	80	0	101	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh 4.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	25	25	47	91	0
Future Vol, veh/h	0	25	25	47	91	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	52	52	90	90	90	90
Heavy Vehicles, %	8	8	4	4	2	2
Mvmt Flow	0	48	28	52	101	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	80	0	0 102 54
Stage 1	-	-	- 54 -
Stage 2	-	-	- 48 -
Critical Hdwy	4.18	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.272	-	- 3.518 3.318
Pot Cap-1 Maneuver	1481	-	- 896 1013
Stage 1	-	-	- 969 -
Stage 2	-	-	- 974 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1481	-	- 896 1013
Mov Cap-2 Maneuver	-	-	- 896 -
Stage 1	-	-	- 969 -
Stage 2	-	-	- 974 -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1481	-	-	-	896
HCM Lane V/C Ratio	-	-	-	-	0.113
HCM Control Delay (s)	0	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Lanes, Volumes, Timings
9: US1 Byp & Coakley Rd/Cottage St

PM 2026 B

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	7	42	116	10	29	57	1564	40	35	993	10
Future Volume (vph)	66	7	42	116	10	29	57	1564	40	35	993	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		300			300			400			300	
Travel Time (s)		6.8			6.8			9.1			6.8	
Peak Hour Factor	0.87	0.87	0.87	0.86	0.86	0.86	0.95	0.95	0.95	0.88	0.88	0.88
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	132	0	0	147	34	60	1688	0	40	1139	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4						
Detector Phase	8	8		4	4	4	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		11.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0	25.0	15.0	56.0		15.0	56.0	
Total Split (%)	20.8%	20.8%		20.8%	20.8%	20.8%	12.5%	46.7%		12.5%	46.7%	
Maximum Green (s)	19.0	19.0		19.0	19.0	19.0	9.0	50.0		9.0	50.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-2.0			-2.0	-2.0	-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
v/c Ratio		0.62			0.67	0.08	0.36	0.73		0.27	0.50	
Control Delay		49.6			59.3	0.4	47.5	16.8		55.1	14.3	
Queue Delay		0.0			0.0	0.0	0.0	2.4		0.0	0.1	
Total Delay		49.6			59.3	0.4	47.5	19.1		55.1	14.4	
Queue Length 50th (ft)		80			107	0	0	313		30	243	
Queue Length 95th (ft)		133			158	0	m62	378		63	363	
Internal Link Dist (ft)		220			220			320			220	
Turn Bay Length (ft)						50				150		

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	24.0
Total Split (%)	20%
Maximum Green (s)	18.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	

Lanes, Volumes, Timings
9: US1 Byp & Coakley Rd/Cottage St

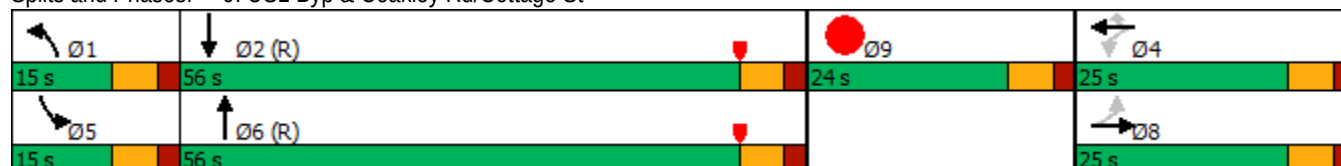
PM 2026 B

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		228			238	428	181	2315		169	2287	
Starvation Cap Reductn		0			0	0	0	474		0	0	
Spillback Cap Reductn		1			0	0	0	0		0	286	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.58			0.62	0.08	0.33	0.92		0.24	0.57	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: US1 Byp & Coakley Rd/Cottage St



Lane Group	Ø9
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Base Capacity (vph)	
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Starvation Cap Reductn	
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Spillback Cap Reductn	
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Storage Cap Reductn	
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Reduced v/c Ratio	
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Intersection Summary	
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HCM Signalized Intersection Capacity Analysis

9: US1 Byp & Coakley Rd/Cottage St

PM 2026 B

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	7	42	116	10	29	57	1564	40	35	993	10
Future Volume (vph)	66	7	42	116	10	29	57	1564	40	35	993	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frt		0.95			1.00	0.85	1.00	1.00		1.00	1.00	
Flt Protected		0.97			0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1722			1799	1599	1787	3561		1787	3569	
Flt Permitted		0.60			0.64	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1060			1199	1599	1787	3561		1787	3569	
Peak-hour factor, PHF	0.87	0.87	0.87	0.86	0.86	0.86	0.95	0.95	0.95	0.88	0.88	0.88
Adj. Flow (vph)	76	8	48	135	12	34	60	1646	42	40	1128	11
RTOR Reduction (vph)	0	17	0	0	0	28	0	1	0	0	0	0
Lane Group Flow (vph)	0	115	0	0	147	6	60	1687	0	40	1139	0
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4						
Actuated Green, G (s)		20.2			20.2	20.2	8.2	74.8		7.0	73.6	
Effective Green, g (s)		22.2			22.2	22.2	10.2	76.8		9.0	75.6	
Actuated g/C Ratio		0.18			0.18	0.18	0.08	0.64		0.08	0.63	
Clearance Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		196			221	295	151	2279		134	2248	
v/s Ratio Prot							c0.03	c0.47		0.02	0.32	
v/s Ratio Perm		0.11			c0.12	0.00						
v/c Ratio		0.59			0.67	0.02	0.40	0.74		0.30	0.51	
Uniform Delay, d1		44.7			45.4	40.0	52.0	14.8		52.5	12.1	
Progression Factor		1.00			1.00	1.00	0.88	0.93		1.00	1.00	
Incremental Delay, d2		4.4			7.3	0.0	1.0	1.3		1.3	0.8	
Delay (s)		49.1			52.8	40.0	46.8	15.1		53.8	12.9	
Level of Service		D			D	D	D	B		D	B	
Approach Delay (s)		49.1			50.4			16.1			14.3	
Approach LOS		D			D			B			B	
Intersection Summary												
HCM 2000 Control Delay			18.7									
HCM 2000 Volume to Capacity ratio			0.74									
Actuated Cycle Length (s)			120.0									
Intersection Capacity Utilization			67.3%									
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings
12: US1 Byp & Borthwick Ave/Hodgdon Way

PM 2026 B

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	330	70	89	72	44	228	22	1138	67	146	848	141
Future Volume (vph)	330	70	89	72	44	228	22	1138	67	146	848	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		200	150		200	250		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	250			100			75			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		600			400			500			400	
Travel Time (s)		13.6			9.1			11.4			9.1	
Peak Hour Factor	0.88	0.88	0.88	0.89	0.89	0.89	0.91	0.91	0.91	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)	40%					42%						
Lane Group Flow (vph)	225	230	101	81	157	148	24	1251	74	157	1064	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			16			20			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA	pm+ov	Split	NA	Perm	Prot	NA	pm+ov	Prot	NA	
Protected Phases	3	3	1	4	4		1	6	4	5	2	
Permitted Phases			3			4			6			
Detector Phase	3	3	1	4	4	4	1	6	4	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	5.0	10.0	
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	16.0	12.0	12.0	16.0	
Total Split (s)	25.0	25.0	13.0	13.0	13.0	13.0	13.0	46.0	13.0	20.0	53.0	
Total Split (%)	20.8%	20.8%	10.8%	10.8%	10.8%	10.8%	10.8%	38.3%	10.8%	16.7%	44.2%	
Maximum Green (s)	18.0	18.0	6.0	6.0	6.0	6.0	6.0	40.0	6.0	13.0	47.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	
v/c Ratio	0.66	0.67	0.19	0.39	0.63	0.41	0.20	0.89	0.08	0.69	0.66	
Control Delay	53.3	53.3	1.7	54.4	39.0	5.0	57.1	44.2	0.2	69.6	21.4	
Queue Delay	2.0	2.0	0.0	0.0	3.9	0.5	0.0	0.0	0.0	0.0	0.3	
Total Delay	55.3	55.3	1.7	54.4	43.0	5.5	57.1	44.2	0.2	69.6	21.7	
Queue Length 50th (ft)	170	174	0	58	65	0	18	504	0	80	363	
Queue Length 95th (ft)	235	241	9	110	#151	15	47	#673	0	#204	455	
Internal Link Dist (ft)		520			320			420			320	
Turn Bay Length (ft)	250		200	150		200	250					

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	16.0
Total Split (%)	13%
Maximum Green (s)	10.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	

Lanes, Volumes, Timings
12: US1 Byp & Borthwick Ave/Hodgdon Way

PM 2026 B

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	348	355	535	210	250	363	121	1406	878	234	1608	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	137	
Spillback Cap Reductn	43	44	0	0	42	51	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.74	0.74	0.19	0.39	0.75	0.47	0.20	0.89	0.08	0.67	0.72	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 12: US1 Byp & Borthwick Ave/Hodgdon Way

 Ø1	 Ø2 (R)	 Ø9	 Ø3	 Ø4
13 s	53 s	16 s	25 s	13 s
 Ø5	 Ø6 (R)			
20 s	46 s			

Lane Group Ø9

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

HCM Signalized Intersection Capacity Analysis

12: US1 Byp & Borthwick Ave/Hodgdon Way

PM 2026 B

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	330	70	89	72	44	228	22	1138	67	146	848	141
Future Volume (vph)	330	70	89	72	44	228	22	1138	67	146	848	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.90	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1698	1731	1599	1787	1603	1519	1770	3539	1583	1787	3498	
Flt Permitted	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1698	1731	1599	1787	1603	1519	1770	3539	1583	1787	3498	
Peak-hour factor, PHF	0.88	0.88	0.88	0.89	0.89	0.89	0.91	0.91	0.91	0.93	0.93	0.93
Adj. Flow (vph)	375	80	101	81	49	256	24	1251	74	157	912	152
RTOR Reduction (vph)	0	0	74	0	63	131	0	0	36	0	10	0
Lane Group Flow (vph)	225	230	27	81	94	17	24	1251	38	157	1054	0
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Turn Type	Split	NA	pm+ov	Split	NA	Perm	Prot	NA	pm+ov	Prot	NA	
Protected Phases	3	3	1	4	4		1	6	4	5	2	
Permitted Phases			3			4			6			
Actuated Green, G (s)	22.0	22.0	28.1	12.1	12.1	12.1	6.1	45.7	57.8	13.2	52.8	
Effective Green, g (s)	24.0	24.0	32.1	14.1	14.1	14.1	8.1	47.7	61.8	15.2	54.8	
Actuated g/C Ratio	0.20	0.20	0.27	0.12	0.12	0.12	0.07	0.40	0.51	0.13	0.46	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	6.0	7.0	7.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	339	346	427	209	188	178	119	1406	815	226	1597	
v/s Ratio Prot	0.13	c0.13	0.00	0.05	c0.06		0.01	c0.35	0.01	c0.09	0.30	
v/s Ratio Perm			0.01			0.01			0.02			
v/c Ratio	0.66	0.66	0.06	0.39	0.50	0.10	0.20	0.89	0.05	0.69	0.66	
Uniform Delay, d1	44.3	44.3	32.7	49.0	49.7	47.3	52.9	33.7	14.5	50.2	25.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	0.74	
Incremental Delay, d2	4.8	4.8	0.1	1.2	2.1	0.2	0.8	8.8	0.0	7.8	1.9	
Delay (s)	49.1	49.0	32.8	50.2	51.8	47.5	53.7	42.5	14.5	62.8	20.7	
Level of Service	D	D	C	D	D	D	D	D	B	E	C	
Approach Delay (s)		46.1			49.8			41.1			26.1	
Approach LOS		D			D			D			C	
Intersection Summary												
HCM 2000 Control Delay			37.6									
HCM 2000 Volume to Capacity ratio			0.80									
Actuated Cycle Length (s)			120.0									
Intersection Capacity Utilization			68.9%									
Analysis Period (min)			15									
c Critical Lane Group												

APPENDIX H

SAT Synchro

BASE 2025

No-Build – 2026

Build – 2026

Lanes, Volumes, Timings
3: US1 Byp & Site Drive RIRO

SAT 2025 BASE

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 	 	
Traffic Volume (vph)	0	12	0	1390	1046	14
Future Volume (vph)	0	12	0	1390	1046	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			150
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Link Speed (mph)	30			30	30	
Link Distance (ft)	200			300	500	
Travel Time (s)	4.5			6.8	11.4	
Peak Hour Factor	0.75	0.75	0.93	0.93	0.91	0.91
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	16	0	1495	1149	15
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

HCM 6th TWSC
3: US1 Byp & Site Drive RIRO

SAT 2025 BASE

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	12	0	1390	1046	14
Future Vol, veh/h	0	12	0	1390	1046	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	93	93	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	0	1495	1149	15

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	575	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	461	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	461	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	461	-	-
HCM Lane V/C Ratio	-	0.035	-	-
HCM Control Delay (s)	-	13.1	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Lanes, Volumes, Timings
6: Coakley Rd & Site Drive - Full

SAT 2025 BASE

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	10	14	7	10	1
Future Volume (vph)	0	10	14	7	10	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		200	300		200	
Travel Time (s)		4.5	6.8		4.5	
Peak Hour Factor	0.63	0.63	0.66	0.66	0.55	0.55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	16	32	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC
6: Coakley Rd & Site Drive - Full

SAT 2025 BASE

Intersection

Int Delay, s/veh 2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	14	7	10	1
Future Vol, veh/h	0	10	14	7	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	63	63	66	66	55	55
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	21	11	18	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	32	0	0 43 27
Stage 1	-	-	- 27 -
Stage 2	-	-	- 16 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1580	-	- 968 1048
Stage 1	-	-	- 996 -
Stage 2	-	-	- 1007 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1580	-	- 968 1048
Mov Cap-2 Maneuver	-	-	- 968 -
Stage 1	-	-	- 996 -
Stage 2	-	-	- 1007 -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1580	-	-	-	975
HCM Lane V/C Ratio	-	-	-	-	0.021
HCM Control Delay (s)	0	-	-	-	8.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
9: US1 Byp & Coakley Rd/Cottage St

SAT 2025 BASE

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	0	14	95	4	16	9	1260	32	26	1049	3
Future Volume (vph)	17	0	14	95	4	16	9	1260	32	26	1049	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		300			300			400			300	
Travel Time (s)		6.8			6.8			9.1			6.8	
Peak Hour Factor	0.78	0.78	0.78	0.96	0.96	0.96	0.92	0.92	0.92	0.93	0.93	0.93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	0	0	103	17	10	1405	0	28	1131	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4						
Detector Phase	8	8		4	4	4	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		11.0	10.0	
Total Split (s)	30.0	30.0		30.0	30.0	30.0	12.0	67.0		12.0	67.0	
Total Split (%)	25.0%	25.0%		25.0%	25.0%	25.0%	10.0%	55.8%		10.0%	55.8%	
Maximum Green (s)	24.0	24.0		24.0	24.0	24.0	6.0	61.0		6.0	61.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-2.0			-2.0	-2.0	-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
v/c Ratio		0.13			0.54	0.05	0.08	0.55		0.20	0.41	
Control Delay		0.9			58.2	0.3	46.3	7.1		54.5	6.1	
Queue Delay		0.0			0.0	0.0	0.0	0.2		0.0	0.0	
Total Delay		0.9			58.2	0.3	46.3	7.3		54.5	6.1	
Queue Length 50th (ft)		0			75	0	8	114		21	110	
Queue Length 95th (ft)		0			127	0	m15	221		50	281	
Internal Link Dist (ft)		220			220			320			220	
Turn Bay Length (ft)						50				150		
Base Capacity (vph)		415			305	449	125	2560		140	2745	

Lane Group Ø9

Lane Configurations
 Traffic Volume (vph)
 Future Volume (vph)
 Ideal Flow (vphpl)
 Storage Length (ft)
 Storage Lanes
 Taper Length (ft)
 Right Turn on Red
 Link Speed (mph)
 Link Distance (ft)
 Travel Time (s)
 Peak Hour Factor
 Shared Lane Traffic (%)
 Lane Group Flow (vph)
 Enter Blocked Intersection
 Lane Alignment
 Median Width(ft)
 Link Offset(ft)
 Crosswalk Width(ft)
 Two way Left Turn Lane
 Headway Factor
 Turning Speed (mph)
 Turn Type
 Protected Phases 9
 Permitted Phases
 Detector Phase
 Switch Phase
 Minimum Initial (s) 5.0
 Minimum Split (s) 11.0
 Total Split (s) 11.0
 Total Split (%) 9%
 Maximum Green (s) 5.0
 Yellow Time (s) 4.0
 All-Red Time (s) 2.0
 Lost Time Adjust (s)
 Total Lost Time (s)
 Lead/Lag
 Lead-Lag Optimize?
 Vehicle Extension (s) 3.0
 Recall Mode None
 v/c Ratio
 Control Delay
 Queue Delay
 Total Delay
 Queue Length 50th (ft)
 Queue Length 95th (ft)
 Internal Link Dist (ft)
 Turn Bay Length (ft)
 Base Capacity (vph)

Lanes, Volumes, Timings
9: US1 Byp & Coakley Rd/Cottage St

SAT 2025 BASE

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0	0	0	334		0	0	
Spillback Cap Reductn		3			0	0	0	0		0	102	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.10			0.34	0.04	0.08	0.63		0.20	0.43	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: US1 Byp & Coakley Rd/Cottage St



Lane Group Ø9

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

HCM Signalized Intersection Capacity Analysis

9: US1 Byp & Coakley Rd/Cottage St

SAT 2025 BASE

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	0	14	95	4	16	9	1260	32	26	1049	3
Future Volume (vph)	17	0	14	95	4	16	9	1260	32	26	1049	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frt		0.94			1.00	0.85	1.00	1.00		1.00	1.00	
Flt Protected		0.97			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1703			1777	1583	1770	3526		1770	3538	
Flt Permitted		0.81			0.76	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1426			1409	1583	1770	3526		1770	3538	
Peak-hour factor, PHF	0.78	0.78	0.78	0.96	0.96	0.96	0.92	0.92	0.92	0.93	0.93	0.93
Adj. Flow (vph)	22	0	18	99	4	17	10	1370	35	28	1128	3
RTOR Reduction (vph)	0	35	0	0	0	15	0	1	0	0	0	0
Lane Group Flow (vph)	0	5	0	0	103	2	10	1404	0	28	1131	0
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4						
Actuated Green, G (s)		14.2			14.2	14.2	1.5	82.7		5.1	86.3	
Effective Green, g (s)		16.2			16.2	16.2	3.5	84.7		7.1	88.3	
Actuated g/C Ratio		0.13			0.13	0.13	0.03	0.71		0.06	0.74	
Clearance Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		192			190	213	51	2488		104	2603	
v/s Ratio Prot							0.01	c0.40		c0.02	c0.32	
v/s Ratio Perm		0.00			c0.07	0.00						
v/c Ratio		0.03			0.54	0.01	0.20	0.56		0.27	0.43	
Uniform Delay, d1		45.1			48.4	45.0	56.9	8.6		54.0	6.2	
Progression Factor		1.00			1.00	1.00	0.87	0.68		1.00	1.00	
Incremental Delay, d2		0.1			3.1	0.0	1.5	0.8		1.4	0.5	
Delay (s)		45.1			51.6	45.0	51.0	6.6		55.4	6.7	
Level of Service		D			D	D	D	A		E	A	
Approach Delay (s)		45.1			50.6			6.9			7.9	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM 2000 Control Delay			9.8									
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			120.0									
Intersection Capacity Utilization			52.5%									
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings
12: US1 Byp & Borthwick Ave/Hodgdon Way

SAT 2025 BASE

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	20	3	65	18	206	18	1053	50	127	920	73
Future Volume (vph)	67	20	3	65	18	206	18	1053	50	127	920	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		200	150		200	250		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	250			100			75			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		600			400			500			400	
Travel Time (s)		13.6			9.1			11.4			9.1	
Peak Hour Factor	0.70	0.70	0.70	0.78	0.78	0.78	0.89	0.89	0.89	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)	36%					46%						
Lane Group Flow (vph)	61	64	4	83	144	143	20	1183	56	137	1067	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			16			20			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA	pm+ov	Split	NA	Perm	Prot	NA	pm+ov	Prot	NA	
Protected Phases	3	3	1	4	4		1	6	4	5	2	
Permitted Phases			3			4			6			
Detector Phase	3	3	1	4	4	4	1	6	4	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	5.0	10.0	
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	16.0	12.0	12.0	16.0	
Total Split (s)	18.0	18.0	13.0	27.0	27.0	27.0	13.0	47.0	27.0	15.0	49.0	
Total Split (%)	15.0%	15.0%	10.8%	22.5%	22.5%	22.5%	10.8%	39.2%	22.5%	12.5%	40.8%	
Maximum Green (s)	11.0	11.0	6.0	20.0	20.0	20.0	6.0	41.0	20.0	8.0	43.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	
v/c Ratio	0.37	0.38	0.01	0.41	0.51	0.40	0.15	0.67	0.05	0.51	0.49	
Control Delay	56.1	56.2	0.0	54.8	18.7	4.5	54.0	27.7	0.1	50.7	14.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	
Total Delay	56.1	56.2	0.0	54.8	18.7	4.5	54.0	27.7	0.1	50.7	14.1	
Queue Length 50th (ft)	47	49	0	61	16	0	15	365	0	91	282	
Queue Length 95th (ft)	70	72	0	92	55	0	39	#543	0	120	415	
Internal Link Dist (ft)		520			320			420			320	
Turn Bay Length (ft)	250		200	150		200	250					

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	13.0
Total Split (%)	11%
Maximum Green (s)	7.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	

Lanes, Volumes, Timings
12: US1 Byp & Borthwick Ave/Hodgdon Way

SAT 2025 BASE

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	190	195	375	327	385	449	133	1771	1131	269	2175	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	292	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.32	0.33	0.01	0.25	0.37	0.32	0.15	0.67	0.05	0.51	0.57	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 12: US1 Byp & Borthwick Ave/Hodgdon Way

 Ø1	 Ø2 (R)	 Ø9	 Ø3	 Ø4
13 s	49 s	13 s	18 s	27 s
 Ø5	 Ø6 (R)			
15 s	47 s			

Lane Group Ø9

Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary

HCM Signalized Intersection Capacity Analysis

12: US1 Byp & Borthwick Ave/Hodgdon Way

SAT 2025 BASE

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	20	3	65	18	206	18	1053	50	127	920	73
Future Volume (vph)	67	20	3	65	18	206	18	1053	50	127	920	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.87	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1723	1583	1787	1562	1519	1770	3539	1583	1770	3500	
Flt Permitted	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1681	1723	1583	1787	1562	1519	1770	3539	1583	1770	3500	
Peak-hour factor, PHF	0.70	0.70	0.70	0.78	0.78	0.78	0.89	0.89	0.89	0.93	0.93	0.93
Adj. Flow (vph)	96	29	4	83	23	264	20	1183	56	137	989	78
RTOR Reduction (vph)	0	0	3	0	107	127	0	0	22	0	3	0
Lane Group Flow (vph)	61	64	1	83	37	16	20	1183	34	137	1064	0
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Turn Type	Split	NA	pm+ov	Split	NA	Perm	Prot	NA	pm+ov	Prot	NA	
Protected Phases	3	3	1	4	4		1	6	4	5	2	
Permitted Phases			3			4			6			
Actuated Green, G (s)	8.6	8.6	13.2	11.5	11.5	11.5	4.6	56.6	68.1	16.3	68.3	
Effective Green, g (s)	10.6	10.6	17.2	13.5	13.5	13.5	6.6	58.6	72.1	18.3	70.3	
Actuated g/C Ratio	0.09	0.09	0.14	0.11	0.11	0.11	0.05	0.49	0.60	0.15	0.59	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	6.0	7.0	7.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	148	152	226	201	175	170	97	1728	951	269	2050	
v/s Ratio Prot	0.04	c0.04	0.00	c0.05	0.02		0.01	c0.33	0.00	c0.08	c0.30	
v/s Ratio Perm			0.00			0.01			0.02			
v/c Ratio	0.41	0.42	0.00	0.41	0.21	0.09	0.21	0.68	0.04	0.51	0.52	
Uniform Delay, d1	51.8	51.8	44.0	49.6	48.4	47.8	54.2	23.6	9.8	46.7	14.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.83	
Incremental Delay, d2	1.9	1.9	0.0	1.4	0.6	0.2	1.1	2.2	0.0	1.4	0.9	
Delay (s)	53.6	53.7	44.1	50.9	49.0	48.0	55.3	25.8	9.8	46.1	13.2	
Level of Service	D	D	D	D	D	D	E	C	A	D	B	
Approach Delay (s)		53.3			49.1			25.6			16.9	
Approach LOS		D			D			C			B	
Intersection Summary												
HCM 2000 Control Delay			26.2									
HCM 2000 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			120.0									
Intersection Capacity Utilization			58.1%									
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings
3: US1 Byp & Site Drive RIRO

SAT 2026 NB

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	12	0	1404	1056	14
Future Volume (vph)	0	12	0	1404	1056	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			150
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Link Speed (mph)	30			30	30	
Link Distance (ft)	200			300	500	
Travel Time (s)	4.5			6.8	11.4	
Peak Hour Factor	0.75	0.75	0.93	0.93	0.91	0.91
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	16	0	1510	1160	15
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

HCM 6th TWSC
3: US1 Byp & Site Drive RIRO

SAT 2026 NB

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	12	0	1404	1056	14
Future Vol, veh/h	0	12	0	1404	1056	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	93	93	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	0	1510	1160	15

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	580	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	458	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	458	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	458	-	-
HCM Lane V/C Ratio	-	0.035	-	-
HCM Control Delay (s)	-	13.1	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Lanes, Volumes, Timings
6: Coakley Rd & Site Drive - Full

SAT 2026 NB

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	10	14	7	10	1
Future Volume (vph)	0	10	14	7	10	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		200	300		200	
Travel Time (s)		4.5	6.8		4.5	
Peak Hour Factor	0.63	0.63	0.66	0.66	0.55	0.55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	16	32	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection

Int Delay, s/veh 2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	14	7	10	1
Future Vol, veh/h	0	10	14	7	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	63	63	66	66	55	55
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	21	11	18	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	32	0	0 43 27
Stage 1	-	-	- 27 -
Stage 2	-	-	- 16 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1580	-	- 968 1048
Stage 1	-	-	- 996 -
Stage 2	-	-	- 1007 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1580	-	- 968 1048
Mov Cap-2 Maneuver	-	-	- 968 -
Stage 1	-	-	- 996 -
Stage 2	-	-	- 1007 -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1580	-	-	-	975
HCM Lane V/C Ratio	-	-	-	-	0.021
HCM Control Delay (s)	0	-	-	-	8.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
9: US1 Byp & Coakley Rd/Cottage St

SAT 2026 NB

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	0	15	96	4	16	9	1272	33	26	1059	3
Future Volume (vph)	17	0	15	96	4	16	9	1272	33	26	1059	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		300			300			400			300	
Travel Time (s)		6.8			6.8			9.1			6.8	
Peak Hour Factor	0.78	0.78	0.78	0.96	0.96	0.96	0.92	0.92	0.92	0.93	0.93	0.93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	41	0	0	104	17	10	1419	0	28	1142	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4						
Detector Phase	8	8		4	4	4	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		11.0	10.0	
Total Split (s)	30.0	30.0		30.0	30.0	30.0	12.0	67.0		12.0	67.0	
Total Split (%)	25.0%	25.0%		25.0%	25.0%	25.0%	10.0%	55.8%		10.0%	55.8%	
Maximum Green (s)	24.0	24.0		24.0	24.0	24.0	6.0	61.0		6.0	61.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-2.0			-2.0	-2.0	-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
v/c Ratio		0.13			0.55	0.05	0.08	0.55		0.20	0.42	
Control Delay		0.9			58.2	0.3	47.7	7.3		54.5	6.2	
Queue Delay		0.0			0.0	0.0	0.0	0.2		0.0	0.0	
Total Delay		0.9			58.2	0.3	47.7	7.5		54.5	6.2	
Queue Length 50th (ft)		0			76	0	8	115		21	113	
Queue Length 95th (ft)		0			128	0	m15	224		50	285	
Internal Link Dist (ft)		220			220			320			220	
Turn Bay Length (ft)						50				150		
Base Capacity (vph)		415			304	449	125	2557		140	2742	

Lane Group Ø9

Lane Configurations
Traffic Volume (vph)
Future Volume (vph)
Ideal Flow (vphpl)
Storage Length (ft)
Storage Lanes
Taper Length (ft)
Right Turn on Red
Link Speed (mph)
Link Distance (ft)
Travel Time (s)
Peak Hour Factor
Shared Lane Traffic (%)
Lane Group Flow (vph)
Enter Blocked Intersection
Lane Alignment
Median Width(ft)
Link Offset(ft)
Crosswalk Width(ft)
Two way Left Turn Lane
Headway Factor
Turning Speed (mph)
Turn Type
Protected Phases 9
Permitted Phases
Detector Phase
Switch Phase
Minimum Initial (s) 5.0
Minimum Split (s) 11.0
Total Split (s) 11.0
Total Split (%) 9%
Maximum Green (s) 5.0
Yellow Time (s) 4.0
All-Red Time (s) 2.0
Lost Time Adjust (s)
Total Lost Time (s)
Lead/Lag
Lead-Lag Optimize?
Vehicle Extension (s) 3.0
Recall Mode None
v/c Ratio
Control Delay
Queue Delay
Total Delay
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)

Lanes, Volumes, Timings
9: US1 Byp & Coakley Rd/Cottage St

SAT 2026 NB

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0	0	0	337		0	0	
Spillback Cap Reductn		3			0	0	0	0		0	103	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.10			0.34	0.04	0.08	0.64		0.20	0.43	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: US1 Byp & Coakley Rd/Cottage St



Lane Group Ø9

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

HCM Signalized Intersection Capacity Analysis

9: US1 Byp & Coakley Rd/Cottage St

SAT 2026 NB

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	0	15	96	4	16	9	1272	33	26	1059	3
Future Volume (vph)	17	0	15	96	4	16	9	1272	33	26	1059	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frt		0.94			1.00	0.85	1.00	1.00		1.00	1.00	
Flt Protected		0.97			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1701			1777	1583	1770	3526		1770	3538	
Flt Permitted		0.82			0.75	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1429			1404	1583	1770	3526		1770	3538	
Peak-hour factor, PHF	0.78	0.78	0.78	0.96	0.96	0.96	0.92	0.92	0.92	0.93	0.93	0.93
Adj. Flow (vph)	22	0	19	100	4	17	10	1383	36	28	1139	3
RTOR Reduction (vph)	0	35	0	0	0	15	0	1	0	0	0	0
Lane Group Flow (vph)	0	6	0	0	104	2	10	1418	0	28	1142	0
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4						
Actuated Green, G (s)		14.3			14.3	14.3	1.5	82.6		5.1	86.2	
Effective Green, g (s)		16.3			16.3	16.3	3.5	84.6		7.1	88.2	
Actuated g/C Ratio		0.14			0.14	0.14	0.03	0.70		0.06	0.74	
Clearance Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		194			190	215	51	2485		104	2600	
v/s Ratio Prot							0.01	c0.40		c0.02	c0.32	
v/s Ratio Perm		0.00			c0.07	0.00						
v/c Ratio		0.03			0.55	0.01	0.20	0.57		0.27	0.44	
Uniform Delay, d1		45.0			48.4	44.9	56.9	8.7		54.0	6.2	
Progression Factor		1.00			1.00	1.00	0.90	0.70		1.00	1.00	
Incremental Delay, d2		0.1			3.2	0.0	1.5	0.8		1.4	0.5	
Delay (s)		45.0			51.6	44.9	52.5	6.8		55.4	6.8	
Level of Service		D			D	D	D	A		E	A	
Approach Delay (s)		45.0			50.7			7.2			7.9	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM 2000 Control Delay			10.0									
HCM 2000 Volume to Capacity ratio			0.58									
Actuated Cycle Length (s)			120.0									
Intersection Capacity Utilization			52.9%									
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings
12: US1 Byp & Borthwick Ave/Hodgdon Way

SAT 2026 NB

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	20	3	66	18	209	18	1064	50	128	929	74
Future Volume (vph)	67	20	3	66	18	209	18	1064	50	128	929	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		200	150		200	250		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	250			100			75			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		600			400			500			400	
Travel Time (s)		13.6			9.1			11.4			9.1	
Peak Hour Factor	0.70	0.70	0.70	0.78	0.78	0.78	0.89	0.89	0.89	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)	36%					46%						
Lane Group Flow (vph)	61	64	4	85	146	145	20	1196	56	138	1079	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			16			20			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA	pm+ov	Split	NA	Perm	Prot	NA	pm+ov	Prot	NA	
Protected Phases	3	3	1	4	4		1	6	4	5	2	
Permitted Phases			3			4			6			
Detector Phase	3	3	1	4	4	4	1	6	4	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	5.0	10.0	
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	16.0	12.0	12.0	16.0	
Total Split (s)	18.0	18.0	13.0	27.0	27.0	27.0	13.0	47.0	27.0	15.0	49.0	
Total Split (%)	15.0%	15.0%	10.8%	22.5%	22.5%	22.5%	10.8%	39.2%	22.5%	12.5%	40.8%	
Maximum Green (s)	11.0	11.0	6.0	20.0	20.0	20.0	6.0	41.0	20.0	8.0	43.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	
v/c Ratio	0.37	0.38	0.01	0.42	0.51	0.41	0.15	0.68	0.05	0.51	0.50	
Control Delay	56.1	56.2	0.0	54.8	18.5	4.7	54.0	28.1	0.1	50.6	14.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	
Total Delay	56.1	56.2	0.0	54.8	18.5	4.7	54.0	28.1	0.1	50.6	14.2	
Queue Length 50th (ft)	47	49	0	63	16	0	15	373	0	91	286	
Queue Length 95th (ft)	70	72	0	93	55	0	39	#581	0	121	422	
Internal Link Dist (ft)		520			320			420			320	
Turn Bay Length (ft)	250		200	150		200	250					

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	13.0
Total Split (%)	11%
Maximum Green (s)	7.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	

Lanes, Volumes, Timings
 12: US1 Byp & Borthwick Ave/Hodgdon Way

SAT 2026 NB

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	190	195	375	327	386	449	133	1763	1128	271	2172	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	283	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.32	0.33	0.01	0.26	0.38	0.32	0.15	0.68	0.05	0.51	0.57	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 12: US1 Byp & Borthwick Ave/Hodgdon Way

 Ø1	 Ø2 (R)	 Ø9	 Ø3	 Ø4
13 s	49 s	13 s	18 s	27 s
 Ø5	 Ø6 (R)			
15 s	47 s			

Lane Group Ø9

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

HCM Signalized Intersection Capacity Analysis

12: US1 Byp & Borthwick Ave/Hodgdon Way

SAT 2026 NB

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	20	3	66	18	209	18	1064	50	128	929	74
Future Volume (vph)	67	20	3	66	18	209	18	1064	50	128	929	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.87	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1723	1583	1787	1561	1519	1770	3539	1583	1770	3500	
Flt Permitted	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1681	1723	1583	1787	1561	1519	1770	3539	1583	1770	3500	
Peak-hour factor, PHF	0.70	0.70	0.70	0.78	0.78	0.78	0.89	0.89	0.89	0.93	0.93	0.93
Adj. Flow (vph)	96	29	4	85	23	268	20	1196	56	138	999	80
RTOR Reduction (vph)	0	0	3	0	109	129	0	0	22	0	3	0
Lane Group Flow (vph)	61	64	1	85	37	16	20	1196	34	138	1076	0
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Turn Type	Split	NA	pm+ov	Split	NA	Perm	Prot	NA	pm+ov	Prot	NA	
Protected Phases	3	3	1	4	4		1	6	4	5	2	
Permitted Phases			3			4			6			
Actuated Green, G (s)	8.6	8.6	13.2	11.6	11.6	11.6	4.6	56.4	68.0	16.4	68.2	
Effective Green, g (s)	10.6	10.6	17.2	13.6	13.6	13.6	6.6	58.4	72.0	18.4	70.2	
Actuated g/C Ratio	0.09	0.09	0.14	0.11	0.11	0.11	0.05	0.49	0.60	0.15	0.59	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	6.0	7.0	7.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	148	152	226	202	176	172	97	1722	949	271	2047	
v/s Ratio Prot	0.04	c0.04	0.00	c0.05	0.02		0.01	c0.34	0.00	c0.08	c0.31	
v/s Ratio Perm			0.00			0.01			0.02			
v/c Ratio	0.41	0.42	0.00	0.42	0.21	0.10	0.21	0.69	0.04	0.51	0.53	
Uniform Delay, d1	51.8	51.8	44.0	49.5	48.3	47.7	54.2	23.9	9.8	46.7	14.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.83	
Incremental Delay, d2	1.9	1.9	0.0	1.4	0.6	0.2	1.1	2.3	0.0	1.4	0.9	
Delay (s)	53.6	53.7	44.1	50.9	48.9	47.9	55.3	26.2	9.8	46.0	13.3	
Level of Service	D	D	D	D	D	D	E	C	A	D	B	
Approach Delay (s)		53.3			49.0			26.0			17.0	
Approach LOS		D			D			C			B	
Intersection Summary												
HCM 2000 Control Delay			26.4									
HCM 2000 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			120.0									
Intersection Capacity Utilization			58.5%									
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings
3: US1 Byp & Site Drive RIRO

SAT 2026 B

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 	 	
Traffic Volume (vph)	0	31	0	1426	1000	93
Future Volume (vph)	0	31	0	1426	1000	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			150
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Link Speed (mph)	30			30	30	
Link Distance (ft)	200			300	500	
Travel Time (s)	4.5			6.8	11.4	
Peak Hour Factor	0.90	0.90	0.93	0.93	0.91	0.91
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	34	0	1533	1099	102
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	31	0	1426	1000	93
Future Vol, veh/h	0	31	0	1426	1000	93
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	93	93	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	34	0	1533	1099	102

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	550	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	479	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	479	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	-	479	-
HCM Lane V/C Ratio	-	0.072	-
HCM Control Delay (s)	-	13.1	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.2	-

Lanes, Volumes, Timings
6: Coakley Rd & Site Drive - Full

SAT 2026 B

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	10	14	117	177	1
Future Volume (vph)	1	10	14	117	177	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		200	300		200	
Travel Time (s)		4.5	6.8		4.5	
Peak Hour Factor	0.63	0.63	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	18	146	0	198	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection

Int Delay, s/veh 5.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	10	14	117	177	1
Future Vol, veh/h	1	10	14	117	177	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	63	63	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	16	16	130	197	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	146	0	0 101 81
Stage 1	-	-	- 81 -
Stage 2	-	-	- 20 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1436	-	- 898 979
Stage 1	-	-	- 942 -
Stage 2	-	-	- 1003 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1436	-	- 897 979
Mov Cap-2 Maneuver	-	-	- 897 -
Stage 1	-	-	- 941 -
Stage 2	-	-	- 1003 -

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1436	-	-	-	897
HCM Lane V/C Ratio	0.001	-	-	-	0.22
HCM Control Delay (s)	7.5	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.8

Lanes, Volumes, Timings
9: US1 Byp & Coakley Rd/Cottage St

SAT 2026 B

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	2	90	91	13	15	111	1204	33	26	1078	3
Future Volume (vph)	108	2	90	91	13	15	111	1204	33	26	1078	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		300			300			400			300	
Travel Time (s)		6.8			6.8			9.1			6.8	
Peak Hour Factor	0.78	0.78	0.78	0.96	0.96	0.96	0.92	0.92	0.92	0.93	0.93	0.93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	256	0	0	109	16	121	1345	0	28	1162	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4						
Detector Phase	8	8		4	4	4	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		11.0	10.0	
Total Split (s)	30.0	30.0		30.0	30.0	30.0	12.0	67.0		12.0	67.0	
Total Split (%)	25.0%	25.0%		25.0%	25.0%	25.0%	10.0%	55.8%		10.0%	55.8%	
Maximum Green (s)	24.0	24.0		24.0	24.0	24.0	6.0	61.0		6.0	61.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-2.0			-2.0	-2.0	-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
v/c Ratio		0.74			0.39	0.03	0.63	0.62		0.22	0.61	
Control Delay		48.7			39.9	0.1	72.9	10.2		56.8	21.2	
Queue Delay		0.0			0.0	0.0	0.0	0.1		0.0	0.0	
Total Delay		48.7			39.9	0.1	72.9	10.3		56.8	21.2	
Queue Length 50th (ft)		160			69	0	99	121		21	322	
Queue Length 95th (ft)		197			117	0	m#199	224		52	393	
Internal Link Dist (ft)		220			220			320			220	
Turn Bay Length (ft)						50				150		
Base Capacity (vph)		355			289	514	192	2167		128	1903	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	11.0
Total Split (%)	9%
Maximum Green (s)	5.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	

Lanes, Volumes, Timings
9: US1 Byp & Coakley Rd/Cottage St

SAT 2026 B

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0	0	0	146		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	32	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.72			0.38	0.03	0.63	0.67		0.22	0.62	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: US1 Byp & Coakley Rd/Cottage St

 Ø1	 Ø2 (R)	 Ø9	 Ø4
12 s	67 s	11 s	30 s
 Ø5	 Ø6 (R)		 Ø8
12 s	67 s		30 s

Lane Group Ø9

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

HCM Signalized Intersection Capacity Analysis

9: US1 Byp & Coakley Rd/Cottage St

SAT 2026 B

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	2	90	91	13	15	111	1204	33	26	1078	3
Future Volume (vph)	108	2	90	91	13	15	111	1204	33	26	1078	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frt		0.94			1.00	0.85	1.00	1.00		1.00	1.00	
Flt Protected		0.97			0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1704			1785	1583	1770	3525		1770	3538	
Flt Permitted		0.73			0.59	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1274			1107	1583	1770	3525		1770	3538	
Peak-hour factor, PHF	0.78	0.78	0.78	0.96	0.96	0.96	0.92	0.92	0.92	0.93	0.93	0.93
Adj. Flow (vph)	138	3	115	95	14	16	121	1309	36	28	1159	3
RTOR Reduction (vph)	0	23	0	0	0	12	0	1	0	0	0	0
Lane Group Flow (vph)	0	233	0	0	109	4	121	1344	0	28	1162	0
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4						
Actuated Green, G (s)		28.4			28.4	28.4	11.0	69.3		4.3	62.6	
Effective Green, g (s)		30.4			30.4	30.4	13.0	71.3		6.3	64.6	
Actuated g/C Ratio		0.25			0.25	0.25	0.11	0.59		0.05	0.54	
Clearance Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		322			280	401	191	2094		92	1904	
v/s Ratio Prot							c0.07	c0.38		0.02	0.33	
v/s Ratio Perm		c0.18			0.10	0.00						
v/c Ratio		0.72			0.39	0.01	0.63	0.64		0.30	0.61	
Uniform Delay, d1		41.0			37.1	33.5	51.2	16.0		54.7	19.0	
Progression Factor		1.00			1.00	1.00	1.18	0.54		1.00	1.00	
Incremental Delay, d2		7.8			0.9	0.0	5.3	1.2		1.9	1.5	
Delay (s)		48.8			38.0	33.5	65.9	9.8		56.6	20.5	
Level of Service		D			D	C	E	A		E	C	
Approach Delay (s)		48.8			37.4			14.4			21.4	
Approach LOS		D			D			B			C	
Intersection Summary												
HCM 2000 Control Delay			21.0									
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			120.0									
Intersection Capacity Utilization			65.9%									
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings
12: US1 Byp & Borthwick Ave/Hodgdon Way

SAT 2026 B

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	20	3	66	18	216	18	1089	50	134	953	76
Future Volume (vph)	68	20	3	66	18	216	18	1089	50	134	953	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		200	150		200	250		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	250			100			75			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		600			400			500			400	
Travel Time (s)		13.6			9.1			11.4			9.1	
Peak Hour Factor	0.70	0.70	0.70	0.78	0.78	0.78	0.89	0.89	0.89	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)	36%					46%						
Lane Group Flow (vph)	62	64	4	85	150	150	20	1224	56	144	1107	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			16			20			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA	pm+ov	Split	NA	Perm	Prot	NA	pm+ov	Prot	NA	
Protected Phases	3	3	1	4	4		1	6	4	5	2	
Permitted Phases			3			4			6			
Detector Phase	3	3	1	4	4	4	1	6	4	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	5.0	5.0	10.0	
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	16.0	12.0	12.0	16.0	
Total Split (s)	18.0	18.0	13.0	27.0	27.0	27.0	13.0	47.0	27.0	15.0	49.0	
Total Split (%)	15.0%	15.0%	10.8%	22.5%	22.5%	22.5%	10.8%	39.2%	22.5%	12.5%	40.8%	
Maximum Green (s)	11.0	11.0	6.0	20.0	20.0	20.0	6.0	41.0	20.0	8.0	43.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	
v/c Ratio	0.38	0.38	0.01	0.42	0.52	0.42	0.15	0.71	0.06	0.50	0.51	
Control Delay	56.3	56.2	0.0	54.8	18.3	5.2	54.0	29.4	0.1	70.8	8.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	
Total Delay	56.3	56.2	0.0	54.8	18.3	5.2	54.0	29.4	0.1	70.8	8.9	
Queue Length 50th (ft)	48	49	0	63	16	0	15	391	0	119	101	
Queue Length 95th (ft)	70	72	0	93	55	0	39	#613	0	m171	190	
Internal Link Dist (ft)		520			320			420			320	
Turn Bay Length (ft)	250		200	150		200	250					

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	13.0
Total Split (%)	11%
Maximum Green (s)	7.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	

Lanes, Volumes, Timings
12: US1 Byp & Borthwick Ave/Hodgdon Way

SAT 2026 B

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	190	195	375	327	389	449	133	1733	1116	286	2172	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	204	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.33	0.33	0.01	0.26	0.39	0.33	0.15	0.71	0.05	0.50	0.56	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: US1 Byp & Borthwick Ave/Hodgdon Way

 Ø1	 Ø2 (R)	 Ø9	 Ø3	 Ø4
13 s	49 s	13 s	18 s	27 s
 Ø5	 Ø6 (R)			
15 s	47 s			

Lane Group	Ø9
------------	----

Base Capacity (vph)	
---------------------	--

Starvation Cap Reductn	
------------------------	--

Spillback Cap Reductn	
-----------------------	--

Storage Cap Reductn	
---------------------	--

Reduced v/c Ratio	
-------------------	--

Intersection Summary	
----------------------	--

HCM Signalized Intersection Capacity Analysis

12: US1 Byp & Borthwick Ave/Hodgdon Way

SAT 2026 B

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	20	3	66	18	216	18	1089	50	134	953	76
Future Volume (vph)	68	20	3	66	18	216	18	1089	50	134	953	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.87	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1723	1583	1787	1560	1519	1770	3539	1583	1770	3500	
Flt Permitted	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1681	1723	1583	1787	1560	1519	1770	3539	1583	1770	3500	
Peak-hour factor, PHF	0.70	0.70	0.70	0.78	0.78	0.78	0.89	0.89	0.89	0.93	0.93	0.93
Adj. Flow (vph)	97	29	4	85	23	277	20	1224	56	144	1025	82
RTOR Reduction (vph)	0	0	3	0	113	133	0	0	23	0	3	0
Lane Group Flow (vph)	62	64	1	85	37	17	20	1224	33	144	1104	0
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Turn Type	Split	NA	pm+ov	Split	NA	Perm	Prot	NA	pm+ov	Prot	NA	
Protected Phases	3	3	1	4	4		1	6	4	5	2	
Permitted Phases			3			4			6			
Actuated Green, G (s)	8.6	8.6	13.2	11.6	11.6	11.6	4.6	55.4	67.0	17.4	68.2	
Effective Green, g (s)	10.6	10.6	17.2	13.6	13.6	13.6	6.6	57.4	71.0	19.4	70.2	
Actuated g/C Ratio	0.09	0.09	0.14	0.11	0.11	0.11	0.05	0.48	0.59	0.16	0.59	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	6.0	7.0	7.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	148	152	226	202	176	172	97	1692	936	286	2047	
v/s Ratio Prot	0.04	c0.04	0.00	c0.05	0.02		0.01	c0.35	0.00	c0.08	c0.32	
v/s Ratio Perm			0.00			0.01			0.02			
v/c Ratio	0.42	0.42	0.00	0.42	0.21	0.10	0.21	0.72	0.04	0.50	0.54	
Uniform Delay, d1	51.8	51.8	44.0	49.5	48.3	47.7	54.2	25.0	10.2	45.9	15.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.44	0.50	
Incremental Delay, d2	1.9	1.9	0.0	1.4	0.6	0.3	1.1	2.7	0.0	1.1	0.8	
Delay (s)	53.7	53.7	44.1	50.9	48.9	48.0	55.3	27.7	10.2	67.1	8.3	
Level of Service	D	D	D	D	D	D	E	C	B	E	A	
Approach Delay (s)		53.4			49.0			27.4			15.1	
Approach LOS		D			D			C			B	
Intersection Summary												
HCM 2000 Control Delay			26.2									
HCM 2000 Volume to Capacity ratio			0.65									
Actuated Cycle Length (s)			120.0									
Intersection Capacity Utilization			59.5%									
Analysis Period (min)			15									
c Critical Lane Group												

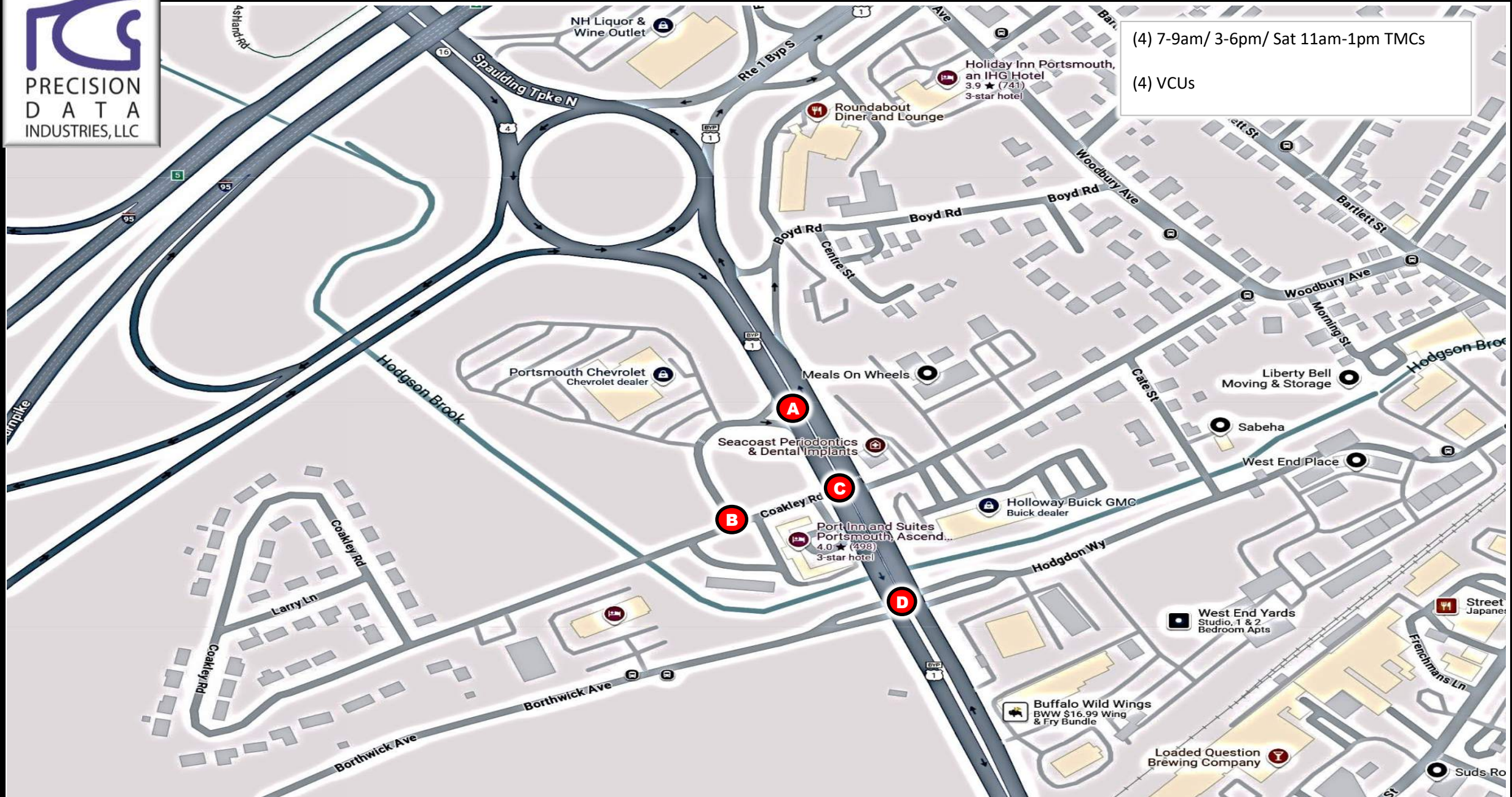
APPENDIX I

Turning Movement Counts



Location Map: 250481 Portsmouth, NH

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



Client:
TFMoran

Engineer:
J. Porter

Site Code:
45407.151

Date:
Thurs 3/6 and Sat 3/8/2025

PDI Job #
250481

City, State:
Portsmouth, NH

PDI File #: **250481 A**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **W: Portsmouth Chevy Driveway**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Route 1 Bypass				Route 1 Bypass				Portsmouth Chevy Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	2	227	0	229	152	0	0	152	0	0	0	0	381
7:15 AM	10	251	0	261	226	0	0	226	0	0	0	0	487
7:30 AM	8	269	0	277	221	0	0	221	0	0	0	0	498
7:45 AM	7	324	0	331	261	0	0	261	1	0	0	1	593
Total	27	1071	0	1098	860	0	0	860	1	0	0	1	1959
8:00 AM	4	283	0	287	204	0	0	204	0	0	0	0	491
8:15 AM	4	272	0	276	261	0	0	261	0	0	0	0	537
8:30 AM	5	308	0	313	200	0	0	200	2	0	0	2	515
8:45 AM	6	311	0	317	259	0	0	259	1	0	0	1	577
Total	19	1174	0	1193	924	0	0	924	3	0	0	3	2120
Grand Total	46	2245	0	2291	1784	0	0	1784	4	0	0	4	4079
Approach %	2.0	98.0	0.0		100.0	0.0	0.0		100.0	0.0	0.0		
Total %	1.1	55.0	0.0	56.2	43.7	0.0	0.0	43.7	0.1	0.0	0.0	0.1	
Exiting Leg Total	1784				2249				46				4079
Cars	45	2183	0	2228	1665	0	0	1665	4	0	0	4	3897
% Cars	97.8	97.2	0.0	97.3	93.3	0.0	0.0	93.3	100.0	0.0	0.0	100.0	95.5
Exiting Leg Total	1665				2187				45				3897
Heavy Vehicles	1	62	0	63	119	0	0	119	0	0	0	0	182
% Heavy Vehicles	2.2	2.8	0.0	2.7	6.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	4.5
Exiting Leg Total	119				62				1				182

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

7:45 AM	Route 1 Bypass				SB	Route 1 Bypass				NB	Portsmouth Chevy Driveway				EB	Total
	from North					from South					from West					
	Right	Thru	U-Turn	Total		Thru	Left	U-Turn	Total		Right	Left	U-Turn	Total		
7:45 AM	7	324	0	331		261	0	0	261		1	0	0	1	593	
8:00 AM	4	283	0	287		204	0	0	204		0	0	0	0	491	
8:15 AM	4	272	0	276		261	0	0	261		0	0	0	0	537	
8:30 AM	5	308	0	313		200	0	0	200		2	0	0	2	515	
Total Volume	20	1187	0	1207		926	0	0	926		3	0	0	3	2136	
% Approach Total	1.7	98.3	0.0			100.0	0.0	0.0			100.0	0.0	0.0			
PHF	0.714	0.916	0.000	0.912		0.887	0.000	0.000	0.887		0.375	0.000	0.000	0.375	0.901	
Cars	20	1158	0	1178		882	0	0	882		3	0	0	3	2063	
Cars %	100.0	97.6	0.0	97.6		95.2	0.0	0.0	95.2		100.0	0.0	0.0	100.0	96.6	
Heavy Vehicles	0	29	0	29		44	0	0	44		0	0	0	0	73	
Heavy Vehicles %	0.0	2.4	0.0	2.4		4.8	0.0	0.0	4.8		0.0	0.0	0.0	0.0	3.4	
Cars Enter Leg	20	1158	0	1178		882	0	0	882		3	0	0	3	2063	
Heavy Enter Leg	0	29	0	29		44	0	0	44		0	0	0	0	73	
Total Entering Leg	20	1187	0	1207		926	0	0	926		3	0	0	3	2136	
Cars Exiting Leg				882					1161					20	2063	
Heavy Exiting Leg				44					29					0	73	
Total Exiting Leg				926					1190					20	2136	

PDI File #: **250481 A**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **W: Portsmouth Chevy Driveway**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Route 1 Bypass				Route 1 Bypass				Portsmouth Chevy Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	2	215	0	217	141	0	0	141	0	0	0	0	358
7:15 AM	10	245	0	255	204	0	0	204	0	0	0	0	459
7:30 AM	7	262	0	269	196	0	0	196	0	0	0	0	465
7:45 AM	7	314	0	321	244	0	0	244	1	0	0	1	566
Total	26	1036	0	1062	785	0	0	785	1	0	0	1	1848
8:00 AM	4	278	0	282	192	0	0	192	0	0	0	0	474
8:15 AM	4	264	0	268	253	0	0	253	0	0	0	0	521
8:30 AM	5	302	0	307	193	0	0	193	2	0	0	2	502
8:45 AM	6	303	0	309	242	0	0	242	1	0	0	1	552
Total	19	1147	0	1166	880	0	0	880	3	0	0	3	2049
Grand Total	45	2183	0	2228	1665	0	0	1665	4	0	0	4	3897
Approach %	2.0	98.0	0.0		100.0	0.0	0.0		100.0	0.0	0.0		
Total %	1.2	56.0	0.0	57.2	42.7	0.0	0.0	42.7	0.1	0.0	0.0	0.1	
Exiting Leg Total	1665				2187				45				3897

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

7:45 AM	Route 1 Bypass				Route 1 Bypass				Portsmouth Chevy Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:45 AM	7	314	0	321	244	0	0	244	1	0	0	1	566
8:00 AM	4	278	0	282	192	0	0	192	0	0	0	0	474
8:15 AM	4	264	0	268	253	0	0	253	0	0	0	0	521
8:30 AM	5	302	0	307	193	0	0	193	2	0	0	2	502
Total Volume	20	1158	0	1178	882	0	0	882	3	0	0	3	2063
% Approach Total	1.7	98.3	0.0		100.0	0.0	0.0		100.0	0.0	0.0		
PHF	0.714	0.922	0.000	0.917	0.872	0.000	0.000	0.872	0.375	0.000	0.000	0.375	0.911
Entering Leg	20	1158	0	1178	882	0	0	882	3	0	0	3	2063
Exiting Leg				882				1161				20	2063
Total				2060				2043				23	4126

PDI File #: **250481 A**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **W: Portsmouth Chevy Driveway**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Class:

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

	Route 1 Bypass				Route 1 Bypass				Portsmouth Chevy Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	12	0	12	11	0	0	11	0	0	0	0	23
7:15 AM	0	6	0	6	22	0	0	22	0	0	0	0	28
7:30 AM	1	7	0	8	25	0	0	25	0	0	0	0	33
7:45 AM	0	10	0	10	17	0	0	17	0	0	0	0	27
Total	1	35	0	36	75	0	0	75	0	0	0	0	111
8:00 AM	0	5	0	5	12	0	0	12	0	0	0	0	17
8:15 AM	0	8	0	8	8	0	0	8	0	0	0	0	16
8:30 AM	0	6	0	6	7	0	0	7	0	0	0	0	13
8:45 AM	0	8	0	8	17	0	0	17	0	0	0	0	25
Total	0	27	0	27	44	0	0	44	0	0	0	0	71
Grand Total	1	62	0	63	119	0	0	119	0	0	0	0	182
Approach %	1.6	98.4	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.5	34.1	0.0	34.6	65.4	0.0	0.0	65.4	0.0	0.0	0.0	0.0	
Exiting Leg Total	119				62				1				182
Buses	0	10	0	10	13	0	0	13	0	0	0	0	23
% Buses	0.0	16.1	0.0	15.9	10.9	0.0	0.0	10.9	0.0	0.0	0.0	0.0	12.6
Exiting Leg Total	13				10				0				23
Single-Unit Trucks	1	43	0	44	92	0	0	92	0	0	0	0	136
% Single-Unit	100.0	69.4	0.0	69.8	77.3	0.0	0.0	77.3	0.0	0.0	0.0	0.0	74.7
Exiting Leg Total	92				43				1				136
Articulated Trucks	0	9	0	9	14	0	0	14	0	0	0	0	23
% Articulated	0.0	14.5	0.0	14.3	11.8	0.0	0.0	11.8	0.0	0.0	0.0	0.0	12.6
Exiting Leg Total	14				9				0				23

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

7:00 AM	Route 1 Bypass				Route 1 Bypass				Portsmouth Chevy Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	12	0	12	11	0	0	11	0	0	0	0	23
7:15 AM	0	6	0	6	22	0	0	22	0	0	0	0	28
7:30 AM	1	7	0	8	25	0	0	25	0	0	0	0	33
7:45 AM	0	10	0	10	17	0	0	17	0	0	0	0	27
Total Volume	1	35	0	36	75	0	0	75	0	0	0	0	111
% Approach Total	2.8	97.2	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.250	0.729	0.000	0.750	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.841
Buses	0	8	0	8	9	0	0	9	0	0	0	0	17
Buses %	0.0	22.9	0.0	22.2	12.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0	15.3
Single-Unit Trucks	1	24	0	25	53	0	0	53	0	0	0	0	78
Single-Unit %	100.0	68.6	0.0	69.4	70.7	0.0	0.0	70.7	0.0	0.0	0.0	0.0	70.3
Articulated Trucks	0	3	0	3	13	0	0	13	0	0	0	0	16
Articulated %	0.0	8.6	0.0	8.3	17.3	0.0	0.0	17.3	0.0	0.0	0.0	0.0	14.4
Buses	0	8	0	8	9	0	0	9	0	0	0	0	17
Single-Unit Trucks	1	24	0	25	53	0	0	53	0	0	0	0	78
Articulated Trucks	0	3	0	3	13	0	0	13	0	0	0	0	16
Total Entering Leg	1	35	0	36	75	0	0	75	0	0	0	0	111
Buses				9				8				0	17
Single-Unit Trucks				53				24				1	78
Articulated Trucks				13				3				0	16
Total Exiting Leg				75				35				1	111

PDI File #: **250481 A**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **W: Portsmouth Chevy Driveway**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Route 1 Bypass				Route 1 Bypass				Portsmouth Chevy Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	4	0	4	3	0	0	3	0	0	0	0	7
7:15 AM	0	2	0	2	2	0	0	2	0	0	0	0	4
7:30 AM	0	1	0	1	3	0	0	3	0	0	0	0	4
7:45 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
Total	0	8	0	8	9	0	0	9	0	0	0	0	17
8:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
8:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	2	0	0	2	0	0	0	0	2
8:45 AM	0	0	0	0	2	0	0	2	0	0	0	0	2
Total	0	2	0	2	4	0	0	4	0	0	0	0	6
Grand Total	0	10	0	10	13	0	0	13	0	0	0	0	23
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	43.5	0.0	43.5	56.5	0.0	0.0	56.5	0.0	0.0	0.0	0.0	
Exiting Leg Total	13				10				0				23

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

7:00 AM	Route 1 Bypass				Route 1 Bypass				Portsmouth Chevy Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	4	0	4	3	0	0	3	0	0	0	0	7
7:15 AM	0	2	0	2	2	0	0	2	0	0	0	0	4
7:30 AM	0	1	0	1	3	0	0	3	0	0	0	0	4
7:45 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
Total Volume	0	8	0	8	9	0	0	9	0	0	0	0	17
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.500	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.607
Entering Leg	0	8	0	8	9	0	0	9	0	0	0	0	17
Exiting Leg				9				8				0	17
Total				17				17				0	34

PDI File #: **250481 A**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **W: Portsmouth Chevy Driveway**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Route 1 Bypass				Route 1 Bypass				Portsmouth Chevy Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	7	0	7	7	0	0	7	0	0	0	0	14
7:15 AM	0	3	0	3	18	0	0	18	0	0	0	0	21
7:30 AM	1	6	0	7	18	0	0	18	0	0	0	0	25
7:45 AM	0	8	0	8	10	0	0	10	0	0	0	0	18
Total	1	24	0	25	53	0	0	53	0	0	0	0	78
8:00 AM	0	4	0	4	12	0	0	12	0	0	0	0	16
8:15 AM	0	2	0	2	8	0	0	8	0	0	0	0	10
8:30 AM	0	6	0	6	4	0	0	4	0	0	0	0	10
8:45 AM	0	7	0	7	15	0	0	15	0	0	0	0	22
Total	0	19	0	19	39	0	0	39	0	0	0	0	58
Grand Total	1	43	0	44	92	0	0	92	0	0	0	0	136
Approach %	2.3	97.7	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.7	31.6	0.0	32.4	67.6	0.0	0.0	67.6	0.0	0.0	0.0	0.0	
Exiting Leg Total	92				43				1				136

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

7:15 AM	Route 1 Bypass				Route 1 Bypass				Portsmouth Chevy Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:15 AM	0	3	0	3	18	0	0	18	0	0	0	0	21
7:30 AM	1	6	0	7	18	0	0	18	0	0	0	0	25
7:45 AM	0	8	0	8	10	0	0	10	0	0	0	0	18
8:00 AM	0	4	0	4	12	0	0	12	0	0	0	0	16
Total Volume	1	21	0	22	58	0	0	58	0	0	0	0	80
% Approach Total	4.5	95.5	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.250	0.656	0.000	0.688	0.806	0.000	0.000	0.806	0.000	0.000	0.000	0.000	0.800
Entering Leg	1	21	0	22	58	0	0	58	0	0	0	0	80
Exiting Leg				58				21				1	80
Total				80				79				1	160

PDI File #: **250481 A**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **W: Portsmouth Chevy Driveway**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Route 1 Bypass				Route 1 Bypass				Portsmouth Chevy Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
7:15 AM	0	1	0	1	2	0	0	2	0	0	0	0	3
7:30 AM	0	0	0	0	4	0	0	4	0	0	0	0	4
7:45 AM	0	1	0	1	6	0	0	6	0	0	0	0	7
Total	0	3	0	3	13	0	0	13	0	0	0	0	16
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	5	0	5	0	0	0	0	0	0	0	0	5
8:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
8:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	6	0	6	1	0	0	1	0	0	0	0	7
Grand Total	0	9	0	9	14	0	0	14	0	0	0	0	23
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	39.1	0.0	39.1	60.9	0.0	0.0	60.9	0.0	0.0	0.0	0.0	
Exiting Leg Total	14				9				0				23

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

7:00 AM	Route 1 Bypass				Route 1 Bypass				Portsmouth Chevy Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
7:15 AM	0	1	0	1	2	0	0	2	0	0	0	0	3
7:30 AM	0	0	0	0	4	0	0	4	0	0	0	0	4
7:45 AM	0	1	0	1	6	0	0	6	0	0	0	0	7
Total Volume	0	3	0	3	13	0	0	13	0	0	0	0	16
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.750	0.542	0.000	0.000	0.542	0.000	0.000	0.000	0.000	0.571
Entering Leg	0	3	0	3	13	0	0	13	0	0	0	0	16
Exiting Leg				13				3				0	16
Total				16				16				0	32

PDI File #: **250481 A**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **W: Portsmouth Chevy Driveway**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Bicycles (on Roadway and Crosswalks)

	Route 1 Bypass						Route 1 Bypass						Portsmouth Chevy Driveway						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0						0						0						0

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

7:00 AM	Route 1 Bypass						Route 1 Bypass						Portsmouth Chevy Driveway						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **250481 A**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **W: Portsmouth Chevy Driveway**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Route 1 Bypass						Route 1 Bypass						Portsmouth Chevy Driveway						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0

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

7:00 AM	Route 1 Bypass						Route 1 Bypass						Portsmouth Chevy Driveway						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **250481 A**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **W: Portsmouth Chevy Driveway**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Route 1 Bypass				Route 1 Bypass				Portsmouth Chevy Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:00 PM	2	224	0	226	364	0	0	364	1	0	0	1	591
3:15 PM	3	224	0	227	326	0	0	326	1	0	0	1	554
3:30 PM	3	214	0	217	283	0	0	283	4	0	0	4	504
3:45 PM	0	262	0	262	383	0	0	383	1	0	0	1	646
Total	8	924	0	932	1356	0	0	1356	7	0	0	7	2295
4:00 PM	1	221	0	222	364	0	0	364	2	0	0	2	588
4:15 PM	4	244	0	248	373	0	0	373	1	0	0	1	622
4:30 PM	1	205	0	206	339	0	0	339	2	0	0	2	547
4:45 PM	5	218	0	223	358	0	0	358	2	0	0	2	583
Total	11	888	0	899	1434	0	0	1434	7	0	0	7	2340
5:00 PM	0	226	0	226	375	0	0	375	1	0	0	1	602
5:15 PM	1	226	0	227	385	0	0	385	0	0	0	0	612
5:30 PM	0	205	0	205	330	0	0	330	0	0	0	0	535
5:45 PM	0	199	0	199	299	0	0	299	0	0	0	0	498
Total	1	856	0	857	1389	0	0	1389	1	0	0	1	2247
Grand Total	20	2668	0	2688	4179	0	0	4179	15	0	0	15	6882
Approach %	0.7	99.3	0.0		100.0	0.0	0.0		100.0	0.0	0.0		
Total %	0.3	38.8	0.0	39.1	60.7	0.0	0.0	60.7	0.2	0.0	0.0	0.2	
Exiting Leg Total				4179				2683				20	6882
Cars	19	2626	0	2645	4119	0	0	4119	15	0	0	15	6779
% Cars	95.0	98.4	0.0	98.4	98.6	0.0	0.0	98.6	100.0	0.0	0.0	100.0	98.5
Exiting Leg Total				4119				2641				19	6779
Heavy Vehicles	1	42	0	43	60	0	0	60	0	0	0	0	103
% Heavy Vehicles	5.0	1.6	0.0	1.6	1.4	0.0	0.0	1.4	0.0	0.0	0.0	0.0	1.5
Exiting Leg Total				60				42				1	103

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:45 PM	Route 1 Bypass				Route 1 Bypass				Portsmouth Chevy Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:45 PM	0	262	0	262	383	0	0	383	1	0	0	1	646
4:00 PM	1	221	0	222	364	0	0	364	2	0	0	2	588
4:15 PM	4	244	0	248	373	0	0	373	1	0	0	1	622
4:30 PM	1	205	0	206	339	0	0	339	2	0	0	2	547
Total Volume	6	932	0	938	1459	0	0	1459	6	0	0	6	2403
% Approach Total	0.6	99.4	0.0		100.0	0.0	0.0		100.0	0.0	0.0		
PHF	0.375	0.889	0.000	0.895	0.952	0.000	0.000	0.952	0.750	0.000	0.000	0.750	0.930
Cars	6	921	0	927	1438	0	0	1438	6	0	0	6	2371
Cars %	100.0	98.8	0.0	98.8	98.6	0.0	0.0	98.6	100.0	0.0	0.0	100.0	98.7
Heavy Vehicles	0	11	0	11	21	0	0	21	0	0	0	0	32
Heavy Vehicles %	0.0	1.2	0.0	1.2	1.4	0.0	0.0	1.4	0.0	0.0	0.0	0.0	1.3
Cars Enter Leg	6	921	0	927	1438	0	0	1438	6	0	0	6	2371
Heavy Enter Leg	0	11	0	11	21	0	0	21	0	0	0	0	32
Total Entering Leg	6	932	0	938	1459	0	0	1459	6	0	0	6	2403
Cars Exiting Leg				1438				927				6	2371
Heavy Exiting Leg				21				11				0	32
Total Exiting Leg				1459				938				6	2403

PDI File #: **250481 A**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **W: Portsmouth Chevy Driveway**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Route 1 Bypass				Route 1 Bypass				Portsmouth Chevy Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:00 PM	2	217	0	219	356	0	0	356	1	0	0	1	576
3:15 PM	3	216	0	219	318	0	0	318	1	0	0	1	538
3:30 PM	3	210	0	213	273	0	0	273	4	0	0	4	490
3:45 PM	0	258	0	258	370	0	0	370	1	0	0	1	629
Total	8	901	0	909	1317	0	0	1317	7	0	0	7	2233
4:00 PM	1	217	0	218	362	0	0	362	2	0	0	2	582
4:15 PM	4	242	0	246	369	0	0	369	1	0	0	1	616
4:30 PM	1	204	0	205	337	0	0	337	2	0	0	2	544
4:45 PM	4	215	0	219	354	0	0	354	2	0	0	2	575
Total	10	878	0	888	1422	0	0	1422	7	0	0	7	2317
5:00 PM	0	223	0	223	372	0	0	372	1	0	0	1	596
5:15 PM	1	224	0	225	384	0	0	384	0	0	0	0	609
5:30 PM	0	201	0	201	327	0	0	327	0	0	0	0	528
5:45 PM	0	199	0	199	297	0	0	297	0	0	0	0	496
Total	1	847	0	848	1380	0	0	1380	1	0	0	1	2229
Grand Total	19	2626	0	2645	4119	0	0	4119	15	0	0	15	6779
Approach %	0.7	99.3	0.0		100.0	0.0	0.0		100.0	0.0	0.0		
Total %	0.3	38.7	0.0	39.0	60.8	0.0	0.0	60.8	0.2	0.0	0.0	0.2	
Exiting Leg Total	4119				2641				19				6779

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:45 PM	Route 1 Bypass				Route 1 Bypass				Portsmouth Chevy Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:45 PM	0	258	0	258	370	0	0	370	1	0	0	1	629
4:00 PM	1	217	0	218	362	0	0	362	2	0	0	2	582
4:15 PM	4	242	0	246	369	0	0	369	1	0	0	1	616
4:30 PM	1	204	0	205	337	0	0	337	2	0	0	2	544
Total Volume	6	921	0	927	1438	0	0	1438	6	0	0	6	2371
% Approach Total	0.6	99.4	0.0		100.0	0.0	0.0		100.0	0.0	0.0		
PHF	0.375	0.892	0.000	0.898	0.972	0.000	0.000	0.972	0.750	0.000	0.000	0.750	0.942
Entering Leg	6	921	0	927	1438	0	0	1438	6	0	0	6	2371
Exiting Leg				1438				927				6	2371
Total				2365				2365				12	4742

PDI File #: **250481 A**
Location: **N: Route 1 Bypass S: Route 1 Bypass**
Location: **W: Portsmouth Chevy Driveway**
City, State: **Portsmouth, NH**
Client: **TF Moran/ J. Porter**
Site Code: **45407.151**
Count Date: **Thursday, March 6, 2025**
Start Time: **3:00 PM**
End Time: **6:00 PM**
Class:



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

	Route 1 Bypass				Route 1 Bypass				Portsmouth Chevy Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:00 PM	0	7	0	7	8	0	0	8	0	0	0	0	15
3:15 PM	0	8	0	8	8	0	0	8	0	0	0	0	16
3:30 PM	0	4	0	4	10	0	0	10	0	0	0	0	14
3:45 PM	0	4	0	4	13	0	0	13	0	0	0	0	17
Total	0	23	0	23	39	0	0	39	0	0	0	0	62
4:00 PM	0	4	0	4	2	0	0	2	0	0	0	0	6
4:15 PM	0	2	0	2	4	0	0	4	0	0	0	0	6
4:30 PM	0	1	0	1	2	0	0	2	0	0	0	0	3
4:45 PM	1	3	0	4	4	0	0	4	0	0	0	0	8
Total	1	10	0	11	12	0	0	12	0	0	0	0	23
5:00 PM	0	3	0	3	3	0	0	3	0	0	0	0	6
5:15 PM	0	2	0	2	1	0	0	1	0	0	0	0	3
5:30 PM	0	4	0	4	3	0	0	3	0	0	0	0	7
5:45 PM	0	0	0	0	2	0	0	2	0	0	0	0	2
Total	0	9	0	9	9	0	0	9	0	0	0	0	18
Grand Total	1	42	0	43	60	0	0	60	0	0	0	0	103
Approach %	2.3	97.7	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
Total %	1.0	40.8	0.0	41.7	58.3	0.0	0.0	58.3	0.0	0.0	0.0	0.0	
Exiting Leg Total				60				42				1	103
Buses	0	3	0	3	14	0	0	14	0	0	0	0	17
% Buses	0.0	7.1	0.0	7.0	23.3	0.0	0.0	23.3	0.0	0.0	0.0	0.0	16.5
Exiting Leg Total				14				3				0	17
Single-Unit Trucks	0	33	0	33	40	0	0	40	0	0	0	0	73
% Single-Unit	0.0	78.6	0.0	76.7	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	70.9
Exiting Leg Total				40				33				0	73
Articulated Trucks	1	6	0	7	6	0	0	6	0	0	0	0	13
% Articulated	100.0	14.3	0.0	16.3	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	12.6
Exiting Leg Total				6				6				1	13

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	Route 1 Bypass				Route 1 Bypass				Portsmouth Chevy Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:00 PM	0	7	0	7	8	0	0	8	0	0	0	0	15
3:15 PM	0	8	0	8	8	0	0	8	0	0	0	0	16
3:30 PM	0	4	0	4	10	0	0	10	0	0	0	0	14
3:45 PM	0	4	0	4	13	0	0	13	0	0	0	0	17
Total Volume	0	23	0	23	39	0	0	39	0	0	0	0	62
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.719	0.000	0.719	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.912
Buses	0	2	0	2	10	0	0	10	0	0	0	0	12
Buses %	0.0	8.7	0.0	8.7	25.6	0.0	0.0	25.6	0.0	0.0	0.0	0.0	19.4
Single-Unit Trucks	0	17	0	17	25	0	0	25	0	0	0	0	42
Single-Unit %	0.0	73.9	0.0	73.9	64.1	0.0	0.0	64.1	0.0	0.0	0.0	0.0	67.7
Articulated Trucks	0	4	0	4	4	0	0	4	0	0	0	0	8
Articulated %	0.0	17.4	0.0	17.4	10.3	0.0	0.0	10.3	0.0	0.0	0.0	0.0	12.9
Buses	0	2	0	2	10	0	0	10	0	0	0	0	12
Single-Unit Trucks	0	17	0	17	25	0	0	25	0	0	0	0	42
Articulated Trucks	0	4	0	4	4	0	0	4	0	0	0	0	8
Total Entering Leg	0	23	0	23	39	0	0	39	0	0	0	0	62
Buses				10				2					12
Single-Unit Trucks				25				17					42
Articulated Trucks				4				4					8
Total Exiting Leg				39				23				0	62

PDI File #: **250481 A**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **W: Portsmouth Chevy Driveway**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Route 1 Bypass				Route 1 Bypass				Portsmouth Chevy Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:00 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
3:15 PM	0	0	0	0	3	0	0	3	0	0	0	0	3
3:30 PM	0	1	0	1	2	0	0	2	0	0	0	0	3
3:45 PM	0	0	0	0	4	0	0	4	0	0	0	0	4
Total	0	2	0	2	10	0	0	10	0	0	0	0	12
4:00 PM	0	0	0	0	2	0	0	2	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	0	0	3	0	0	0	0	3
5:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	1	0	0	1	0	0	0	0	2
Grand Total	0	3	0	3	14	0	0	14	0	0	0	0	17
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	17.6	0.0	17.6	82.4	0.0	0.0	82.4	0.0	0.0	0.0	0.0	
Exiting Leg Total	14				3				0				17

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	Route 1 Bypass				Route 1 Bypass				Portsmouth Chevy Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:00 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
3:15 PM	0	0	0	0	3	0	0	3	0	0	0	0	3
3:30 PM	0	1	0	1	2	0	0	2	0	0	0	0	3
3:45 PM	0	0	0	0	4	0	0	4	0	0	0	0	4
Total Volume	0	2	0	2	10	0	0	10	0	0	0	0	12
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.500	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	2	0	2	10	0	0	10	0	0	0	0	12
Exiting Leg				10				2				0	12
Total				12				12				0	24

PDI File #: **250481 A**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **W: Portsmouth Chevy Driveway**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Route 1 Bypass				Route 1 Bypass				Portsmouth Chevy Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:00 PM	0	6	0	6	6	0	0	6	0	0	0	0	12
3:15 PM	0	7	0	7	5	0	0	5	0	0	0	0	12
3:30 PM	0	1	0	1	7	0	0	7	0	0	0	0	8
3:45 PM	0	3	0	3	7	0	0	7	0	0	0	0	10
Total	0	17	0	17	25	0	0	25	0	0	0	0	42
4:00 PM	0	3	0	3	0	0	0	0	0	0	0	0	3
4:15 PM	0	2	0	2	4	0	0	4	0	0	0	0	6
4:30 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
4:45 PM	0	2	0	2	4	0	0	4	0	0	0	0	6
Total	0	8	0	8	9	0	0	9	0	0	0	0	17
5:00 PM	0	3	0	3	1	0	0	1	0	0	0	0	4
5:15 PM	0	2	0	2	1	0	0	1	0	0	0	0	3
5:30 PM	0	3	0	3	3	0	0	3	0	0	0	0	6
5:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	8	0	8	6	0	0	6	0	0	0	0	14
Grand Total	0	33	0	33	40	0	0	40	0	0	0	0	73
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	45.2	0.0	45.2	54.8	0.0	0.0	54.8	0.0	0.0	0.0	0.0	
Exiting Leg Total	40				33				0				73

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	Route 1 Bypass				Route 1 Bypass				Portsmouth Chevy Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:00 PM	0	6	0	6	6	0	0	6	0	0	0	0	12
3:15 PM	0	7	0	7	5	0	0	5	0	0	0	0	12
3:30 PM	0	1	0	1	7	0	0	7	0	0	0	0	8
3:45 PM	0	3	0	3	7	0	0	7	0	0	0	0	10
Total Volume	0	17	0	17	25	0	0	25	0	0	0	0	42
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.607	0.000	0.607	0.893	0.000	0.000	0.893	0.000	0.000	0.000	0.000	0.875
Entering Leg	0	17	0	17	25	0	0	25	0	0	0	0	42
Exiting Leg				25				17				0	42
Total				42				42				0	84

PDI File #: **250481 A**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **W: Portsmouth Chevy Driveway**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Route 1 Bypass				Route 1 Bypass				Portsmouth Chevy Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
3:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
3:30 PM	0	2	0	2	1	0	0	1	0	0	0	0	3
3:45 PM	0	1	0	1	2	0	0	2	0	0	0	0	3
Total	0	4	0	4	4	0	0	4	0	0	0	0	8
4:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	1	0	2	0	0	0	0	0	0	0	0	2
Total	1	2	0	3	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	2	0	0	2	0	0	0	0	2
Grand Total	1	6	0	7	6	0	0	6	0	0	0	0	13
Approach %	14.3	85.7	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
Total %	7.7	46.2	0.0	53.8	46.2	0.0	0.0	46.2	0.0	0.0	0.0	0.0	
Exiting Leg Total	6				6				1				13

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	Route 1 Bypass				Route 1 Bypass				Portsmouth Chevy Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
3:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
3:30 PM	0	2	0	2	1	0	0	1	0	0	0	0	3
3:45 PM	0	1	0	1	2	0	0	2	0	0	0	0	3
Total Volume	0	4	0	4	4	0	0	4	0	0	0	0	8
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.500	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.667
Entering Leg	0	4	0	4	4	0	0	4	0	0	0	0	8
Exiting Leg				4				4				0	8
Total				8				8				0	16

PDI File #: **250481 A**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **W: Portsmouth Chevy Driveway**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**



Class:

Bicycles (on Roadway and Crosswalks)

	Route 1 Bypass						Route 1 Bypass						Portsmouth Chevy Driveway						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	Route 1 Bypass						Route 1 Bypass						Portsmouth Chevy Driveway						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **250481 A**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **W: Portsmouth Chevy Driveway**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Route 1 Bypass						Route 1 Bypass						Portsmouth Chevy Driveway						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	Route 1 Bypass						Route 1 Bypass						Portsmouth Chevy Driveway						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **250481 A**
Location: **N: Route 1 Bypass S: Route 1 Bypass**
Location: **W: Portsmouth Chevy Driveway**
City, State: **Portsmouth, NH**
Client: **TF Moran/ J. Porter**
Site Code: **45407.151**
Count Date: **Saturday, March 8, 2025**
Start Time: **11:00 AM**
End Time: **1:00 PM**
Class:



Cars and Heavy Vehicles (Combined)

	Route 1 Bypass				Route 1 Bypass				Portsmouth Chevy Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
11:00 AM	0	247	0	247	302	0	0	302	1	0	0	1	550
11:15 AM	4	237	0	241	303	0	0	303	1	0	0	1	545
11:30 AM	4	220	0	224	265	0	0	265	1	0	0	1	490
11:45 AM	1	261	0	262	319	0	0	319	1	0	0	1	582
Total	9	965	0	974	1189	0	0	1189	4	0	0	4	2167
12:00 PM	2	238	0	240	288	0	0	288	3	0	0	3	531
12:15 PM	6	239	0	245	338	0	0	338	4	0	0	4	587
12:30 PM	5	204	0	209	307	0	0	307	4	0	0	4	520
12:45 PM	4	240	0	244	298	0	0	298	1	0	0	1	543
Total	17	921	0	938	1231	0	0	1231	12	0	0	12	2181
Grand Total	26	1886	0	1912	2420	0	0	2420	16	0	0	16	4348
Approach %	1.4	98.6	0.0		100.0	0.0	0.0		100.0	0.0	0.0		
Total %	0.6	43.4	0.0	44.0	55.7	0.0	0.0	55.7	0.4	0.0	0.0	0.4	
Exiting Leg Total	2420				1902				26				4348
Cars	25	1879	0	1904	2414	0	0	2414	16	0	0	16	4334
% Cars	96.2	99.6	0.0	99.6	99.8	0.0	0.0	99.8	100.0	0.0	0.0	100.0	99.7
Exiting Leg Total	2414				1895				25				4334
Heavy Vehicles	1	7	0	8	6	0	0	6	0	0	0	0	14
% Heavy Vehicles	3.8	0.4	0.0	0.4	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.3
Exiting Leg Total	6				7				1				14

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:45 AM	Route 1 Bypass				SB	Route 1 Bypass				NB	Portsmouth Chevy Driveway				EB	Total
	from North					from South					from West					
	Right	Thru	U-Turn	Total		Thru	Left	U-Turn	Total		Right	Left	U-Turn	Total		
11:45 AM	1	261	0	262	319	0	0	319	1	0	0	1	582			
12:00 PM	2	238	0	240	288	0	0	288	3	0	0	3	531			
12:15 PM	6	239	0	245	338	0	0	338	4	0	0	4	587			
12:30 PM	5	204	0	209	307	0	0	307	4	0	0	4	520			
Total Volume	14	942	0	956	1252	0	0	1252	12	0	0	12	2220			
% Approach Total	1.5	98.5	0.0		100.0	0.0	0.0		100.0	0.0	0.0					
PHF	0.583	0.902	0.000	0.912	0.926	0.000	0.000	0.926	0.750	0.000	0.000	0.750	0.945			
Cars	14	940	0	954	1248	0	0	1248	12	0	0	12	2214			
Cars %	100.0	99.8	0.0	99.8	99.7	0.0	0.0	99.7	100.0	0.0	0.0	100.0	99.7			
Heavy Vehicles	0	2	0	2	4	0	0	4	0	0	0	0	6			
Heavy Vehicles %	0.0	0.2	0.0	0.2	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.3			
Cars Enter Leg	14	940	0	954	1248	0	0	1248	12	0	0	12	2214			
Heavy Enter Leg	0	2	0	2	4	0	0	4	0	0	0	0	6			
Total Entering Leg	14	942	0	956	1252	0	0	1252	12	0	0	12	2220			
Cars Exiting Leg	1248				952				14				2214			
Heavy Exiting Leg	4				2				0				6			
Total Exiting Leg	1252				954				14				2220			

PDI File #: **250481 A**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **W: Portsmouth Chevy Driveway**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Saturday, March 8, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**
 Class:



Cars

	Route 1 Bypass				Route 1 Bypass				Portsmouth Chevy Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
11:00 AM	0	246	0	246	302	0	0	302	1	0	0	1	549
11:15 AM	4	236	0	240	301	0	0	301	1	0	0	1	542
11:30 AM	3	219	0	222	265	0	0	265	1	0	0	1	488
11:45 AM	1	261	0	262	319	0	0	319	1	0	0	1	582
Total	8	962	0	970	1187	0	0	1187	4	0	0	4	2161
12:00 PM	2	237	0	239	287	0	0	287	3	0	0	3	529
12:15 PM	6	238	0	244	338	0	0	338	4	0	0	4	586
12:30 PM	5	204	0	209	304	0	0	304	4	0	0	4	517
12:45 PM	4	238	0	242	298	0	0	298	1	0	0	1	541
Total	17	917	0	934	1227	0	0	1227	12	0	0	12	2173
Grand Total	25	1879	0	1904	2414	0	0	2414	16	0	0	16	4334
Approach %	1.3	98.7	0.0		100.0	0.0	0.0		100.0	0.0	0.0		
Total %	0.6	43.4	0.0	43.9	55.7	0.0	0.0	55.7	0.4	0.0	0.0	0.4	
Exiting Leg Total	2414				1895				25				4334

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:45 AM	Route 1 Bypass				Route 1 Bypass				Portsmouth Chevy Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
11:45 AM	1	261	0	262	319	0	0	319	1	0	0	1	582
12:00 PM	2	237	0	239	287	0	0	287	3	0	0	3	529
12:15 PM	6	238	0	244	338	0	0	338	4	0	0	4	586
12:30 PM	5	204	0	209	304	0	0	304	4	0	0	4	517
Total Volume	14	940	0	954	1248	0	0	1248	12	0	0	12	2214
% Approach Total	1.5	98.5	0.0		100.0	0.0	0.0		100.0	0.0	0.0		
PHF	0.583	0.900	0.000	0.910	0.923	0.000	0.000	0.923	0.750	0.000	0.000	0.750	0.945
Entering Leg	14	940	0	954	1248	0	0	1248	12	0	0	12	2214
Exiting Leg				1248				952				14	2214
Total				2202				2200				26	4428

PDI File #: **250481 A**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **W: Portsmouth Chevy Driveway**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Saturday, March 8, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**



Class:

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

	Route 1 Bypass				Route 1 Bypass				Portsmouth Chevy Driveway				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
11:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	1	0	1	2	0	0	2	0	0	0	0	0	3
11:30 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	3	0	4	2	0	0	2	0	0	0	0	0	6
12:00 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	2
12:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	3	0	0	3	0	0	0	0	0	3
12:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	2
Total	0	4	0	4	4	0	0	4	0	0	0	0	0	8
Grand Total	1	7	0	8	6	0	0	6	0	0	0	0	0	14
Approach %	12.5	87.5	0.0		100.0	0.0	0.0		0.0	0.0	0.0			
Total %	7.1	50.0	0.0	57.1	42.9	0.0	0.0	42.9	0.0	0.0	0.0	0.0		
Exiting Leg Total	6				7				1				14	
Buses	0	1	0	1	1	0	0	1	0	0	0	0	0	2
% Buses	0.0	14.3	0.0	12.5	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	14.3
Exiting Leg Total	1				1				0				2	
Single-Unit Trucks	1	4	0	5	3	0	0	3	0	0	0	0	0	8
% Single-Unit	100.0	57.1	0.0	62.5	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	57.1
Exiting Leg Total	3				4				1				8	
Articulated Trucks	0	2	0	2	2	0	0	2	0	0	0	0	0	4
% Articulated	0.0	28.6	0.0	25.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	28.6
Exiting Leg Total	2				2				0				4	

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

12:00 PM	Route 1 Bypass				Route 1 Bypass				Portsmouth Chevy Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
12:00 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
12:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	3	0	0	3	0	0	0	0	3
12:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	2
Total Volume	0	4	0	4	4	0	0	4	0	0	0	0	8
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.500	0.333	0.000	0.000	0.333	0.000	0.000	0.000	0.000	0.667
Buses	0	1	0	1	0	0	0	0	0	0	0	0	1
Buses %	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5
Single-Unit Trucks	0	2	0	2	3	0	0	3	0	0	0	0	5
Single-Unit %	0.0	50.0	0.0	50.0	75.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	62.5
Articulated Trucks	0	1	0	1	1	0	0	1	0	0	0	0	2
Articulated %	0.0	25.0	0.0	25.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	25.0
Buses	0	1	0	1	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	2	0	2	3	0	0	3	0	0	0	0	5
Articulated Trucks	0	1	0	1	1	0	0	1	0	0	0	0	2
Total Entering Leg	0	4	0	4	4	0	0	4	0	0	0	0	8
Buses				0				1				0	1
Single-Unit Trucks				3				2				0	5
Articulated Trucks				1				1				0	2
Total Exiting Leg				4				4				0	8

PDI File #: **250481 A**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **W: Portsmouth Chevy Driveway**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Saturday, March 8, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**
 Class:



Buses

	Route 1 Bypass				Route 1 Bypass				Portsmouth Chevy Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	1	1	0	0	1	0	0	0	0	2
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	50.0	0.0	50.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1				1				0				2

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:00 AM	Route 1 Bypass				Route 1 Bypass				Portsmouth Chevy Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	1
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	1	0	0	1	0	0	0	0	1
Exiting Leg				1				0				0	1
Total				1				1				0	2

PDI File #: **250481 A**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **W: Portsmouth Chevy Driveway**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Saturday, March 8, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**
 Class:



Single-Unit Trucks

	Route 1 Bypass				Route 1 Bypass				Portsmouth Chevy Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
11:30 AM	1	1	0	2	0	0	0	0	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	2	0	3	0	0	0	0	0	0	0	0	3
12:00 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	2	0	0	2	0	0	0	0	2
12:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	3	0	0	3	0	0	0	0	5
Grand Total	1	4	0	5	3	0	0	3	0	0	0	0	8
Approach %	20.0	80.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
Total %	12.5	50.0	0.0	62.5	37.5	0.0	0.0	37.5	0.0	0.0	0.0	0.0	
Exiting Leg Total	3				4				1				8

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:15 AM	Route 1 Bypass				Route 1 Bypass				Portsmouth Chevy Driveway				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
11:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
11:30 AM	1	1	0	2	0	0	0	0	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
Total Volume	1	3	0	4	1	0	0	1	0	0	0	0	5
% Approach Total	25.0	75.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.250	0.750	0.000	0.500	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.625
Entering Leg	1	3	0	4	1	0	0	1	0	0	0	0	5
Exiting Leg				1				3				1	5
Total				5				4				1	10

PDI File #: **250481 A**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **W: Portsmouth Chevy Driveway**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Saturday, March 8, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**
 Class:



Articulated Trucks

	Route 1 Bypass				Route 1 Bypass				Portsmouth Chevy Driveway				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
11:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	1	0	0	1	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	1	0	0	1	0	0	0	0	0	2
Grand Total	0	2	0	2	2	0	0	2	0	0	0	0	0	4
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0			
Total %	0.0	50.0	0.0	50.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	2				2				0				4	

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:00 AM	Route 1 Bypass				Route 1 Bypass				Portsmouth Chevy Driveway				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
11:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	1	0	0	1	0	0	0	0	0	2
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0			
PHF	0.000	0.250	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000		0.500
Entering Leg	0	1	0	1	1	0	0	1	0	0	0	0	0	2
Exiting Leg				1				1					0	2
Total				2				2					0	4

PDI File #: 250481 A
Location: N: Route 1 Bypass S: Route 1 Bypass
Location: W: Portsmouth Chevy Driveway
City, State: Portsmouth, NH
Client: TF Moran/ J. Porter
Site Code: 45407.151
Count Date: Saturday, March 8, 2025
Start Time: 11:00 AM
End Time: 1:00 PM



Class: Bicycles (on Roadway and Crosswalks)

	Route 1 Bypass						Route 1 Bypass						Portsmouth Chevy Driveway						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:00 AM	Route 1 Bypass						Route 1 Bypass						Portsmouth Chevy Driveway						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **250481 A**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **W: Portsmouth Chevy Driveway**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Saturday, March 8, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**
 Class:



Pedestrians

	Route 1 Bypass						Route 1 Bypass						Portsmouth Chevy Driveway						Total	
	from North						from South						from West							
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	
Exiting Leg Total	0						0						2						2	

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:00 AM	Route 1 Bypass						Route 1 Bypass						Portsmouth Chevy Driveway						Total	
	from North						from South						from West							
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250		0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2
Exiting Leg	0						0						2						2	
Total	0						0						4						4	

PDI File #: **250481 B**
 Location: **N: Portsmouth Chevy Driveway**
 Location: **E: Coakley Road W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Portsmouth Chevy Driveway				Coakley Road				Coakley Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	1	2	0	3	7	0	0	7	10
7:15 AM	0	0	0	0	1	4	0	5	5	0	0	5	10
7:30 AM	0	3	0	3	2	7	0	9	6	0	0	6	18
7:45 AM	0	5	0	5	0	9	0	9	5	0	0	5	19
Total	0	8	0	8	4	22	0	26	23	0	0	23	57
8:00 AM	0	0	0	0	1	3	0	4	8	0	0	8	12
8:15 AM	0	1	0	1	3	4	0	7	9	0	0	9	17
8:30 AM	0	2	0	2	3	6	0	9	8	0	0	8	19
8:45 AM	0	4	0	4	1	3	0	4	7	0	0	7	15
Total	0	7	0	7	8	16	0	24	32	0	0	32	63
Grand Total	0	15	0	15	12	38	0	50	55	0	0	55	120
Approach %	0.0	100.0	0.0		24.0	76.0	0.0		100.0	0.0	0.0		
Total %	0.0	12.5	0.0	12.5	10.0	31.7	0.0	41.7	45.8	0.0	0.0	45.8	
Exiting Leg Total	12				70				38				120
Cars	0	15	0	15	12	33	0	45	51	0	0	51	111
% Cars	0.0	100.0	0.0	100.0	100.0	86.8	0.0	90.0	92.7	0.0	0.0	92.7	92.5
Exiting Leg Total	12				66				33				111
Heavy Vehicles	0	0	0	0	0	5	0	5	4	0	0	4	9
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	13.2	0.0	10.0	7.3	0.0	0.0	7.3	7.5
Exiting Leg Total	0				4				5				9

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

7:45 AM	Portsmouth Chevy Driveway				SB	Coakley Road				WB	Coakley Road				EB	Total
	from North					from East					from West					
	Right	Left	U-Turn	Total		Right	Thru	U-Turn	Total		Thru	Left	U-Turn	Total		
7:45 AM	0	5	0	5		0	9	0	9		5	0	0	5	19	
8:00 AM	0	0	0	0		1	3	0	4		8	0	0	8	12	
8:15 AM	0	1	0	1		3	4	0	7		9	0	0	9	17	
8:30 AM	0	2	0	2		3	6	0	9		8	0	0	8	19	
Total Volume	0	8	0	8		7	22	0	29		30	0	0	30	67	
% Approach Total	0.0	100.0	0.0			24.1	75.9	0.0			100.0	0.0	0.0			
PHF	0.000	0.400	0.000	0.400		0.583	0.611	0.000	0.806		0.833	0.000	0.000	0.833	0.882	
Cars	0	8	0	8		7	22	0	29		29	0	0	29	66	
Cars %	0.0	100.0	0.0	100.0		100.0	100.0	0.0	100.0		96.7	0.0	0.0	96.7	98.5	
Heavy Vehicles	0	0	0	0		0	0	0	0		1	0	0	1	1	
Heavy Vehicles %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		3.3	0.0	0.0	3.3	1.5	
Cars Enter Leg	0	8	0	8		7	22	0	29		29	0	0	29	66	
Heavy Enter Leg	0	0	0	0		0	0	0	0		1	0	0	1	1	
Total Entering Leg	0	8	0	8		7	22	0	29		30	0	0	30	67	
Cars Exiting Leg				7					37					22	66	
Heavy Exiting Leg				0					1					0	1	
Total Exiting Leg				7					38					22	67	

PDI File #: **250481 B**
 Location: **N: Portsmouth Chevy Driveway**
 Location: **E: Coakley Road W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Portsmouth Chevy Driveway				Coakley Road				Coakley Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	1	2	0	3	7	0	0	7	10
7:15 AM	0	0	0	0	1	2	0	3	4	0	0	4	7
7:30 AM	0	3	0	3	2	5	0	7	4	0	0	4	14
7:45 AM	0	5	0	5	0	9	0	9	4	0	0	4	18
Total	0	8	0	8	4	18	0	22	19	0	0	19	49
8:00 AM	0	0	0	0	1	3	0	4	8	0	0	8	12
8:15 AM	0	1	0	1	3	4	0	7	9	0	0	9	17
8:30 AM	0	2	0	2	3	6	0	9	8	0	0	8	19
8:45 AM	0	4	0	4	1	2	0	3	7	0	0	7	14
Total	0	7	0	7	8	15	0	23	32	0	0	32	62
Grand Total	0	15	0	15	12	33	0	45	51	0	0	51	111
Approach %	0.0	100.0	0.0		26.7	73.3	0.0		100.0	0.0	0.0		
Total %	0.0	13.5	0.0	13.5	10.8	29.7	0.0	40.5	45.9	0.0	0.0	45.9	
Exiting Leg Total	12				66				33				111

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

7:45 AM	Portsmouth Chevy Driveway				Coakley Road				Coakley Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:45 AM	0	5	0	5	0	9	0	9	4	0	0	4	18
8:00 AM	0	0	0	0	1	3	0	4	8	0	0	8	12
8:15 AM	0	1	0	1	3	4	0	7	9	0	0	9	17
8:30 AM	0	2	0	2	3	6	0	9	8	0	0	8	19
Total Volume	0	8	0	8	7	22	0	29	29	0	0	29	66
% Approach Total	0.0	100.0	0.0		24.1	75.9	0.0		100.0	0.0	0.0		
PHF	0.000	0.400	0.000	0.400	0.583	0.611	0.000	0.806	0.806	0.000	0.000	0.806	0.868
Entering Leg	0	8	0	8	7	22	0	29	29	0	0	29	66
Exiting Leg				7				37				22	66
Total				15				66				51	132

PDI File #: **250481 B**
 Location: **N: Portsmouth Chevy Driveway**
 Location: **E: Coakley Road W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Class:

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

	Portsmouth Chevy Driveway				Coakley Road				Coakley Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	2	0	2	1	0	0	1	3
7:30 AM	0	0	0	0	0	2	0	2	2	0	0	2	4
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	4	0	4	4	0	0	4	8
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	0	0	0	0	0	5	0	5	4	0	0	4	9
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	55.6	0.0	55.6	44.4	0.0	0.0	44.4	
Exiting Leg Total	0				4				5				9
Buses	0	0	0	0	0	2	0	2	2	0	0	2	4
% Buses	0.0	0.0	0.0	0.0	0.0	40.0	0.0	40.0	50.0	0.0	0.0	50.0	44.4
Exiting Leg Total	0				2				2				4
Single-Unit Trucks	0	0	0	0	0	2	0	2	2	0	0	2	4
% Single-Unit	0.0	0.0	0.0	0.0	0.0	40.0	0.0	40.0	50.0	0.0	0.0	50.0	44.4
Exiting Leg Total	0				2				2				4
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
% Articulated	0.0	0.0	0.0	0.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	11.1
Exiting Leg Total	0				0				1				1

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

7:00 AM	Portsmouth Chevy Driveway				Coakley Road				Coakley Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	2	0	2	1	0	0	1	3
7:30 AM	0	0	0	0	0	2	0	2	2	0	0	2	4
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	4	0	4	4	0	0	4	8
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.500	0.000	0.000	0.500	0.500
Buses	0	0	0	0	0	2	0	2	2	0	0	2	4
Buses %	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	50.0	0.0	0.0	50.0	50.0
Single-Unit Trucks	0	0	0	0	0	2	0	2	2	0	0	2	4
Single-Unit %	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	50.0	0.0	0.0	50.0	50.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	2	0	2	2	0	0	2	4
Single-Unit Trucks	0	0	0	0	0	2	0	2	2	0	0	2	4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	0	0	0	4	0	4	4	0	0	4	8
Buses				0				2				2	4
Single-Unit Trucks				0				2				2	4
Articulated Trucks				0				0				0	0
Total Exiting Leg				0				4				4	8

PDI File #: **250481 B**
 Location: **N: Portsmouth Chevy Driveway**
 Location: **E: Coakley Road W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Portsmouth Chevy Driveway				Coakley Road				Coakley Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
7:30 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	2	0	0	2	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	2	0	2	2	0	0	2	4
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	50.0	0.0	0.0	50.0	
Exiting Leg Total	0				2				2				4

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

7:00 AM	Portsmouth Chevy Driveway				Coakley Road				Coakley Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
7:30 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	2	0	0	2	4
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.500	0.000	0.000	0.500	0.500
Entering Leg	0	0	0	0	0	2	0	2	2	0	0	2	4
Exiting Leg				0				2				2	4
Total				0				4				4	8

PDI File #: **250481 B**
 Location: **N: Portsmouth Chevy Driveway**
 Location: **E: Coakley Road W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Portsmouth Chevy Driveway				Coakley Road				Coakley Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
7:30 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	2	0	2	2	0	0	2	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	2	0	2	2	0	0	2	4
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	50.0	0.0	0.0	50.0	
Exiting Leg Total	0				2				2				4

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

7:00 AM	Portsmouth Chevy Driveway				Coakley Road				Coakley Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
7:30 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	2	0	2	2	0	0	2	4
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.500	0.000	0.000	0.500	0.500
Entering Leg	0	0	0	0	0	2	0	2	2	0	0	2	4
Exiting Leg				0				2				2	4
Total				0				4				4	8

PDI File #: **250481 B**
 Location: **N: Portsmouth Chevy Driveway**
 Location: **E: Coakley Road W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Portsmouth Chevy Driveway				Coakley Road				Coakley Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	1
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0				0				1				1

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

8:00 AM	Portsmouth Chevy Driveway				Coakley Road				Coakley Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	1
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	1	0	1	0	0	0	0	1
Exiting Leg				0				0				1	1
Total				0				1				1	2

PDI File #: **250481 B**
 Location: **N: Portsmouth Chevy Driveway**
 Location: **E: Coakley Road W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Bicycles (on Roadway and Crosswalks)

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

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

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

PDI File #: **250481 B**
 Location: **N: Portsmouth Chevy Driveway**
 Location: **E: Coakley Road W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Portsmouth Chevy Driveway						Coakley Road						Coakley Road						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0

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

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

PDI File #: **250481 B**
 Location: **N: Portsmouth Chevy Driveway**
 Location: **E: Coakley Road W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**



Cars and Heavy Vehicles (Combined)

	Portsmouth Chevy Driveway				Coakley Road				Coakley Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	1	2	0	3	2	4	0	6	1	0	0	1	10
3:15 PM	0	1	0	1	0	5	0	5	4	0	0	4	10
3:30 PM	0	9	0	9	1	12	0	13	8	0	0	8	30
3:45 PM	0	2	0	2	1	9	1	11	12	0	0	12	25
Total	1	14	0	15	4	30	1	35	25	0	0	25	75
4:00 PM	0	10	0	10	1	2	0	3	2	0	0	2	15
4:15 PM	0	7	0	7	1	2	0	3	3	0	0	3	13
4:30 PM	0	6	0	6	2	3	0	5	3	0	0	3	14
4:45 PM	0	6	0	6	0	2	0	2	3	0	0	3	11
Total	0	29	0	29	4	9	0	13	11	0	0	11	53
5:00 PM	1	13	0	14	1	3	0	4	7	1	0	8	26
5:15 PM	0	6	0	6	0	4	0	4	3	0	0	3	13
5:30 PM	0	1	0	1	3	2	0	5	4	0	0	4	10
5:45 PM	0	6	0	6	1	5	0	6	2	0	0	2	14
Total	1	26	0	27	5	14	0	19	16	1	0	17	63
Grand Total	2	69	0	71	13	53	1	67	52	1	0	53	191
Approach %	2.8	97.2	0.0		19.4	79.1	1.5		98.1	1.9	0.0		
Total %	1.0	36.1	0.0	37.2	6.8	27.7	0.5	35.1	27.2	0.5	0.0	27.7	
Exiting Leg Total	14				122				55				191
Cars	2	68	0	70	12	51	1	64	50	1	0	51	185
% Cars	100.0	98.6	0.0	98.6	92.3	96.2	100.0	95.5	96.2	100.0	0.0	96.2	96.9
Exiting Leg Total	13				119				53				185
Heavy Vehicles	0	1	0	1	1	2	0	3	2	0	0	2	6
% Heavy Vehicles	0.0	1.4	0.0	1.4	7.7	3.8	0.0	4.5	3.8	0.0	0.0	3.8	3.1
Exiting Leg Total	1				3				2				6

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:30 PM	Portsmouth Chevy Driveway SB				Coakley Road WB				Coakley Road EB				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:30 PM	0	9	0	9	1	12	0	13	8	0	0	8	30
3:45 PM	0	2	0	2	1	9	1	11	12	0	0	12	25
4:00 PM	0	10	0	10	1	2	0	3	2	0	0	2	15
4:15 PM	0	7	0	7	1	2	0	3	3	0	0	3	13
Total Volume	0	28	0	28	4	25	1	30	25	0	0	25	83
% Approach Total	0.0	100.0	0.0		13.3	83.3	3.3		100.0	0.0	0.0		
PHF	0.000	0.700	0.000	0.700	1.000	0.521	0.250	0.577	0.521	0.000	0.000	0.521	0.692
Cars	0	28	0	28	3	24	1	28	23	0	0	23	79
Cars %	0.0	100.0	0.0	100.0	75.0	96.0	100.0	93.3	92.0	0.0	0.0	92.0	95.2
Heavy Vehicles	0	0	0	0	1	1	0	2	2	0	0	2	4
Heavy Vehicles %	0.0	0.0	0.0	0.0	25.0	4.0	0.0	6.7	8.0	0.0	0.0	8.0	4.8
Cars Enter Leg	0	28	0	28	3	24	1	28	23	0	0	23	79
Heavy Enter Leg	0	0	0	0	1	1	0	2	2	0	0	2	4
Total Entering Leg	0	28	0	28	4	25	1	30	25	0	0	25	83
Cars Exiting Leg				3				52				24	79
Heavy Exiting Leg				1				2				1	4
Total Exiting Leg				4				54				25	83

PDI File #: **250481 B**
 Location: **N: Portsmouth Chevy Driveway**
 Location: **E: Coakley Road W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Portsmouth Chevy Driveway				Coakley Road				Coakley Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	1	2	0	3	2	3	0	5	1	0	0	1	9
3:15 PM	0	1	0	1	0	5	0	5	4	0	0	4	10
3:30 PM	0	9	0	9	1	12	0	13	7	0	0	7	29
3:45 PM	0	2	0	2	1	8	1	10	11	0	0	11	23
Total	1	14	0	15	4	28	1	33	23	0	0	23	71
4:00 PM	0	10	0	10	0	2	0	2	2	0	0	2	14
4:15 PM	0	7	0	7	1	2	0	3	3	0	0	3	13
4:30 PM	0	6	0	6	2	3	0	5	3	0	0	3	14
4:45 PM	0	6	0	6	0	2	0	2	3	0	0	3	11
Total	0	29	0	29	3	9	0	12	11	0	0	11	52
5:00 PM	1	12	0	13	1	3	0	4	7	1	0	8	25
5:15 PM	0	6	0	6	0	4	0	4	3	0	0	3	13
5:30 PM	0	1	0	1	3	2	0	5	4	0	0	4	10
5:45 PM	0	6	0	6	1	5	0	6	2	0	0	2	14
Total	1	25	0	26	5	14	0	19	16	1	0	17	62
Grand Total	2	68	0	70	12	51	1	64	50	1	0	51	185
Approach %	2.9	97.1	0.0		18.8	79.7	1.6		98.0	2.0	0.0		
Total %	1.1	36.8	0.0	37.8	6.5	27.6	0.5	34.6	27.0	0.5	0.0	27.6	
Exiting Leg Total	13				119				53				185

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:30 PM	Portsmouth Chevy Driveway				Coakley Road				Coakley Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:30 PM	0	9	0	9	1	12	0	13	7	0	0	7	29
3:45 PM	0	2	0	2	1	8	1	10	11	0	0	11	23
4:00 PM	0	10	0	10	0	2	0	2	2	0	0	2	14
4:15 PM	0	7	0	7	1	2	0	3	3	0	0	3	13
Total Volume	0	28	0	28	3	24	1	28	23	0	0	23	79
% Approach Total	0.0	100.0	0.0		10.7	85.7	3.6		100.0	0.0	0.0		
PHF	0.000	0.700	0.000	0.700	0.750	0.500	0.250	0.538	0.523	0.000	0.000	0.523	0.681
Entering Leg	0	28	0	28	3	24	1	28	23	0	0	23	79
Exiting Leg				3				52				24	79
Total				31				80				47	158

PDI File #: **250481 B**
 Location: **N: Portsmouth Chevy Driveway**
 Location: **E: Coakley Road W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



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

	Portsmouth Chevy Driveway				Coakley Road				Coakley Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
3:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
Total	0	0	0	0	0	2	0	2	2	0	0	2	4
4:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	0	0	1
5:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	1	1	2	0	3	2	0	0	2	6
Approach %	0.0	100.0	0.0		33.3	66.7	0.0		100.0	0.0	0.0		
Total %	0.0	16.7	0.0	16.7	16.7	33.3	0.0	50.0	33.3	0.0	0.0	33.3	
Exiting Leg Total				1				3				2	6
Buses	0	0	0	0	0	1	0	1	1	0	0	1	2
% Buses	0.0	0.0	0.0	0.0	0.0	50.0	0.0	33.3	50.0	0.0	0.0	50.0	33.3
Exiting Leg Total				0				1				1	2
Single-Unit Trucks	0	0	0	0	1	1	0	2	1	0	0	1	3
% Single-Unit	0.0	0.0	0.0	0.0	100.0	50.0	0.0	66.7	50.0	0.0	0.0	50.0	50.0
Exiting Leg Total				1				1				1	3
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
% Articulated	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7
Exiting Leg Total				0				1				0	1

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	Portsmouth Chevy Driveway				Coakley Road				Coakley Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
3:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
Total Volume	0	0	0	0	0	2	0	2	2	0	0	2	4
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.500	0.000	0.000	0.500	0.500
Buses	0	0	0	0	0	1	0	1	1	0	0	1	2
Buses %	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	50.0	0.0	0.0	50.0	50.0
Single-Unit Trucks	0	0	0	0	0	1	0	1	1	0	0	1	2
Single-Unit %	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	50.0	0.0	0.0	50.0	50.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	1	0	1	1	0	0	1	2
Single-Unit Trucks	0	0	0	0	0	1	0	1	1	0	0	1	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	0	0	0	2	0	2	2	0	0	2	4
Buses				0				1				1	2
Single-Unit Trucks				0				1				1	2
Articulated Trucks				0				0				0	0
Total Exiting Leg				0				2				2	4

PDI File #: **250481 B**
 Location: **N: Portsmouth Chevy Driveway**
 Location: **E: Coakley Road W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Portsmouth Chevy Driveway				Coakley Road				Coakley Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
Total	0	0	0	0	0	1	0	1	1	0	0	1	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	1	0	1	1	0	0	1	2
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	50.0	0.0	0.0	50.0	
Exiting Leg Total	0				1				1				2

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	Portsmouth Chevy Driveway				Coakley Road				Coakley Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
Total Volume	0	0	0	0	0	1	0	1	1	0	0	1	2
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250	0.000	0.000	0.250	0.250
Entering Leg	0	0	0	0	0	1	0	1	1	0	0	1	2
Exiting Leg				0				1				1	2
Total				0				2				2	4

PDI File #: **250481 B**
 Location: **N: Portsmouth Chevy Driveway**
 Location: **E: Coakley Road W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Portsmouth Chevy Driveway				Coakley Road				Coakley Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	1	0	0	1	2
4:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	1	1	0	2	1	0	0	1	3
Approach %	0.0	0.0	0.0		50.0	50.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	33.3	33.3	0.0	66.7	33.3	0.0	0.0	33.3	
Exiting Leg Total	1				1				1				3

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	Portsmouth Chevy Driveway				Coakley Road				Coakley Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	1	0	0	1	2
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250	0.000	0.000	0.250	0.500
Entering Leg	0	0	0	0	0	1	0	1	1	0	0	1	2
Exiting Leg				0				1				1	2
Total				0				2				2	4

PDI File #: **250481 B**
 Location: **N: Portsmouth Chevy Driveway**
 Location: **E: Coakley Road W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Portsmouth Chevy Driveway					Coakley Road				Coakley Road				Total
	from North					from East				from West				
	Right	Left	U-Turn	Total		Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	1	1	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	1	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	1		0	0	0	0	0	0	0	0	1
Approach %	0.0	100.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	100.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					1				0				1

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

4:15 PM	Portsmouth Chevy Driveway				Coakley Road				Coakley Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	100.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	1	0	1	0	0	0	0	0	0	0	0	1
Exiting Leg				0				1				0	1
Total				1				1				0	2

PDI File #: **250481 B**
 Location: **N: Portsmouth Chevy Driveway**
 Location: **E: Coakley Road W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**



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

	Portsmouth Chevy Driveway						Coakley Road						Coakley Road						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	2
Grand Total	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	2
Approach %	100.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	50.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1						0						1						2

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

4:30 PM	Portsmouth Chevy Driveway						Coakley Road						Coakley Road						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	2
Total Volume	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	2
% Approach Total	100.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	2
Exiting Leg	1						0						1						2
Total	2						1						1						4

PDI File #: **250481 B**
 Location: **N: Portsmouth Chevy Driveway**
 Location: **E: Coakley Road W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Portsmouth Chevy Driveway						Coakley Road						Coakley Road						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0	0	0	100	0		0	0	0	0	0		0	0	0	0	0		
Total %	0	0	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total	1						0						0						1

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:45 PM	Portsmouth Chevy Driveway						Coakley Road						Coakley Road						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	1						0						0						1
Total	2						0						0						2

PDI File #: **250481 B**
 Location: **N: Portsmouth Chevy Driveway**
 Location: **E: Coakley Road W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Saturday, March 8, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Portsmouth Chevy Driveway				Coakley Road				Coakley Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
11:00 AM	0	5	0	5	1	3	0	4	3	0	0	3	12
11:15 AM	2	0	0	2	2	3	0	5	5	0	0	5	12
11:30 AM	0	5	0	5	0	3	0	3	0	0	0	0	8
11:45 AM	0	2	0	2	1	2	0	3	4	0	0	4	9
Total	2	12	0	14	4	11	0	15	12	0	0	12	41
12:00 PM	0	3	0	3	2	3	0	5	2	0	0	2	10
12:15 PM	0	0	0	0	1	4	0	5	1	0	0	1	6
12:30 PM	1	4	0	5	4	4	0	8	3	0	0	3	16
12:45 PM	0	3	0	3	0	3	0	3	4	0	0	4	10
Total	1	10	0	11	7	14	0	21	10	0	0	10	42
Grand Total	3	22	0	25	11	25	0	36	22	0	0	22	83
Approach %	12.0	88.0	0.0		30.6	69.4	0.0		100.0	0.0	0.0		
Total %	3.6	26.5	0.0	30.1	13.3	30.1	0.0	43.4	26.5	0.0	0.0	26.5	
Exiting Leg Total	11				44				28				83
Cars	3	22	0	25	10	25	0	35	21	0	0	21	81
% Cars	100.0	100.0	0.0	100.0	90.9	100.0	0.0	97.2	95.5	0.0	0.0	95.5	97.6
Exiting Leg Total	10				43				28				81
Heavy Vehicles	0	0	0	0	1	0	0	1	1	0	0	1	2
% Heavy Vehicles	0.0	0.0	0.0	0.0	9.1	0.0	0.0	2.8	4.5	0.0	0.0	4.5	2.4
Exiting Leg Total	1				1				0				2

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

12:00 PM	Portsmouth Chevy Driveway				Coakley Road				Coakley Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
12:00 PM	0	3	0	3	2	3	0	5	2	0	0	2	10
12:15 PM	0	0	0	0	1	4	0	5	1	0	0	1	6
12:30 PM	1	4	0	5	4	4	0	8	3	0	0	3	16
12:45 PM	0	3	0	3	0	3	0	3	4	0	0	4	10
Total Volume	1	10	0	11	7	14	0	21	10	0	0	10	42
% Approach Total	9.1	90.9	0.0		33.3	66.7	0.0		100.0	0.0	0.0		
PHF	0.250	0.625	0.000	0.550	0.438	0.875	0.000	0.656	0.625	0.000	0.000	0.625	0.656
Cars	1	10	0	11	7	14	0	21	9	0	0	9	41
Cars %	100.0	100.0	0.0	100.0	100.0	100.0	0.0	100.0	90.0	0.0	0.0	90.0	97.6
Heavy Vehicles	0	0	0	0	0	0	0	0	1	0	0	1	1
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	10.0	2.4
Cars Enter Leg	1	10	0	11	7	14	0	21	9	0	0	9	41
Heavy Enter Leg	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Entering Leg	1	10	0	11	7	14	0	21	10	0	0	10	42
Cars Exiting Leg				7				19				15	41
Heavy Exiting Leg				0				1				0	1
Total Exiting Leg				7				20				15	42

PDI File #: **250481 B**
 Location: **N: Portsmouth Chevy Driveway**
 Location: **E: Coakley Road W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Saturday, March 8, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**
 Class:



Cars

	Portsmouth Chevy Driveway				Coakley Road				Coakley Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
11:00 AM	0	5	0	5	1	3	0	4	3	0	0	3	12
11:15 AM	2	0	0	2	1	3	0	4	5	0	0	5	11
11:30 AM	0	5	0	5	0	3	0	3	0	0	0	0	8
11:45 AM	0	2	0	2	1	2	0	3	4	0	0	4	9
Total	2	12	0	14	3	11	0	14	12	0	0	12	40
12:00 PM	0	3	0	3	2	3	0	5	2	0	0	2	10
12:15 PM	0	0	0	0	1	4	0	5	0	0	0	0	5
12:30 PM	1	4	0	5	4	4	0	8	3	0	0	3	16
12:45 PM	0	3	0	3	0	3	0	3	4	0	0	4	10
Total	1	10	0	11	7	14	0	21	9	0	0	9	41
Grand Total	3	22	0	25	10	25	0	35	21	0	0	21	81
Approach %	12.0	88.0	0.0		28.6	71.4	0.0		100.0	0.0	0.0		
Total %	3.7	27.2	0.0	30.9	12.3	30.9	0.0	43.2	25.9	0.0	0.0	25.9	
Exiting Leg Total	10				43				28				81

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

12:00 PM	Portsmouth Chevy Driveway				Coakley Road				Coakley Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
12:00 PM	0	3	0	3	2	3	0	5	2	0	0	2	10
12:15 PM	0	0	0	0	1	4	0	5	0	0	0	0	5
12:30 PM	1	4	0	5	4	4	0	8	3	0	0	3	16
12:45 PM	0	3	0	3	0	3	0	3	4	0	0	4	10
Total Volume	1	10	0	11	7	14	0	21	9	0	0	9	41
% Approach Total	9.1	90.9	0.0		33.3	66.7	0.0		100.0	0.0	0.0		
PHF	0.250	0.625	0.000	0.550	0.438	0.875	0.000	0.656	0.563	0.000	0.000	0.563	0.641
Entering Leg	1	10	0	11	7	14	0	21	9	0	0	9	41
Exiting Leg				7				19				15	41
Total				18				40				24	82

PDI File #: **250481 B**
 Location: **N: Portsmouth Chevy Driveway**
 Location: **E: Coakley Road W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Saturday, March 8, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**



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

	Portsmouth Chevy Driveway				Coakley Road				Coakley Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	0	0	1	0	0	1	1	0	0	1	2
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	50.0	0.0	0.0	50.0	
Exiting Leg Total	1				1				0				2
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	50.0
Exiting Leg Total	0				1				0				1
Single-Unit Trucks	0	0	0	0	1	0	0	1	0	0	0	0	1
% Single-Unit	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	50.0
Exiting Leg Total	1				0				0				1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0				0				0				0

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:00 AM	Portsmouth Chevy Driveway				Coakley Road				Coakley Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	1
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	0	0	0	1	0	0	1	0	0	0	0	1
Single-Unit %	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	1	0	0	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	0	0	1	0	0	1	0	0	0	0	1
Buses				0				0				0	0
Single-Unit Trucks				1				0				0	1
Articulated Trucks				0				0				0	0
Total Exiting Leg				1				0				0	1

PDI File #: **250481 B**
 Location: **N: Portsmouth Chevy Driveway**
 Location: **E: Coakley Road W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Saturday, March 8, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**
 Class:



Buses

	Portsmouth Chevy Driveway				Coakley Road				Coakley Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	0	0	0	0	0	0	1	0	0	1	1
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	
Exiting Leg Total	0				1				0				1

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:30 AM	Portsmouth Chevy Driveway				Coakley Road				Coakley Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	1
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	1	0	0	1	1
Exiting Leg				0				1				0	1
Total				0				1				1	2

PDI File #: **250481 B**
 Location: **N: Portsmouth Chevy Driveway**
 Location: **E: Coakley Road W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Saturday, March 8, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**
 Class:



Single-Unit Trucks

	Portsmouth Chevy Driveway				Coakley Road				Coakley Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	1	0	0	1	0	0	0	0	1
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1				0				0				1

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:00 AM	Portsmouth Chevy Driveway				Coakley Road				Coakley Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	1
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	1	0	0	1	0	0	0	0	1
Exiting Leg				1				0				0	1
Total				1				1				0	2

PDI File #: **250481 B**
 Location: **N: Portsmouth Chevy Driveway**
 Location: **E: Coakley Road W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Saturday, March 8, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**
 Class:



Articulated Trucks

	Portsmouth Chevy Driveway				Coakley Road				Coakley Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0				0				0				0

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:00 AM	Portsmouth Chevy Driveway				Coakley Road				Coakley Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg				0				0				0	0
Total				0				0				0	0

PDI File #: **250481 B**
 Location: **N: Portsmouth Chevy Driveway**
 Location: **E: Coakley Road W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Saturday, March 8, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**



Bicycles (on Roadway and Crosswalks)

	Portsmouth Chevy Driveway						Coakley Road						Coakley Road						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
12:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	1	0	1	0	0	0	1	1	0	0	0	0	1	3
Grand Total	0	1	0	0	0	1	0	1	0	0	0	1	1	0	0	0	0	1	3
Approach %	0.0	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		
Total %	0.0	33.3	0.0	0.0	0.0	33.3	0.0	33.3	0.0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	33.3	
Exiting Leg Total	0						2						1						3

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

12:00 PM	Portsmouth Chevy Driveway						Coakley Road						Coakley Road						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	0	1	0	1	0	0	0	0	1	1	0	0	0	0	1
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.750
Entering Leg	0	1	0	0	0	1	0	1	0	0	0	1	1	0	0	0	0	1	3
Exiting Leg	0						2						1						3
Total	1						3						2						6

PDI File #: **250481 B**
 Location: **N: Portsmouth Chevy Driveway**
 Location: **E: Coakley Road W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Saturday, March 8, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**
 Class:



Pedestrians

	Portsmouth Chevy Driveway						Coakley Road						Coakley Road						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:00 AM	Portsmouth Chevy Driveway						Coakley Road						Coakley Road						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **250481 C**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Cottage Street W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Route 1 Bypass					Cottage Street					Route 1 Bypass					Coakley Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	2	224	1	0	227	2	0	5	0	7	6	150	2	0	158	2	1	4	0	7	399
7:15 AM	2	247	0	0	249	5	0	7	0	12	10	213	3	0	226	6	0	2	0	8	495
7:30 AM	5	267	1	1	274	1	1	13	0	15	12	218	3	0	233	4	0	4	0	8	530
7:45 AM	6	300	9	0	315	6	3	21	0	30	8	264	3	0	275	3	2	5	0	10	630
Total	15	1038	11	1	1065	14	4	46	0	64	36	845	11	0	892	15	3	15	0	33	2054
8:00 AM	2	272	4	0	278	2	1	36	1	40	9	199	4	1	213	6	1	5	0	12	543
8:15 AM	2	267	3	0	272	5	0	30	0	35	9	247	3	0	259	4	1	6	0	11	577
8:30 AM	4	292	11	0	307	7	1	25	0	33	12	182	4	0	198	4	0	6	0	10	548
8:45 AM	2	294	10	0	306	0	0	17	0	17	13	246	2	0	261	4	1	7	0	12	596
Total	10	1125	28	0	1163	14	2	108	1	125	43	874	13	1	931	18	3	24	0	45	2264
Grand Total	25	2163	39	1	2228	28	6	154	1	189	79	1719	24	1	1823	33	6	39	0	78	4318
Approach %	1.1	97.1	1.8	0.0		14.8	3.2	81.5	0.5		4.3	94.3	1.3	0.1		42.3	7.7	50.0	0.0		
Total %	0.6	50.1	0.9	0.0	51.6	0.6	0.1	3.6	0.0	4.4	1.8	39.8	0.6	0.0	42.2	0.8	0.1	0.9	0.0	1.8	
Exiting Leg Total	1787					125					2351					55					4318
Cars	20	2106	38	1	2165	26	6	144	1	177	75	1614	23	1	1713	29	5	37	0	71	4126
% Cars	80.0	97.4	97.4	100.0	97.2	92.9	100.0	93.5	100.0	93.7	94.9	93.9	95.8	100.0	94.0	87.9	83.3	94.9	0.0	91.0	95.6
Exiting Leg Total	1678					119					2280					49					4126
Heavy Vehicles	5	57	1	0	63	2	0	10	0	12	4	105	1	0	110	4	1	2	0	7	192
% Heavy Vehicles	20.0	2.6	2.6	0.0	2.8	7.1	0.0	6.5	0.0	6.3	5.1	6.1	4.2	0.0	6.0	12.1	16.7	5.1	0.0	9.0	4.4
Exiting Leg Total	109					6					71					6					192

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

7:45 AM	Route 1 Bypass					Cottage Street					Route 1 Bypass					Coakley Road						
	from North					from East					from South					from West						Total
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:45 AM	6	300	9	0	315	6	3	21	0	30	8	264	3	0	275	3	2	5	0	10	630	
8:00 AM	2	272	4	0	278	2	1	36	1	40	9	199	4	1	213	6	1	5	0	12	543	
8:15 AM	2	267	3	0	272	5	0	30	0	35	9	247	3	0	259	4	1	6	0	11	577	
8:30 AM	4	292	11	0	307	7	1	25	0	33	12	182	4	0	198	4	0	6	0	10	548	
Total Volume	14	1131	27	0	1172	20	5	112	1	138	38	892	14	1	945	17	4	22	0	43	2298	
% Approach Total	1.2	96.5	2.3	0.0		14.5	3.6	81.2	0.7		4.0	94.4	1.5	0.1		39.5	9.3	51.2	0.0			
PHF	0.583	0.943	0.614	0.000	0.930	0.714	0.417	0.778	0.250	0.863	0.792	0.845	0.875	0.250	0.859	0.708	0.500	0.917	0.000	0.896	0.912	
Cars	14	1105	26	0	1145	19	5	104	1	129	36	850	14	1	901	16	3	22	0	41	2216	
Cars %	100.0	97.7	96.3	0.0	97.7	95.0	100.0	92.9	100.0	93.5	94.7	95.3	100.0	100.0	95.3	94.1	75.0	100.0	0.0	95.3	96.4	
Heavy Vehicles	0	26	1	0	27	1	0	8	0	9	2	42	0	0	44	1	1	0	0	2	82	
Heavy Vehicles %	0.0	2.3	3.7	0.0	2.3	5.0	0.0	7.1	0.0	6.5	5.3	4.7	0.0	0.0	4.7	5.9	25.0	0.0	0.0	4.7	3.6	
Cars Enter Leg	14	1105	26	0	1145	19	5	104	1	129	36	850	14	1	901	16	3	22	0	41	2216	
Heavy Enter Leg	0	26	1	0	27	1	0	8	0	9	2	42	0	0	44	1	1	0	0	2	82	
Total Entering Leg	14	1131	27	0	1172	20	5	112	1	138	38	892	14	1	945	17	4	22	0	43	2298	
Cars Exiting Leg					891					66					1226					33	2216	
Heavy Exiting Leg					43					4					35					0	82	
Total Exiting Leg					934					70					1261					33	2298	

PDI File #: **250481 C**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Cottage Street W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Route 1 Bypass					Cottage Street					Route 1 Bypass					Coakley Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	2	212	1	0	215	2	0	4	0	6	6	140	2	0	148	2	1	4	0	7	376
7:15 AM	1	242	0	0	243	5	0	7	0	12	9	194	2	0	205	5	0	1	0	6	466
7:30 AM	2	262	1	1	266	0	1	12	0	13	11	200	3	0	214	2	0	3	0	5	498
7:45 AM	6	292	8	0	306	6	3	18	0	27	8	249	3	0	260	2	1	5	0	8	601
Total	11	1008	10	1	1030	13	4	41	0	58	34	783	10	0	827	11	2	13	0	26	1941
8:00 AM	2	267	4	0	273	2	1	34	1	38	9	188	4	1	202	6	1	5	0	12	525
8:15 AM	2	260	3	0	265	5	0	28	0	33	9	239	3	0	251	4	1	6	0	11	560
8:30 AM	4	286	11	0	301	6	1	24	0	31	10	174	4	0	188	4	0	6	0	10	530
8:45 AM	1	285	10	0	296	0	0	17	0	17	13	230	2	0	245	4	1	7	0	12	570
Total	9	1098	28	0	1135	13	2	103	1	119	41	831	13	1	886	18	3	24	0	45	2185
Grand Total	20	2106	38	1	2165	26	6	144	1	177	75	1614	23	1	1713	29	5	37	0	71	4126
Approach %	0.9	97.3	1.8	0.0		14.7	3.4	81.4	0.6		4.4	94.2	1.3	0.1		40.8	7.0	52.1	0.0		
Total %	0.5	51.0	0.9	0.0	52.5	0.6	0.1	3.5	0.0	4.3	1.8	39.1	0.6	0.0	41.5	0.7	0.1	0.9	0.0	1.7	
Exiting Leg Total	1678					119					2280					49					4126

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

7:45 AM	Route 1 Bypass					Cottage Street					Route 1 Bypass					Coakley Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	6	292	8	0	306	6	3	18	0	27	8	249	3	0	260	2	1	5	0	8	601
8:00 AM	2	267	4	0	273	2	1	34	1	38	9	188	4	1	202	6	1	5	0	12	525
8:15 AM	2	260	3	0	265	5	0	28	0	33	9	239	3	0	251	4	1	6	0	11	560
8:30 AM	4	286	11	0	301	6	1	24	0	31	10	174	4	0	188	4	0	6	0	10	530
Total Volume	14	1105	26	0	1145	19	5	104	1	129	36	850	14	1	901	16	3	22	0	41	2216
% Approach Total	1.2	96.5	2.3	0.0		14.7	3.9	80.6	0.8		4.0	94.3	1.6	0.1		39.0	7.3	53.7	0.0		
PHF	0.583	0.946	0.591	0.000	0.935	0.792	0.417	0.765	0.250	0.849	0.900	0.853	0.875	0.250	0.866	0.667	0.750	0.917	0.000	0.854	0.922
Entering Leg	14	1105	26	0	1145	19	5	104	1	129	36	850	14	1	901	16	3	22	0	41	2216
Exiting Leg	891					66					1226					33					2216
Total	2036					195					2127					74					4432

PDI File #: **250481 C**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Cottage Street W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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

	Route 1 Bypass					Cottage Street					Route 1 Bypass					Coakley Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	12	0	0	12	0	0	1	0	1	0	10	0	0	10	0	0	0	0	0	23
7:15 AM	1	5	0	0	6	0	0	0	0	0	1	19	1	0	21	1	0	1	0	2	29
7:30 AM	3	5	0	0	8	1	0	1	0	2	1	18	0	0	19	2	0	1	0	3	32
7:45 AM	0	8	1	0	9	0	0	3	0	3	0	15	0	0	15	1	1	0	0	2	29
Total	4	30	1	0	35	1	0	5	0	6	2	62	1	0	65	4	1	2	0	7	113
8:00 AM	0	5	0	0	5	0	0	2	0	2	0	11	0	0	11	0	0	0	0	0	18
8:15 AM	0	7	0	0	7	0	0	2	0	2	0	8	0	0	8	0	0	0	0	0	17
8:30 AM	0	6	0	0	6	1	0	1	0	2	2	8	0	0	10	0	0	0	0	0	18
8:45 AM	1	9	0	0	10	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	26
Total	1	27	0	0	28	1	0	5	0	6	2	43	0	0	45	0	0	0	0	0	79
Grand Total	5	57	1	0	63	2	0	10	0	12	4	105	1	0	110	4	1	2	0	7	192
Approach %	7.9	90.5	1.6	0.0		16.7	0.0	83.3	0.0		3.6	95.5	0.9	0.0		57.1	14.3	28.6	0.0		
Total %	2.6	29.7	0.5	0.0	32.8	1.0	0.0	5.2	0.0	6.3	2.1	54.7	0.5	0.0	57.3	2.1	0.5	1.0	0.0	3.6	
Exiting Leg Total	109					6					71					6					192
Buses	2	8	0	0	10	0	0	7	0	7	4	11	0	0	15	0	0	2	0	2	34
% Buses	40.0	14.0	0.0	0.0	15.9	0.0	0.0	70.0	0.0	58.3	100.0	10.5	0.0	0.0	13.6	0.0	0.0	100.0	0.0	28.6	17.7
Exiting Leg Total	13					4					15					2					34
Single-Unit Trucks	2	44	1	0	47	2	0	3	0	5	0	80	1	0	81	4	1	0	0	5	138
% Single-Unit	40.0	77.2	100.0	0.0	74.6	100.0	0.0	30.0	0.0	41.7	0.0	76.2	100.0	0.0	73.6	100.0	100.0	0.0	0.0	71.4	71.9
Exiting Leg Total	82					2					51					3					138
Articulated Trucks	1	5	0	0	6	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	20
% Articulated	20.0	8.8	0.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0	13.3	0.0	0.0	12.7	0.0	0.0	0.0	0.0	0.0	10.4
Exiting Leg Total	14					0					5					1					20

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

7:00 AM	Route 1 Bypass					Cottage Street					Route 1 Bypass					Coakley Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	12	0	0	12	0	0	1	0	1	0	10	0	0	10	0	0	0	0	0	23
7:15 AM	1	5	0	0	6	0	0	0	0	0	1	19	1	0	21	1	0	1	0	2	29
7:30 AM	3	5	0	0	8	1	0	1	0	2	1	18	0	0	19	2	0	1	0	3	32
7:45 AM	0	8	1	0	9	0	0	3	0	3	0	15	0	0	15	1	1	0	0	2	29
Total Volume	4	30	1	0	35	1	0	5	0	6	2	62	1	0	65	4	1	2	0	7	113
% Approach Total	11.4	85.7	2.9	0.0		16.7	0.0	83.3	0.0		3.1	95.4	1.5	0.0		57.1	14.3	28.6	0.0		
PHF	0.333	0.625	0.250	0.000	0.729	0.250	0.000	0.417	0.000	0.500	0.500	0.816	0.250	0.000	0.774	0.500	0.250	0.500	0.000	0.583	0.883
Buses	2	6	0	0	8	0	0	4	0	4	2	7	0	0	9	0	0	2	0	2	23
Buses %	50.0	20.0	0.0	0.0	22.9	0.0	0.0	80.0	0.0	66.7	100.0	11.3	0.0	0.0	13.8	0.0	0.0	100.0	0.0	28.6	20.4
Single-Unit Trucks	2	21	1	0	24	1	0	1	0	2	0	45	1	0	46	4	1	0	0	5	77
Single-Unit %	50.0	70.0	100.0	0.0	68.6	100.0	0.0	20.0	0.0	33.3	0.0	72.6	100.0	0.0	70.8	100.0	100.0	0.0	0.0	71.4	68.1
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	13
Articulated %	0.0	10.0	0.0	0.0	8.6	0.0	0.0	0.0	0.0	0.0	0.0	16.1	0.0	0.0	15.4	0.0	0.0	0.0	0.0	0.0	11.5
Buses	2	6	0	0	8	0	0	4	0	4	2	7	0	0	9	0	0	2	0	2	23
Single-Unit Trucks	2	21	1	0	24	1	0	1	0	2	0	45	1	0	46	4	1	0	0	5	77
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	13
Total Entering Leg	4	30	1	0	35	1	0	5	0	6	2	62	1	0	65	4	1	2	0	7	113
Buses	9					2					10					2					23
Single-Unit Trucks	46					2					26					3					77
Articulated Trucks	10					0					3					0					13
Total Exiting Leg	65					4					39					5					113

PDI File #: **250481 C**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Cottage Street W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Route 1 Bypass					Cottage Street					Route 1 Bypass					Coakley Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	4	0	0	4	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	8
7:15 AM	1	1	0	0	2	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	5
7:30 AM	1	0	0	0	1	0	0	1	0	1	1	2	0	0	3	0	0	1	0	1	6
7:45 AM	0	1	0	0	1	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	4
Total	2	6	0	0	8	0	0	4	0	4	2	7	0	0	9	0	0	2	0	2	23
8:00 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	2	0	0	2	0	0	3	0	3	2	4	0	0	6	0	0	0	0	0	11
Grand Total	2	8	0	0	10	0	0	7	0	7	4	11	0	0	15	0	0	2	0	2	34
Approach %	20.0	80.0	0.0	0.0		0.0	0.0	100.0	0.0		26.7	73.3	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	5.9	23.5	0.0	0.0	29.4	0.0	0.0	20.6	0.0	20.6	11.8	32.4	0.0	0.0	44.1	0.0	0.0	5.9	0.0	5.9	
Exiting Leg Total	13					4					15					2					34

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

7:00 AM	Route 1 Bypass					Cottage Street					Route 1 Bypass					Coakley Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	4	0	0	4	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	8
7:15 AM	1	1	0	0	2	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	5
7:30 AM	1	0	0	0	1	0	0	1	0	1	1	2	0	0	3	0	0	1	0	1	6
7:45 AM	0	1	0	0	1	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	4
Total Volume	2	6	0	0	8	0	0	4	0	4	2	7	0	0	9	0	0	2	0	2	23
% Approach Total	25.0	75.0	0.0	0.0		0.0	0.0	100.0	0.0		22.2	77.8	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.500	0.375	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.500	0.500	0.583	0.000	0.000	0.750	0.000	0.000	0.500	0.000	0.500	0.719
Entering Leg	2	6	0	0	8	0	0	4	0	4	2	7	0	0	9	0	0	2	0	2	23
Exiting Leg	9					2					10					2					23
Total	17					6					19					4					46

PDI File #: **250481 C**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Cottage Street W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Route 1 Bypass					Cottage Street					Route 1 Bypass					Coakley Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	13
7:15 AM	0	3	0	0	3	0	0	0	0	0	0	16	1	0	17	1	0	0	0	1	21
7:30 AM	2	5	0	0	7	1	0	0	0	1	0	14	0	0	14	2	0	0	0	2	24
7:45 AM	0	6	1	0	7	0	0	1	0	1	0	9	0	0	9	1	1	0	0	2	19
Total	2	21	1	0	24	1	0	1	0	2	0	45	1	0	46	4	1	0	0	5	77
8:00 AM	0	4	0	0	4	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	16
8:15 AM	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	12
8:30 AM	0	6	0	0	6	1	0	1	0	2	0	5	0	0	5	0	0	0	0	0	13
8:45 AM	0	9	0	0	9	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	20
Total	0	23	0	0	23	1	0	2	0	3	0	35	0	0	35	0	0	0	0	0	61
Grand Total	2	44	1	0	47	2	0	3	0	5	0	80	1	0	81	4	1	0	0	5	138
Approach %	4.3	93.6	2.1	0.0		40.0	0.0	60.0	0.0		0.0	98.8	1.2	0.0		80.0	20.0	0.0	0.0		
Total %	1.4	31.9	0.7	0.0	34.1	1.4	0.0	2.2	0.0	3.6	0.0	58.0	0.7	0.0	58.7	2.9	0.7	0.0	0.0	3.6	
Exiting Leg Total	82					2					51					3					138

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

7:15 AM	Route 1 Bypass					Cottage Street					Route 1 Bypass					Coakley Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	0	3	0	0	3	0	0	0	0	0	0	16	1	0	17	1	0	0	0	1	21
7:30 AM	2	5	0	0	7	1	0	0	0	1	0	14	0	0	14	2	0	0	0	2	24
7:45 AM	0	6	1	0	7	0	0	1	0	1	0	9	0	0	9	1	1	0	0	2	19
8:00 AM	0	4	0	0	4	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	16
Total Volume	2	18	1	0	21	1	0	2	0	3	0	50	1	0	51	4	1	0	0	5	80
% Approach Total	9.5	85.7	4.8	0.0		33.3	0.0	66.7	0.0		0.0	98.0	2.0	0.0		80.0	20.0	0.0	0.0		
PHF	0.250	0.750	0.250	0.000	0.750	0.250	0.000	0.500	0.000	0.750	0.000	0.781	0.250	0.000	0.750	0.500	0.250	0.000	0.000	0.625	0.833
Entering Leg	2	18	1	0	21	1	0	2	0	3	0	50	1	0	51	4	1	0	0	5	80
Exiting Leg	51					2					24					3					80
Total	72					5					75					8					160

PDI File #: **250481 C**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Cottage Street W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Route 1 Bypass					Cottage Street					Route 1 Bypass					Coakley Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	6
Total	0	3	0	0	3	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	13
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
8:45 AM	1	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4
Total	1	2	0	0	3	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	7
Grand Total	1	5	0	0	6	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	20
Approach %	16.7	83.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	5.0	25.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	70.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	14					0					5					1					20

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

7:00 AM	Route 1 Bypass					Cottage Street					Route 1 Bypass					Coakley Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	6
Total Volume	0	3	0	0	3	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0	13
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	
PHF	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.542
Entering Leg	0	3	0	0	3	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0	13
Exiting Leg	10					0					3					0					13
Total	13					0					13					0					26

PDI File #: **250481 C**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Cottage Street W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Route 1 Bypass							Cottage Street							Route 1 Bypass							Coakley Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0							0							0							0							0

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

7:00 AM	Route 1 Bypass								Cottage Street								Route 1 Bypass								Coakley Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000				
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Exiting Leg	0								0								0								0								0
Total	0								0								0								0								0

PDI File #: **250481 C**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Cottage Street W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Route 1 Bypass							Cottage Street							Route 1 Bypass							Coakley Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0							0							0							0							0

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

7:00 AM	Route 1 Bypass								Cottage Street								Route 1 Bypass								Coakley Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000				
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Exiting Leg	0								0								0								0								0
Total	0								0								0								0								0

PDI File #: **250481 C**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Cottage Street W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Route 1 Bypass					Cottage Street					Route 1 Bypass					Coakley Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	5	213	6	1	225	6	0	31	0	37	6	376	3	0	385	1	0	3	0	4	651
3:15 PM	4	216	5	1	226	4	1	19	0	24	11	324	1	1	337	3	0	3	0	6	593
3:30 PM	6	197	11	3	217	15	1	30	0	46	13	253	4	0	270	8	1	9	0	18	551
3:45 PM	3	249	10	2	264	4	3	31	0	38	10	374	4	0	388	3	3	7	0	13	703
Total	18	875	32	7	932	29	5	111	0	145	40	1327	12	1	1380	15	4	22	0	41	2498
4:00 PM	1	208	4	2	215	11	2	24	0	37	10	354	1	0	365	3	2	8	0	13	630
4:15 PM	3	236	7	0	246	1	1	20	0	22	8	361	5	0	374	3	0	7	0	10	652
4:30 PM	2	187	10	1	200	10	0	30	0	40	8	329	5	0	342	5	0	4	0	9	591
4:45 PM	2	226	2	0	230	7	0	35	0	42	12	353	0	0	365	2	1	7	0	10	647
Total	8	857	23	3	891	29	3	109	0	141	38	1397	11	0	1446	13	3	26	0	42	2520
5:00 PM	5	214	10	1	230	13	2	30	0	45	8	344	1	0	353	7	1	11	0	19	647
5:15 PM	4	209	5	1	219	7	0	33	0	40	7	368	4	0	379	4	0	8	0	12	650
5:30 PM	2	200	4	0	206	6	1	22	0	29	11	319	2	0	332	3	1	2	0	6	573
5:45 PM	0	197	4	1	202	7	1	18	0	26	4	287	5	0	296	4	0	4	0	8	532
Total	11	820	23	3	857	33	4	103	0	140	30	1318	12	0	1360	18	2	25	0	45	2402
Grand Total	37	2552	78	13	2680	91	12	323	0	426	108	4042	35	1	4186	46	9	73	0	128	7420
Approach %	1.4	95.2	2.9	0.5		21.4	2.8	75.8	0.0		2.6	96.6	0.8	0.0		35.9	7.0	57.0	0.0		
Total %	0.5	34.4	1.1	0.2	36.1	1.2	0.2	4.4	0.0	5.7	1.5	54.5	0.5	0.0	56.4	0.6	0.1	1.0	0.0	1.7	
Exiting Leg Total	4219					195					2922					84					7420
Cars	35	2515	78	13	2641	89	12	317	0	418	105	3995	34	1	4135	45	8	72	0	125	7319
% Cars	94.6	98.6	100.0	100.0	98.5	97.8	100.0	98.1	0.0	98.1	97.2	98.8	97.1	100.0	98.8	97.8	88.9	98.6	0.0	97.7	98.6
Exiting Leg Total	4169					191					2878					81					7319
Heavy Vehicles	2	37	0	0	39	2	0	6	0	8	3	47	1	0	51	1	1	1	0	3	101
% Heavy Vehicles	5.4	1.4	0.0	0.0	1.5	2.2	0.0	1.9	0.0	1.9	2.8	1.2	2.9	0.0	1.2	2.2	11.1	1.4	0.0	2.3	1.4
Exiting Leg Total	50					4					44					3					101

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:45 PM	Route 1 Bypass					Cottage Street					Route 1 Bypass					Coakley Road					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:45 PM	3	249	10	2	264	4	3	31	0	38	10	374	4	0	388	3	3	7	0	13	703
4:00 PM	1	208	4	2	215	11	2	24	0	37	10	354	1	0	365	3	2	8	0	13	630
4:15 PM	3	236	7	0	246	1	1	20	0	22	8	361	5	0	374	3	0	7	0	10	652
4:30 PM	2	187	10	1	200	10	0	30	0	40	8	329	5	0	342	5	0	4	0	9	591
Total Volume	9	880	31	5	925	26	6	105	0	137	36	1418	15	0	1469	14	5	26	0	45	2576
% Approach Total	1.0	95.1	3.4	0.5		19.0	4.4	76.6	0.0		2.5	96.5	1.0	0.0		31.1	11.1	57.8	0.0		
PHF	0.750	0.884	0.775	0.625	0.876	0.591	0.500	0.847	0.000	0.856	0.900	0.948	0.750	0.000	0.947	0.700	0.417	0.813	0.000	0.865	0.916
Cars	8	871	31	5	915	25	6	104	0	135	35	1398	14	0	1447	14	4	26	0	44	2541
Cars %	88.9	99.0	100.0	100.0	98.9	96.2	100.0	99.0	0.0	98.5	97.2	98.6	93.3	0.0	98.5	100.0	80.0	100.0	0.0	97.8	98.6
Heavy Vehicles	1	9	0	0	10	1	0	1	0	2	1	20	1	0	22	0	1	0	0	1	35
Heavy Vehicles %	11.1	1.0	0.0	0.0	1.1	3.8	0.0	1.0	0.0	1.5	2.8	1.4	6.7	0.0	1.5	0.0	20.0	0.0	0.0	2.2	1.4
Cars Enter Leg	8	871	31	5	915	25	6	104	0	135	35	1398	14	0	1447	14	4	26	0	44	2541
Heavy Enter Leg	1	9	0	0	10	1	0	1	0	2	1	20	1	0	22	0	1	0	0	1	35
Total Entering Leg	9	880	31	5	925	26	6	105	0	137	36	1418	15	0	1469	14	5	26	0	45	2576
Cars Exiting Leg	1454					70					989					28					2541
Heavy Exiting Leg	21					2					10					2					35
Total Exiting Leg	1475					72					999					30					2576

PDI File #: **250481 C**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Cottage Street W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Route 1 Bypass					Cottage Street					Route 1 Bypass					Coakley Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	4	207	6	1	218	6	0	30	0	36	6	370	3	0	379	1	0	3	0	4	637
3:15 PM	4	211	5	1	221	4	1	19	0	24	11	318	1	1	331	3	0	3	0	6	582
3:30 PM	6	193	11	3	213	15	1	30	0	46	12	245	4	0	261	7	1	9	0	17	537
3:45 PM	3	245	10	2	260	4	3	31	0	38	10	364	3	0	377	3	2	7	0	12	687
Total	17	856	32	7	912	29	5	110	0	144	39	1297	11	1	1348	14	3	22	0	39	2443
4:00 PM	1	205	4	2	212	11	2	23	0	36	10	350	1	0	361	3	2	8	0	13	622
4:15 PM	3	234	7	0	244	1	1	20	0	22	8	357	5	0	370	3	0	7	0	10	646
4:30 PM	1	187	10	1	199	9	0	30	0	39	7	327	5	0	339	5	0	4	0	9	586
4:45 PM	2	223	2	0	227	7	0	34	0	41	12	352	0	0	364	2	1	7	0	10	642
Total	7	849	23	3	882	28	3	107	0	138	37	1386	11	0	1434	13	3	26	0	42	2496
5:00 PM	5	211	10	1	227	12	2	30	0	44	8	344	1	0	353	7	1	10	0	18	642
5:15 PM	4	206	5	1	216	7	0	31	0	38	7	367	4	0	378	4	0	8	0	12	644
5:30 PM	2	196	4	0	202	6	1	22	0	29	10	316	2	0	328	3	1	2	0	6	565
5:45 PM	0	197	4	1	202	7	1	17	0	25	4	285	5	0	294	4	0	4	0	8	529
Total	11	810	23	3	847	32	4	100	0	136	29	1312	12	0	1353	18	2	24	0	44	2380
Grand Total	35	2515	78	13	2641	89	12	317	0	418	105	3995	34	1	4135	45	8	72	0	125	7319
Approach %	1.3	95.2	3.0	0.5		21.3	2.9	75.8	0.0		2.5	96.6	0.8	0.0		36.0	6.4	57.6	0.0		
Total %	0.5	34.4	1.1	0.2	36.1	1.2	0.2	4.3	0.0	5.7	1.4	54.6	0.5	0.0	56.5	0.6	0.1	1.0	0.0	1.7	
Exiting Leg Total	4169					191					2878					81					7319

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:45 PM	Route 1 Bypass					Cottage Street					Route 1 Bypass					Coakley Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:45 PM	3	245	10	2	260	4	3	31	0	38	10	364	3	0	377	3	2	7	0	12	687
4:00 PM	1	205	4	2	212	11	2	23	0	36	10	350	1	0	361	3	2	8	0	13	622
4:15 PM	3	234	7	0	244	1	1	20	0	22	8	357	5	0	370	3	0	7	0	10	646
4:30 PM	1	187	10	1	199	9	0	30	0	39	7	327	5	0	339	5	0	4	0	9	586
Total Volume	8	871	31	5	915	25	6	104	0	135	35	1398	14	0	1447	14	4	26	0	44	2541
% Approach Total	0.9	95.2	3.4	0.5		18.5	4.4	77.0	0.0		2.4	96.6	1.0	0.0		31.8	9.1	59.1	0.0		
PHF	0.667	0.889	0.775	0.625	0.880	0.568	0.500	0.839	0.000	0.865	0.875	0.960	0.700	0.000	0.960	0.700	0.500	0.813	0.000	0.846	0.925
Entering Leg	8	871	31	5	915	25	6	104	0	135	35	1398	14	0	1447	14	4	26	0	44	2541
Exiting Leg	1454					70					989					28					2541
Total	2369					205					2436					72					5082

PDI File #: **250481 C**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Cottage Street W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



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

	Route 1 Bypass					Cottage Street					Route 1 Bypass					Coakley Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	1	6	0	0	7	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	14
3:15 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
3:30 PM	0	4	0	0	4	0	0	0	0	0	1	8	0	0	9	1	0	0	0	1	14
3:45 PM	0	4	0	0	4	0	0	0	0	0	0	10	1	0	11	0	1	0	0	1	16
Total	1	19	0	0	20	0	0	1	0	1	1	30	1	0	32	1	1	0	0	2	55
4:00 PM	0	3	0	0	3	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	8
4:15 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
4:30 PM	1	0	0	0	1	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	5
4:45 PM	0	3	0	0	3	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	5
Total	1	8	0	0	9	1	0	2	0	3	1	11	0	0	12	0	0	0	0	0	24
5:00 PM	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	5
5:15 PM	0	3	0	0	3	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	6
5:30 PM	0	4	0	0	4	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	8
5:45 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	3
Total	0	10	0	0	10	1	0	3	0	4	1	6	0	0	7	0	0	1	0	1	22
Grand Total	2	37	0	0	39	2	0	6	0	8	3	47	1	0	51	1	1	1	0	3	101
Approach %	5.1	94.9	0.0	0.0		25.0	0.0	75.0	0.0		5.9	92.2	2.0	0.0		33.3	33.3	33.3	0.0		
Total %	2.0	36.6	0.0	0.0	38.6	2.0	0.0	5.9	0.0	7.9	3.0	46.5	1.0	0.0	50.5	1.0	1.0	1.0	0.0	3.0	
Exiting Leg Total	50					4					44					3					101
Buses	0	3	0	0	3	1	0	3	0	4	2	13	1	0	16	0	1	0	0	1	24
% Buses	0.0	8.1	0.0	0.0	7.7	50.0	0.0	50.0	0.0	50.0	66.7	27.7	100.0	0.0	31.4	0.0	100.0	0.0	0.0	33.3	23.8
Exiting Leg Total	14					3					6					1					24
Single-Unit Trucks	2	27	0	0	29	1	0	3	0	4	1	27	0	0	28	1	0	0	0	1	62
% Single-Unit	100.0	73.0	0.0	0.0	74.4	50.0	0.0	50.0	0.0	50.0	33.3	57.4	0.0	0.0	54.9	100.0	0.0	0.0	0.0	33.3	61.4
Exiting Leg Total	28					1					31					2					62
Articulated Trucks	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	15
% Articulated	0.0	18.9	0.0	0.0	17.9	0.0	0.0	0.0	0.0	0.0	0.0	14.9	0.0	0.0	13.7	0.0	0.0	100.0	0.0	33.3	14.9
Exiting Leg Total	8					0					7					0					15

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	Route 1 Bypass					Cottage Street					Route 1 Bypass					Coakley Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	1	6	0	0	7	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	14
3:15 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
3:30 PM	0	4	0	0	4	0	0	0	0	0	1	8	0	0	9	1	0	0	0	1	14
3:45 PM	0	4	0	0	4	0	0	0	0	0	0	10	1	0	11	0	1	0	0	1	16
Total Volume	1	19	0	0	20	0	0	1	0	1	1	30	1	0	32	1	1	0	0	2	55
% Approach Total	5.0	95.0	0.0	0.0		0.0	0.0	100.0	0.0		3.1	93.8	3.1	0.0		50.0	50.0	0.0	0.0		
PHF	0.250	0.792	0.000	0.000	0.714	0.000	0.000	0.250	0.000	0.250	0.250	0.750	0.250	0.000	0.727	0.250	0.250	0.000	0.000	0.500	0.859
Buses	0	2	0	0	2	0	0	0	0	0	1	9	1	0	11	0	1	0	0	1	14
Buses %	0.0	10.5	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	100.0	30.0	100.0	0.0	34.4	0.0	100.0	0.0	0.0	50.0	25.5
Single-Unit Trucks	1	12	0	0	13	0	0	1	0	1	0	15	0	0	15	1	0	0	0	1	30
Single-Unit %	100.0	63.2	0.0	0.0	65.0	0.0	0.0	100.0	0.0	100.0	0.0	50.0	0.0	0.0	46.9	100.0	0.0	0.0	0.0	50.0	54.5
Articulated Trucks	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
Articulated %	0.0	26.3	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	18.8	0.0	0.0	0.0	0.0	0.0	20.0
Buses	0	2	0	0	2	0	0	0	0	0	1	9	1	0	11	0	1	0	0	1	14
Single-Unit Trucks	1	12	0	0	13	0	0	1	0	1	0	15	0	0	15	1	0	0	0	1	30
Articulated Trucks	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
Total Entering Leg	1	19	0	0	20	0	0	1	0	1	1	30	1	0	32	1	1	0	0	2	55
Buses	9					2					2					1					14
Single-Unit Trucks	15					0					14					1					30
Articulated Trucks	6					0					5					0					11
Total Exiting Leg	30					2					21					2					55

PDI File #: **250481 C**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Cottage Street W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Route 1 Bypass					Cottage Street					Route 1 Bypass					Coakley Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
3:30 PM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	4
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	1	0	0	1	6
Total	0	2	0	0	2	0	0	0	0	0	1	9	1	0	11	0	1	0	0	1	14
4:00 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	5
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	1	0	2	0	3	1	0	0	0	1	0	0	0	0	0	5
Grand Total	0	3	0	0	3	1	0	3	0	4	2	13	1	0	16	0	1	0	0	1	24
Approach %	0.0	100.0	0.0	0.0		25.0	0.0	75.0	0.0		12.5	81.3	6.3	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	12.5	0.0	0.0	12.5	4.2	0.0	12.5	0.0	16.7	8.3	54.2	4.2	0.0	66.7	0.0	4.2	0.0	0.0	4.2	
Exiting Leg Total	14					3					6					1					24

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:15 PM	Route 1 Bypass					Cottage Street					Route 1 Bypass					Coakley Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
3:30 PM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	4
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	1	0	0	1	6
4:00 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	3
Total Volume	0	1	0	0	1	0	0	1	0	1	1	10	1	0	12	0	1	0	0	1	15
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		8.3	83.3	8.3	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.250	0.625	0.250	0.000	0.600	0.000	0.250	0.000	0.000	0.250	0.625
Entering Leg	0	1	0	0	1	0	0	1	0	1	1	10	1	0	12	0	1	0	0	1	15
Exiting Leg	10					2					2					1					15
Total	11					3					14					2					30

PDI File #: **250481 C**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Cottage Street W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Route 1 Bypass					Cottage Street					Route 1 Bypass					Coakley Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	1	5	0	0	6	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	10
3:15 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	6
3:45 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Total	1	12	0	0	13	0	0	1	0	1	0	15	0	0	15	1	0	0	0	1	30
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
4:15 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
4:30 PM	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3
4:45 PM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4
Total	1	6	0	0	7	1	0	1	0	2	1	7	0	0	8	0	0	0	0	0	17
5:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
5:30 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
5:45 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
Total	0	9	0	0	9	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	15
Grand Total	2	27	0	0	29	1	0	3	0	4	1	27	0	0	28	1	0	0	0	1	62
Approach %	6.9	93.1	0.0	0.0		25.0	0.0	75.0	0.0		3.6	96.4	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	3.2	43.5	0.0	0.0	46.8	1.6	0.0	4.8	0.0	6.5	1.6	43.5	0.0	0.0	45.2	1.6	0.0	0.0	0.0	1.6	
Exiting Leg Total	28					1					31					2					62

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	Route 1 Bypass					Cottage Street					Route 1 Bypass					Coakley Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	1	5	0	0	6	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	10
3:15 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	6
3:45 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Total Volume	1	12	0	0	13	0	0	1	0	1	0	15	0	0	15	1	0	0	0	1	30
% Approach Total	7.7	92.3	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.250	0.600	0.000	0.000	0.542	0.000	0.000	0.250	0.000	0.250	0.000	0.750	0.000	0.000	0.750	0.250	0.000	0.000	0.000	0.250	0.750
Entering Leg	1	12	0	0	13	0	0	1	0	1	0	15	0	0	15	1	0	0	0	1	30
Exiting Leg	15					0					14					1					30
Total	28					1					29					2					60

PDI File #: **250481 C**
Location: **N: Route 1 Bypass S: Route 1 Bypass**
Location: **E: Cottage Street W: Coakley Road**
City, State: **Portsmouth, NH**
Client: **TF Moran/ J. Porter**
Site Code: **45407.151**
Count Date: **Thursday, March 6, 2025**
Start Time: **3:00 PM**
End Time: **6:00 PM**
Class:



Articulated Trucks

	Route 1 Bypass					Cottage Street					Route 1 Bypass					Coakley Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
3:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
3:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
Grand Total	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	15
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	46.7	0.0	0.0	46.7	0.0	0.0	0.0	0.0	0.0	0.0	46.7	0.0	0.0	46.7	0.0	0.0	6.7	0.0	6.7	
Exiting Leg Total	8					0					7					0					15

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	Route 1 Bypass					Cottage Street					Route 1 Bypass					Coakley Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
3:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
3:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total Volume	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.417	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.688
Entering Leg	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
Exiting Leg	6					0					5					0					11
Total	11					0					11					0					22

PDI File #: **250481 C**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Cottage Street W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Route 1 Bypass								Cottage Street								Route 1 Bypass								Coakley Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Grand Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0			0.0	100.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	0								0								0								1								1

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

4:30 PM	Route 1 Bypass								Cottage Street								Route 1 Bypass								Coakley Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
Total Volume	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250				
Entering Leg	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
Exiting Leg	0								0								0								1								1
Total	0								1								0								1								2

PDI File #: **250481 C**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Cottage Street W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Route 1 Bypass							Cottage Street							Route 1 Bypass							Coakley Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0	0	0	0	100	0		0	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		
Total %	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total	1							0							0							0							1

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:45 PM	Route 1 Bypass							Cottage Street							Route 1 Bypass							Coakley Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	1							0							0							0							1
Total	2							0							0							0							2

PDI File #: **250481 C**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Cottage Street W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Saturday, March 8, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Route 1 Bypass					Cottage Street					Route 1 Bypass					Coakley Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	1	234	6	0	241	3	1	20	0	24	6	291	2	0	299	3	0	6	0	9	573
11:15 AM	1	243	3	0	247	4	1	21	0	26	8	292	3	0	303	5	0	2	0	7	583
11:30 AM	1	212	8	2	223	3	2	22	0	27	8	245	0	0	253	2	0	4	0	6	509
11:45 AM	0	256	6	1	263	4	0	23	0	27	7	307	3	0	317	3	0	3	0	6	613
Total	3	945	23	3	974	14	4	86	0	104	29	1135	8	0	1172	13	0	15	0	28	2278
12:00 PM	3	231	2	0	236	5	1	23	0	29	4	255	2	0	261	1	1	3	0	5	531
12:15 PM	1	234	8	0	243	4	1	15	0	20	13	296	2	0	311	0	1	0	0	1	575
12:30 PM	4	197	5	0	206	1	1	18	0	20	14	283	5	0	302	1	2	6	0	9	537
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	662	15	0	685	10	3	56	0	69	31	834	9	0	874	2	4	9	0	15	1643
Grand Total	11	1607	38	3	1659	24	7	142	0	173	60	1969	17	0	2046	15	4	24	0	43	3921
Approach %	0.7	96.9	2.3	0.2		13.9	4.0	82.1	0.0		2.9	96.2	0.8	0.0		34.9	9.3	55.8	0.0		
Total %	0.3	41.0	1.0	0.1	42.3	0.6	0.2	3.6	0.0	4.4	1.5	50.2	0.4	0.0	52.2	0.4	0.1	0.6	0.0	1.1	
Exiting Leg Total	2020					102					1764					35					3921
Cars	11	1601	38	3	1653	24	7	139	0	170	57	1964	17	0	2038	15	2	24	0	41	3902
% Cars	100.0	99.6	100.0	100.0	99.6	100.0	100.0	97.9	0.0	98.3	95.0	99.7	100.0	0.0	99.6	100.0	50.0	100.0	0.0	95.3	99.5
Exiting Leg Total	2015					97					1755					35					3902
Heavy Vehicles	0	6	0	0	6	0	0	3	0	3	3	5	0	0	8	0	2	0	0	2	19
% Heavy Vehicles	0.0	0.4	0.0	0.0	0.4	0.0	0.0	2.1	0.0	1.7	5.0	0.3	0.0	0.0	0.4	0.0	50.0	0.0	0.0	4.7	0.5
Exiting Leg Total	5					5					9					0					19

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:00 AM	Route 1 Bypass SB					Cottage Street WB					Route 1 Bypass NB					Coakley Road EB					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	1	234	6	0	241	3	1	20	0	24	6	291	2	0	299	3	0	6	0	9	573
11:15 AM	1	243	3	0	247	4	1	21	0	26	8	292	3	0	303	5	0	2	0	7	583
11:30 AM	1	212	8	2	223	3	2	22	0	27	8	245	0	0	253	2	0	4	0	6	509
11:45 AM	0	256	6	1	263	4	0	23	0	27	7	307	3	0	317	3	0	3	0	6	613
Total Volume	3	945	23	3	974	14	4	86	0	104	29	1135	8	0	1172	13	0	15	0	28	2278
% Approach Total	0.3	97.0	2.4	0.3		13.5	3.8	82.7	0.0		2.5	96.8	0.7	0.0		46.4	0.0	53.6	0.0		
PHF	0.750	0.923	0.719	0.375	0.926	0.875	0.500	0.935	0.000	0.963	0.906	0.924	0.667	0.000	0.924	0.650	0.000	0.625	0.000	0.778	0.929
Cars	3	942	23	3	971	14	4	84	0	102	28	1132	8	0	1168	13	0	15	0	28	2269
Cars %	100.0	99.7	100.0	100.0	99.7	100.0	100.0	97.7	0.0	98.1	96.6	99.7	100.0	0.0	99.7	100.0	0.0	100.0	0.0	100.0	99.6
Heavy Vehicles	0	3	0	0	3	0	0	2	0	2	1	3	0	0	4	0	0	0	0	0	9
Heavy Vehicles %	0.0	0.3	0.0	0.0	0.3	0.0	0.0	2.3	0.0	1.9	3.4	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.4
Cars Enter Leg	3	942	23	3	971	14	4	84	0	102	28	1132	8	0	1168	13	0	15	0	28	2269
Heavy Enter Leg	0	3	0	0	3	0	0	2	0	2	1	3	0	0	4	0	0	0	0	0	9
Total Entering Leg	3	945	23	3	974	14	4	86	0	104	29	1135	8	0	1172	13	0	15	0	28	2278
Cars Exiting Leg	1164					51					1039					15					2269
Heavy Exiting Leg	3					1					5					0					9
Total Exiting Leg	1167					52					1044					15					2278

PDI File #: **250481 C**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Cottage Street W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Saturday, March 8, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**
 Class:



Cars

	Route 1 Bypass					Cottage Street					Route 1 Bypass					Coakley Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	1	233	6	0	240	3	1	19	0	23	6	291	2	0	299	3	0	6	0	9	571
11:15 AM	1	241	3	0	245	4	1	21	0	26	8	289	3	0	300	5	0	2	0	7	578
11:30 AM	1	212	8	2	223	3	2	22	0	27	7	245	0	0	252	2	0	4	0	6	508
11:45 AM	0	256	6	1	263	4	0	22	0	26	7	307	3	0	317	3	0	3	0	6	612
Total	3	942	23	3	971	14	4	84	0	102	28	1132	8	0	1168	13	0	15	0	28	2269
12:00 PM	3	230	2	0	235	5	1	22	0	28	4	255	2	0	261	1	1	3	0	5	529
12:15 PM	1	232	8	0	241	4	1	15	0	20	13	296	2	0	311	0	0	0	0	0	572
12:30 PM	4	197	5	0	206	1	1	18	0	20	12	281	5	0	298	1	1	6	0	8	532
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	659	15	0	682	10	3	55	0	68	29	832	9	0	870	2	2	9	0	13	1633
Grand Total	11	1601	38	3	1653	24	7	139	0	170	57	1964	17	0	2038	15	2	24	0	41	3902
Approach %	0.7	96.9	2.3	0.2		14.1	4.1	81.8	0.0		2.8	96.4	0.8	0.0		36.6	4.9	58.5	0.0		
Total %	0.3	41.0	1.0	0.1	42.4	0.6	0.2	3.6	0.0	4.4	1.5	50.3	0.4	0.0	52.2	0.4	0.1	0.6	0.0	1.1	
Exiting Leg Total	2015					97					1755					35					3902

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:00 AM	Route 1 Bypass					Cottage Street					Route 1 Bypass					Coakley Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	1	233	6	0	240	3	1	19	0	23	6	291	2	0	299	3	0	6	0	9	571
11:15 AM	1	241	3	0	245	4	1	21	0	26	8	289	3	0	300	5	0	2	0	7	578
11:30 AM	1	212	8	2	223	3	2	22	0	27	7	245	0	0	252	2	0	4	0	6	508
11:45 AM	0	256	6	1	263	4	0	22	0	26	7	307	3	0	317	3	0	3	0	6	612
Total Volume	3	942	23	3	971	14	4	84	0	102	28	1132	8	0	1168	13	0	15	0	28	2269
% Approach Total	0.3	97.0	2.4	0.3		13.7	3.9	82.4	0.0		2.4	96.9	0.7	0.0		46.4	0.0	53.6	0.0		
PHF	0.750	0.920	0.719	0.375	0.923	0.875	0.500	0.955	0.000	0.944	0.875	0.922	0.667	0.000	0.921	0.650	0.000	0.625	0.000	0.778	0.927
Entering Leg	3	942	23	3	971	14	4	84	0	102	28	1132	8	0	1168	13	0	15	0	28	2269
Exiting Leg	1164					51					1039					15					2269
Total	2135					153					2207					43					4538

PDI File #: **250481 C**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Cottage Street W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Saturday, March 8, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**



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

	Route 1 Bypass					Cottage Street					Route 1 Bypass					Coakley Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	2	0	2	1	3	0	0	4	0	0	0	0	0	9
12:00 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	0	1	0	0	1	5
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	1	0	1	2	2	0	0	4	0	2	0	0	2	10
Grand Total	0	6	0	0	6	0	0	3	0	3	3	5	0	0	8	0	2	0	0	2	19
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		37.5	62.5	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	31.6	0.0	0.0	31.6	0.0	0.0	15.8	0.0	15.8	15.8	26.3	0.0	0.0	42.1	0.0	10.5	0.0	0.0	10.5	
Exiting Leg Total	5					5					9					0					19
Buses	0	0	0	0	0	0	0	2	0	2	3	1	0	0	4	0	0	0	0	0	6
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	66.7	100.0	20.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	31.6
Exiting Leg Total	1					3					2					0					6
Single-Unit Trucks	0	4	0	0	4	0	0	1	0	1	0	1	0	0	1	0	2	0	0	2	8
% Single-Unit	0.0	66.7	0.0	0.0	66.7	0.0	0.0	33.3	0.0	33.3	0.0	20.0	0.0	0.0	12.5	0.0	100.0	0.0	0.0	100.0	42.1
Exiting Leg Total	1					2					5					0					8
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
% Articulated	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	26.3
Exiting Leg Total	3					0					2					0					5

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:45 AM	Route 1 Bypass					Cottage Street					Route 1 Bypass					Coakley Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	0	1	0	0	0	5
Total Volume	0	3	0	0	3	0	0	2	0	2	2	2	0	0	4	0	2	0	0	2	11
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		50.0	50.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.500	0.000	0.500	0.250	0.250	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.500	0.550
Buses	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	3
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	100.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	27.3
Single-Unit Trucks	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	5
Single-Unit %	0.0	66.7	0.0	0.0	66.7	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	45.5
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Articulated %	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	27.3
Buses	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	3
Single-Unit Trucks	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	5
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total Entering Leg	0	3	0	0	3	0	0	2	0	2	2	2	0	0	4	0	2	0	0	2	11
Buses	0					2					1					0					3
Single-Unit Trucks	0					2					3					0					5
Articulated Trucks	2					0					1					0					3
Total Exiting Leg	2					4					5					0					11

PDI File #: **250481 C**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Cottage Street W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Saturday, March 8, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**
 Class:



Buses

	Route 1 Bypass					Cottage Street					Route 1 Bypass					Coakley Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	3
12:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	3
Grand Total	0	0	0	0	0	0	0	2	0	2	3	1	0	0	4	0	0	0	0	0	6
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		75.0	25.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	33.3	50.0	16.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1					3					2					0					6

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:00 AM	Route 1 Bypass					Cottage Street					Route 1 Bypass					Coakley Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	3
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0		50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	3
Exiting Leg					1					1					1						3
Total	1					2					3					0					6

PDI File #: **250481 C**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Cottage Street W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Saturday, March 8, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**
 Class:



Single-Unit Trucks

	Route 1 Bypass					Cottage Street					Route 1 Bypass					Coakley Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
Grand Total	0	4	0	0	4	0	0	1	0	1	0	1	0	0	1	0	2	0	0	2	8
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	50.0	0.0	0.0	12.5	0.0	12.5	0.0	12.5	0.0	0.0	12.5	0.0	25.0	0.0	0.0	25.0	
Exiting Leg Total	1					2					5					0					8

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:15 AM	Route 1 Bypass					Cottage Street					Route 1 Bypass					Coakley Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	3	0	0	3	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	5
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.417
Entering Leg	0	3	0	0	3	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	5
Exiting Leg	1					0					4					0					5
Total	4					1					5					0					10

PDI File #: **250481 C**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Cottage Street W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Saturday, March 8, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**
 Class:



Articulated Trucks

	Route 1 Bypass					Cottage Street					Route 1 Bypass					Coakley Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Grand Total	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	40.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	3					0					2					0					5

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:45 AM	Route 1 Bypass					Cottage Street					Route 1 Bypass					Coakley Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total Volume	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.375
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Exiting Leg					2					0		1			1					0	3
Total	3					0					3					0					6

PDI File #: 250481 C
Location: N: Route 1 Bypass S: Route 1 Bypass
Location: E: Cottage Street W: Coakley Road
City, State: Portsmouth, NH
Client: TF Moran/ J. Porter
Site Code: 45407.151
Count Date: Saturday, March 8, 2025
Start Time: 11:00 AM
End Time: 1:00 PM
Class:



Bicycles (on Roadway and Crosswalks)

	Route 1 Bypass							Cottage Street							Route 1 Bypass							Coakley Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0							0							1							1							2

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:45 AM	Route 1 Bypass								Cottage Street								Route 1 Bypass								Coakley Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1				
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
Total Volume	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	2				
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500				
Entering Leg	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	2				
Exiting Leg	0								0								1								1								2
Total	0								1								2								1								4

PDI File #: **250481 C**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Cottage Street W: Coakley Road**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Saturday, March 8, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**
 Class:



Pedestrians

	Route 1 Bypass							Cottage Street							Route 1 Bypass							Coakley Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	4	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	4	
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	50			
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	50	100		
Exiting Leg Total	0							0							0							4							4

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:00 AM	Route 1 Bypass							Cottage Street							Route 1 Bypass							Coakley Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	4	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.500	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	4	
Exiting Leg	0							0							0							4							4
Total	0							0							0							8							8

PDI File #: **250481 D**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Hodgdon Way W: Borthwick Avenue**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Route 1 Bypass					Hodgdon Way					Route 1 Bypass					Borthwick Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	46	149	29	0	224	48	5	7	0	60	2	107	9	0	118	3	1	12	0	16	418
7:15 AM	58	181	16	0	255	50	12	9	0	71	3	146	9	0	158	9	6	31	0	46	530
7:30 AM	57	197	19	0	273	51	13	9	0	73	6	151	6	0	163	4	11	32	0	47	556
7:45 AM	83	210	26	0	319	40	18	18	0	76	10	212	13	1	236	2	8	25	0	35	666
Total	244	737	90	0	1071	189	48	43	0	280	21	616	37	1	675	18	26	100	0	144	2170
8:00 AM	85	213	26	0	324	62	23	17	0	102	10	136	6	2	154	3	2	21	0	26	606
8:15 AM	74	200	21	0	295	47	15	25	0	87	7	195	16	1	219	4	6	18	0	28	629
8:30 AM	77	208	39	0	324	34	8	14	0	56	5	148	14	0	167	1	7	13	0	21	568
8:45 AM	65	227	31	0	323	44	12	11	0	67	10	190	12	0	212	2	10	32	0	44	646
Total	301	848	117	0	1266	187	58	67	0	312	32	669	48	3	752	10	25	84	0	119	2449
Grand Total	545	1585	207	0	2337	376	106	110	0	592	53	1285	85	4	1427	28	51	184	0	263	4619
Approach %	23.3	67.8	8.9	0.0		63.5	17.9	18.6	0.0		3.7	90.0	6.0	0.3		10.6	19.4	70.0	0.0		
Total %	11.8	34.3	4.5	0.0	50.6	8.1	2.3	2.4	0.0	12.8	1.1	27.8	1.8	0.1	30.9	0.6	1.1	4.0	0.0	5.7	
Exiting Leg Total	1845					311					1727					736					4619
Cars	538	1528	202	0	2268	363	105	107	0	575	49	1188	81	4	1322	27	49	178	0	254	4419
% Cars	98.7	96.4	97.6	0.0	97.0	96.5	99.1	97.3	0.0	97.1	92.5	92.5	95.3	100.0	92.6	96.4	96.1	96.7	0.0	96.6	95.7
Exiting Leg Total	1729					300					1666					724					4419
Heavy Vehicles	7	57	5	0	69	13	1	3	0	17	4	97	4	0	105	1	2	6	0	9	200
% Heavy Vehicles	1.3	3.6	2.4	0.0	3.0	3.5	0.9	2.7	0.0	2.9	7.5	7.5	4.7	0.0	7.4	3.6	3.9	3.3	0.0	3.4	4.3
Exiting Leg Total	116					11					61					12					200

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

7:45 AM	Route 1 Bypass SB					Hodgdon Way WB					Route 1 Bypass NB					Borthwick Avenue EB					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	83	210	26	0	319	40	18	18	0	76	10	212	13	1	236	2	8	25	0	35	666
8:00 AM	85	213	26	0	324	62	23	17	0	102	10	136	6	2	154	3	2	21	0	26	606
8:15 AM	74	200	21	0	295	47	15	25	0	87	7	195	16	1	219	4	6	18	0	28	629
8:30 AM	77	208	39	0	324	34	8	14	0	56	5	148	14	0	167	1	7	13	0	21	568
Total Volume	319	831	112	0	1262	183	64	74	0	321	32	691	49	4	776	10	23	77	0	110	2469
% Approach Total	25.3	65.8	8.9	0.0		57.0	19.9	23.1	0.0		4.1	89.0	6.3	0.5		9.1	20.9	70.0	0.0		
PHF	0.938	0.975	0.718	0.000	0.974	0.738	0.696	0.740	0.000	0.787	0.800	0.815	0.766	0.500	0.822	0.625	0.719	0.770	0.000	0.786	0.927
Cars	315	801	110	0	1226	177	63	73	0	313	31	651	47	4	733	9	22	75	0	106	2378
Cars %	98.7	96.4	98.2	0.0	97.1	96.7	98.4	98.6	0.0	97.5	96.9	94.2	95.9	100.0	94.5	90.0	95.7	97.4	0.0	96.4	96.3
Heavy Vehicles	4	30	2	0	36	6	1	1	0	8	1	40	2	0	43	1	1	2	0	4	91
Heavy Vehicles %	1.3	3.6	1.8	0.0	2.9	3.3	1.6	1.4	0.0	2.5	3.1	5.8	4.1	0.0	5.5	10.0	4.3	2.6	0.0	3.6	3.7
Cars Enter Leg	315	801	110	0	1226	177	63	73	0	313	31	651	47	4	733	9	22	75	0	106	2378
Heavy Enter Leg	4	30	2	0	36	6	1	1	0	8	1	40	2	0	43	1	1	2	0	4	91
Total Entering Leg	319	831	112	0	1262	183	64	74	0	321	32	691	49	4	776	10	23	77	0	110	2469
Cars Exiting Leg	903					163					887					425					2378
Heavy Exiting Leg	48					4					32					7					91
Total Exiting Leg	951					167					919					432					2469

PDI File #: **250481 D**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Hodgdon Way W: Borthwick Avenue**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Route 1 Bypass					Hodgdon Way					Route 1 Bypass					Borthwick Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	44	142	27	0	213	48	5	7	0	60	2	96	9	0	107	3	1	12	0	16	396
7:15 AM	58	174	16	0	248	46	12	8	0	66	3	132	8	0	143	9	6	31	0	46	503
7:30 AM	56	192	18	0	266	50	13	8	0	71	5	134	5	0	144	4	10	30	0	44	525
7:45 AM	83	201	25	0	309	39	18	17	0	74	10	194	13	1	218	1	8	25	0	34	635
Total	241	709	86	0	1036	183	48	40	0	271	20	556	35	1	612	17	25	98	0	140	2059
8:00 AM	84	206	26	0	316	59	23	17	0	99	10	129	6	2	147	3	2	20	0	25	587
8:15 AM	72	192	21	0	285	46	15	25	0	86	6	188	15	1	210	4	5	18	0	27	608
8:30 AM	76	202	38	0	316	33	7	14	0	54	5	140	13	0	158	1	7	12	0	20	548
8:45 AM	65	219	31	0	315	42	12	11	0	65	8	175	12	0	195	2	10	30	0	42	617
Total	297	819	116	0	1232	180	57	67	0	304	29	632	46	3	710	10	24	80	0	114	2360
Grand Total	538	1528	202	0	2268	363	105	107	0	575	49	1188	81	4	1322	27	49	178	0	254	4419
Approach %	23.7	67.4	8.9	0.0		63.1	18.3	18.6	0.0		3.7	89.9	6.1	0.3		10.6	19.3	70.1	0.0		
Total %	12.2	34.6	4.6	0.0	51.3	8.2	2.4	2.4	0.0	13.0	1.1	26.9	1.8	0.1	29.9	0.6	1.1	4.0	0.0	5.7	
Exiting Leg Total	1729					300					1666					724					4419

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

7:45 AM	Route 1 Bypass					Hodgdon Way					Route 1 Bypass					Borthwick Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	83	201	25	0	309	39	18	17	0	74	10	194	13	1	218	1	8	25	0	34	635
8:00 AM	84	206	26	0	316	59	23	17	0	99	10	129	6	2	147	3	2	20	0	25	587
8:15 AM	72	192	21	0	285	46	15	25	0	86	6	188	15	1	210	4	5	18	0	27	608
8:30 AM	76	202	38	0	316	33	7	14	0	54	5	140	13	0	158	1	7	12	0	20	548
Total Volume	315	801	110	0	1226	177	63	73	0	313	31	651	47	4	733	9	22	75	0	106	2378
% Approach Total	25.7	65.3	9.0	0.0		56.5	20.1	23.3	0.0		4.2	88.8	6.4	0.5		8.5	20.8	70.8	0.0		
PHF	0.938	0.972	0.724	0.000	0.970	0.750	0.685	0.730	0.000	0.790	0.775	0.839	0.783	0.500	0.841	0.563	0.688	0.750	0.000	0.779	0.936
Entering Leg	315	801	110	0	1226	177	63	73	0	313	31	651	47	4	733	9	22	75	0	106	2378
Exiting Leg	903					163					887					425					2378
Total	2129					476					1620					531					4756

PDI File #: **250481 D**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Hodgdon Way W: Borthwick Avenue**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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

	Route 1 Bypass					Hodgdon Way					Route 1 Bypass					Borthwick Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	2	7	2	0	11	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	22
7:15 AM	0	7	0	0	7	4	0	1	0	5	0	14	1	0	15	0	0	0	0	0	27
7:30 AM	1	5	1	0	7	1	0	1	0	2	1	17	1	0	19	0	1	2	0	3	31
7:45 AM	0	9	1	0	10	1	0	1	0	2	0	18	0	0	18	1	0	0	0	1	31
Total	3	28	4	0	35	6	0	3	0	9	1	60	2	0	63	1	1	2	0	4	111
8:00 AM	1	7	0	0	8	3	0	0	0	3	0	7	0	0	7	0	0	1	0	1	19
8:15 AM	2	8	0	0	10	1	0	0	0	1	1	7	1	0	9	0	1	0	0	1	21
8:30 AM	1	6	1	0	8	1	1	0	0	2	0	8	1	0	9	0	0	1	0	1	20
8:45 AM	0	8	0	0	8	2	0	0	0	2	2	15	0	0	17	0	0	2	0	2	29
Total	4	29	1	0	34	7	1	0	0	8	3	37	2	0	42	0	1	4	0	5	89
Grand Total	7	57	5	0	69	13	1	3	0	17	4	97	4	0	105	1	2	6	0	9	200
Approach %	10.1	82.6	7.2	0.0		76.5	5.9	17.6	0.0		3.8	92.4	3.8	0.0		11.1	22.2	66.7	0.0		
Total %	3.5	28.5	2.5	0.0	34.5	6.5	0.5	1.5	0.0	8.5	2.0	48.5	2.0	0.0	52.5	0.5	1.0	3.0	0.0	4.5	
Exiting Leg Total	116					11					61					12					200
Buses	4	10	1	0	15	2	0	0	0	2	0	11	1	0	12	0	1	2	0	3	32
% Buses	57.1	17.5	20.0	0.0	21.7	15.4	0.0	0.0	0.0	11.8	0.0	11.3	25.0	0.0	11.4	0.0	50.0	33.3	0.0	33.3	16.0
Exiting Leg Total	15					2					10					5					32
Single-Unit Trucks	3	40	3	0	46	10	1	3	0	14	3	71	2	0	76	1	1	3	0	5	141
% Single-Unit	42.9	70.2	60.0	0.0	66.7	76.9	100.0	100.0	0.0	82.4	75.0	73.2	50.0	0.0	72.4	100.0	50.0	50.0	0.0	55.6	70.5
Exiting Leg Total	84					7					44					6					141
Articulated Trucks	0	7	1	0	8	1	0	0	0	1	1	15	1	0	17	0	0	1	0	1	27
% Articulated	0.0	12.3	20.0	0.0	11.6	7.7	0.0	0.0	0.0	5.9	25.0	15.5	25.0	0.0	16.2	0.0	0.0	16.7	0.0	11.1	13.5
Exiting Leg Total	17					2					7					1					27

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

7:00 AM	Route 1 Bypass					Hodgdon Way					Route 1 Bypass					Borthwick Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	2	7	2	0	11	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	22
7:15 AM	0	7	0	0	7	4	0	1	0	5	0	14	1	0	15	0	0	0	0	0	27
7:30 AM	1	5	1	0	7	1	0	1	0	2	1	17	1	0	19	0	1	2	0	3	31
7:45 AM	0	9	1	0	10	1	0	1	0	2	0	18	0	0	18	1	0	0	0	1	31
Total Volume	3	28	4	0	35	6	0	3	0	9	1	60	2	0	63	1	1	2	0	4	111
% Approach Total	8.6	80.0	11.4	0.0		66.7	0.0	33.3	0.0		1.6	95.2	3.2	0.0		25.0	25.0	50.0	0.0		
PHF	0.375	0.778	0.500	0.000	0.795	0.375	0.000	0.750	0.000	0.450	0.250	0.833	0.500	0.000	0.829	0.250	0.250	0.250	0.000	0.333	0.895
Buses	2	7	1	0	10	1	0	0	0	1	0	7	0	0	7	0	0	1	0	1	19
Buses %	66.7	25.0	25.0	0.0	28.6	16.7	0.0	0.0	0.0	11.1	0.0	11.7	0.0	0.0	11.1	0.0	0.0	50.0	0.0	25.0	17.1
Single-Unit Trucks	1	18	2	0	21	4	0	3	0	7	1	41	1	0	43	1	1	0	0	2	73
Single-Unit %	33.3	64.3	50.0	0.0	60.0	66.7	0.0	100.0	0.0	77.8	100.0	68.3	50.0	0.0	68.3	100.0	100.0	0.0	0.0	50.0	65.8
Articulated Trucks	0	3	1	0	4	1	0	0	0	1	0	12	1	0	13	0	0	1	0	1	19
Articulated %	0.0	10.7	25.0	0.0	11.4	16.7	0.0	0.0	0.0	11.1	0.0	20.0	50.0	0.0	20.6	0.0	0.0	50.0	0.0	25.0	17.1
Buses	2	7	1	0	10	1	0	0	0	1	0	7	0	0	7	0	0	1	0	1	19
Single-Unit Trucks	1	18	2	0	21	4	0	3	0	7	1	41	1	0	43	1	1	0	0	2	73
Articulated Trucks	0	3	1	0	4	1	0	0	0	1	0	12	1	0	13	0	0	1	0	1	19
Total Entering Leg	3	28	4	0	35	6	0	3	0	9	1	60	2	0	63	1	1	2	0	4	111
Buses	9					1					7					2					19
Single-Unit Trucks	45					4					22					2					73
Articulated Trucks	14					1					3					1					19
Total Exiting Leg	68					6					32					5					111

PDI File #: **250481 D**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Hodgdon Way W: Borthwick Avenue**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Route 1 Bypass					Hodgdon Way					Route 1 Bypass					Borthwick Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	2	2	1	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
7:30 AM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	4
7:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	2	7	1	0	10	1	0	0	0	1	0	7	0	0	7	0	0	1	0	1	19
8:00 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	1	2	0	0	3	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	5
8:30 AM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	1	0	1	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	2	3	0	0	5	1	0	0	0	1	0	4	1	0	5	0	1	1	0	2	13
Grand Total	4	10	1	0	15	2	0	0	0	2	0	11	1	0	12	0	1	2	0	3	32
Approach %	26.7	66.7	6.7	0.0		100.0	0.0	0.0	0.0		0.0	91.7	8.3	0.0		0.0	33.3	66.7	0.0		
Total %	12.5	31.3	3.1	0.0	46.9	6.3	0.0	0.0	0.0	6.3	0.0	34.4	3.1	0.0	37.5	0.0	3.1	6.3	0.0	9.4	
Exiting Leg Total	15					2					10					5					32

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

7:00 AM	Route 1 Bypass					Hodgdon Way					Route 1 Bypass					Borthwick Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	2	2	1	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
7:30 AM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	4
7:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total Volume	2	7	1	0	10	1	0	0	0	1	0	7	0	0	7	0	0	1	0	1	19
% Approach Total	20.0	70.0	10.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.250	0.583	0.250	0.000	0.500	0.250	0.000	0.000	0.000	0.250	0.000	0.583	0.000	0.000	0.583	0.000	0.000	0.250	0.000	0.250	0.594
Entering Leg	2	7	1	0	10	1	0	0	0	1	0	7	0	0	7	0	0	1	0	1	19
Exiting Leg	9					1					7					2					19
Total	19					2					14					3					38

PDI File #: **250481 D**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Hodgdon Way W: Borthwick Avenue**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Route 1 Bypass					Hodgdon Way					Route 1 Bypass					Borthwick Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	4	1	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12
7:15 AM	0	5	0	0	5	3	0	1	0	4	0	11	0	0	11	0	0	0	0	0	20
7:30 AM	1	4	0	0	5	0	0	1	0	1	1	13	1	0	15	0	1	0	0	1	22
7:45 AM	0	5	1	0	6	1	0	1	0	2	0	10	0	0	10	1	0	0	0	1	19
Total	1	18	2	0	21	4	0	3	0	7	1	41	1	0	43	1	1	0	0	2	73
8:00 AM	0	6	0	0	6	3	0	0	0	3	0	7	0	0	7	0	0	1	0	1	17
8:15 AM	1	2	0	0	3	1	0	0	0	1	1	7	0	0	8	0	0	0	0	0	12
8:30 AM	1	6	1	0	8	0	1	0	0	1	0	5	1	0	6	0	0	0	0	0	15
8:45 AM	0	8	0	0	8	2	0	0	0	2	1	11	0	0	12	0	0	2	0	2	24
Total	2	22	1	0	25	6	1	0	0	7	2	30	1	0	33	0	0	3	0	3	68
Grand Total	3	40	3	0	46	10	1	3	0	14	3	71	2	0	76	1	1	3	0	5	141
Approach %	6.5	87.0	6.5	0.0		71.4	7.1	21.4	0.0		3.9	93.4	2.6	0.0		20.0	20.0	60.0	0.0		
Total %	2.1	28.4	2.1	0.0	32.6	7.1	0.7	2.1	0.0	9.9	2.1	50.4	1.4	0.0	53.9	0.7	0.7	2.1	0.0	3.5	
Exiting Leg Total	84					7					44					6					141

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

7:15 AM	Route 1 Bypass					Hodgdon Way					Route 1 Bypass					Borthwick Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	0	5	0	0	5	3	0	1	0	4	0	11	0	0	11	0	0	0	0	0	20
7:30 AM	1	4	0	0	5	0	0	1	0	1	1	13	1	0	15	0	1	0	0	1	22
7:45 AM	0	5	1	0	6	1	0	1	0	2	0	10	0	0	10	1	0	0	0	1	19
8:00 AM	0	6	0	0	6	3	0	0	0	3	0	7	0	0	7	0	0	1	0	1	17
Total Volume	1	20	1	0	22	7	0	3	0	10	1	41	1	0	43	1	1	1	0	3	78
% Approach Total	4.5	90.9	4.5	0.0		70.0	0.0	30.0	0.0		2.3	95.3	2.3	0.0		33.3	33.3	33.3	0.0		
PHF	0.250	0.833	0.250	0.000	0.917	0.583	0.000	0.750	0.000	0.625	0.250	0.788	0.250	0.000	0.717	0.250	0.250	0.250	0.000	0.750	0.886
Entering Leg	1	20	1	0	22	7	0	3	0	10	1	41	1	0	43	1	1	1	0	3	78
Exiting Leg	49					3					24					2					78
Total	71					13					67					5					156

PDI File #: **250481 D**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Hodgdon Way W: Borthwick Avenue**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Route 1 Bypass					Hodgdon Way					Route 1 Bypass					Borthwick Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
7:15 AM	0	1	0	0	1	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	5
7:30 AM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	5
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
Total	0	3	1	0	4	1	0	0	0	1	0	12	1	0	13	0	0	1	0	1	19
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	3
Total	0	4	0	0	4	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	8
Grand Total	0	7	1	0	8	1	0	0	0	1	1	15	1	0	17	0	0	1	0	1	27
Approach %	0.0	87.5	12.5	0.0		100.0	0.0	0.0	0.0		5.9	88.2	5.9	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	25.9	3.7	0.0	29.6	3.7	0.0	0.0	0.0	3.7	3.7	55.6	3.7	0.0	63.0	0.0	0.0	3.7	0.0	3.7	
Exiting Leg Total	17					2					7					1					27

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

7:00 AM	Route 1 Bypass					Hodgdon Way					Route 1 Bypass					Borthwick Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
7:15 AM	0	1	0	0	1	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	5
7:30 AM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	5
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
Total Volume	0	3	1	0	4	1	0	0	0	1	0	12	1	0	13	0	0	1	0	1	19
% Approach Total	0.0	75.0	25.0	0.0		100.0	0.0	0.0	0.0		0.0	92.3	7.7	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.750	0.250	0.000	1.000	0.250	0.000	0.000	0.000	0.250	0.000	0.500	0.250	0.000	0.542	0.000	0.000	0.250	0.000	0.250	0.679
Entering Leg	0	3	1	0	4	1	0	0	0	1	0	12	1	0	13	0	0	1	0	1	19
Exiting Leg	14					1					3					1					19
Total	18					2					16					2					38

PDI File #: **250481 D**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Hodgdon Way W: Borthwick Avenue**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Route 1 Bypass							Hodgdon Way							Route 1 Bypass							Borthwick Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0							0							0							0							0

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

7:00 AM	Route 1 Bypass							Hodgdon Way							Route 1 Bypass							Borthwick Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **250481 D**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Hodgdon Way W: Borthwick Avenue**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Route 1 Bypass							Hodgdon Way							Route 1 Bypass							Borthwick Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	4	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Approach %	0	0	0	0	66.7	33.3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total %	0	0	0	0	66.7	33.3	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg Total	6							0							0							0							6

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

7:00 AM	Route 1 Bypass							Hodgdon Way							Route 1 Bypass							Borthwick Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total Volume	0	0	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
% Approach Total	0.0	0.0	0.0	0.0	80.0	20.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.333	0.250	0.313	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.313	0.313
Entering Leg	0	0	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Exiting Leg	5							0							0							0							5
Total	10							0							0							0							10

PDI File #: **250481 D**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Hodgdon Way W: Borthwick Avenue**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Route 1 Bypass					Hodgdon Way					Route 1 Bypass					Borthwick Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	32	166	32	0	230	53	7	14	0	74	5	252	8	0	265	14	12	83	0	109	678
3:15 PM	38	189	18	0	245	55	7	11	0	73	14	223	5	0	242	9	12	55	0	76	636
3:30 PM	33	178	30	0	241	52	7	8	0	67	17	179	4	1	201	15	12	53	0	80	589
3:45 PM	33	208	29	0	270	45	10	17	0	72	18	270	10	1	299	12	14	73	0	99	740
Total	136	741	109	0	986	205	31	50	0	286	54	924	27	2	1007	50	50	264	0	364	2643
4:00 PM	34	171	37	0	242	56	12	18	0	86	13	236	3	0	252	22	21	80	0	123	703
4:15 PM	34	199	34	0	267	44	9	17	0	70	17	267	5	0	289	25	12	74	0	111	737
4:30 PM	21	172	28	0	221	57	8	12	0	77	12	236	2	2	252	20	15	64	0	99	649
4:45 PM	23	184	35	0	242	41	5	6	0	52	19	248	7	1	275	10	12	74	0	96	665
Total	112	726	134	0	972	198	34	53	0	285	61	987	17	3	1068	77	60	292	0	429	2754
5:00 PM	13	167	48	0	228	48	6	16	0	70	25	213	3	0	241	26	19	80	0	125	664
5:15 PM	20	199	39	0	258	49	6	17	0	72	25	271	5	1	302	6	19	62	0	87	719
5:30 PM	22	154	45	0	221	48	6	19	0	73	14	227	4	1	246	6	6	54	0	66	606
5:45 PM	8	175	43	0	226	40	4	7	0	51	16	228	1	0	245	2	9	39	0	50	572
Total	63	695	175	0	933	185	22	59	0	266	80	939	13	2	1034	40	53	235	0	328	2561
Grand Total	311	2162	418	0	2891	588	87	162	0	837	195	2850	57	7	3109	167	163	791	0	1121	7958
Approach %	10.8	74.8	14.5	0.0		70.3	10.4	19.4	0.0		6.3	91.7	1.8	0.2		14.9	14.5	70.6	0.0		
Total %	3.9	27.2	5.3	0.0	36.3	7.4	1.1	2.0	0.0	10.5	2.5	35.8	0.7	0.1	39.1	2.1	2.0	9.9	0.0	14.1	
Exiting Leg Total	4229					776					2498					455					7958
Cars	302	2125	414	0	2841	585	86	161	0	832	192	2797	56	7	3052	165	160	784	0	1109	7834
% Cars	97.1	98.3	99.0	0.0	98.3	99.5	98.9	99.4	0.0	99.4	98.5	98.1	98.2	100.0	98.2	98.8	98.2	99.1	0.0	98.9	98.4
Exiting Leg Total	4166					766					2458					444					7834
Heavy Vehicles	9	37	4	0	50	3	1	1	0	5	3	53	1	0	57	2	3	7	0	12	124
% Heavy Vehicles	2.9	1.7	1.0	0.0	1.7	0.5	1.1	0.6	0.0	0.6	1.5	1.9	1.8	0.0	1.8	1.2	1.8	0.9	0.0	1.1	1.6
Exiting Leg Total	63					10					40					11					124

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:45 PM	Route 1 Bypass SB					Hodgdon Way WB					Route 1 Bypass NB					Borthwick Avenue EB					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:45 PM	33	208	29	0	270	45	10	17	0	72	18	270	10	1	299	12	14	73	0	99	740
4:00 PM	34	171	37	0	242	56	12	18	0	86	13	236	3	0	252	22	21	80	0	123	703
4:15 PM	34	199	34	0	267	44	9	17	0	70	17	267	5	0	289	25	12	74	0	111	737
4:30 PM	21	172	28	0	221	57	8	12	0	77	12	236	2	2	252	20	15	64	0	99	649
Total Volume	122	750	128	0	1000	202	39	64	0	305	60	1009	20	3	1092	79	62	291	0	432	2829
% Approach Total	12.2	75.0	12.8	0.0		66.2	12.8	21.0	0.0		5.5	92.4	1.8	0.3		18.3	14.4	67.4	0.0		
PHF	0.897	0.901	0.865	0.000	0.926	0.886	0.813	0.889	0.000	0.887	0.833	0.934	0.500	0.375	0.913	0.790	0.738	0.909	0.000	0.878	0.956
Cars	119	741	127	0	987	201	38	64	0	303	57	987	20	3	1067	79	61	288	0	428	2785
Cars %	97.5	98.8	99.2	0.0	98.7	99.5	97.4	100.0	0.0	99.3	95.0	97.8	100.0	100.0	97.7	100.0	98.4	99.0	0.0	99.1	98.4
Heavy Vehicles	3	9	1	0	13	1	1	0	0	2	3	22	0	0	25	0	1	3	0	4	44
Heavy Vehicles %	2.5	1.2	0.8	0.0	1.3	0.5	2.6	0.0	0.0	0.7	5.0	2.2	0.0	0.0	2.3	0.0	1.6	1.0	0.0	0.9	1.6
Cars Enter Leg	119	741	127	0	987	201	38	64	0	303	57	987	20	3	1067	79	61	288	0	428	2785
Heavy Enter Leg	3	9	1	0	13	1	1	0	0	2	3	22	0	0	25	0	1	3	0	4	44
Total Entering Leg	122	750	128	0	1000	202	39	64	0	305	60	1009	20	3	1092	79	62	291	0	432	2829
Cars Exiting Leg	1476					245					887					177					2785
Heavy Exiting Leg	26					5					9					4					44
Total Exiting Leg	1502					250					896					181					2829

PDI File #: **250481 D**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Hodgdon Way W: Borthwick Avenue**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Route 1 Bypass					Hodgdon Way					Route 1 Bypass					Borthwick Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	31	160	31	0	222	53	7	14	0	74	5	247	8	0	260	13	12	82	0	107	663
3:15 PM	38	182	18	0	238	55	7	11	0	73	14	216	5	0	235	9	12	55	0	76	622
3:30 PM	32	174	30	0	236	51	7	8	0	66	17	169	4	1	191	15	12	52	0	79	572
3:45 PM	33	205	28	0	266	45	10	17	0	72	16	259	10	1	286	12	14	72	0	98	722
Total	134	721	107	0	962	204	31	50	0	285	52	891	27	2	972	49	50	261	0	360	2579
4:00 PM	31	168	37	0	236	56	12	18	0	86	12	233	3	0	248	22	21	79	0	122	692
4:15 PM	34	196	34	0	264	43	8	17	0	68	17	262	5	0	284	25	12	74	0	111	727
4:30 PM	21	172	28	0	221	57	8	12	0	77	12	233	2	2	249	20	14	63	0	97	644
4:45 PM	23	180	35	0	238	41	5	6	0	52	19	246	7	1	273	9	12	74	0	95	658
Total	109	716	134	0	959	197	33	53	0	283	60	974	17	3	1054	76	59	290	0	425	2721
5:00 PM	12	165	48	0	225	48	6	16	0	70	25	213	3	0	241	26	19	80	0	125	661
5:15 PM	17	198	38	0	253	48	6	17	0	71	25	269	5	1	300	6	18	62	0	86	710
5:30 PM	22	151	44	0	217	48	6	18	0	72	14	224	3	1	242	6	6	52	0	64	595
5:45 PM	8	174	43	0	225	40	4	7	0	51	16	226	1	0	243	2	8	39	0	49	568
Total	59	688	173	0	920	184	22	58	0	264	80	932	12	2	1026	40	51	233	0	324	2534
Grand Total	302	2125	414	0	2841	585	86	161	0	832	192	2797	56	7	3052	165	160	784	0	1109	7834
Approach %	10.6	74.8	14.6	0.0		70.3	10.3	19.4	0.0		6.3	91.6	1.8	0.2		14.9	14.4	70.7	0.0		
Total %	3.9	27.1	5.3	0.0	36.3	7.5	1.1	2.1	0.0	10.6	2.5	35.7	0.7	0.1	39.0	2.1	2.0	10.0	0.0	14.2	
Exiting Leg Total	4166					766					2458					444					7834

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:45 PM	Route 1 Bypass					Hodgdon Way					Route 1 Bypass					Borthwick Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:45 PM	33	205	28	0	266	45	10	17	0	72	16	259	10	1	286	12	14	72	0	98	722
4:00 PM	31	168	37	0	236	56	12	18	0	86	12	233	3	0	248	22	21	79	0	122	692
4:15 PM	34	196	34	0	264	43	8	17	0	68	17	262	5	0	284	25	12	74	0	111	727
4:30 PM	21	172	28	0	221	57	8	12	0	77	12	233	2	2	249	20	14	63	0	97	644
Total Volume	119	741	127	0	987	201	38	64	0	303	57	987	20	3	1067	79	61	288	0	428	2785
% Approach Total	12.1	75.1	12.9	0.0		66.3	12.5	21.1	0.0		5.3	92.5	1.9	0.3		18.5	14.3	67.3	0.0		
PHF	0.875	0.904	0.858	0.000	0.928	0.882	0.792	0.889	0.000	0.881	0.838	0.942	0.500	0.375	0.933	0.790	0.726	0.911	0.000	0.877	0.958
Entering Leg	119	741	127	0	987	201	38	64	0	303	57	987	20	3	1067	79	61	288	0	428	2785
Exiting Leg	1476					245					887					177					2785
Total	2463					548					1954					605					5570

PDI File #: **250481 D**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Hodgdon Way W: Borthwick Avenue**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



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

	Route 1 Bypass					Hodgdon Way					Route 1 Bypass					Borthwick Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	1	6	1	0	8	0	0	0	0	0	0	5	0	0	5	1	0	1	0	2	15
3:15 PM	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	14
3:30 PM	1	4	0	0	5	1	0	0	0	1	0	10	0	0	10	0	0	1	0	1	17
3:45 PM	0	3	1	0	4	0	0	0	0	0	2	11	0	0	13	0	0	1	0	1	18
Total	2	20	2	0	24	1	0	0	0	1	2	33	0	0	35	1	0	3	0	4	64
4:00 PM	3	3	0	0	6	0	0	0	0	0	1	3	0	0	4	0	0	1	0	1	11
4:15 PM	0	3	0	0	3	1	1	0	0	2	0	5	0	0	5	0	0	0	0	0	10
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	1	0	2	5
4:45 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	7
Total	3	10	0	0	13	1	1	0	0	2	1	13	0	0	14	1	1	2	0	4	33
5:00 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	3	1	1	0	5	1	0	0	0	1	0	2	0	0	2	0	1	0	0	1	9
5:30 PM	0	3	1	0	4	0	0	1	0	1	0	3	1	0	4	0	0	2	0	2	11
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	4
Total	4	7	2	0	13	1	0	1	0	2	0	7	1	0	8	0	2	2	0	4	27
Grand Total	9	37	4	0	50	3	1	1	0	5	3	53	1	0	57	2	3	7	0	12	124
Approach %	18.0	74.0	8.0	0.0		60.0	20.0	20.0	0.0		5.3	93.0	1.8	0.0		16.7	25.0	58.3	0.0		
Total %	7.3	29.8	3.2	0.0	40.3	2.4	0.8	0.8	0.0	4.0	2.4	42.7	0.8	0.0	46.0	1.6	2.4	5.6	0.0	9.7	
Exiting Leg Total	63					10					40					11					124
Buses	4	3	0	0	7	0	0	0	0	0	1	16	0	0	17	1	0	4	0	5	29
% Buses	44.4	8.1	0.0	0.0	14.0	0.0	0.0	0.0	0.0	0.0	33.3	30.2	0.0	0.0	29.8	50.0	0.0	57.1	0.0	41.7	23.4
Exiting Leg Total	20					1					4					4					29
Single-Unit Trucks	5	26	4	0	35	3	1	1	0	5	2	29	1	0	32	1	3	3	0	7	79
% Single-Unit	55.6	70.3	100.0	0.0	70.0	100.0	100.0	100.0	0.0	100.0	66.7	54.7	100.0	0.0	56.1	50.0	100.0	42.9	0.0	58.3	63.7
Exiting Leg Total	35					9					28					7					79
Articulated Trucks	0	8	0	0	8	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	16
% Articulated	0.0	21.6	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	15.1	0.0	0.0	14.0	0.0	0.0	0.0	0.0	0.0	12.9
Exiting Leg Total	8					0					8					0					16

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	Route 1 Bypass					Hodgdon Way					Route 1 Bypass					Borthwick Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	1	6	1	0	8	0	0	0	0	0	0	5	0	0	5	1	0	1	0	2	15
3:15 PM	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	14
3:30 PM	1	4	0	0	5	1	0	0	0	1	0	10	0	0	10	0	0	1	0	1	17
3:45 PM	0	3	1	0	4	0	0	0	0	0	2	11	0	0	13	0	0	1	0	1	18
Total Volume	2	20	2	0	24	1	0	0	0	1	2	33	0	0	35	1	0	3	0	4	64
% Approach Total	8.3	83.3	8.3	0.0		100.0	0.0	0.0	0.0		5.7	94.3	0.0	0.0		25.0	0.0	75.0	0.0		
PHF	0.500	0.714	0.500	0.000	0.750	0.250	0.000	0.000	0.000	0.250	0.250	0.750	0.000	0.000	0.673	0.250	0.000	0.750	0.000	0.500	0.889
Buses	1	2	0	0	3	0	0	0	0	0	1	12	0	0	13	1	0	1	0	2	18
Buses %	50.0	10.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	50.0	36.4	0.0	0.0	37.1	100.0	0.0	33.3	0.0	50.0	28.1
Single-Unit Trucks	1	12	2	0	15	1	0	0	0	1	1	15	0	0	16	0	0	2	0	2	34
Single-Unit %	50.0	60.0	100.0	0.0	62.5	100.0	0.0	0.0	0.0	100.0	50.0	45.5	0.0	0.0	45.7	0.0	0.0	66.7	0.0	50.0	53.1
Articulated Trucks	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
Articulated %	0.0	30.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18.2	0.0	0.0	17.1	0.0	0.0	0.0	0.0	0.0	18.8
Buses	1	2	0	0	3	0	0	0	0	0	1	12	0	0	13	1	0	1	0	2	18
Single-Unit Trucks	1	12	2	0	15	1	0	0	0	1	1	15	0	0	16	0	0	2	0	2	34
Articulated Trucks	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
Total Entering Leg	2	20	2	0	24	1	0	0	0	1	2	33	0	0	35	1	0	3	0	4	64
Buses	13					1					3					1					18
Single-Unit Trucks	18					3					12					1					34
Articulated Trucks	6					0					6					0					12
Total Exiting Leg	37					4					21					2					64

PDI File #: **250481 D**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Hodgdon Way W: Borthwick Avenue**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Route 1 Bypass					Hodgdon Way					Route 1 Bypass					Borthwick Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	4
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
3:30 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	5
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	6
Total	1	2	0	0	3	0	0	0	0	0	1	12	0	0	13	1	0	1	0	2	18
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	6
5:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5
Grand Total	4	3	0	0	7	0	0	0	0	0	1	16	0	0	17	1	0	4	0	5	29
Approach %	57.1	42.9	0.0	0.0		0.0	0.0	0.0	0.0		5.9	94.1	0.0	0.0		20.0	0.0	80.0	0.0		
Total %	13.8	10.3	0.0	0.0	24.1	0.0	0.0	0.0	0.0	0.0	3.4	55.2	0.0	0.0	58.6	3.4	0.0	13.8	0.0	17.2	
Exiting Leg Total	20					1					4					4					29

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	Route 1 Bypass					Hodgdon Way					Route 1 Bypass					Borthwick Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	4
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
3:30 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	5
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	6
Total Volume	1	2	0	0	3	0	0	0	0	0	1	12	0	0	13	1	0	1	0	2	18
% Approach Total	33.3	66.7	0.0	0.0		0.0	0.0	0.0	0.0		7.7	92.3	0.0	0.0		50.0	0.0	50.0	0.0		
PHF	0.250	0.500	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.250	0.600	0.000	0.000	0.542	0.250	0.000	0.250	0.000	0.500	0.750
Entering Leg	1	2	0	0	3	0	0	0	0	0	1	12	0	0	13	1	0	1	0	2	18
Exiting Leg	13					1					3					1					18
Total	16					1					16					3					36

PDI File #: **250481 D**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Hodgdon Way W: Borthwick Avenue**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Route 1 Bypass					Hodgdon Way					Route 1 Bypass					Borthwick Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	0	4	1	0	5	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	8
3:15 PM	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
3:30 PM	1	1	0	0	2	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	9
3:45 PM	0	1	1	0	2	0	0	0	0	0	1	4	0	0	5	0	0	1	0	1	8
Total	1	12	2	0	15	1	0	0	0	1	1	15	0	0	16	0	0	2	0	2	34
4:00 PM	2	2	0	0	4	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	7
4:15 PM	0	3	0	0	3	1	1	0	0	2	0	5	0	0	5	0	0	0	0	0	10
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	6
Total	2	8	0	0	10	1	1	0	0	2	1	8	0	0	9	1	1	1	0	3	24
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	2	1	1	0	4	1	0	0	0	1	0	2	0	0	2	0	1	0	0	1	8
5:30 PM	0	2	1	0	3	0	0	1	0	1	0	3	1	0	4	0	0	0	0	0	8
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
Total	2	6	2	0	10	1	0	1	0	2	0	6	1	0	7	0	2	0	0	2	21
Grand Total	5	26	4	0	35	3	1	1	0	5	2	29	1	0	32	1	3	3	0	7	79
Approach %	14.3	74.3	11.4	0.0		60.0	20.0	20.0	0.0		6.3	90.6	3.1	0.0		14.3	42.9	42.9	0.0		
Total %	6.3	32.9	5.1	0.0	44.3	3.8	1.3	1.3	0.0	6.3	2.5	36.7	1.3	0.0	40.5	1.3	3.8	3.8	0.0	8.9	
Exiting Leg Total	35					9					28					7					79

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	Route 1 Bypass					Hodgdon Way					Route 1 Bypass					Borthwick Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	0	4	1	0	5	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	8
3:15 PM	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
3:30 PM	1	1	0	0	2	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	9
3:45 PM	0	1	1	0	2	0	0	0	0	0	1	4	0	0	5	0	0	1	0	1	8
Total Volume	1	12	2	0	15	1	0	0	0	1	1	15	0	0	16	0	0	2	0	2	34
% Approach Total	6.7	80.0	13.3	0.0		100.0	0.0	0.0	0.0		6.3	93.8	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.250	0.500	0.500	0.000	0.625	0.250	0.000	0.000	0.000	0.250	0.250	0.625	0.000	0.000	0.667	0.000	0.000	0.500	0.000	0.500	0.944
Entering Leg	1	12	2	0	15	1	0	0	0	1	1	15	0	0	16	0	0	2	0	2	34
Exiting Leg	18					3					12					1					34
Total	33					4					28					3					68

PDI File #: **250481 D**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Hodgdon Way W: Borthwick Avenue**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Route 1 Bypass					Hodgdon Way					Route 1 Bypass					Borthwick Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
3:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
3:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	8	0	0	8	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	16
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	8					0					8					0					16

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	Route 1 Bypass					Hodgdon Way					Route 1 Bypass					Borthwick Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
3:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
3:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total Volume	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
Exiting Leg	6					0					6					0					12
Total	12					0					12					0					24

PDI File #: **250481 D**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Hodgdon Way W: Borthwick Avenue**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Route 1 Bypass							Hodgdon Way							Route 1 Bypass							Borthwick Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	
Exiting Leg Total	0							1							0							0							1

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

4:00 PM	Route 1 Bypass								Hodgdon Way								Route 1 Bypass								Borthwick Avenue								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1				
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1				
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0						
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.250				
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1				
Exiting Leg	0								1								0								0								1
Total	0								1								0								1								2

PDI File #: **250481 D**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Hodgdon Way W: Borthwick Avenue**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Thursday, March 6, 2025**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Route 1 Bypass							Hodgdon Way							Route 1 Bypass							Borthwick Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Approach %	0	0	0	0	0	50	50		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total %	0	0	0	0	0	50	50	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg Total	4							0							0							0							4

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:15 PM	Route 1 Bypass							Hodgdon Way							Route 1 Bypass							Borthwick Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	
Entering Leg	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg	2							0							0							0							2
Total	4							0							0							0							4

PDI File #: **250481 D**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Hodgdon Way W: Borthwick Avenue**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Saturday, March 8, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Route 1 Bypass					Hodgdon Way					Route 1 Bypass					Borthwick Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	18	206	22	0	246	62	3	19	0	84	12	220	6	0	238	0	6	16	0	22	590
11:15 AM	15	217	30	0	262	44	3	16	0	63	11	260	4	1	276	0	3	11	0	14	615
11:30 AM	16	182	31	0	229	41	4	15	0	60	12	199	3	2	216	1	3	12	0	16	521
11:45 AM	17	224	31	0	272	39	6	9	0	54	10	270	3	1	284	2	6	21	0	29	639
Total	66	829	114	0	1009	186	16	59	0	261	45	949	16	4	1014	3	18	60	0	81	2365
12:00 PM	17	196	30	0	243	58	2	11	0	71	11	198	2	0	211	0	7	17	0	24	549
12:15 PM	19	202	24	0	245	54	1	7	0	62	14	292	3	1	310	0	11	12	0	23	640
12:30 PM	5	101	11	1	118	39	0	7	0	46	9	127	5	0	141	0	3	9	0	12	317
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	41	499	65	1	606	151	3	25	0	179	34	617	10	1	662	0	21	38	0	59	1506
Grand Total	107	1328	179	1	1615	337	19	84	0	440	79	1566	26	5	1676	3	39	98	0	140	3871
Approach %	6.6	82.2	11.1	0.1		76.6	4.3	19.1	0.0		4.7	93.4	1.6	0.3		2.1	27.9	70.0	0.0		
Total %	2.8	34.3	4.6	0.0	41.7	8.7	0.5	2.2	0.0	11.4	2.0	40.5	0.7	0.1	43.3	0.1	1.0	2.5	0.0	3.6	
Exiting Leg Total	2002					297					1420					152					3871
Cars	104	1323	179	1	1607	335	19	83	0	437	77	1560	24	5	1666	3	38	96	0	137	3847
% Cars	97.2	99.6	100.0	100.0	99.5	99.4	100.0	98.8	0.0	99.3	97.5	99.6	92.3	100.0	99.4	100.0	97.4	98.0	0.0	97.9	99.4
Exiting Leg Total	1992					294					1414					147					3847
Heavy Vehicles	3	5	0	0	8	2	0	1	0	3	2	6	2	0	10	0	1	2	0	3	24
% Heavy Vehicles	2.8	0.4	0.0	0.0	0.5	0.6	0.0	1.2	0.0	0.7	2.5	0.4	7.7	0.0	0.6	0.0	2.6	2.0	0.0	2.1	0.6
Exiting Leg Total	10					3					6					5					24

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:00 AM	Route 1 Bypass SB					Hodgdon Way WB					Route 1 Bypass NB					Borthwick Avenue EB					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	18	206	22	0	246	62	3	19	0	84	12	220	6	0	238	0	6	16	0	22	590
11:15 AM	15	217	30	0	262	44	3	16	0	63	11	260	4	1	276	0	3	11	0	14	615
11:30 AM	16	182	31	0	229	41	4	15	0	60	12	199	3	2	216	1	3	12	0	16	521
11:45 AM	17	224	31	0	272	39	6	9	0	54	10	270	3	1	284	2	6	21	0	29	639
Total Volume	66	829	114	0	1009	186	16	59	0	261	45	949	16	4	1014	3	18	60	0	81	2365
% Approach Total	6.5	82.2	11.3	0.0		71.3	6.1	22.6	0.0		4.4	93.6	1.6	0.4		3.7	22.2	74.1	0.0		
PHF	0.917	0.925	0.919	0.000	0.927	0.750	0.667	0.776	0.000	0.777	0.938	0.879	0.667	0.500	0.893	0.375	0.750	0.714	0.000	0.698	0.925
Cars	64	826	114	0	1004	185	16	58	0	259	44	946	14	4	1008	3	17	59	0	79	2350
Cars %	97.0	99.6	100.0	0.0	99.5	99.5	100.0	98.3	0.0	99.2	97.8	99.7	87.5	100.0	99.4	100.0	94.4	98.3	0.0	97.5	99.4
Heavy Vehicles	2	3	0	0	5	1	0	1	0	2	1	3	2	0	6	0	1	1	0	2	15
Heavy Vehicles %	3.0	0.4	0.0	0.0	0.5	0.5	0.0	1.7	0.0	0.8	2.2	0.3	12.5	0.0	0.6	0.0	5.6	1.7	0.0	2.5	0.6
Cars Enter Leg	64	826	114	0	1004	185	16	58	0	259	44	946	14	4	1008	3	17	59	0	79	2350
Heavy Enter Leg	2	3	0	0	5	1	0	1	0	2	1	3	2	0	6	0	1	1	0	2	15
Total Entering Leg	66	829	114	0	1009	186	16	59	0	261	45	949	16	4	1014	3	18	60	0	81	2365
Cars Exiting Leg	1190					175					891					94					2350
Heavy Exiting Leg	5					2					4					4					15
Total Exiting Leg	1195					177					895					98					2365

PDI File #: **250481 D**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Hodgdon Way W: Borthwick Avenue**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Saturday, March 8, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**
 Class:



Cars

	Route 1 Bypass					Hodgdon Way					Route 1 Bypass					Borthwick Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	17	205	22	0	244	62	3	19	0	84	12	220	5	0	237	0	6	16	0	22	587
11:15 AM	15	215	30	0	260	44	3	15	0	62	11	257	4	1	273	0	2	11	0	13	608
11:30 AM	16	182	31	0	229	40	4	15	0	59	11	199	3	2	215	1	3	11	0	15	518
11:45 AM	16	224	31	0	271	39	6	9	0	54	10	270	2	1	283	2	6	21	0	29	637
Total	64	826	114	0	1004	185	16	58	0	259	44	946	14	4	1008	3	17	59	0	79	2350
12:00 PM	16	195	30	0	241	58	2	11	0	71	10	196	2	0	208	0	7	17	0	24	544
12:15 PM	19	201	24	0	244	54	1	7	0	62	14	291	3	1	309	0	11	12	0	23	638
12:30 PM	5	101	11	1	118	38	0	7	0	45	9	127	5	0	141	0	3	8	0	11	315
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	497	65	1	603	150	3	25	0	178	33	614	10	1	658	0	21	37	0	58	1497
Grand Total	104	1323	179	1	1607	335	19	83	0	437	77	1560	24	5	1666	3	38	96	0	137	3847
Approach %	6.5	82.3	11.1	0.1		76.7	4.3	19.0	0.0		4.6	93.6	1.4	0.3		2.2	27.7	70.1	0.0		
Total %	2.7	34.4	4.7	0.0	41.8	8.7	0.5	2.2	0.0	11.4	2.0	40.6	0.6	0.1	43.3	0.1	1.0	2.5	0.0	3.6	
Exiting Leg Total	1992					294					1414					147					3847

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:00 AM	Route 1 Bypass					Hodgdon Way					Route 1 Bypass					Borthwick Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	17	205	22	0	244	62	3	19	0	84	12	220	5	0	237	0	6	16	0	22	587
11:15 AM	15	215	30	0	260	44	3	15	0	62	11	257	4	1	273	0	2	11	0	13	608
11:30 AM	16	182	31	0	229	40	4	15	0	59	11	199	3	2	215	1	3	11	0	15	518
11:45 AM	16	224	31	0	271	39	6	9	0	54	10	270	2	1	283	2	6	21	0	29	637
Total Volume	64	826	114	0	1004	185	16	58	0	259	44	946	14	4	1008	3	17	59	0	79	2350
% Approach Total	6.4	82.3	11.4	0.0		71.4	6.2	22.4	0.0		4.4	93.8	1.4	0.4		3.8	21.5	74.7	0.0		
PHF	0.941	0.922	0.919	0.000	0.926	0.746	0.667	0.763	0.000	0.771	0.917	0.876	0.700	0.500	0.890	0.375	0.708	0.702	0.000	0.681	0.922
Entering Leg	64	826	114	0	1004	185	16	58	0	259	44	946	14	4	1008	3	17	59	0	79	2350
Exiting Leg	1190					175					891					94					2350
Total	2194					434					1899					173					4700

PDI File #: **250481 D**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Hodgdon Way W: Borthwick Avenue**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Saturday, March 8, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**



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

	Route 1 Bypass					Hodgdon Way					Route 1 Bypass					Borthwick Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
11:15 AM	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	0	1	0	0	1	7
11:30 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	1	0	1	3
11:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Total	2	3	0	0	5	1	0	1	0	2	1	3	2	0	6	0	1	1	0	2	15
12:00 PM	1	1	0	0	2	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	5
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	2	0	0	3	1	0	0	0	1	1	3	0	0	4	0	0	1	0	1	9
Grand Total	3	5	0	0	8	2	0	1	0	3	2	6	2	0	10	0	1	2	0	3	24
Approach %	37.5	62.5	0.0	0.0		66.7	0.0	33.3	0.0		20.0	60.0	20.0	0.0		0.0	33.3	66.7	0.0		
Total %	12.5	20.8	0.0	0.0	33.3	8.3	0.0	4.2	0.0	12.5	8.3	25.0	8.3	0.0	41.7	0.0	4.2	8.3	0.0	12.5	
Exiting Leg Total	10					3					6					5					24
Buses	2	0	0	0	2	1	0	0	0	1	1	1	0	0	2	0	0	1	0	1	6
% Buses	66.7	0.0	0.0	0.0	25.0	50.0	0.0	0.0	0.0	33.3	50.0	16.7	0.0	0.0	20.0	0.0	0.0	50.0	0.0	33.3	25.0
Exiting Leg Total	3					1					0					2					6
Single-Unit Trucks	1	3	0	0	4	1	0	1	0	2	1	3	2	0	6	0	1	1	0	2	14
% Single-Unit	33.3	60.0	0.0	0.0	50.0	50.0	0.0	100.0	0.0	66.7	50.0	50.0	100.0	0.0	60.0	0.0	100.0	50.0	0.0	66.7	58.3
Exiting Leg Total	5					2					4					3					14
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
% Articulated	0.0	40.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	16.7
Exiting Leg Total	2					0					2					0					4

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:15 AM	Route 1 Bypass					Hodgdon Way					Route 1 Bypass					Borthwick Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:15 AM	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	0	1	0	0	1	7
11:30 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	1	0	1	3
11:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
12:00 PM	1	1	0	0	2	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	5
Total Volume	2	3	0	0	5	1	0	1	0	2	2	5	1	0	8	0	1	1	0	2	17
% Approach Total	40.0	60.0	0.0	0.0		50.0	0.0	50.0	0.0		25.0	62.5	12.5	0.0		0.0	50.0	50.0	0.0		
PHF	0.500	0.375	0.000	0.000	0.625	0.250	0.000	0.250	0.000	0.500	0.500	0.417	0.250	0.000	0.667	0.000	0.250	0.250	0.000	0.500	0.607
Buses	1	0	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
Buses %	50.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	50.0	20.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	17.6
Single-Unit Trucks	1	3	0	0	4	1	0	1	0	2	1	3	1	0	5	0	1	1	0	2	13
Single-Unit %	50.0	100.0	0.0	0.0	80.0	100.0	0.0	100.0	0.0	100.0	50.0	60.0	100.0	0.0	62.5	0.0	100.0	100.0	0.0	100.0	76.5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	5.9
Buses	1	0	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
Single-Unit Trucks	1	3	0	0	4	1	0	1	0	2	1	3	1	0	5	0	1	1	0	2	13
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Entering Leg	2	3	0	0	5	1	0	1	0	2	2	5	1	0	8	0	1	1	0	2	17
Buses	1					1					0					1					3
Single-Unit Trucks	5					2					4					2					13
Articulated Trucks	1					0					0					0					1
Total Exiting Leg	7					3					4					3					17

PDI File #: **250481 D**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Hodgdon Way W: Borthwick Avenue**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Saturday, March 8, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**
 Class:



Buses

	Route 1 Bypass					Hodgdon Way					Route 1 Bypass					Borthwick Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
12:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	3
Grand Total	2	0	0	0	2	1	0	0	0	1	1	1	0	0	2	0	0	1	0	1	6
Approach %	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	33.3	0.0	0.0	0.0	33.3	16.7	0.0	0.0	0.0	16.7	16.7	16.7	0.0	0.0	33.3	0.0	0.0	16.7	0.0	16.7	
Exiting Leg Total	3					1					0					2					6

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:00 AM	Route 1 Bypass					Hodgdon Way					Route 1 Bypass					Borthwick Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
% Approach Total	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	1	0	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
Exiting Leg					1					1				0						1	3
Total	2					1					2					1					6

PDI File #: **250481 D**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Hodgdon Way W: Borthwick Avenue**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Saturday, March 8, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**
 Class:



Single-Unit Trucks

	Route 1 Bypass					Hodgdon Way					Route 1 Bypass					Borthwick Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
11:15 AM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	5
11:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
11:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Total	1	2	0	0	3	1	0	1	0	2	0	1	2	0	3	0	1	1	0	2	10
12:00 PM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	4
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	4
Grand Total	1	3	0	0	4	1	0	1	0	2	1	3	2	0	6	0	1	1	0	2	14
Approach %	25.0	75.0	0.0	0.0		50.0	0.0	50.0	0.0		16.7	50.0	33.3	0.0		0.0	50.0	50.0	0.0		
Total %	7.1	21.4	0.0	0.0	28.6	7.1	0.0	7.1	0.0	14.3	7.1	21.4	14.3	0.0	42.9	0.0	7.1	7.1	0.0	14.3	
Exiting Leg Total	5					2					4					3					14

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:15 AM	Route 1 Bypass					Hodgdon Way					Route 1 Bypass					Borthwick Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:15 AM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	5
11:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
11:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
12:00 PM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	4
Total Volume	1	3	0	0	4	1	0	1	0	2	1	3	1	0	5	0	1	1	0	2	13
% Approach Total	25.0	75.0	0.0	0.0		50.0	0.0	50.0	0.0		20.0	60.0	20.0	0.0		0.0	50.0	50.0	0.0		
PHF	0.250	0.375	0.000	0.000	0.500	0.250	0.000	0.250	0.000	0.500	0.250	0.375	0.250	0.000	0.417	0.000	0.250	0.250	0.000	0.500	0.650
Entering Leg	1	3	0	0	4	1	0	1	0	2	1	3	1	0	5	0	1	1	0	2	13
Exiting Leg	5					2					4					2					13
Total	9					4					9					4					26

PDI File #: **250481 D**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Hodgdon Way W: Borthwick Avenue**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Saturday, March 8, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**
 Class:



Articulated Trucks

	Route 1 Bypass					Hodgdon Way					Route 1 Bypass					Borthwick Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Grand Total	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	2					0					2					0					4

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:00 AM	Route 1 Bypass					Hodgdon Way					Route 1 Bypass					Borthwick Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Exiting Leg	1					0					1					0					2
Total	2					0					2					0					4

PDI File #: 250481 D
Location: N: Route 1 Bypass S: Route 1 Bypass
Location: E: Hodgdon Way W: Borthwick Avenue
City, State: Portsmouth, NH
Client: TF Moran/ J. Porter
Site Code: 45407.151
Count Date: Saturday, March 8, 2025
Start Time: 11:00 AM
End Time: 1:00 PM
Class:



Bicycles (on Roadway and Crosswalks)

	Route 1 Bypass							Hodgdon Way							Route 1 Bypass							Borthwick Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:00 AM	Route 1 Bypass							Hodgdon Way							Route 1 Bypass							Borthwick Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **250481 D**
 Location: **N: Route 1 Bypass S: Route 1 Bypass**
 Location: **E: Hodgdon Way W: Borthwick Avenue**
 City, State: **Portsmouth, NH**
 Client: **TF Moran/ J. Porter**
 Site Code: **45407.151**
 Count Date: **Saturday, March 8, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**
 Class:



Pedestrians

	Route 1 Bypass							Hodgdon Way							Route 1 Bypass							Borthwick Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0	0	0	0	50	50		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total %	0	0	0	0	50	50	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg Total	2							0							0							0							2

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

11:00 AM	Route 1 Bypass							Hodgdon Way							Route 1 Bypass							Borthwick Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
% Approach Total	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500		
Entering Leg	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Exiting Leg	2							0							0							0							2
Total	4							0							0							0							4

APPENDIX J

Signal Timing References

From NHDOT

Station : 5041 - US Rt 1BP and Cottage/Coakley (Standard File)

Phase [1.1.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MAX 1	10	50	0	20	10	50	0	15	0	0	0	0	0	0	0	0
Max 2	10	56	0	32	10	56	0	32	0	0	0	0	0	0	0	0
DyMaxLim	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
Ped Clr	0	0	0	0	0	0	0	0	29	0	0	0	0	0	0	0
MIN GRN	4	4	0	4	4	4	0	4	1	0	0	0	0	0	0	0
Gap Ext	3	8	0	3	3	8	0	3	0	0	0	0	0	0	0	0
Yel Clr	4	4	4	4	4	4	4	4	3	4	4	4	4	4	4	4
Red Clr	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Red Revt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Init	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gap Reduce Time B4	0	0	0	15	0	0	0	15	0	0	0	0	0	0	0	0
Gap Reduce Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gap Reduce Time To	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
Gap Reduce ReduceBy	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
Gap Reduce Min Gap	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hold to Max																

Phase Option [1.1.2]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable P	ON	ON		ON	ON	ON		ON	ON							
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Calls																
Min Recall																
Max Recall																
Ped Recall																
Soft Recall		ON				ON										
Dual Entry		ON		ON		ON		ON								
Enable Simul Gap																
Guarantd Passage																
Rest In Walk																
Condit'l Service																
Added Init Calc	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
25	0	0	0	0	0	0	0	0	0	0	0	0	0
26	0	0	0	0	0	0	0	0	0	0	0	0	0
27	0	0	0	0	0	0	0	0	0	0	0	0	0
28	0	0	0	0	0	0	0	0	0	0	0	0	0
29	0	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0	0
31	0	0	0	0	0	0	0	0	0	0	0	0	0
32	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 1, Interval Times [1.1.6.1]

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
25	0	0	0	0	0	0	0	0	0	0	0	0	0
26	0	0	0	0	0	0	0	0	0	0	0	0	0
27	0	0	0	0	0	0	0	0	0	0	0	0	0
28	0	0	0	0	0	0	0	0	0	0	0	0	0
29	0	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0	0
31	0	0	0	0	0	0	0	0	0	0	0	0	0
32	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	3.5	1.5	0	
2	0	0	0	0	0	0	3.5	1.5	0	
3	0	0	0	0	0	0	3.5	1.5	0	
4	0	0	0	0	0	0	3.5	1.5	0	
5	0	0	0	0	0	0	3.5	1.5	0	
6	0	0	0	0	0	0	3.5	1.5	0	
7	0	0	0	0	0	0	3.5	1.5	0	
8	0	0	0	0	0	0	3.5	1.5	0	
9	0	0	0	0	0	0	3.5	1.5	0	
10	0	0	0	0	0	0	3.5	1.5	0	
11	0	0	0	0	0	0	3.5	1.5	0	
12	0	0	0	0	0	0	3.5	1.5	0	
13	0	0	0	0	0	0	3.5	1.5	0	
14	0	0	0	0	0	0	3.5	1.5	0	
15	0	0	0	0	0	0	3.5	1.5	0	
16	0	0	0	0	0	0	3.5	1.5	0	
17	0	0	0	0	0	0	3.5	1.5	0	
18	0	0	0	0	0	0	3.5	1.5	0	
19	0	0	0	0	0	0	3.5	1.5	0	
20	0	0	0	0	0	0	3.5	1.5	0	
21	0	0	0	0	0	0	3.5	1.5	0	
22	0	0	0	0	0	0	3.5	1.5	0	
23	0	0	0	0	0	0	3.5	1.5	0	
24	0	0	0	0	0	0	3.5	1.5	0	
25	0	0	0	0	0	0	3.5	1.5	0	
26	0	0	0	0	0	0	3.5	1.5	0	
27	0	0	0	0	0	0	3.5	1.5	0	
28	0	0	0	0	0	0	3.5	1.5	0	
29	0	0	0	0	0	0	3.5	1.5	0	
30	0	0	0	0	0	0	3.5	1.5	0	
31	0	0	0	0	0	0	3.5	1.5	0	
32	0	0	0	0	0	0	3.5	1.5	0	

Prepared By

Date Implemented

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	3.5	1.5	0	
2	0	0	0	0	0	0	3.5	1.5	0	
3	0	0	0	0	0	0	3.5	1.5	0	
4	0	0	0	0	0	0	3.5	1.5	0	
5	0	0	0	0	0	0	3.5	1.5	0	
6	0	0	0	0	0	0	3.5	1.5	0	
7	0	0	0	0	0	0	3.5	1.5	0	
8	0	0	0	0	0	0	3.5	1.5	0	
9	0	0	0	0	0	0	3.5	1.5	0	
10	0	0	0	0	0	0	3.5	1.5	0	
11	0	0	0	0	0	0	3.5	1.5	0	
12	0	0	0	0	0	0	3.5	1.5	0	
13	0	0	0	0	0	0	3.5	1.5	0	
14	0	0	0	0	0	0	3.5	1.5	0	
15	0	0	0	0	0	0	3.5	1.5	0	
16	0	0	0	0	0	0	3.5	1.5	0	
17	0	0	0	0	0	0	3.5	1.5	0	
18	0	0	0	0	0	0	3.5	1.5	0	
19	0	0	0	0	0	0	3.5	1.5	0	
20	0	0	0	0	0	0	3.5	1.5	0	
21	0	0	0	0	0	0	3.5	1.5	0	
22	0	0	0	0	0	0	3.5	1.5	0	
23	0	0	0	0	0	0	3.5	1.5	0	
24	0	0	0	0	0	0	3.5	1.5	0	
25	0	0	0	0	0	0	3.5	1.5	0	
26	0	0	0	0	0	0	3.5	1.5	0	
27	0	0	0	0	0	0	3.5	1.5	0	
28	0	0	0	0	0	0	3.5	1.5	0	
29	0	0	0	0	0	0	3.5	1.5	0	
30	0	0	0	0	0	0	3.5	1.5	0	
31	0	0	0	0	0	0	3.5	1.5	0	
32	0	0	0	0	0	0	3.5	1.5	0	

Reviewed By

Traffic Engineer

Station : 5041 - US Rt 1BP and Cottage/Coakley (Standard File)

Unit Parameters [1.2.1]

Aux Switch Function	Display Time	Tone Disable	Feature Profile	Metric	InFYARedStart	ASC (Local)	MAS (Master)	TSP (Transit)	DCS	NAD (Naztec Adaptive)	SGN (Synchro Green)	ENW (Emergency)	PSI	LCU	DSRC	Web	Screen Size	Security Delay	ADA Button Time	StartUp Flash(s)	Auto Ped Clear
UNUSED	10	OFF	1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	ON	16			6	OFF

COMM, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	PORT	System-Up	Sys-Down	PC/Print	Aux 232
5041								

Port Parameters [6.2]

[illegible]

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	ON	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases							Modifier Phases					Type	Green	Yellow	Red
Overlap 1													NORMAL		3.5	2.5
Overlap 2													NORMAL		3.5	1.5
Overlap 3													NORMAL		3.5	1.5
Overlap 4													NORMAL		3.5	1.5
Overlap 5													NORMAL		3.5	1.5
Overlap 6													NORMAL		3.5	1.5
Overlap 7													NORMAL		3.5	1.5
Overlap 8													NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

[illegible]

Detector, Vehicle Parameters 1-16 [5.1]

[illegible]

Detector, Vehicle Parameters 17-32 [5.1]

[illegible]

Station : 5041 - US Rt 1BP and Cottage/Coakley (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.8.1/2]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Flash Yellow		ON				ON																		
Flash Red	ON		ON	ON	ON		ON	ON																
Alt Hz																								
Flash Green																								
Dim Green																								
Dim Yellow																								
Dim Red																								
Dim Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.2.1/1.8.3]/[1.9.1/1.2.1]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT	TX2-V14	DEFAULT	AUTO	EXT

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Channel/SDLC, Permissive [1.3.3]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1	1										1				
2	1			1				1			1	1			
3			1					1							
4		1													
5				1				1							
6	1			1											
7															
8															
9				1											
10															
11															
12															
13	1														
14															
15															

Channel/SDLC, Permissive [1.3.1]

SDLC Device	Term/Fac	Detector								MMU DIAG							
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	
Dev Present										ON							
Peer to Peer																	

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	9	3	4			
Ring 2	6	5	11	7	8			
Ring 3								
Ring 4								
Ring 5								
Ring 6								
Ring 7								
Ring 8								

Station : 5041 - US Rt 1BP and Cottage/Coakley (Standard File)

Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	ON
18	ON
19	ON
20	ON
21	ON
22	ON
23	ON
24	ON
25	ON
26	ON
27	ON
28	ON
29	ON
30	
31	
32	
33	
34	
35	
36	
37	ON
38	ON
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	
49	ON
50	ON
51	ON
52	ON
53	ON
54	ON
55	ON
56	ON
57	ON
58	ON
59	
60	ON
61	
62	
63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	
7	
8	
9	
10	
11	
12	ON
13	
14	ON
15	ON
16	
17	
18	
19	ON
20	ON
21	
22	ON
23	ON
24	
25	
26	
27	ON
28	
29	
30	
31	
32	
33	
34	
35	
36	ON
37	
38	
39	
40	
41	
42	
43	
44	
45	ON
46	
47	
48	
49	
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	
61	
62	
63	
64	

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
MaxPres			120	120	120	120
Delay						
MinDura			10	10	10	10
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON				
Override Higher # Preempt	ON	ON				
Flash in Dwell						
Link to Preempt						
MINGRN			10	10	10	10
MinWalk						
PedClr			255	255	255	255
Track Grn						
Min Dwell			10	10	10	10
Init Dwell						
Track Veh1						
Track Veh2						
Track Veh3						
Track Veh4						
Track Veh5						
Track Veh6						
Track Veh7						
Track Veh8						
Exit 1			2	2	2	2
Exit 2			6	6	6	6
Exit 3						
Exit 4						
Exit 5						
Exit 6						
Exit 7						
Exit 8						
Dwell Cyc Veh1			1	2	4	8
Dwell Cyc Veh2			6	5		
Dwell Cyc Veh3						
Dwell Cyc Veh4						
Dwell Cyc Veh5						
Dwell Cyc Veh6						
Dwell Cyc Veh7						
Dwell Cyc Veh8						
Dwell Cyc Veh9						
Dwell Cyc Veh10						
Dwell Cyc Veh11						
Dwell Cyc Veh12						
Dwell Cyc Veh13						
Dwell Cyc Veh14						
Dwell Cyc Veh15						
Dwell Cyc Veh16						
Dwell Cyc Veh17						
Dwell Cyc Veh18						
Dwell Cyc Veh19						
Dwell Cyc Veh20						
Dwell Cyc Veh21						
Dwell Cyc Veh22						
Dwell Cyc Veh23						
Dwell Cyc Veh24						
Dwell Cyc Veh25						
Dwell Cyc Veh26						
Dwell Cyc Veh27						
Dwell Cyc Veh28						
Dwell Cyc Veh29						
Dwell Cyc Veh30						
Dwell Cyc Veh31						
Dwell Cyc Veh32						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell Cyc Ped7						
Dwell Cyc Ped8						
Dwell Cyc Ped9						
Dwell Cyc Ped10						
Dwell Cyc Ped11						
Dwell Cyc Ped12						
Dwell Cyc Ped13						
Dwell Cyc Ped14						
Dwell Cyc Ped15						
Dwell Cyc Ped16						
Dwell Cyc Ped17						
Dwell Cyc Ped18						

Station : 5041 - US Rt 1BP and Cottage/Coakley (Standard File)

Preemption Times+ [3.4]/Overlaps+ [3.5]/Options+ [3.6]

Preempt	1	2	3	4	5	6
Enable			ON	ON	ON	ON
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track if Override						
MCE override						
Coord in Preempt						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Lnk Aft Dwell						
Extend Dwell						
Pattern						
Output Mode			DWELL	DWELL	DWELL	DWELL
PedClr						
Yellow	4	4	4	4	4	4
Red	2	2	2	2	2	2
Return Max						
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
Track Over 13						
Track Over 14						
Track Over 15						
Track Over 16						
Track Over 17						
Track Over 18						
Track Over 19						
Track Over 20						
Track Over 21						
Track Over 22						
Track Over 23						
Track Over 24						
Track Over 25						
Track Over 26						
Track Over 27						
Track Over 28						
Track Over 29						
Track Over 30						
Track Over 31						
Track Over 32						
DwellCyc Over 1						
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
DwellCyc Over 13						
DwellCyc Over 14						
DwellCyc Over 15						
DwellCyc Over 16						
DwellCyc Over 17						
DwellCyc Over 18						
DwellCyc Over 19						
DwellCyc Over 20						
DwellCyc Over 21						
DwellCyc Over 22						
DwellCyc Over 23						
DwellCyc Over 24						
DwellCyc Over 25						
DwellCyc Over 26						
DwellCyc Over 27						
DwellCyc Over 28						
DwellCyc Over 29						
DwellCyc Over 30						
DwellCyc Over 31						
DwellCyc Over 32						

Modes

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Off	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active
RESERVED	TIMED	TIMED	NO_RECYCLE	ON	OFF	ON	OFF	ON	0	+	ON

[illegible][illegible]

Station : 5041 - US Rt 1BP and Cottage/Coakley (Standard File)

Coordination, Splits [2.7.1]

[illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible]

[illegible]

[illegible][illegible][illegible][illegible][illegible]

TB Coor, Advanced Scheduler [4.3]

TB Coor, Day Plan [4.4][illegible]

NHDOT Timing Sheet

Timing Sheet 4/16/2025 12:42:22 PM

4/16/2025 12:42:22 PM

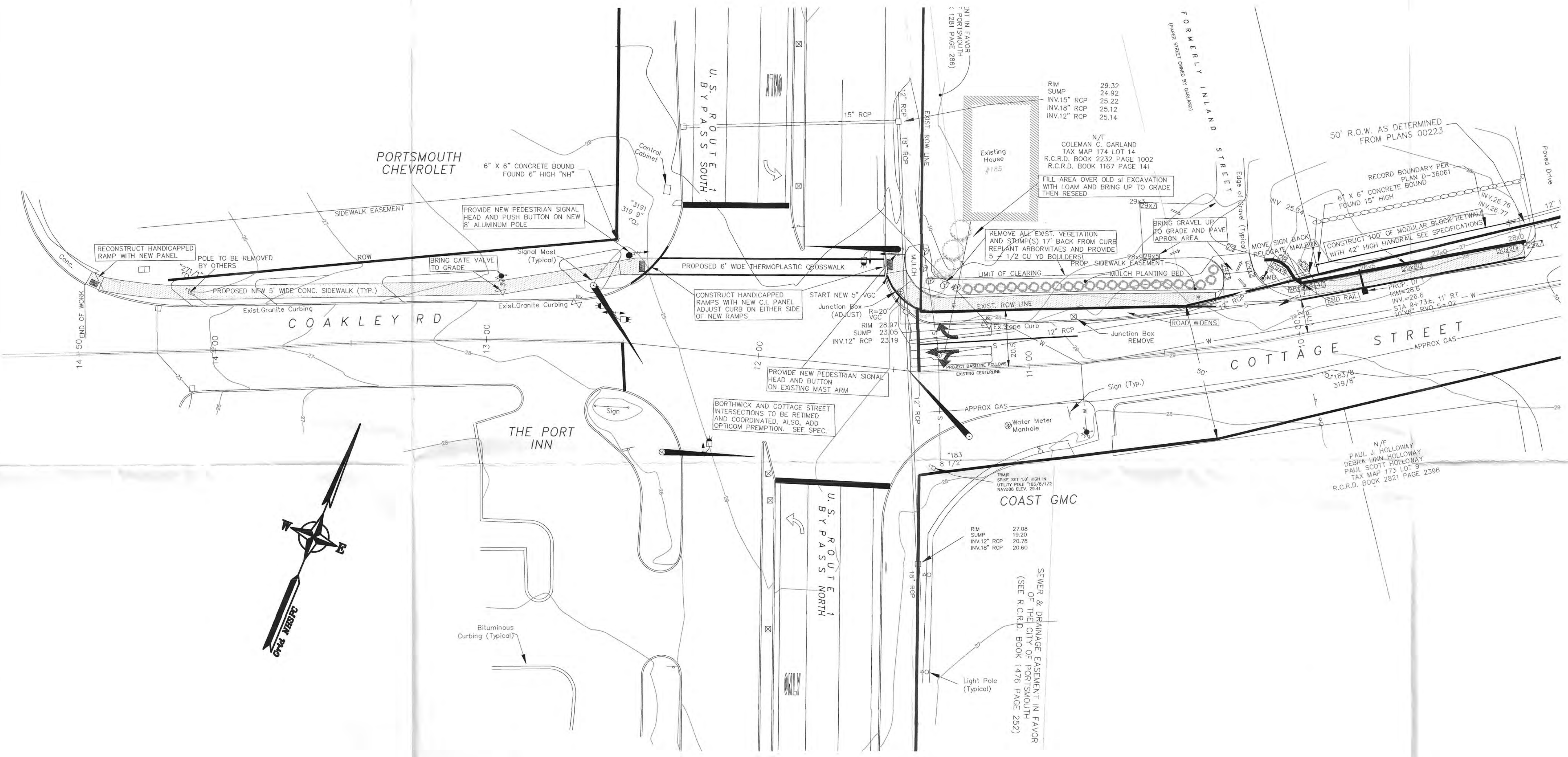
Station : 5041 - US Rt 1BP and Cottage/Coakley (Standard File)

[illegible][illegible][illegible][illegible][illegible][illegible]

TB Coor, Action Table [4.5]

[illegible]

- LEGEND:
- IRON ROD FOUND
 - GRANITE BOUND FOUND
 - NHNB NEW HAMPSHIRE HIGHWAY BOUND
 - △ RAILROAD SPIKE FOUND
 - ⊙ SEWER MANHOLE
 - ⊞ CATCH BASIN
 - PROPOSED CATCH BASIN
 - ⊙ TELEPHONE MANHOLE
 - ⊙ HYDRANT
 - ⊙ WATER GATE VALVE
 - ⊙ GAS METER
 - ⊙ GAS SHUT OFF VALVE
 - ⊙ UTILITY POLE
 - ☆ LIGHT POLE
 - ⊙ UTILITY POLE W/TRANSFORMER
 - ⊙ GUY
 - ⊙ ELECTRICAL CONDUITE
 - S — SEWER LINE
 - sl — SEWER LATERAL LINE
 - W — WATER LINE
 - D — DRAIN LINE
 - G — GAS LINE
 - OHW — OVERHEAD WIRES
 - OHE — OVERHEAD ELECTRIC
 - SIGN — SIGN
 - VGC VERTICAL FACED GRANITE CURB
 - SGC SLOPED FACED GRANITE CURB
 - SAC SLOPED FACED ASPHALT CURB
 - ⊞ HANDICAP SPACE



1. UTILITIES (IF SHOWN) ARE APPROXIMATE, CALL 1-800-DIG-SAFE PRIOR TO ANY EXCAVATION.
2. ALL MATERIALS PROPOSED ON THIS PLAN ARE TO MEET NHDOT, NEQ & CITY STANDARD SPECIFICATIONS.
3. TOPOGRAPHY IS BASED NGVD 88.
4. ACQUIRING LAY DOWN AREAS IN THE RESPONSIBILITY OF THE CONTRACTOR.
5. SIDEWALKS MUST BE PASSABLE FOR PEDESTRIAN USE NIGHTLY.
6. HOURS OF WORK WILL BE 7 AM TO 5 PM DAILY. WEEKEND WORK WILL NOT BE ALLOWED.
7. THE STREET WILL NOT BE SHUT DOWN TO TRAFFIC.
8. FLAGGERS (OR POLICE) WILL NEED TO BE HIRED FOR THE DURATION OF THE PROJECT WHENEVER CONSTRUCTION OR VEHICLES ARE IN THE ROAD. THE CONTRACTOR WILL ACQUIRE A FLAGGING PERMIT WITH THE CITY AND THE CITY WILL DETERMINE THE APPROPRIATE FLAGGING PERSONEL FOR THE PROJECT.
9. ALL BUSINESSES MUST HAVE SAFE ACCESS AT ALL TIMES.
10. CONTACT PSNH FOR OLD POLE REMOVAL.
11. ALL SIDEWALKS MUST BE SAFE FOR THE GENERAL PUBLIC AT ALL TIMES. BARRICADES, SIGNS ETC. WILL BE PROVIDED UNDER THE MAINTENANCE OF TRAFFIC ITEM IF NEEDED TO PROTECT THE PUBLIC. IT IS THE DECISION OF THE ENGINEER WHETHER THE CONTRACTOR HAS SUPPLIED THE PROPER SAFETY SUPPLIES. THE CONTRACTOR MAY BE REQUIRED TO PROVIDE TEMPORARY SIDEWALKS AS NEEDED AND AS DETERMINED BY THE CITY.
12. THE CONTRACTOR WILL SUPPLY THE CITY WITH A 24 HOUR PHONE NUMBER IN CASE OF EMERGENCY.
13. CALCIUM OR OTHER DUST CONTROL MEASURES WILL BE PROVIDED IF DEEMED NECESSARY BY THE ENGINEER.



DEPARTMENT OF
PUBLIC WORKS
CITY OF PORTSMOUTH, NH

NO.	DESCRIPTION	DATE
REVISIONS		
SIDEWALK CONSTRUCTION PLAN FOR COAKLEY ROAD AND COTTAGE STREET PORTSMOUTH, NEW HAMPSHIRE		
DRAWING_SCALE 1"=20'		8/01/12

Station : 5042 - US1BP & Borthwick Ave (Standard File)

Phase [1.1.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MAX 1	15	50	25	30	15	60	0	0	3	0	0	0	3	0	0	0
Max 2	15	50	25	15	15	60	0	0	0	0	0	0	0	0	0	0
DyMaxLim	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
Ped Clr	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0
MIN GRN	5	10	5	5	5	10	0	0	3	0	0	0	3	0	0	0
Gap Ext	3	3	3	3	3	3	0	0	0	0	0	0	0	0	0	0
Yel Clr	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Red Clr	3	2	3	3	3	2	3	3	2	2	2	2	2	2	2	2
Red Revt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Init	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gap Reduce Time B4	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0
Gap Reduce Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gap Reduce Time To	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Gap Reduce ReduceBy	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Gap Reduce Min Gap	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hold to Max																

Phase Option [1.1.2]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable P	ON	ON	ON	ON	ON	ON			ON				ON			
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Calls									ON							
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Enable Simul Gap	ON	ON	ON	ON	ON	ON	ON	ON								
Guarantd Passage																
Rest In Walk																
Condit'l Service																
Added Init Calc	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
25	0	0	0	0	0	0	0	0	0	0	0	0	0
26	0	0	0	0	0	0	0	0	0	0	0	0	0
27	0	0	0	0	0	0	0	0	0	0	0	0	0
28	0	0	0	0	0	0	0	0	0	0	0	0	0
29	0	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0	0
31	0	0	0	0	0	0	0	0	0	0	0	0	0
32	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 1, Interval Times [1.1.6.1]

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
25	0	0	0	0	0	0	0	0	0	0	0	0	0
26	0	0	0	0	0	0	0	0	0	0	0	0	0
27	0	0	0	0	0	0	0	0	0	0	0	0	0
28	0	0	0	0	0	0	0	0	0	0	0	0	0
29	0	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0	0
31	0	0	0	0	0	0	0	0	0	0	0	0	0
32	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	3.5	1.5	0	
2	0	0	0	0	0	0	3.5	1.5	0	
3	0	0	0	0	0	0	3.5	1.5	0	
4	0	0	0	0	0	0	3.5	1.5	0	
5	0	0	0	0	0	0	3.5	1.5	0	
6	0	0	0	0	0	0	3.5	1.5	0	
7	0	0	0	0	0	0	3.5	1.5	0	
8	0	0	0	0	0	0	3.5	1.5	0	
9	0	0	0	0	0	0	3.5	1.5	0	
10	0	0	0	0	0	0	3.5	1.5	0	
11	0	0	0	0	0	0	3.5	1.5	0	
12	0	0	0	0	0	0	3.5	1.5	0	
13	0	0	0	0	0	0	3.5	1.5	0	
14	0	0	0	0	0	0	3.5	1.5	0	
15	0	0	0	0	0	0	3.5	1.5	0	
16	0	0	0	0	0	0	3.5	1.5	0	
17	0	0	0	0	0	0	3.5	1.5	0	
18	0	0	0	0	0	0	3.5	1.5	0	
19	0	0	0	0	0	0	3.5	1.5	0	
20	0	0	0	0	0	0	3.5	1.5	0	
21	0	0	0	0	0	0	3.5	1.5	0	
22	0	0	0	0	0	0	3.5	1.5	0	
23	0	0	0	0	0	0	3.5	1.5	0	
24	0	0	0	0	0	0	3.5	1.5	0	
25	0	0	0	0	0	0	3.5	1.5	0	
26	0	0	0	0	0	0	3.5	1.5	0	
27	0	0	0	0	0	0	3.5	1.5	0	
28	0	0	0	0	0	0	3.5	1.5	0	
29	0	0	0	0	0	0	3.5	1.5	0	
30	0	0	0	0	0	0	3.5	1.5	0	
31	0	0	0	0	0	0	3.5	1.5	0	
32	0	0	0	0	0	0	3.5	1.5	0	

Prepared By

Date Implemented

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	3.5	1.5	0	
2	0	0	0	0	0	0	3.5	1.5	0	
3	0	0	0	0	0	0	3.5	1.5	0	
4	0	0	0	0	0	0	3.5	1.5	0	
5	0	0	0	0	0	0	3.5	1.5	0	
6	0	0	0	0	0	0	3.5	1.5	0	
7	0	0	0	0	0	0	3.5	1.5	0	
8	0	0	0	0	0	0	3.5	1.5	0	
9	0	0	0	0	0	0	3.5	1.5	0	
10	0	0	0	0	0	0	3.5	1.5	0	
11	0	0	0	0	0	0	3.5	1.5	0	
12	0	0	0	0	0	0	3.5	1.5	0	
13	0	0	0	0	0	0	3.5	1.5	0	
14	0	0	0	0	0	0	3.5	1.5	0	
15	0	0	0	0	0	0	3.5	1.5	0	
16	0	0	0	0	0	0	3.5	1.5	0	
17	0	0	0	0	0	0	3.5	1.5	0	
18	0	0	0	0	0	0	3.5	1.5	0	
19	0	0	0	0	0	0	3.5	1.5	0	
20	0	0	0	0	0	0	3.5	1.5	0	
21	0	0	0	0	0	0	3.5	1.5	0	
22	0	0	0	0	0	0	3.5	1.5	0	
23	0	0	0	0	0	0	3.5	1.5	0	
24	0	0	0	0	0	0	3.5	1.5	0	
25	0	0	0	0	0	0	3.5	1.5	0	
26	0	0	0	0	0	0	3.5	1.5	0	
27	0	0	0	0	0	0	3.5	1.5	0	
28	0	0	0	0	0	0	3.5	1.5	0	
29	0	0	0	0	0	0	3.5	1.5	0	
30	0	0	0	0	0	0	3.5	1.5	0	
31	0	0	0	0	0	0	3.5	1.5	0	
32	0	0	0	0	0	0	3.5	1.5	0	

Reviewed By

Traffic Engineer

Station : 5042 - US1BP & Borthwick Ave (Standard File)

Unit Parameters [1.2.1]

Aux Switch Function	Display Time	Tone Disable	Feature Profile	Metric	InFYARedStart	ASC (Local)	MAS (Master)	TSP (Transit)	DCS	NAD (Naztec Adaptive)	SGN (Synchro Green)	ENW (Emergency)	PSI	LCU	DSRC	Web	Screen Size	Security Delay	ADA Button Time	StartUp Flash(s)	Auto Ped Clear
UNUSED	10	OFF	1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	ON	16			6	OFF

COMM, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	PORT	System-Up	Sys-Down	PC/Print	Aux 232
5042								

Port Parameters [6.2]

[illegible]

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	ON	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases						Modifier Phases						Type	Green	Yellow	Red
Overlap 1	1	3											NORMAL		3.5	2.5
Overlap 2	4	6											NORMAL		3.5	1.5
Overlap 3													NORMAL		3.5	1.5
Overlap 4													NORMAL		3.5	1.5
Overlap 5													NORMAL		3.5	1.5
Overlap 6													NORMAL		3.5	1.5
Overlap 7													NORMAL		3.5	1.5
Overlap 8													NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

[illegible]

Detector, Vehicle Parameters 1-16 [5.1]

[illegible]

Detector, Vehicle Parameters 17-32 [5.1]

[illegible]

Station : 5042 - US1BP & Borthwick Ave (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.8.1/2]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3	4	5	6			1	2			9											
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Flash Yellow		ON				ON				ON														
Flash Red	ON		ON	ON	ON		ON	ON	ON		ON	ON												
Alt Hz																								
Flash Green																								
Dim Green																								
Dim Yellow																								
Dim Red																								
Dim Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.2.1/1.8.3]/[1.9.1/1.2.1]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT	TX2-V14	DEFAULT	AUTO	EXT

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Channel/SDLC, Permissive [1.3.3]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1															
2															
3															
4															
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															
15															

Channel/SDLC, Permissive [1.3.1]

SDLC Device	Term/Fac	Detector								MMU DIAG							
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	
Dev Present									ON								
Peer to Peer																	

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	9	4	3			
Ring 2	6	5	13	7	8			
Ring 3								
Ring 4								
Ring 5								
Ring 6								
Ring 7								
Ring 8								

Station : 5042 - US1BP & Borthwick Ave (Standard File)

Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	ON
18	ON
19	ON
20	ON
21	ON
22	ON
23	ON
24	ON
25	ON
26	ON
27	ON
28	ON
29	ON
30	
31	
32	
33	
34	
35	
36	
37	ON
38	ON
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	
49	ON
50	ON
51	ON
52	ON
53	ON
54	ON
55	ON
56	ON
57	ON
58	ON
59	
60	ON
61	
62	
63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	
7	
8	
9	
10	
11	
12	ON
13	
14	ON
15	ON
16	
17	
18	
19	ON
20	ON
21	
22	ON
23	ON
24	
25	
26	
27	ON
28	
29	
30	
31	
32	
33	
34	
35	
36	ON
37	
38	
39	
40	
41	
42	
43	
44	
45	ON
46	
47	
48	
49	
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	
61	
62	
63	
64	

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
MaxPres			120	120	120	120
Delay						
MinDura			10	10	10	10
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON				
Override Higher # Preempt	ON	ON				
Flash in Dwell						
Link to Preempt						
MINGRN			255	255	255	255
MinWalk						
PedClr			255	255	255	255
Track Grn						
Min Dwell			10	10	10	10
Init Dwell						
Track Veh1						
Track Veh2						
Track Veh3						
Track Veh4						
Track Veh5						
Track Veh6						
Track Veh7						
Track Veh8						
Exit 1			2	2	2	2
Exit 2			6	6	6	6
Exit 3						
Exit 4						
Exit 5						
Exit 6						
Exit 7						
Exit 8						
Dwell Cyc Veh1			1	2	3	4
Dwell Cyc Veh2			6	5		
Dwell Cyc Veh3						
Dwell Cyc Veh4						
Dwell Cyc Veh5						
Dwell Cyc Veh6						
Dwell Cyc Veh7						
Dwell Cyc Veh8						
Dwell Cyc Veh9						
Dwell Cyc Veh10						
Dwell Cyc Veh11						
Dwell Cyc Veh12						
Dwell Cyc Veh13						
Dwell Cyc Veh14						
Dwell Cyc Veh15						
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Dwell Cyc Veh25						
Dwell Cyc Veh26						
Dwell Cyc Veh27						
Dwell Cyc Veh28						
Dwell Cyc Veh29						
Dwell Cyc Veh30						
Dwell Cyc Veh31						
Dwell Cyc Veh32						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell Cyc Ped7						
Dwell Cyc Ped8						
Dwell Cyc Ped9						
Dwell Cyc Ped10						
Dwell Cyc Ped11						
Dwell Cyc Ped12						
Dwell Cyc Ped13						
Dwell Cyc Ped14						
Dwell Cyc Ped15						
Dwell Cyc Ped16						
Dwell Cyc Ped17						
Dwell Cyc Ped18						

Station : 5042 - US1BP & Borthwick Ave (Standard File)

Preemption Times+ [3.4]/Overlaps+ [3.5]/Options+ [3.6]

Preempt	1	2	3	4	5	6
Enable			ON	ON	ON	ON
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track if Override						
MCE override						
Coord in Preempt						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Lnk Aft Dwell						
Extend Dwell						
Pattern						
Output Mode			DWELL	DWELL	DWELL	DWELL
PedClr						
Yellow	4	4	4	4	4	4
Red	2	2	2	2	2	2
Return Max						
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
Track Over 13						
Track Over 14						
Track Over 15						
Track Over 16						
Track Over 17						
Track Over 18						
Track Over 19						
Track Over 20						
Track Over 21						
Track Over 22						
Track Over 23						
Track Over 24						
Track Over 25						
Track Over 26						
Track Over 27						
Track Over 28						
Track Over 29						
Track Over 30						
Track Over 31						
Track Over 32						
DwellCyc Over 1			2		1	
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
DwellCyc Over 13						
DwellCyc Over 14						
DwellCyc Over 15						
DwellCyc Over 16						
DwellCyc Over 17						
DwellCyc Over 18						
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DwellCyc Over 20						
DwellCyc Over 21						
DwellCyc Over 22						
DwellCyc Over 23						
DwellCyc Over 24						
DwellCyc Over 25						
DwellCyc Over 26						
DwellCyc Over 27						
DwellCyc Over 28						
DwellCyc Over 29						
DwellCyc Over 30						
DwellCyc Over 31						
DwellCyc Over 32						

Coordination, Splits [2.7.1]

[illegible]

[illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible]

[illegible][illegible][illegible][illegible][illegible]

TB Coor, Advanced Scheduler [4.3]

TB Coor, Day Plan [4.4][illegible]

NHDOT Timing Sheet

Timing Sheet 4/16/2025 12:44:28 PM

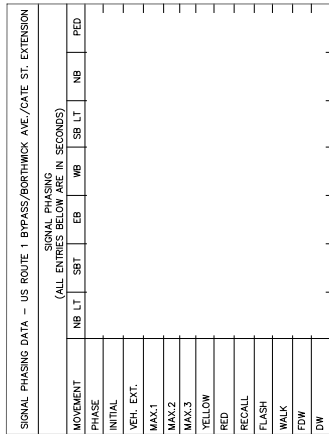
4/16/2025 12:44:28 PM

Station : 5042 - US1BP & Borthwick Ave (Standard File)

[illegible][illegible][illegible][illegible][illegible][illegible]

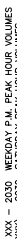
TB Coor, Action Table [4.5]

[illegible]



SIGNAL PHASING DATA – US ROUTE 1 BYPASS/BORTHWICK AVE./CATE ST. EXTENSION	SIGNAL PHASING (ALL ENTRIES BELOW ARE IN SECONDS)							
MOVEMENT	NB LT	SBT	EB	WB	SB LT	NB	PED	
PHASE								
INITIAL								
VEH. EXIT.								
MAX.1								
MAX.2								
MAX.3								
YELLOW								
RED								
RECALL								
FLASH								
WALK								
FDW								
DW								

2030 BUILD TRAFFIC VOLUMES



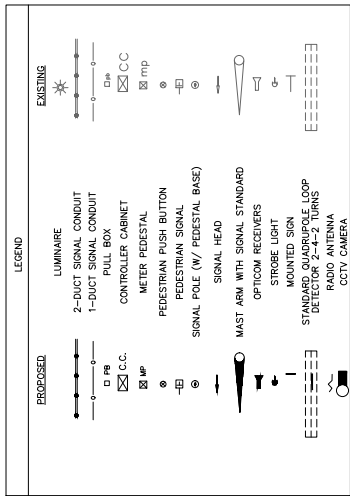
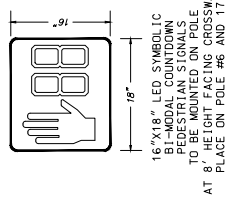
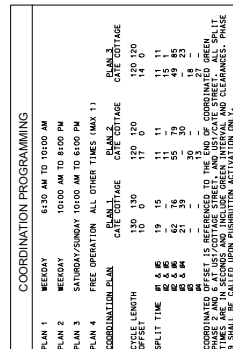
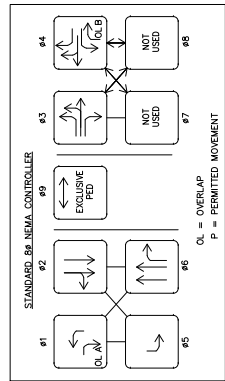
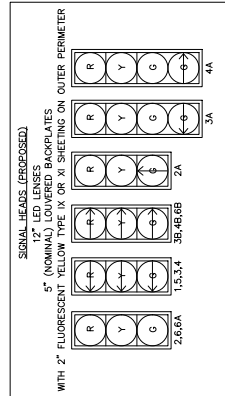
1. A LOCATION OF EMERGENCY VEHICLE PRESCRIPTION RECEIVERS BEING USED MUST BE DETERMINED BY THE FIELD BY THE CONTRACTOR, ENGINEER, AND THE CITY OF PORTSMOUTH FIRE DEPARTMENT.

2. PREEMPTION SIGNALS SHALL BE SERVICED ON A FIRST COME FIRST SERVED BASIS.

3. MINIMUM GREEN AND NORMAL VEHICLE CLEARANCE TIMES SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PREEMPTION DEMAND.

4. EMERGENCY PREEMPTION SHALL OVERRIDE COORDINATION.

5. NO OVERLAPS SHALL OPERATE DURING EMERGENCY PREEMPTION CALLS.



CATE STREET DEVELOPMENT, LLC
SIGNAL PLAN
ROUTE 1 BYPASS
OFFSITE IMPROVEMENTS
PORTSMOUTH
NEW HAMPSHIRE

PROJ. No.: 20180317_A20
DATE: 04/15/2021

SL-100

SHEET 17 OF 37



FUSS & O'NEILL
5 FLETCHER STREET, SUITE 1
DORSET, MAINE 04093
www.fussandoneill.com

GRAPHIC SCALE

20 0 10 20

HORZ: 1" = 20'

VERT: N/A

DATUM:

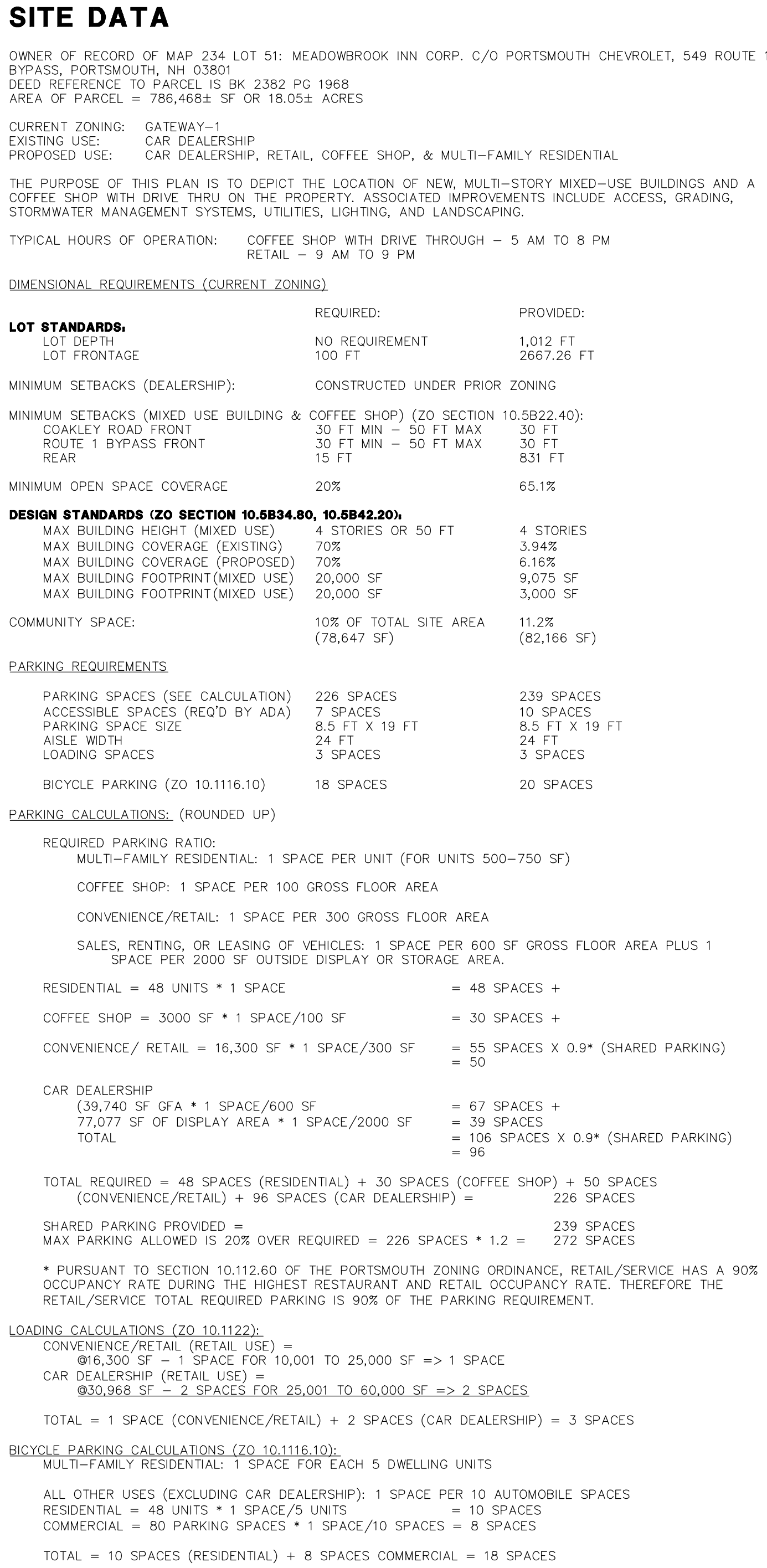
HORZ: NAD83

VERT: NAVD89

No	DATE	DESCRIPTION	REVIEWER
1.	8/7/2020	PHD0 SUBMISSION	JVA
2.	10/21/2020	REVISIONS PER PHD07 SITE WALK	JVA
3.	11/9/2020	REVISIONS PER PHD07 COMMENTS	JVA
4.	3/12/2021	REVISIONS PER PHD07 COMMENTS	JVA
5.	3/23/2021	WELAND MPACT PLAN	JVA
6.	4/5/2021	REVISIONS PER PHD07 COMMENTS	JVA

APPENDIX K

Plan



CONTACT DIG SAFE 72 BUSINESS HOURS. ANSWER TO CONSTRUCTION

OWNER
MAP 234 LOT 51
MEADOWBROOK INN CORP.
C/O PORTSMOUTH CHEVROLET
549 ROUTE 1 BYPASS
PORTSMOUTH, NH 03801

RESOURCE LIST

PLANNING/ZONING DEPARTMENT
1 JUNKINS AVE, 3RD FLOOR
PORTSMOUTH, NH 03801
603-610-7216
PETER BRITZ, DIRECTOR OF PLANNING AND
SUSTAINABILITY

CONSERVATION COMMISSION
1 JUNKINS AVE, 3RD FLOOR
PORTSMOUTH, NH 03801
603-610-7216
SAMANTHA COLLINS, CHAIR

BUILDING DEPARTMENT
1 JUNKINS AVENUE
PORTSMOUTH, NH 03801
603-610-7243
SHANTI WOLPH, CHIEF BUILDING INSPECTOR

PUBLIC WORKS
680 PEVERLY HILL ROAD
PORTSMOUTH, NH 03801
603-427-1530
PETER RICE, DIRECTOR OF PUBLIC WORKS

POLICE DEPARTMENT
3 JUNKINS AVE
PORTSMOUTH, NH 03801
603-427-1500
MARK NEWPORT, CHIEF

FIRE DEPARTMENT
170 COURT STREET
PORTSMOUTH, NH 03801
603-427-1515
WILLIAM MCQUILLEN, CHIEF
ASSOCIATED PROFESSIONALS

NHDES AOT
29 HAZEN DRIVE
CONCORD, NH 03302-0095
603-271-3503
MICHAEL SCHLOSSER, P.E.

**549 US ROUTE 1 BYPASS
PORTSMOUTH, NEW HAMPSHIRE**

JULY 1, 2025
(FOR TECHNICAL ADVISORY COMMITTEE REVIEW)

INDEX OF SHEETS	
SHEET	SHEET TITLE
C-00	COVER
C-01	NOTES & LEGEND
SHEET 1-3	EXISTING FEATURES (BY YERKES SURVEY ASSOCIATES, LLC)
C-02	SITE PREPARATION & DEMOLITION PLAN
C-03	SITE LAYOUT PLAN
C-04	GRADING & DRAINAGE PLAN
C-05	EROSION CONTROL PLAN
C-06	EROSION CONTROL NOTES
C-07	UTILITY PLAN
C-08	LANDSCAPE PLAN
C-09	LIGHTING PLAN
C-10 TO C-12	DETAILS

[illegible]

TAX MAP 234 LOT 51

COVER

PROPOSED MIXED-USE DEVELOPMENT
549 US ROUTE 1 BYPASS, PORTSMOUTH, NH

OWNED BY
MEADOWBROOK INN CORP.

JULY 1, 2025

		Civil Engineers Structural Engineers Traffic Engineers Land Surveyors Landscape Architects Scientists		170 Commerce Way, Suite 102 Portsmouth, NH 03801 Phone (603) 431-2222 Fax (603) 431-0190 www.tfmoran.com	
F 45407.151	DR CK	CADFILE	45407-151 COVER		C-00

THESE PLANS ARE PERMIT DRAWINGS ONLY AND HAVE NOT BEEN DETAILED FOR CONSTRUCTION OR BIDDING.

LEGEND

- UTILITY POLE
- SIGN
- IRON PIPE FOUND (IPF)
- REBAR FOUND
- GRANITE BOUND FOUND (GBF)
- GUY WIRE
- ☆ LIGHT POLE
- ⊠ TEL. PEDESTAL
- ⊠ ELEC PEDESTAL
- ⊠ FIRE HYDRANT
- ⊠ WATER VALVE
- ⊠ WATER SHUT OFF
- ⊠ GAS SHUT OFF
- ⊠ RIP RAP

WETLAND CERTIFICATION:

THE WETLANDS DEPICTED ON THIS PLAN WERE DELINEATED ON NOVEMBER 1, 2023 BY JASON R. AUBE CWS #313. THESE WETLANDS WERE DELINEATED ACCORDING TO THE CORPS OF ENGINEERS WETLAND DELINEATION MANUAL (JANUARY 1987) AND THE REGIONAL SUPPLEMENT TO THE U.S. CORPS OF ENGINEERS WETLAND DELINEATION MANUAL: NORTHCENTRAL AND NORTHEAST REGION, VERSION 2.0 (JANUARY 2012). THE PRESENCE OF DOMINANT HYDROPHYTIC VEGETATION WAS DETERMINED USING THE NORTHCENTRAL AND NORTHEAST 2016 REGIONAL WETLAND PLANT LIST, VERSION 3.3, 2016, PUBLISHED BY THE ARMY CORPS OF ENGINEERS. HYDRIC SOILS WERE DETERMINED USING THE NH HYDRIC SOILS TECHNICAL COMMITTEE'S "FIELD INDICATORS FOR IDENTIFYING HYDRIC SOILS IN NEW ENGLAND", VERSION 4, 2017, PUBLISHED BY THE NEW ENGLAND INTERSTATE WATER POLLUTION CONTROL COMMISSION.

I HEREBY CERTIFY THAT THIS PLAN IS BASED ON AN ACTUAL FIELD SURVEY AND HAS A MAXIMUM ERROR OF CLOSURE OF 1:10,000 ON ALL PROPERTY LINES WITHIN AND BORDERING THE SUBJECT PROPERTY.

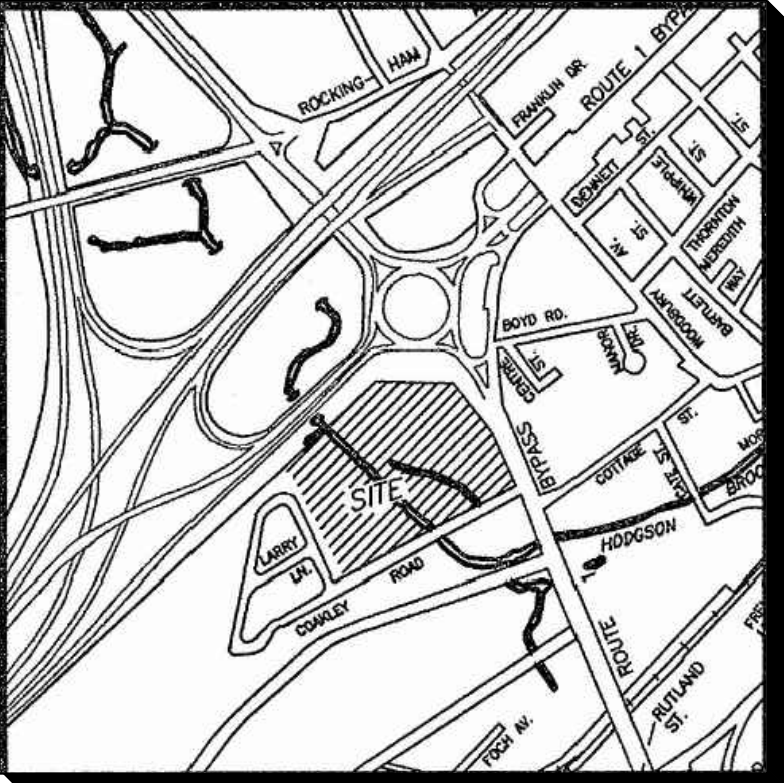
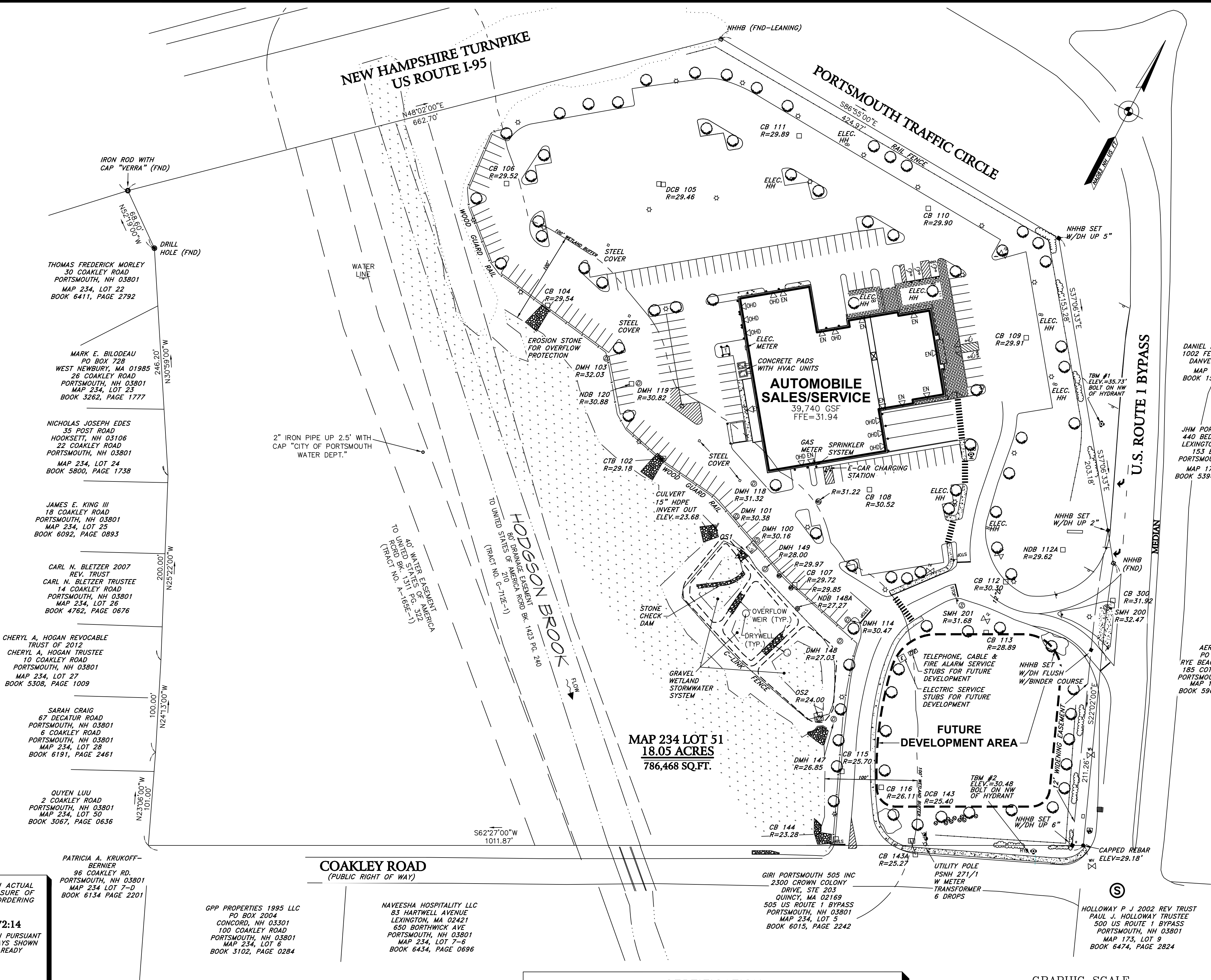
PURSUANT TO RSA 676:18,III and RSA 672:14

I CERTIFY THAT THIS SURVEY PLAT IS NOT A SUBDIVISION PURSUANT TO THIS TITLE AND THAT THE LINES OF STREETS AND WAYS SHOWN ARE THOSE OF PUBLIC OR PRIVATE STREETS OR WAYS ALREADY ESTABLISHED AND THAT NO NEW WAYS ARE SHOWN.

PURSUANT TO RSA 676:18, IV

A COPY OF THIS PLAN HAS BEEN FILED WITH THE CITY OF PORTSMOUTH, NH PLANNING BOARD.

DATE: _____



LOCATION MAP

NOTES:

- OWNER OF RECORD: (LESSOR)
THE MEADOWBROOK INN CORPORATION
549 ROUTE 1 BYPASS
PORTSMOUTH, NH 03801
(LESSEE)
PORTSMOUTH CHEVROLET, INC.
549 ROUTE 1 BYPASS
PORTSMOUTH, NH 03801
- PARCEL IS IDENTIFIED AS LOT 51 ON THE CITY OF PORTSMOUTH TAX MAPS SHEET 234.
- DEED REFERENCE TO PARCEL IS BOOK 2382 PAGE 1968 R.C.R.D.
- PARCEL LIES IN THE "GB" (GENERAL BUSINESS) ZONING DISTRICT.

REQUIREMENTS ARE:

- MINIMUM YARD DIMENSIONS--
FRONT---30'
SIDE---50'
REAR---50'
- MIN. LOT AREA---43,560 SQ.FT.
- MIN. STREET FRONTAGE---200'
- MIN. DEPTH---100'
- MAX. STRUCTURE HEIGHT---60'
- MIN. OPEN SPACE---20X
- MAX. BUILDING COVERAGE---30%

5) EASEMENTS AND RESTRICTIONS WHICH MAY AFFECT THE SUBJECT PROPERTY ARE RECITED ON REFERENCE PLAN #1 AS NOTED BELOW AND ARE INCORPORATED HEREIN BY REFERENCE. NO TITLE SEARCH WAS PERFORMED BY THIS OFFICE.

DANIEL A. YOKEN HEIRS
1002 FERNICROFT TOWER
DANVERS, MA 01923
MAP 174, LOT 13
BOOK 1546, PAGE 0070

JHM PORTSMOUTH LLC
440 BEDFORD STREET
LEXINGTON, MA 02420
153 BOYD ROAD
PORTSMOUTH, NH 03801
MAP 174, LOT 12
BOOK 5394, PAGE 1677

AER RE LLC
PO BOX 93
RYE BEACH, NH 03871
185 COTTAGE STREET
PORTSMOUTH, NH 03801
MAP 174, LOT 14
BOOK 5965, PAGE 2216

EXISTING CONDITIONS

PLAN OF LAND PREPARED FOR
THE MEADOWBROOK INN CORPORATION
RTE 1 BYPASS
PORTSMOUTH, ROCKINGHAM COUNTY, NH
APRIL 17, 2024
SHEET 1 OF 3

JOB NO. 430020

CERTIFICATION:

TO KENNEBUNK SAVINGS BANK, ITS SUCCESSORS AND/OR ASSIGNS AND THE MEADOWBROOK INN CORPORATION: "THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE REQUIREMENTS OF A "STANDARD PROPERTY SURVEY, CLASS U (URBAN)" AS DEFINED BY THE NH CODE OF ADMINISTRATIVE RULES CHAPTER LAN 500, AND THE REQUIREMENTS OF A STANDARD PROPERTY SURVEY, CATEGORY 1, CONDITION 1 AS DEFINED IN THE "ETHICS AND STANDARDS, NEW HAMPSHIRE LAND SURVEYORS ASSOCIATION". ADDITIONALLY: "THIS IS TO CERTIFY THAT THE BUILDING AND IMPROVEMENTS AS CONSTRUCTED ARE IN COMPLIANCE WITH ALL APPLICABLE ZONING ORDINANCES IN EFFECT AT THE TIME OF CONSTRUCTION."

Licensed Land Surveyor _____ Date _____

GRAPHIC SCALE

60 0 30 60 120 240

(IN FEET)
1 inch = 60 ft.

NO.	DATE	DESCRIPTION	BY
3.	04/17/24	UPDATE EXISTING CONDITIONS, NOTES	BAB
2.	11/13/12	UPDATE STRUCTURE ELEVATIONS	CDE
1.	09/28/12	SHEET #1'S, GRAPHIC SCALE	CDE

YERKES
SURVEY ASSOCIATES, LLC
P.O.BOX 38, LACONIA, NH 03247
603-524-5117 (FAX) 528-4451

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Dubois & King inc.

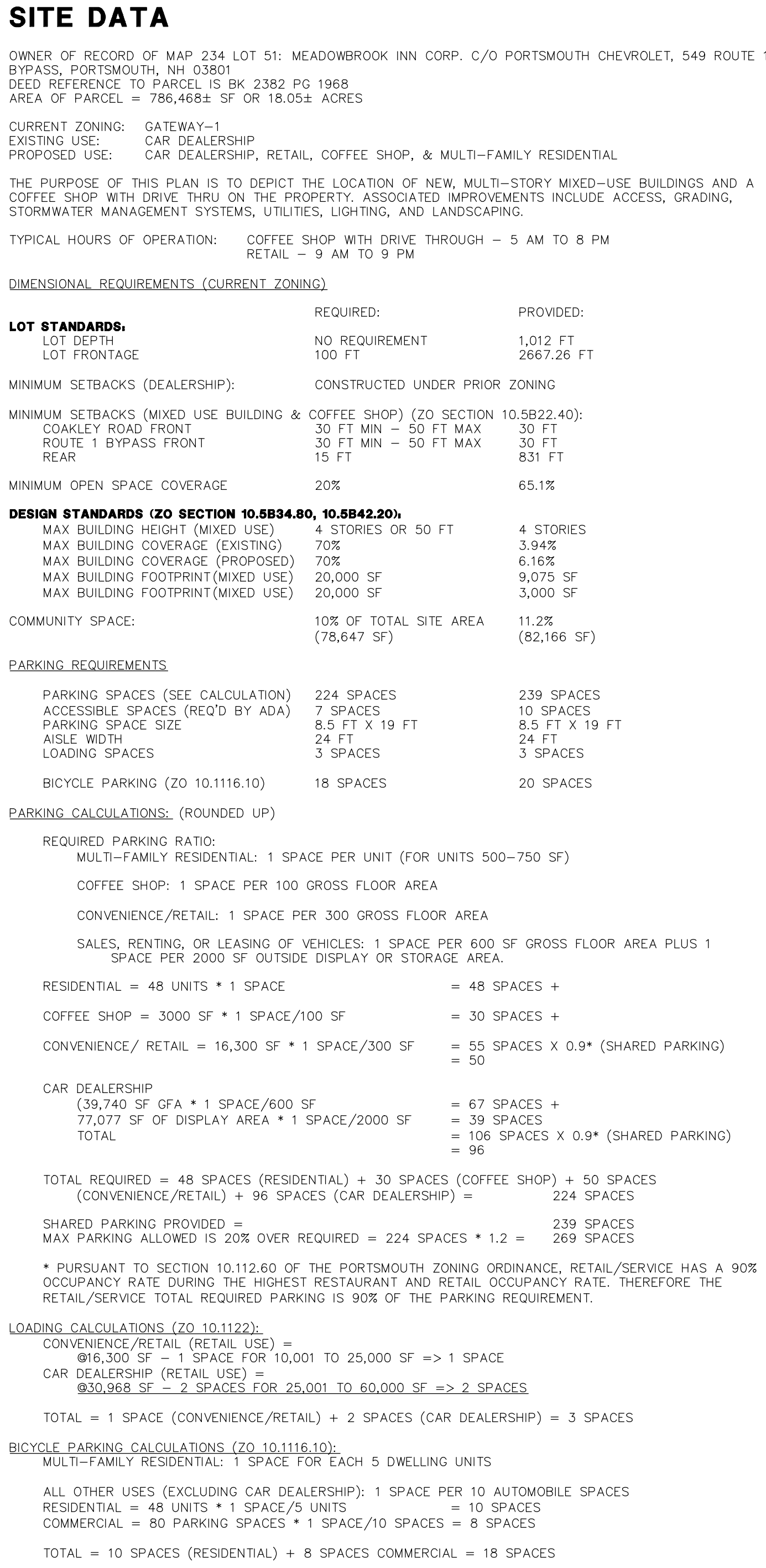
GENERAL UTILITY NOTE

THE UNDERGROUND UTILITIES DEPICTED HEREON HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND PLOTTED FROM EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES DEPICTED COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND PORTIONS OF THE UTILITIES. ANY CONTRACTOR SHOULD CONTACT DISSAFE AND VERIFY LOCATION AND DEPTH OF ALL UNDERGROUND UTILITIES PRIOR TO START OF ANY WORK.

- UTILITY POLE
- SIGN
- IRON PIPE FOUND (IPF)
- REBAR FOUND
- GRANITE BOUND FOUND (GBF)
- GUY WIRE
- ☆ LIGHT POLE
- 7 TEL. PEDESTAL
- 4 ELEC PEDESTAL
- HYD ● FIRE HYDRANT
- WV WATER VALVE
- WATER SHUT OFF
- GAS SHUT OFF
- RIP RAP

THE WETLANDS DEPICTED ON THIS PLAN WERE
DELINEATED ON NOVEMBER 1, 2023 BY JASON R.
AUBE CWS #313. THESE WETLANDS WERE
DELINEATED ACCORDING TO THE CORPS OF
ENGINEERS WETLAND DELINEATION MANUAL
(JANUARY 1987), THE
REGIONAL SUPPLEMENT TO THE U.S. CORPS OF
ENGINEERS WETLAND DELINEATION MANUAL:
NORTHCENTRAL AND NORTHEAST REGION, VERSION
2.0 (JANUARY 2012). THE PRESENCE OF
DOMINANT HYDROPHYTIC VEGETATION WAS
DETERMINED USING THE NORTHCENTRAL AND
NORTHEAST REGIONAL WETLAND PLANT LIST;
VERSION 3.3, 2016, PUBLISHED BY THE ARMY
CORPS OF ENGINEERS. HYDRIC SOILS WERE
DETERMINED USING THE NH HYDRIC SOILS
TECHNICAL COMMITTEE'S FIELD INDICATORS FOR
IDENTIFYING HYDRIC SOILS IN THE
"ENGLAND" VERSION 2011, PUBLISHED BY THE
NEW ENGLAND INTERSTATE WATER POLLUTION
CONTROL COMMISSION.

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MEADOWBROOK INN CORP.



- Civil Engineers
- Structural Engineers
- Traffic Engineers
- Land Surveyors
- Landscape Architects
- Scientists

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FILE	45407.151	DR	CADFILE	45407-151 SITE LAYOUT	C-03
		CK			



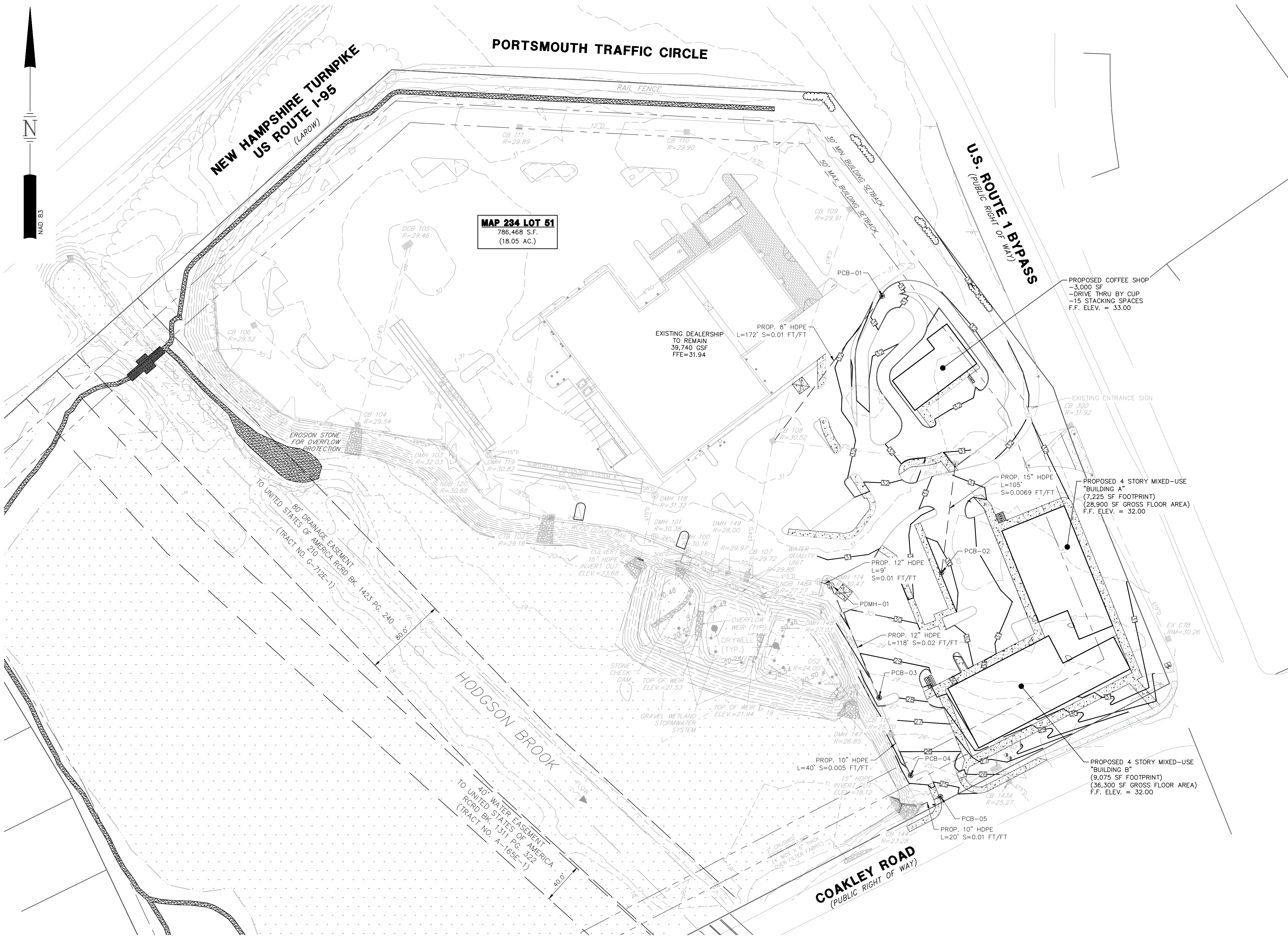
HORIZONTAL SCALE 1"=50'



A horizontal scale bar with a black background and white markings. The markings are labeled 50, 25, 0, and 50 from left to right. The bar is divided into segments by white lines.

[illegible]

Jul 01, 2025 - 1:45pm \\fr-bdfor4\Projects\Civil\Survey\MISC Projects\45407-151 Meadowbrook Inn - As-Of-Right\Design\PRODUCTION DRWGS\45407-151 Grading and Drainage.dwg



- NOTES**
- SEE NOTES ON SHEET C-02.
 - ALL DOORS AND GARAGE ENTRANCES SHALL BE AT FINISHED FLOOR ELEVATION UNLESS OTHERWISE NOTED.
 - PROPOSED SPOT GRADES ARE PROVIDED TO THE NEAREST 0.05. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE FINISHED GRADES MEET ADA STANDARDS FOR WHEEL CHAIR RAMPS, HANDICAP SPACES AND ACCESS AISLES, CROSSWALKS, SIDEWALKS, ETC.
 - ALL ELEVATIONS SHOWN AT CURB ARE TO THE BOTTOM OF CURB UNLESS OTHERWISE NOTED. CURBS HAVE A 6" REVEAL UNLESS OTHERWISE NOTED.
 - LENGTH OF PIPE IS FOR CONVENIENCE ONLY. ACTUAL PIPE LENGTH SHALL BE DETERMINED IN THE FIELD.
 - DRAINAGE PIPES WITH LESS THAN 3' COVER SHALL BE INSULATED (SEE UTILITY TRENCH DETAIL) AND DRAINAGE CATCH BASINS WITH LESS THAN 3.5' OF COVER OVER INVERTS SHALL USE SLAB TOP CATCH BASIN (SEE DETAILS).
 - THE CONTRACTOR SHALL REFER TO THE GEOTECHNICAL REPORT AND ARCHITECTURAL PLANS FOR SUBDRAINAGE SYSTEMS FOR THE BUILDING FOUNDATION. SUBDRAINAGE MUST DAYLIGHT OR TIE INTO THE STORMWATER MANAGEMENT SYSTEM.

DRAINAGE STRUCTURE TABLE

PCB-01 RIM=30.77 INV=25.72 (OUT CB-108) SUMP=21.72	CB-112 RIM=30.30 INV=24.37 (IN PCB-02) INV=24.27 (OUT CB-108)
PCB-02 RIM=29.60 INV=25.10 (OUT) SUMP=21.10	CB-115 RIM=25.70 INV=22.97 (OUT)
PCB-03 RIM=28.05 INV=24.80 (OUT PDMH-01) SUMP=20.80	DMH-114 RIM=30.47 INV=22.25 (IN CB-115) INV=22.25 (IN PDMH-01) INV=22.14 (OUT CB-107)
PCB-04 RIM=25.50 INV=23.17 (OUT CB-115) SUMP=19.17	PDMH-01 RIM=30.80± INV=22.44 (IN PCB-03) INV=22.34 (OUT DMH-114)
PCB-05 RIM=24.41 INV=18.63 (OUT CB-144) SUMP=14.63	CB-144 (STORMCEPTOR) RIM=23.28 INV=18.43 (IN CB-108) INV=18.33 (OUT)
CB-108 RIM=30.52 INV=24.0 (IN PCB-01) INV=22.48 (IN CB-109) INV=22.47 (IN CB-112) INV=22.36 (OUT CB-107)	

TAX MAP 234 LOT 51
GRADING AND DRAINAGE PLAN
PROPOSED MIXED-USE DEVELOPMENT
549 US ROUTE 1 BYPASS, PORTSMOUTH, NH

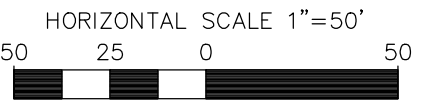
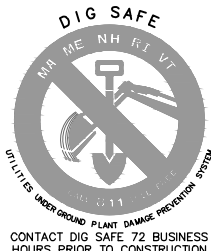
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MEADOWBROOK INN CORP.

JULY 1, 2025

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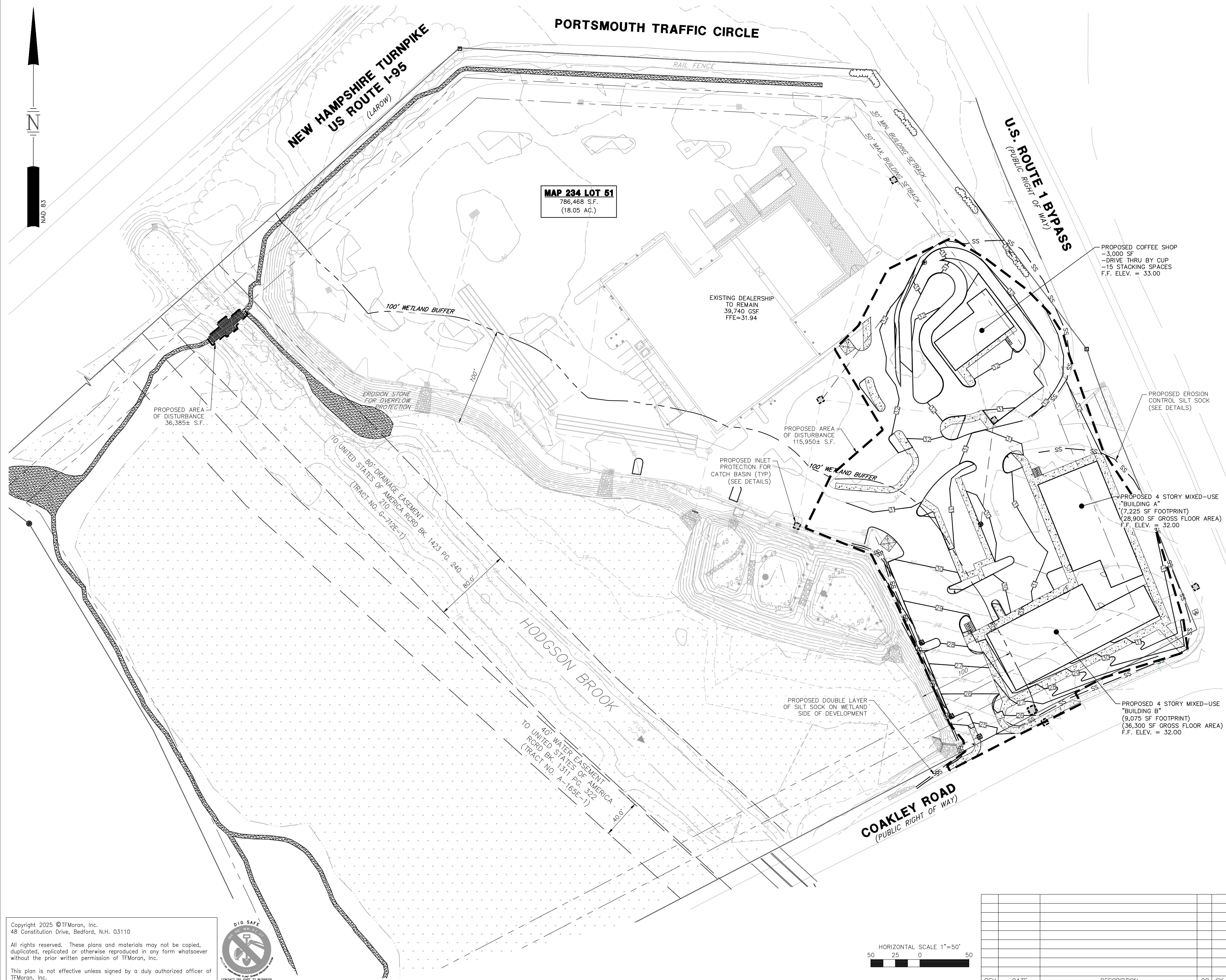
REV	DATE	DESCRIPTION	DR	CK



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Traffic Engineers
Land Surveyors
Landscape Architects
Scientists

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FILE	45407.151	DR	CK	CADFILE	45407-151 GRADING AND DRAINAGE	C-04
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NOTES

1. INSTALL SILT BARRIER ALONG THE PERIMETER OF THE AREA TO BE DISTURBED AS FIRST ORDER OF WORK.
2. PROVIDE INLET PROTECTION BARRIERS AROUND ALL EXISTING AND PROPOSED STORM DRAINAGE INLETS WITHIN THE WORK LIMITS AND MAINTAIN FOR THE DURATION OF THE PROJECT UNTIL PAVEMENT HAS BEEN INSTALLED. INLET PROTECTION BARRIERS SHALL BE IN PLACE AT ALL CATCH BASINS PRIOR TO THE DISTURBANCE OF SOIL.
3. DUST CONTROL SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. IT SHALL BE ACCOMPLISHED BY THE UNIFORM APPLICATION OF CALCIUM CHLORIDE AT THE RATE OF 1-1/2 POUNDS PER SQUARE YARD BY MEANS OF A LIME SPREADER OR OTHER APPROVED METHOD. WATER MAY ALSO BE USED FOR DUST CONTROL, AND APPLIED BY SPRINKLING WITH WATER TRUCK DISTRIBUTORS, AS REQUIRED.
4. THE SITE WILL REQUIRE A USEPA NPDES PERMIT FOR STORMWATER DISCHARGE FOR THE SITE CONSTRUCTION IF THE DISTURBANCE EXCEEDS ONE ACRE. THE CONSTRUCTION SITE OPERATOR SHALL DEVELOP AND IMPLEMENT A CONSTRUCTION STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IN ACCORDANCE WITH EPA REGULATIONS AND THE CONSTRUCTION GENERAL PERMIT WHICH SHALL REMAIN ON SITE AND MADE ACCESSIBLE TO THE PUBLIC. THE SITE CONTRACTOR SHALL COORDINATE WITH THE OWNER TO SUBMIT AN NOI AT LEAST 14 DAYS IN ADVANCE OF ANY EROSION ACTIVITIES AT THE SITE. A COMPLETED NOTICE OF TERMINATION (NOT) SHALL BE SUBMITTED TO NPDES PERMITTING AUTHORITY WITHIN 30 DAYS AFTER EITHER OF THE FOLLOWING CONDITIONS HAVE BEEN MET: FINAL STABILIZATION HAS BEEN ACHIEVED ON ALL PORTIONS OF THE SITE FOR WHICH THE PERMITTEE IS RESPONSIBLE FOR, OR ANOTHER OPERATOR/PERMITTEE HAS ASSUMED CONTROL OVER ALL AREAS OF THE SITE THAT HAVE NOT BEEN FINALLY STABILIZED.
5. SILT PROTECTION MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH THE DETAILS CONTAINED IN THIS PLAN SET.
6. CONSTRUCT JUTE MATING ON ALL SLOPES STEEPER THAN 3:1, DISTURBED AREAS SLOPING TOWARDS WETLANDS AND ALL LOCATIONS SHOWN ON PLAN.
7. INSPECT EROSION CONTROL MEASURES WEEKLY AND AFTER EACH RAIN STORM OF 0.10" OR GREATER. REPAIR/MODIFY SILT BARRIER AS NECESSARY TO MAXIMIZE FILTER EFFICIENCY. REMOVE SEDIMENT WHEN SEDIMENT IS 1/3 THE STRUCTURE HEIGHT.
8. PROVIDE SILT BARRIERS AT THE BASE OF CUT AND FILL SLOPES UNTIL COMPLETION OF THE PROJECT OR UNTIL VEGETATION BECOMES ESTABLISHED ON SLOPES. EROSION PROTECTION BELOW FILL SLOPES SHALL BE PLACED IMMEDIATELY AFTER CLEARING, PRIOR TO EMBANKMENT CONSTRUCTION.
9. ALL DISTURBED AREAS SHALL BE REVEGETATED AS QUICKLY AS POSSIBLE. ALL CUT AND FILL SLOPES SHALL BE SEEDED WITHIN 72 HOURS AFTER GRADING.
10. ALL WORK AREAS TO BE STABILIZED AT THE END OF EACH WORK DAY AND PRIOR TO ANY PREDICTED SIGNIFICANT RAIN EVENT.
11. AN AREA SHALL BE CONSIDERED STABLE IF ONE OF THE FOLLOWING HAS OCCURRED:
 - A. BASE COURSE GRAVELS, WHICH MEET THE REQUIREMENTS OF MHDOT STANDARD FOR ROAD AND BRIDGE CONSTRUCTION, 2016, ITEM 304.2, ARE INSTALLED IN AREAS TO BE PAVED
 - B. A MINIMUM OF 85% VEGETATED GROWTH HAS BEEN ESTABLISHED
 - C. A MINIMUM OF 3" OF NON-EROSIVE MATERIAL SUCH AS STONE OR RIP RAP HAS BEEN INSTALLED
 - D. EROSION CONTROL BLANKETS HAVE BEEN PROPERLY INSTALLED
13. ALL CATCH BASINS, MANHOLES, AND DRAIN LINES SHALL BE THOROUGHLY CLEANED OF ALL SEDIMENT AND DEBRIS AFTER ALL AREAS HAVE BEEN STABILIZED.
14. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING SLOPE STABILITY DURING CONSTRUCTION.
15. THE EROSION CONTROL PRACTICES SHOWN ON THESE PLANS ARE ILLUSTRATIVE ONLY AND SHALL BE SUPPLEMENTED BY THE SITE CONTRACTOR AS NEEDED.
16. SEE ADDITIONAL NOTES NEXT SHEET.

TAX MAP 234 LOT 51
EROSION CONTROL PLAN
PROPOSED MIXED-USE DEVELOPMENT
549 US ROUTE 1 BYPASS, PORTSMOUTH, NH

OWNED BY
MEADOWBROOK INN CORP.

JULY 1, 2025

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HORIZONTAL SCALE 1"=50'



50 25 0 50

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		Civil Engineers Structural Engineers Traffic Engineers Land Surveyors Landscape Architects Scientists		170 Commerce Way, Suite 102 Portsmouth, NH 03801 Phone (603) 431-2222 Fax (603) 431-0190 www.tfmoran.com	
FILE	45407.151	DR CK	CADFILE	45407-151 EROSION CONTROL	C-05



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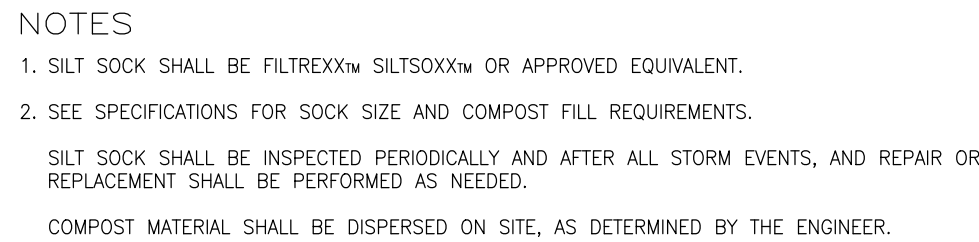
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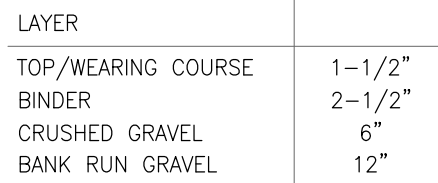
DIG SAFE
NO NOISE NO VIBRATION
NO DRUGS NO ALCOHOL
NO TOOLS NO EQUIPMENT
NO LIFTING NO CARRYING
NO DRIVING NO CONSTRUCTION
CONTACT DIG SAFE 72 BUSINESS HOURS PRIOR TO CONSTRUCTION

[illegible]

			Civil Engineers Structural Engineers Traffic Engineers Land Surveyors Landscape Architects Scientists			170 Commerce Way, Suite 102 Portsmouth, NH 03801 Phone (603) 431-2222 Fax (603) 431-0190 www.tfmorran.com		
FILE	45407.151	DR OK	CADFILE	45407-151 UTILITY PLAN	C-07			

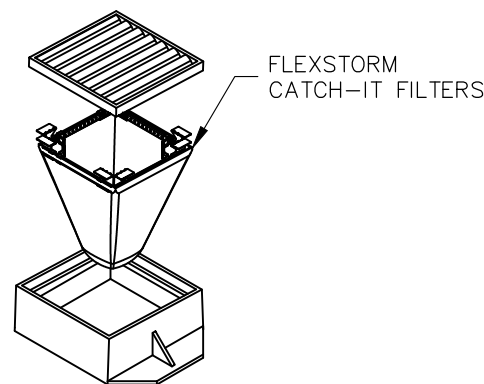


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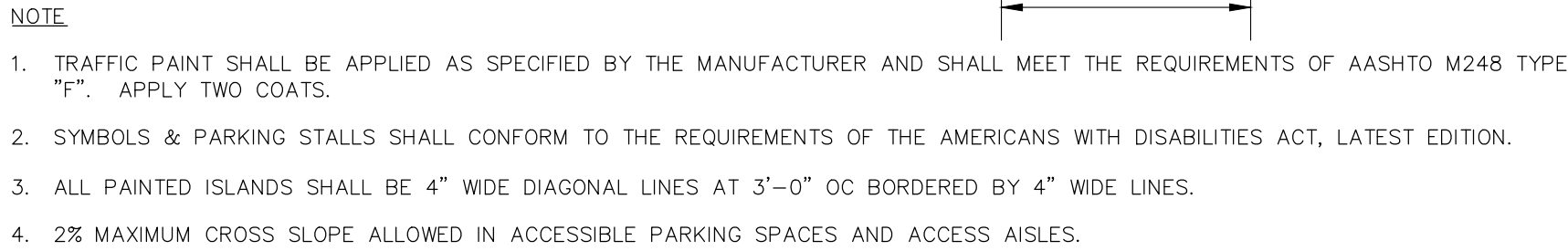
1. SEE GRADING & DRAINAGE PLAN FOR PAVEMENT SLOPE AND CROSS-SLOPE.
2. PROVIDE CLEAN BUTT TO EXISTING PAVEMENT— USE TACK COAT SPECIFICALLY, A TACK COAT SHALL BE PLACED ATOP THE BINDER COURSE/PAVEMENT PRIOR TO PLACING THE WEARING COURSE.
3. REMOVE ALL LOAM AND/OR YIELDING MATERIAL BELOW PAVEMENT.
4. ALL PAVEMENT, BASE MATERIALS AND WORKMANSHIP TO BE IN COMPLIANCE WITH N.H.D.O.T. "STANDARDS FOR ROAD AND BRIDGE CONSTRUCTION" LATEST EDITION.
5. BITUMINOUS CONCRETE SHALL BE COMPACTED TO AT LEAST 92.5% OF THEORETICAL MAXIMUM DENSITY AS DETERMINED BY ASTM D2041 OR AASHTO T209. PLACEMENT TEMPERATURES OF BITUMINOUS CONCRETE MIXES, IN GENERAL, RANGE BETWEEN 270 AND 310 DEGREES FAHRENHEIT.
6. PAVEMENT BASE COURSE AGGREGATE SHALL CONFORM TO NHDOT SPECIFICATION SECTION 304, ITEM 304.3 AND COMPACTED TO A MINIMUM OF 95% OF MODIFIED PROCTOR MAXIMUM DRY DENSITY.
7. PAVEMENT SUBBASE COURSE AGGREGATE AND AGGREGATE FOR SUBGRADE REPAIR AREAS SHALL BE SUITABLE FOR USE AS STRUCTURAL FILL AND BE PROOF ROLLED AND COMPACTED TO 95% MODIFIED PROCTOR MAXIMUM DRY DENSITY.
8. THE EXPOSED SOIL SUBGRADE SHOULD BE PROOF ROLLED PRIOR TO THE PLACEMENT OF SUBBASE GRAVEL, AND SOFT AREAS SHOULD BE REPAIRED AND REPLACED.
9. IT IS THE RESPONSIBILITY OF THE OWNER TO HIRE A TESTING AGENCY TO INSPECT PAVEMENT SUBGRADE AREAS DURING CONSTRUCTION.
10. ALL PAVEMENT TO MEET AASHTO H-20 LOADING.

NOT TO SCALE



1. INSTALL PER MANUFACTURER'S SPECIFICATIONS.
2. INSPECTION SHOULD OCCUR FOLLOWING ANY RAIN EVENT $> \frac{1}{2}$ ".
3. EMPTY THE SEDIMENT BAG PER MANUFACTURER'S SPECIFICATIONS.
4. REMOVED CAKED ON SILT FROM SEDIMENT BAG AND FLUSH WITH MEDIUM SPRAY WITH OPTIMAL FILTRATION.
5. REPLACE BAG IF TORN OR PUNCTURED TO $> \frac{1}{2}$ " DIAMETER ON LOWER HALF OF BAG.

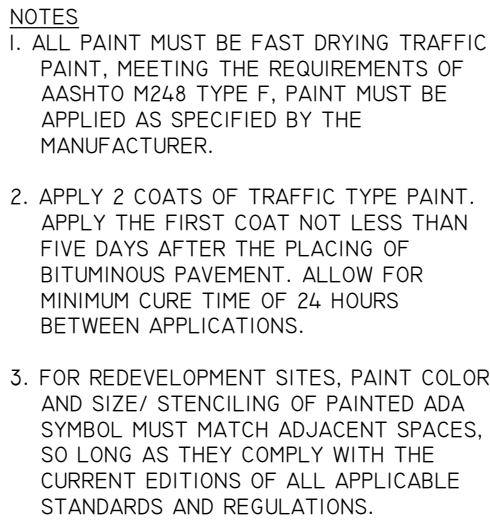
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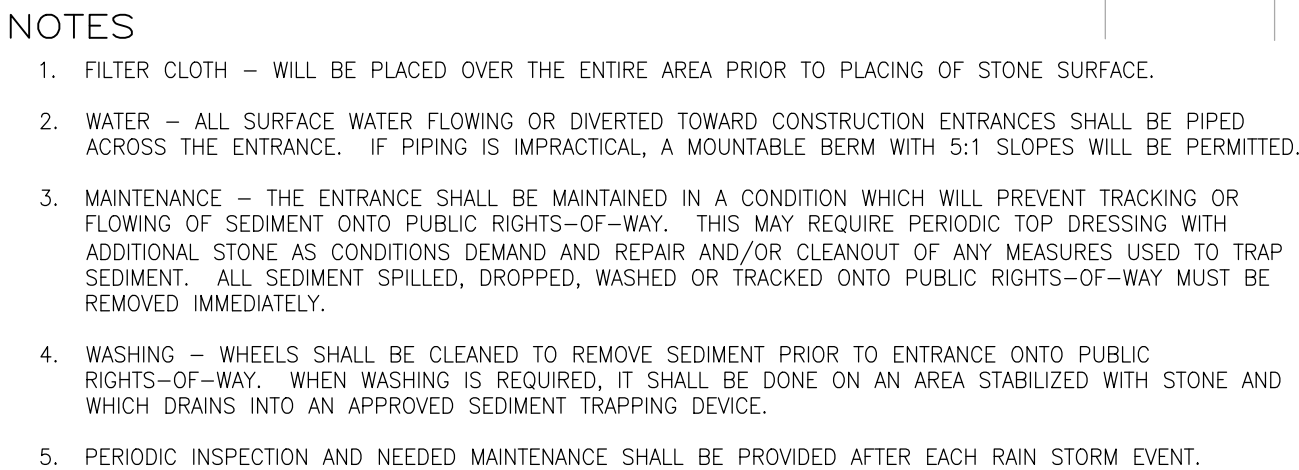
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NOT TO SCALE



NOT TO SCALE



NOT TO SCALE



NOT TO SCALE

JULY 1, 2025



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		CK			

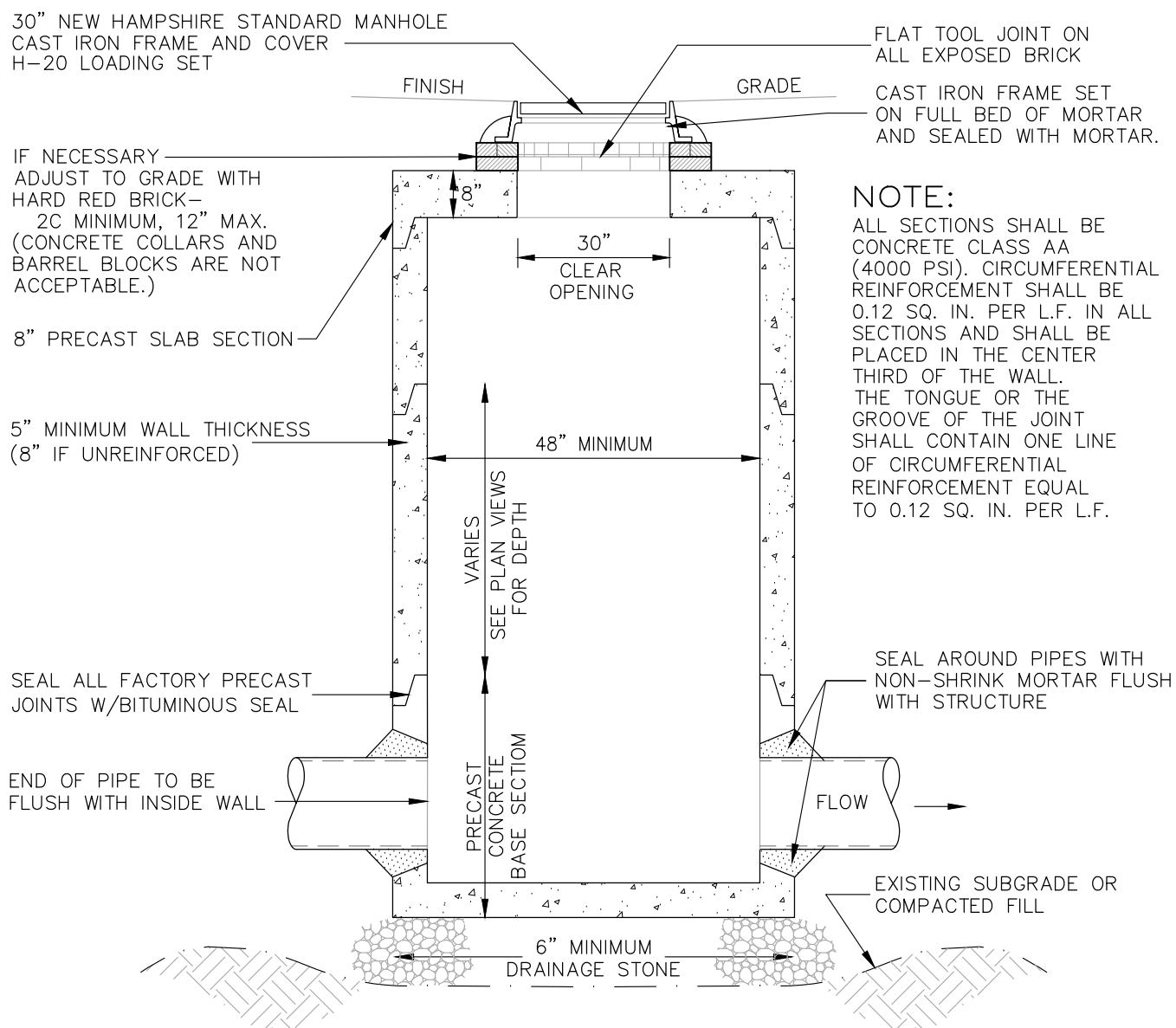


Technical drawing of a galvanized steel post. The top view shows a side profile with a 90° cut option and a minimum height of 7'. The bottom view shows a cross-section with dimensions: 1-9/16" for the top flange, 1-1/4" for the top flange width, 0.164" for the top flange thickness, 3-1/8" for the bottom flange width, and 1-9/16" for the bottom flange height. Labels include "1/3 POST HEIGHT (SEE NOTE 1)", "90° CUT OPTION", and "GALVANIZED STEEL POST".

NOTE:

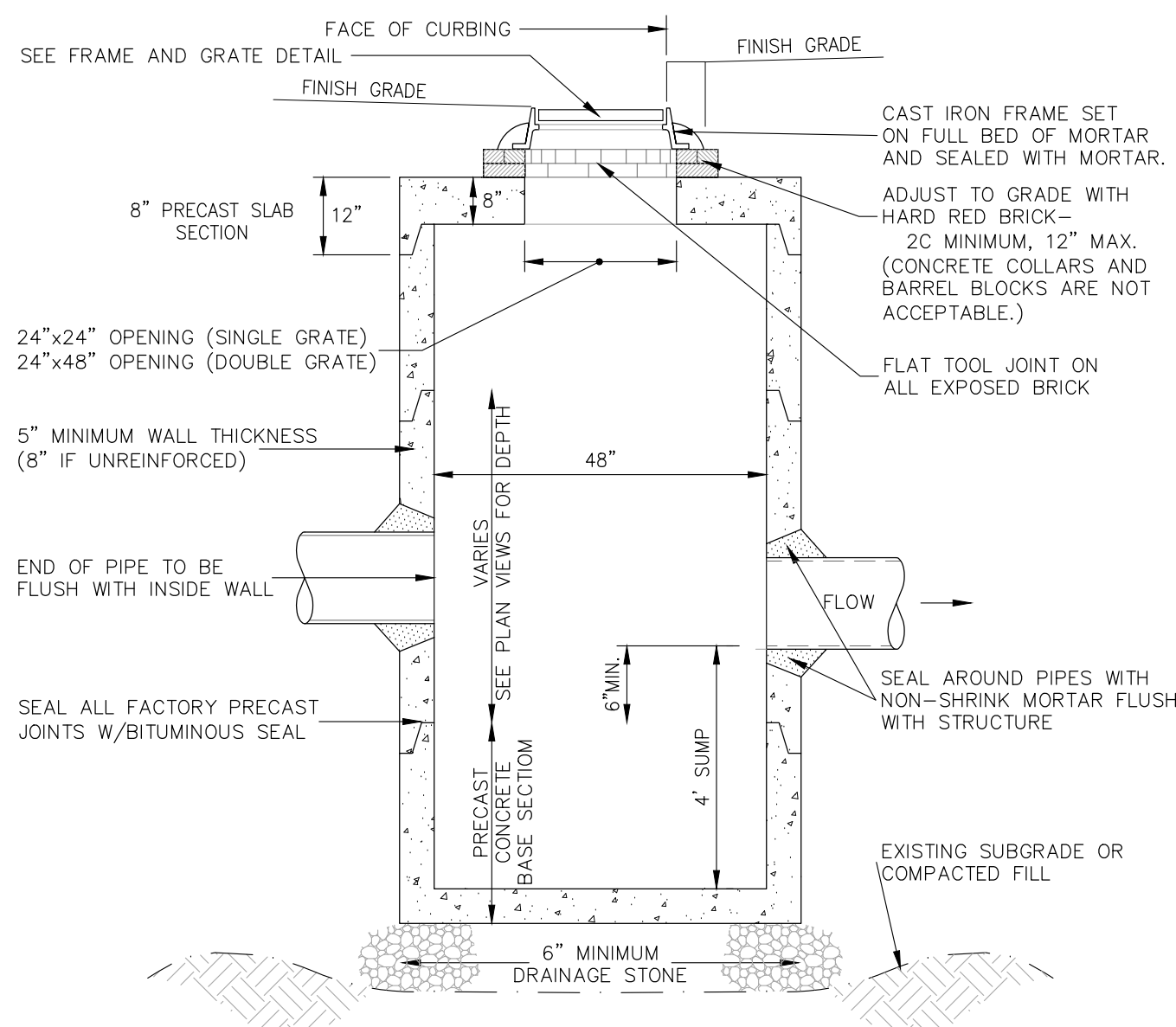
1. WHERE LEDGE APPLICATION EXISTS, DRILL & GROUT TO A MINIMUM OF 2'.
2. ALL SIGNAGE SHALL FOLLOW THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES STANDARDS AND NHDOT STANDARDS.
3. SIGN, HARDWARE, AND INSTALLATION SHALL CONFORM TO THE LATEST NHDOT STANDARD SPECIFICATIONS.

NOT TO SCALE



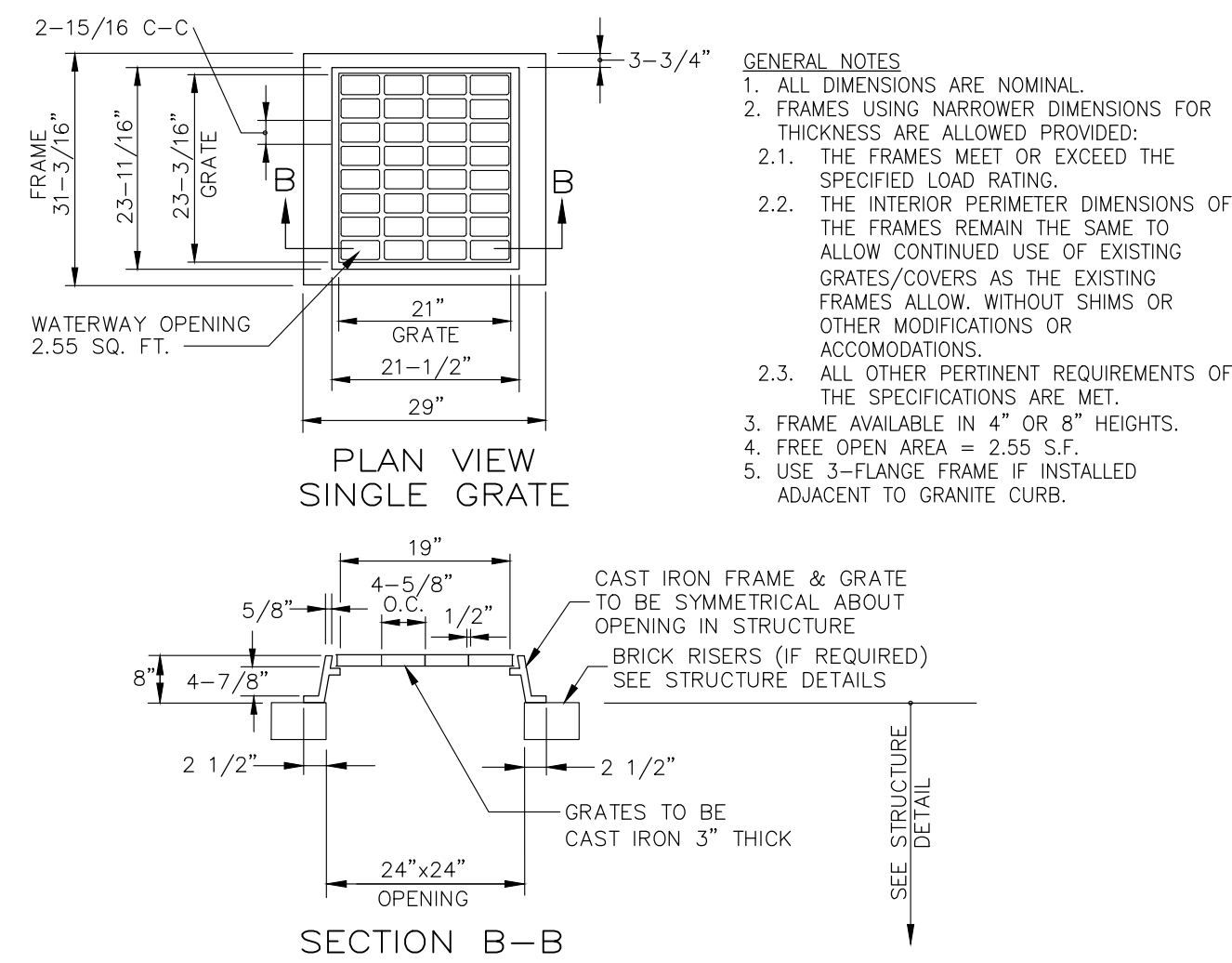
DRAIN MANHOLE

NOT TO SCALE



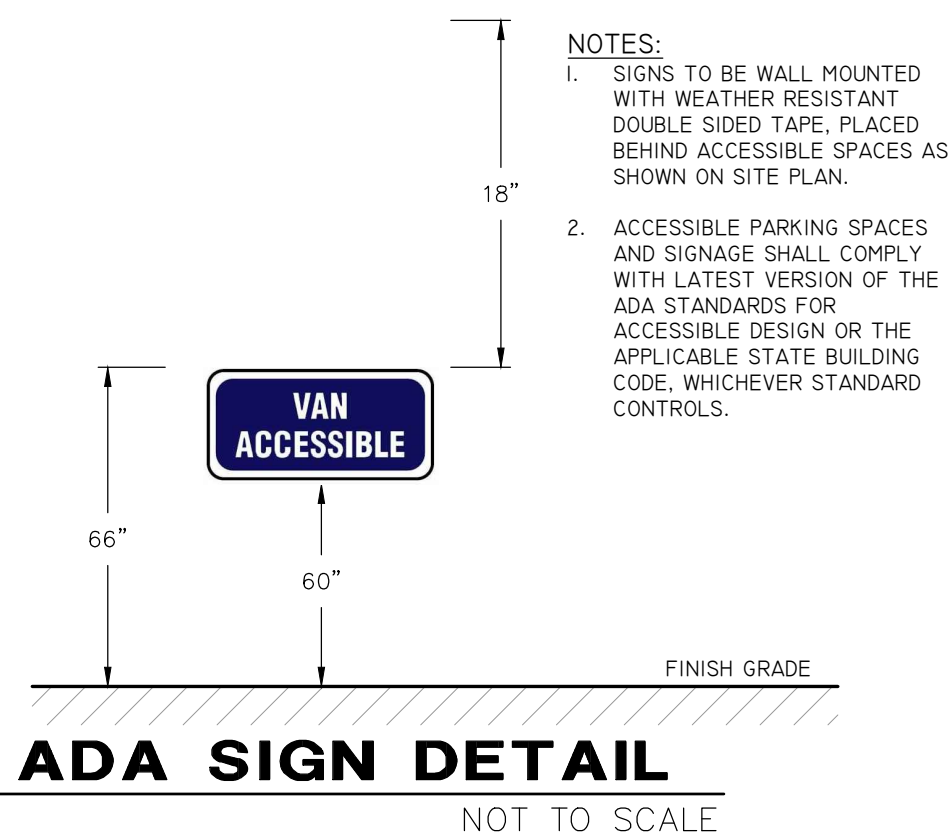
CATCH BASIN

NOT TO SCALE



NHDOT TYPE B

NOT TO SCALE

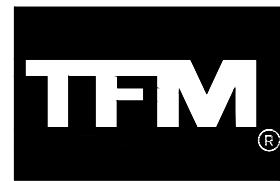


NOT TO SCALE

TAX MAP 234 LOT 51
DETAILS-2
PROPOSED MIXED-USE DEVELOPMENT
549 US ROUTE 1 BYPASS, PORTSMOUTH, NH

OWNED BY
MEADOWBROOK INN CORP.

JULY 1, 2025



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- Structural Engineers
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FILE	45407.151	DR	CADFILE	45407-151 DETAILS	C-11
		CK			

1. ELECTRIC SERVICE INSTALLATION AND STANDARD DIMENSIONAL REQUIREMENTS SHALL BE IN ACCORDANCE WITH FEDERAL, STATE AND LOCAL CODES.
2. COMMUNICATION SERVICE INSTALLATION SHALL MEET ALL CONSTRUCTION REQUIREMENTS.
3. ACTUAL NUMBER OF CONDUITS TO BE DETERMINED BY RESPECTIVE COMPANIES.
4. VERIFICATION INSTALLATION REQUIREMENTS WITH RESPECTIVE COMPANIES.
5. SCHEDULE 80 CONDUIT TO BE USED UNDER TRAFFIC SITUATIONS (PRIMARY AND SECONDARY LINES).
6. ALL 90 DEGREE SWEEPS MUST BE STEEL AND THE FIRST 10' STICK OUT OF THE 90 MUST BE STEEL ON ALL PRIMARY CONDUIT RUNS.

NOT TO SCALE

1. ALL FITTINGS SHALL BE DR 9.
2. IN LOCATIONS WITH EXISTING FILL SOILS, THE EXISTING SUBGRADE SOILS AT THE BOTTOM OF THE TRENCH SHALL BE OVER-EXCAVATED 2" DEEP AND RECOMPACTED IN 12" LIFTS TO 95% MAXIMUM DENSITY. FOR SOIL PLACED BENEATH PROPOSED WATER LINES, AT LEAST 3 PROCTOR COMPACTION TESTS MUST BE CONDUCTED BY A QUALIFIED TECHNICIAN EVERY 50 FEET FOR EACH 12" LIFT.
3. SUFFICIENT FILL MATERIAL TO BE FREE OF DEBRIS WITH MAXIMUM AGGREGATE SIZE OF 6-INCHES, WITH NO MORE THAN 12% OF THE MATERIAL PASSING THE NO. 200 SIEVE, IN CONFORMANCE WITH TNWD STANDARD SPECIFICATIONS. COMPACTED IN 12" LIFTS TO 95% MAXIMUM DENSITY USING THE MODIFIED PROCTOR COMPACTION TEST.
4. RIGID STYROFOAM INSULATION (DOW HI-40 OR EQUAL) WITH 6" CLEAN SAND BLANKET AROUND WATER PIPE WHERE WATER AND DRAIN PIPE SEPARATION IS LESS THAN 18".
5. TRACER WIRE SPECIFIED FOR NON-METALLIC WATER LINES SHALL BE INSTALLED BELOW AND TO THE SIDE OF THE PIPE AND PER THE MANUFACTURER REQUIREMENTS. THEY SHALL BE 12 AWG, SOLID COPPER, POLYETHYLENE COATED. TRACER WIRE PRODUCT SHALL BE SELECTED FOR OPEN CUT INSTALLATION TECHNIQUE.
6. INDICATOR TAPE SHALL BE BLUE MARKING TAPE LABELED "WATER" IN THREE-INCH LETTERS AND SHALL BE INSTALLED 12-INCHES ABOVE THE 12-INCH SAND BLANKET.
7. REFER TO WATER MATERIAL MANUFACTURERS APPROVED BY TNWD AND RECOMMENDED BY TFM.

NOT TO SCALE

1. GAPS BETWEEN SECTIONS OF INSULATION TO BE COVERED WITH 2" x 2' x 2' PIECE OF INSULATION CENTERED OVER GAP.

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